### 2015

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 104

City of Charlottesville

Information in this report is included in Report

02

(Albemarle County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

#### **Publication Notes**

#### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

#### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

#### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1 Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

### Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK I	Factor	AAWDT	Q'
	From:	SCL Charlotte	sville												
20) Monticello Ave	City of Charlottesville	0.26 <b>15000</b>	F	98%	0%	1%	0%	0%	0%	F	0.097		0.615	16000	
<u> </u>	To From:	Altavista A	ve			$\neg$									
20 Monticello Ave	City of Charlottesville	0.28 <b>14000</b>	F	98%	0%	1%	0%	0%	0%	F	0.103		0.543	16000	
<u> </u>	To	Carlton Ro	i												
20 Monticello Ave	City of Charlottesville	0.35 9000	F	98%	0%	1%	0%	0%	0%	С	0.093		0.588	9800	
<i>J</i>	To:	Avon St													
Avon Ct	City of Charlettonville	Monticello A		000/	00/	10/	00/	00/	00/	F	0.005		0.700	15000	
Avon St	City of Charlottesville	0.41 <b>14000</b> Market Stre	F	98%	0%	1%	0%	0%	0%	Г	0.095		0.723	15000	
Bus	From:	Market Stre				+									
20) (250) 9th St	City of Charlottesville	0.12 14000	F	98%	0%	1%	0%	0%	0%	F	0.083		0.595	16000	
	Combined Traffic Estimates for Parallel Roadways on	n this Route: NA									0.088	F	0.607	NA	
	To	US 250 High	St												
Bus Ct	From:	•		000/	00/	10/	00/	00/	00/	_	0.000		0.001	10000	
20 (250) High St	City of Charlottesville	0.23 11000	F	99%	0%	1%	0%	0%	0%	F	0.092		0.601	12000	
Bus	T <sub>CC</sub> From:	11th ST													
20) (250) High St	City of Charlottesville	0.21 10000	F	99%	0%	1%	0%	0%	0%	С	0.088		0.625	11000	
	Τα	Gillespie A	i/e												
Bus	From:			000/	00/	40/	00/	00/	00/	_	0.000		0.500	04000	
250 High St	City of Charlottesville	0.45 <b>20000</b>	F	99%	0%	1%	0%	0%	0%	F	0.089		0.583	21000	
¬~~	T <sub>C</sub> . From:	US 250 & BUS													
20) (250) Long St	City of Charlottesville	0.06 <b>39000</b>	N	98%	0%	1%	1%	0%	0%	Ν	0.089		0.546	43000	
<del></del>	To:	ECL Charlotte	sville												
~~~	From:	WCL Charlotte								_					
Monacan Trail Rd	City of Charlottesville	0.35 38000	G	97%	0%	1%	1%	2%	0%	F	0.096		0.536	40000	
~ ~	10: From:	Bus US 29 US 250, Bus U				-									
Emmet St	City of Charlottesville	0.37 <b>61000</b>	G	97%	0%	1%	1%	2%	0%	F	0.083		0.527	64000	
9)	To:	NCL Charlotte													
Bus	From:	US 29				i									
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37 14000	F	99%	0%	0%	0%	0%	0%	С	0.1		0.638	15000	
<del>"</del>	Too	SCL Charlotte	willo												
us _	From			0000	0-1		001	061	001		0.655		0 FG :	4.4000	_
Fontaine Ave	City of Charlottesville	0.42 13000	F	98%	0%	1%	0%	0%	0%	С	0.092		0.594	14000	
us	i ut From:	Jefferson Park Fontaine A				-+									
Jefferson Park Ave	City of Charlottesville	0.69 <b>12000</b>	F	98%	0%	1%	0%	0%	0%	F	0.079		0.651	13000	
-9	To:	Emmet St				ΤÏ		- / -		•					
Bus	From:	Jefferson Park	Ave												
29 Emmet St		0.53 <b>15000</b>	F	98%	0%	1%	0%	0%	0%	F	0.079		0.504	17000	
~~~	City of Charlottesville			98%	0%	1%	0%	0%	0%	F	0.079		0.504		17000

5/3/2016 7

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		Ivy Rd		000/	00/		00/	00/	00/	_	0.004		0.540	07000	_
Emmet St	City of Charlottesville	0.55	25000	F	99%	0%	1%	0%	0%	0%	С	0.081		0.549	27000	F
Bus	To- From:	Arl	ington Blv	d												
29 Emmet St	City of Charlottesville	0.45	24000	F	99%	0%	1%	0%	0%	0%	F	0.080		0.565	26000	F
	To From:	Ва	arracks Rd													
29 Emmet St	City of Charlottesville	0.40	31000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.511	33000	G
5)	To:	US	250 Bypas	ss												
ast	From:	WCL	Charlottes	ville												
East 64	City of Charlottesville (Maint: 02	,	16000	G	88%	1%	1%	1%	9%	0%	F	0.127			16000	G
	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	G
	10		Charlottesy													
Vest 64	City of Charlottesville (Maint: 02		Charlottes 21000	ville <b>A</b>	89%	1%	1%	1%	9%	0%	F	0.115			22000	Δ
64)	Combined Traffic Estimates for 2 Parallel Roadways			G	89%	1%	1%	1%	9%	0%	F	0.113	Α	0.567	38000	(
	To:		Charlottesy		00 70	1 /0	<del>-i</del> ~	170	0 70	0 70	•	0.110	,,	0.007	00000	
	From:	WCL	Charlottes	ville												
250 29 Monacan Trail Rd	City of Charlottesville	0.35	38000	G	97%	0%	1%	1%	2%	0%	F	0.096		0.536	40000	(
~ · · · · · · · · · · · · · · · · · · ·	To- Front	US 2	29, Emmet	St			_									
250	City of Charlottesville	0.32	23000	F	98%	0%	1%	1%	0%	0%	F	0.108		0.505	25000	F
	To: From:	104-343	31 Hydraul	lic Rd			$\neg$ $\vdash$									
250	City of Charlottesville	0.42	40000	F	98%	0%	1%	1%	0%	0%	F	0.093		0.517	44000	F
	To From:	I	Dairy Rd				$\Box$ $\vdash$									
250	City of Charlottesville	0.60	37000	Α	98%	0%	1%	1%	0%	0%	С	0.102		0.561	41000	F
	To: From:	Rug	by Ave E I	Int												
250	City of Charlottesville	0.33	38000	F	98%	0%	1%	1%	0%	0%	F	0.084		0.505	42000	F
	To: From:	M	cIntire Rd													
250	City of Charlottesville	0.27	42000	F	98%	0%	1%	1%	0%	0%	F	0.082		0.527	46000	F
	To: From:		Park St													
250	City of Charlottesville	0.26	36000	G	98%	0%	1%	1%	0%	0%	F	0.085		0.531	40000	C
	T.c. From:	L	ocust Ave													
Long St	City of Charlottesville	0.49	39000	F	98%	0%	1%	1%	0%	0%	F	0.089		0.546	43000	F
<del>~</del>	To: From	Bus U	IS 250 Hig	h St												
250 (20) Long St	City of Charlottesville		39000	N	98%	0%	1%	1%	0%	0%	Ν	0.089		0.546	43000	Ν
~ ~	To:	ECL (	Charlottesy	ville												
Bus	City of Charletter will a		Charlottes		000/	00/	10/	00/	00/	00/		0.070		0.510	10000	_
250 Ivy Rd	City of Charlottesville	0.50	12000	F	99%	0%	1%	0%	0%	0%	-	0.078		0.519	13000	F

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

		JILY OI	Chanoli					Trı	ck			K		Dir		
Route	Jurisdiction Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Bus U	JS 29 Emm	net St												
250 University Ave	City of Charlottesville 0	.28	13000	F	97%	0%	2%	0%	0%	0%	F	0.07		0.519	14000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	18000	F	97%	0%	2%	0%	0%	0%	F	0.077	F	0.513	20000	F
Bus	To From	Bus 1 US	S 250P, Ru	igby Rd			$\Box$ $\vdash$									
250 University Ave	City of Charlottesville 0	.12	13000	F	97%	0%	2%	0%	0%	0%	F	0.068		0.522	14000	F
,	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	18000	F	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	19000	F
	To. Grown	Cl	hancellor S	t			_									
Bus 250 University Ave	City of Charlottesville 0	.19	12000	F	97%	0%	2%	0%	0%	0%	F	0.066		0.519	14000	F
250) 6	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		18000	F	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	19000	F
	To		O RR Cross													
Bus Main St	City of Charlottesville 0	0.09	13000	F	99%	0%	1%	0%	0%	0%	E	0.072		0.528	14000	E
250 Main St	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			F	99%	0%	1%	0%	0%	0%	F	0.072	F	0.546	20000	, E
	Tollined Traine Estimates for 21 drainer Hoddways of this ric			•	33 /0	0 70	170	0 70	0 /0	0 70		0.070		0.540	20000	'
Bus	From		rson Park													
250 Main St	,	).73	13000	F	97%	0%	2%	0%	0%	0%	С	0.076	_	0.616	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		34000 AcIntire Rd	F	98%	0%	1%	0%	0%	0%	С	0.081	F	0.551	37000	F
Bus	From:		Main St													
250 McIntire Rd	City of Charlottesville 0	.22	24000	F	99%	0%	1%	0%	0%	0%	F	0.081		0.501	26000	F
<u></u>	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute:	28000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
Bus	To: From:	04-3405	5, Bus US	250 Par												
(250) McIntire Rd	City of Charlottesville 0	.03	24000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.501	26000	Ν
$\hookrightarrow$	To.	P	reston Ave	;			$\neg$ $\vdash$									
Bus 250 Market St	City of Charlottesville 0	.53	9100	F	99%	0%	1%	0%	0%	0%	F	0.079		0.538	9900	F
250)	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	F
	Tox		9th St; Av	on St												
Bus	From:		Market St		000/	00/	10/	00/	00/	00/	_	0.000		0.505	10000	_
(250) (20) 9th St	City of Charlottesville 0 Combined Traffic Estimates for Parallel Roadways on this Ro		14000 NA	F	98%	0%	1%	0%	0%	0%	Г	0.083	F	0.595 0.607	16000 NA	F
	To:		High St									0.000	Г	0.607	INA	
Bus	From:	S	R 20 9th S	t												
(250) (20) High St	City of Charlottesville 0	.23	11000	F	99%	0%	1%	0%	0%	0%	F	0.092		0.601	12000	F
Bus	To: From:		11th St													
(250) (20) High St	City of Charlottesville 0	.21	10000	F	99%	0%	1%	0%	0%	0%	С	0.088		0.625	11000	F
Bus	To: From:	Gi	illespie Av	e												
250 (20) High St	City of Charlottesville 0	.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089		0.583	21000	F
	To:		Long St													

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

Route	Jurisdiction Lenat		DT OA	4Tiro	Dua		Trı	uck		QC	K	QK	Dir	AAWDT	OW
noute	Jurisdiction Lengt	n AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
Bus	From:	Univers	ity Ave												
Rugby Rd	City of Charlottesville 0.38	45	00 F	99%	0%	1%	0%	0%	0%	F	0.104		0.528	4900	F
( <del>)</del>	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 280	000 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
	To:	Grady	Ave												
Bus	From:	Rugb	~							_					_
(250) Grady Ave	City of Charlottesville 0.57	53	00 F	99%	0%	1%	0%	0%	0%	F	0.096		0.512	5800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	: 180	000 F	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	19000	F
	To:	Presto													
Bus	Prom:	Grady		000/	00/	40/	00/	00/	00/	_	0.005		0.54.4	00000	_
Preston Ave	City of Charlottesville 0.51	220		99%	0%	1%	0%	0%	0%	С	0.085	_	0.514	23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	340	000 F	98%	0%	1%	0%	0%	0%	С	0.081	F	0.551	37000	F
Bus Bus	To: From	Mark	et St												
250 250 McIntire Rd	City of Charlottesville 0.03	240	000 N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.501	26000	N
Bus	To: From:	Presto	n Ave												
250 High St	City of Charlottesville 0.54	69	00 F	99%	0%	1%	0%	0%	0%	F	0.091		0.537	7500	F
<u> </u>	Combined Traffic Estimates for 2 Parallel Roadways on this Route			99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	F
	To:	9th	St												

						City of Criai	lottesville							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Fact	$\Delta \Delta W DT$	QW	Year
City of Charlottesville														
401-01	0.00	From	╚	000/	00/	Water		00/			0.50	4000	_	0045
1) 10th St	0.28	4000	F	99%	0%		0% 0%	0%	С	0.119	0.56	88 4300	F	2015
		From	l			Bus US								
2 Garret St	0.45	3500	F	97%	0%	Dead :	)% 0%	0%	С	0.108	0.81	11 3700	F	2015
2 Garret St	0.43	3300 To	÷	31 /6	0 /6	Avon		0 /6		0.108	0.01	3700	'	2013
		From												
3 Kenwood Lane	0.50	590	F	97%	0%	Meadowbrook 2% (	)% 0%	0%	С	0.116	0.51	15 640	F	2015
3) 1101111000 = 11110	0.00	To		0.70	0,0	Melbour		0,70			0.0		-	_0.0
		From	i i			Jefferson F								
4 Lane Rd	0.39	1800	F	87%	1%		I% 1%	0%	С	0.097	0.52	27 2000	F	2015
<u>•</u>		To	:			Lee	St							
		From	ı			Arlington	n Blyd							
5 Millmont St	0.46	12000	F	98%	0%		0% 0%	0%	С	0.094	0.61	15 13000	F	2015
<u> </u>		To	:			Barrack	s Rd							
		From	c			Meadowbro	ok Hghts							
6 Yorktown Dr	0.31	1200	F	98%	0%		0%	0%	F	0.130	0.62	23 1300	F	2015
<u> </u>		To	:			Brandyw	ine Dr							
		From				Alderma	an Rd							
7 McCormick Rd	0.27	4000	F	87%	1%		0% 0%	0%	С	0.097	0.63	33 4300	F	2015
$\cup$		Te	_			Emme	t St							
7 McCormick Rd	0.42	2900 From	F	87%	1%		0% 0%	0%	F	0.11	0.50	05 3200	F	2015
1) Miccommon rid	0.12	To	-	07.70	1 /0	Universit		070	•	<u> </u>	0.00	0200	•	2010
		From				104-3412 (								
8 Melbourne Rd	0.08	700	F	97%	0%		)% 0%	0%	F	0.108	0.55	53 760	F	2015
<u></u>	0.00	To	Ť	0.70	0 70	Kenwood		0,70	•		0.00		-	_0.0
		From				Bus US 29				i				
9 Massie Rd	0.96	5700	F	95%	0%		0% 0%	0%	С	0.112	0.59	96 6200	F	2015
9)		To	c			Arlington								
		From				Jefferson F	ark Ave							
Gleveland Ave	0.23	2900	F	98%	0%		0% 0%	0%	С	0.107	0.50	08 3100	F	2015
		To	:			Cherry	Ave							
O		From				Clevelan								
Gadoo Cherry Ave	0.85	5800	F	98%	0%	1% (	0% 0%	0%	С	0.099	0.54	19 6300	F	2015
		Te From				Spring	g St							
3400) Cherry Ave	0.68	6000	F	98%	0%	2% (	0%	0%	F	0.095	0.58	6500	F	2015
$\overline{}$		To				Ridge	St							
3400) Cherry Ave	0.25	12000	F	98%	0%		0%	0%	F	0.087	0.57	77 13000	F	2015
		To				1St St	root							
3400) Elliot Ave	0.28	11000	F	98%	0%		0% 0%	0%	С	0.092	0.53	36 12000	F	2015
3400) =	0.20				0,0						0.00		-	_0.0
3400) Elliot Ave	0.20	7400	1	000/	00/	Avon		00/	F	0.105	0.60	2700	F	2015
3400) Elliot Ave	0.39	3400 <sub>To</sub>	┌╴	98%	0%	2% ( Monticel		0%	Г	0.105	0.60	3700	Г	2015
		From												
Old Lynchburg Rd	0.65	3600	F	97%	0%	SCL Charle	ottesville 0% 0%	0%	С	0.108	0.7	1 4000	F	2015
Old Lynchburg Rd	0.05	To	÷	31 /6	0 /6	Jefferson F		0 /6		0.108	0.7	1 4000	'	2010
_		From												
Monticello Ave	0.49	10000	F	98%	0%	Ridge 1% (	)% 0%	0%	С	0.093	0.53	32 11000	F	2015
Monticello Ave	0.43	To	Ė	JU /0	0 /0	SR 20 A		0 /0		0.093	0.53	11000	'	2010
		From	1							1				
3403) Harris Rd	0.63	3100		98%	0%	5th :	St 0% 0%	0%	С	0.104	0.57	73 3400	F	2015
Harris Rd	0.03	J I UU To	=	JU /0	U /0	Jefferson F		0 /0	U	0.104	0.57	0 0400	'	2010
		From				Harris								
							Itu							
3403) Jefferson Park Ave	0.27	3200	F	98%	0%		0% 0%	0%	F	0.1	0.66	3500	F	2015

					,	City of Ch	anones	VIIIC								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville																
O Jefferson Barta Assa	0.40	From	<u> </u>	000/	00/	Old Lynd			00/				0.007	7500	_	0045
Jefferson Park Ave	0.16	6900	F	99%	0%	1%	0%	0%	0%	F	0.100		0.667	7500	F	2015
O . "		From	<u> </u>				and Ave	221								
Jefferson Park Ave	0.38	8500 To	F	99%	0%	1%	0%	0%	0%	С	0.099		0.677	9200	F	2015
		From				Bus US 29; Bus US 29;										
(3403) Maury Ave	0.21	5500	F	99%	0%	1%	0%	0%	0%	F	0.104		0.717	5900	F	2015
		To					um Rd									
3403) Alderman Rd	0.05	7400	F	98%	0%	1%	tt Dr 0%	0%	0%	С	0.099		0.629	8000	F	2015
Alderman Rd	0.00	7 <b>400</b>	Ė	30 /6	0 70		son Rd	0 70	0 70		0.000		0.023	0000	'	2013
		From					pson Rd									
<sub>3403</sub> Alderman Rd	0.42	8300	F	98%	0%	1%	0%	0%	0%	F	0.1		0.68	9000	F	2015
<u> </u>		To	1			Bus US 2	250; Ivy I	Rd								
O		From	<u> </u>				h St				<u> </u>					
E Market St	0.48	5500 <sub>Ta</sub>	F	98%	0%	1%	0%	0%	0%	С	0.091		0.7	6000	F	2015
		- 10					de Ave									
3405) 5th St	1.42	19000		98%	0%	SCL Cha	rlottesvil	le 0%	0%	С	0.093		0.625	20000	F	2015
5th St	1.42	To	ŕ	30%	0-76		ry Ave	U /o	U //o		0.093		0.020	20000	1,	2015
		From					rry St									
3405) Ridge St	0.22	15000	F	97%	0%	1%	0%	1%	0%	С	0.091		0.676	17000	F	2015
$\bigcup$		To From				Die	ce St				_					
Ridge St	0.17	21000	F	96%	1%	1%	1%	1%	0%	С	0.084		0.62	23000	F	2015
		To					in St									
Molntiro Pd	0.64	14000	└── F	98%	0%	US 250 Bus 1%	Preston 0%		00/	F	0.092		0.570	16000	F	2015
McIntire Rd	0.04	14000		90%	076			1%	0%	Г	0.092		0.572	16000	Г	2015
Malatina Dal	0.10	From	┶	000/	00/		ris St	10/	00/		0.007		0.504	01000	_	0015
McIntire Rd	0.18	20000 To	F	98%	0%	1%	0% O Bypass	1%	0%	С	0.087		0.584	21000	F	2015
		From									1					
(3406) Water St	0.32	8000	F	97%	0%	2%	US 250 0%	0%	0%	С	0.086		0.685	8700	F	2015
Water St	0.02	- T-	<u>.                                    </u>	07.70	0 70			0 70					0.000	0,00	•	20.0
(3406) Water St	0.32	5000	F	97%	0%	2%	h St 0%	0%	0%	F	0.097		0.526	5400	F	2015
Water St	0.52	To	Ė	31 /6	0 /6		th St	0 /6	0 /6	'	0.037		0.520	3400	'	2013
		From				SCL Cha		10			<u> </u>					
Avon St	0.20	12000	F	97%	0%	2%	0%	0%	0%	С	0.102		0.653	13000	F	2015
3407)		To			- 7.						_					
3407) Avon St	0.50	13000	F	97%	0%	2%	and Ave	0%	0%	F	0.091		0.614	14000	F	2015
3407 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.00	To	Ė	01 70	0 70		ello Ave		0 70	•			0.011	1 1000	•	20.0
		From					ello Ave				Ì					
3409) Carlton Rd	0.46	7900	F	96%	0%	2%		1%	0%	С	0.096		0.557	8600	F	2015
5400		To				Mead	de Ave									
O		From	<u> </u>				ton Rd								_	
Meade Ave	0.17	9900	F	96%	0%	2%	1%	1%	0%	F	0.095		0.535	11000	F	2015
<u> </u>		To From					ırket St				_					
Meade Ave	0.46	10000	F	96%	0%	2%	1%	1%	0%	F	0.090		0.522	11000	F	2015
		To	1				h St E				<u> </u>					
Lofforces Deals Asse	0.57	12000	ᄂ	0.407	10/		net St	10/	00/		0.070		0.500	14000	_	0015
Jefferson Park Ave	0.57	13000 <sub>то</sub>	F	94%	1%	4% Ma	0% nin St	1%	0%	С	0.078		0.503	14000	F	2015
		From														
3411) Shamrock Rd	0.42	3100	F	99%	0%	0%	ry Ave 0%	0%	0%	С	0.093		0.571	3300	F	2015
Snamrock Rd	0.72	To	Ė	00 /0	0 /0	Jefferson			0 /0		7		0.071	0000	•	2010
		From					JS 250									
3412 Locust Ave	0.29	6700	F	99%	0%			00/	00/				0.070	7000	_	001E
34121 LUCUSI AVE	0.23				0 /0	1%	0%	0%	0%	F	0.114		0.673	7300	F	2015

					(	JITY OF C	nariottes	sville								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From														
Locuet Avo	0.25	6900	F	99%	0%	1%	azel St 0%	0%	0%	С	0.117		0.651	7500	F	2015
(3412) Locust Ave	0.25	0900		99%	0%	1%	0%	0%	0%	C	0.117		0.651	7500	Г	2015
		From					JS 250									
(3412) Locust Ave	0.21	4000	_ <u>F</u> _	99%	0%	1%	0%	0%	0%	F	0.118		0.682	4300	F	2015
<u> </u>		From					lhoun St									
3412 Calhoun St	0.22	4100	F	99%	0%	1%	oust Ave 0%	0%	0%	С	0.119		0.613	4400	F	2015
Calhoun St	0.22	<b>7100</b>	Ė	00 /0	0 70		ridan Ave	0 70	0 70				0.010	4400	•	2010
		From					lhoun St									
3412) Sheridan Ave	0.04	3900	F	99%	0%	1%	0%	0%	0%	F	0.125		0.6	4300	F	2015
		To				No	orth Ave									
		From				Sher	idan Ave									
North Ave	0.30	3800	F	99%	0%	1%	0%	0%	0%	С	0.123		0.611	4200	F	2015
		To	_			P	ark St				$\neg$ $\blacksquare$					
3412) Melbourne Rd	0.77	3300 From	F	97%	0%	2%	0%	0%	0%	С	0.138		0.556	3600	F	2015
5412)		То					ove Rd									
		From					ourne Rd									
Grove Rd	0.31	1500	F	96%	0%	2%	0%	0%	0%	С	0.128		0.728	1600	F	2015
$\smile$		To	-			Cor	ncord Dr				<u> </u>					
3412) Grove Rd	0.38	3100 From	F	97%	0%	3%	0%	0%	0%	С	0.132		0.581	3400	F	2015
3412) 31010 113	0.00	0.00	<u> </u>	0.70	J /0				J /0				3.551	3 100	•	_0.0
<u> </u>		From	<u> </u>				50 Bypass				<u> </u>					
3412) Dairy Rd	0.40	2100	F	98%	0%	2%	0%	0%	0%	С	0.11		0.606	2300	F	2015
		To	1			Ru	igby Rd									
_		From				E S	South St									
3413) 2nd Street South East	0.25	3200	F	97%	1%	1%	0%	0%	0%	С	0.114			3500	F	2015
$\bigcup$		To				EV	Water St									
		From	1			Ru	igby Rd									
3414) Rugby Ave	0.52	1800	F	98%	0%	1%	0%	0%	0%	С	0.096		0.534	2000	F	2015
		To				D	. IIII D									
Pughy Ava	0.36	7600 From	1	98%	0%	1%	e Hill Dr 0%	0%	0%	F	0.1		0.629	8200	F	2015
Rugby Ave	0.36	7 0 U To		90%	076				0%	Г	-0.1		0.029	0200	Г	2013
			1				50 Bypass									
<u> </u>		From		2221			cky Rd			_	<u> </u>				_	
3416 Angus Rd	0.38	3100	F	98%	0%	1%	1%	0%	0%	С	0.131		0.531	3300	F	2015
<u> </u>		To	1			En	nmet St				J					
		From				Ma	ury Ave									
3417) Stadium Rd	0.51	3500	F	96%	0%	4%	0%	0%	0%	С	0.098		0.571	3800	F	2015
		To				En	nmet St									
		From	1				2nd St									
3418) South St	0.22	1900	F	99%	0%	1%	0%	0%	0%	С	0.112			2100	F	2015
3410		То					ater St									
		From									i					
7th Street NE	0.16	900	F	98%	0%	1%	arket St 0%	0%	0%	С	0.116		0.527	980	F	2015
73419) 7th Street NE	0.10	900 To	Ė	30 /6	0 /6		ligh St	0 /6	0 76		0.110		0.527	300	'	2010
O 5 1 0:	0.04	From	<u> </u>	000/	00/		ligh St	00/	00/				0.500	10000	_	0045
(3421) Park St	0.34	11000	F	99%	0%	1%	0%	0%	0%	F	0.091		0.588	12000	F	2015
		To From				Ever	green Ave									
3421) Park St	0.34	12000	F	99%	0%	1%	0%	0%	0%	С	0.094		0.655	13000	F	2015
$\bigcirc$		To	_				JS 250				<u> </u>					
9421) Park St	0.25	20000 From	F	99%	0%	1%	0%	0%	0%	F	0.085		0.511	21000	F	2015
Park St	0.20	<b></b> To	Ė	JJ /0	U /0		2 North A		U /0	- 1	0.003		0.011	£1000	'	2010
								110								
01/- 101/- 0	0.00	From	<u> </u>	0000	001		erry Ave	001	001				0.000	4 4000	_	00:-
3423) 9th 10th Connector	0.28	13000	F	98%	0%	1%	0%	0%	0%	С	0.086		0.699	14000	F	2015
\ /											_					
$\bigcup$		To From				US 25	50 Main St	t								
3423) 10th St	0.44	8500 From	F	98%	0%	US 25 1%	50 Main St 0%	t 0%	0%	С	0.099		0.585	9200	F	2015

Cite of Charlottesville    14th St	Alive   Bus   Caraly Axe   1Trail   2Trail   Car   C							City of C	nanone	SVIIIE								
14th St	98%   0%   1%   0%   0%   0%   0%   F   0.091   2900   F   2015	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
10th St	98%   0%   1%   0%   0%   0%   F   0.091   2900   F   2015	City of Charlottesville																
Preside Ave		101-01	0.04		<u> </u>	000/	00/			00/	00/					0000	_	0045
Madison Ave   0.27   2900   F 96%   0%   4%   0%   0%   0%   0%   0%   0	Series   S	10th St	0.04	2600		98%	0%			0%	0%	F	0.091			2900	F	2015
	96%    0%				1													
Madison Ave   0.27   2900   F   96%   0%   4%   0%   0%   0%   F   0.102   0.613   3100	Signature	1.4th St	0.46		ᄂ	06%	Λ9/			<b>N</b> 9/	09/		0.002		0.545	5500	_	2015
Madison Ave   0.27   2000   F   96%   0%   4%   0%   0%   0%   F   0.102   0.613   3100	96%   0%   4%   0%   0%   0%   F   0.102   0.613   3100   F   2015	3425) 14111 31	0.46	5000		90%	076	470	0%	076	0%	C	0.092		0.545	3300	Г	2015
Prestor Ave   0.32   180   F   98%   0%   4%   0%   0%   0%   0%   0   0.52   200	Preston Ave		0.07	From	<u> </u>	000/	00/			00/	201				0.040	0400		0015
Madison Ave   0.32   180   F   96%   0%   4%   0%   0%   0%   0%   0%   0	Person Ave	3425 Madison Ave	0.27	2900 To		96%	0%			0%	0%	Г	0.102		0.613	3100	F	2015
Madison Ave   0.32   180   F   96%   0%   4%   0%   0%   0%   0 0   0.133   0.522   200	96% 0% 4% 0% 0% 0% 0% C 0.133 0.522 200 F 2015    Rose Hill DT			From														
Rugby Rd	Stady Rd	Madison Ave	0.32	180	F	96%	0%			0%	0%	С	0.133		0.522	200	F	2015
Rugby Rd 0.49 4400 F 98% 0% 1% 1% 0% 0% 0% C 0.094 0.633 4800 F 98% 0% 1% 1% 0% 0% 0% C 0.004 0.633 4800 F 97% 1% 2% 0% 0% 0% C 0.104 0.663 8800 F 97% 1% 0% 0% 0% C 0.104 0.663 8800 F 98% 0% 19% 0% 0% 0% C 0.104 0.663 8800 F 98% 0% 19% 0% 0% 0% C 0.078 0.545 16000 F 98% 0% 19% 0% 0% 0% C 0.078 0.507 17000 F 98% 0% 1% 0% 0% 0% 0% C 0.078 0.507 17000 F 98% 0% 2% 0% 0% 0% 0% C 0.078 0.507 17000 F 98% 0% 2% 0% 0% 0% 0% F 0.085 0.539 21000 F 98% 0% 2% 0% 0% 0% 0% F 0.085 0.539 21000 F 98% 0% 2% 0% 0% 0% 0% F 0.131 0.86 1800 F 98% 0% 2% 0% 0% 0% 0% C 0.135 0.641 2900 F 98% 0% 2% 0% 0% 0% 0% C 0.135 0.641 2900 F 98% 0% 2% 0% 0% 0% 0% C 0.135 0.641 2900 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% 0% C 0.131 0.595 2700 F 98% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	98% 0% 1% 1% 0% 0% C 0.094 0.633 4800 F 2015    Preston Ave			To				Rose	e Hill Dr									
Preston Ave	Preston Ave			From	1			Gr	ady Rd									
Preston Ave	Preston Ave	3427) Rugby Rd	0.49	4400	F	98%	0%	1%	1%	0%	0%	С	0.094		0.633	4800	F	2015
Rose Hill Dr	97%   1%   2%   0%   0%   0%   C   0.104   0.663   8800   F   2015     Rugby Ave			To				Pres	ston Ave									
Rugby Ave	Rugby Ave			From				Pres	ston Ave									
Rugby Ave   1943   Preston Ave   0.23   14000   F   98%   0%   1%   0%   0%   0%   0%   F   0.082   0.545   16000	Sirady Ave	Rose Hill Dr	0.65	8100	F	97%	1%	2%	0%	0%	0%	С	0.104		0.663	8800	F	2015
Preston Ave   0.23   14000   F   98%   0%   1%   0%   0%   0%   0%   F   0.082   0.545   16000     Add   Preston Ave   0.28   16000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	98% 0% 1% 0% 0% 0% 0% F 0.082 0.545 16000 F 2015    Madison Ave	$\overline{}$		To				Rug	gby Ave									
Sada   Preston Ave   0.28   16000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	Madison Ave			From				Gra	dy Ave									
Preston Ave   0.28   16000   F   98%   0%   1%   0%   0%   0%   0%   C   0.078   0.507   17000	98%   0%   1%   0%   0%   0%   C   0.078   0.507   17000   F   2015	Preston Ave	0.23	14000	F	98%	0%	1%	0%	0%	0%	F	0.082		0.545	16000	F	2015
Preston Ave   0.28   16000   F   98%   0%   1%   0%   0%   0%   0%   C   0.078   0.507   17000	98%   0%   1%   0%   0%   0%   C   0.078   0.507   17000   F   2015	$\overline{}$		To To				Mad	ison Ave				$\neg$ —					
Rugby Rd	Preston Ave	3431) Preston Ave	0.28	16000	F	98%	0%			0%	0%	С	0.078		0.507	17000	F	2015
Rugby Rd	98% 0% 2% 0% 0% 0% 0% F 0.085 0.539 21000 F 2015    Barracks Rd	$\cup$		To				Ru										
Barracks Rd   1700   F   98%   0%   2%   0%   0%   0%   F   0.131   0.86   1800	Second   S	<u> </u>			<u> </u>												_	
Second   S	98% 0% 2% 0% 0% 0% F 0.131 0.86 1800 F 2015  US 250  98% 0% 2% 0% 0% 0% N 0.135 0.641 2900 N 2015  Hydrautic Rd  98% 0% 2% 0% 0% 0% 0% C 0.135 0.641 2900 F 2015  Greenbrier Dr  Brandywine Dr  97% 0% 2% 0% 0% 0% C 0.131 0.595 2700 F 2015  NCL Charlottesville  98% 0% 5% 0% 0% 0% 0% F 0.103 0.640 7500 F 2015  Emmet St  99% 0% 1% 0% 0% 0% 0% F 0.082 0.516 18000 F 2015  WCL Charlottesville  99% 0% 1% 0% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  99% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  98% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  US 29 Emmett St  US 250 University Ave  US 250 University Ave  0.094 0.525 6000 F 2015	Rugby Rd	0.14	20000	F	98%	0%	2%	0%	0%	0%	F	0.085		0.539	21000	F	2015
Second Process of Parameters   Second Process of Parameters	S   S   S   S   S   S   S   S   S   S	<u> </u>		To From				Ban	acks Rd				_					
Sadar   Brandywine Dr   0.07   2700   N   98%   0%   2%   0%   0%   0%   N   0.135   0.641   2900	98% 0% 2% 0% 0% 0% 0% N 0.135 0.641 2900 N 2015    Hydraulic Rd	3431) Rugby Rd	0.89	1700	F	98%	0%	2%	0%	0%	0%	F	0.131		0.86	1800	F	2015
Second   S	Second   S	$\bigcup$		To	-			U	S 250				_					
Second Process   Seco	98% 0% 2% 0% 0% 0% 0 0 0 0 0.135 0.641 2900 F 2015    Greenbrier Dr	3431) Brandywine Dr	0.07	2700	N	98%	0%			0%	0%	N	0.135		0.641	2900	N	2015
Sadas   Barnadywine Dr   0.95   2700   F   98%   0%   2%   0%   0%   0%   0%   C   0.135   0.641   2900	98% 0% 2% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0 0			To				Hyd	raulic Rd									
Transport   Tran	Strandywine Dr	Brandywine Dr	0.95		F	98%	0%			0%	0%	С	0.135		0.641	2900	F	2015
Same	97% 0% 2% 0% 0% 0% 0% C 0.131 0.595 2700 F 2015    Tarleton Dr	3431) = 14.1147 11.114	-	To	Ė													
Company   Comp	Tarleton Dr			From				Branc	lywine Dr									
3431 Greenbriar Dr  0.44 2400 F 97% 1% 2% 0% 0% 0% C 0.125 0.576 2600    NCL Charlottesville	97% 1% 2% 0% 0% 0% C 0.125 0.576 2600 F 2015    NCL Charlottesville	3431) Greenbrier Dr	0.33	2500	F	97%	0%	2%	0%	0%	0%	С	0.131		0.595	2700	F	2015
NCL Charlottesville   NCL Charlottesville	NCL Charlottesville	$\overline{}$		To	_			Tar	leton Dr				$\neg$ —					
NCL Charlottesville   NCL Charlottesville   NCL Charlottesville   NCL Charlottesville	Massie Rd	3431) Greenbriar Dr	0.44	2400	F	97%	1%	2%	0%	0%	0%	С	0.125		0.576	2600	F	2015
Arlington Blvd 0.34 6900 F 95% 0% 5% 0% 0% 0% F 0.103 0.640 7500    Samuel St	95% 0% 5% 0% 0% 0% F 0.103 0.640 7500 F 2015    Emmet St	$\bigcirc$		To				NCL Cl	narlottesvi	lle								
Arlington Blvd  0.34 6900 F 95% 0% 5% 0% 0% 0% F 0.103 0.640 7500  Emmet St  Rugby Rd  0.50 16000 F 99% 0% 1% 0% 0% 0% F 0.082 0.516 18000  Emmet St  Emmet St  Emmet St  Emmet St  Emmet St  WCL Charlottesville  0.67 1200 F 99% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	95% 0% 5% 0% 0% 0% F 0.103 0.640 7500 F 2015    Emmet St			From				Ma	ssie Rd									
Sader St   Stader Stader St   Stader St	Sugby Rd	3433) Arlington Blvd	0.34	6900	F	95%	0%			0%	0%	F	0.103		0.640	7500	F	2015
Barracks Rd   0.50   16000   F   99%   0%   1%   0%   0%   0%   F   0.082   0.516   18000	99% 0% 1% 0% 0% 0% F 0.082 0.516 18000 F 2015  Emmet St  99% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015	$\overline{}$		To		_		En	nmet St	_	_							
Sader St   St   St   St   St   St   St   St	99% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  US 250  US 250  US 250  US 250 Usiversity Ave  0.094 0.525 6000 F 2015			From				Ru	gby Rd									
Sadjer St   St   St   St   St   St   St   St	99% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015	3435) Barracks Rd	0.50	16000	F	99%	0%	1%	0%	0%	0%	F	0.082		0.516	18000	F	2015
Sadder St	99% 0% 1% 0% 0% 0% C 0.09 0.562 20000 F 2015  WCL Charlottesville  US 250  99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015	$\smile$		To	-			En	nmet St				_					
WCL Charlottesville   WCL Charlottesville	WCL Charlottesville  US 250  99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015	3435) Barracks Rd	0.37	18000	F	99%	0%			0%	0%	С	0.09		0.562	20000	F	2015
Meadowbrook Heights   0.67   1200   F   99%   0%   1%   0%   0%   0%   C   0.136   0.686   1300	99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015  Yorktown Dr  US 250  98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015			To														
Meadowbrook Heights   0.67   1200   F   99%   0%   1%   0%   0%   0%   C   0.136   0.686   1300	99% 0% 1% 0% 0% 0% C 0.136 0.686 1300 F 2015			From	1			U	S 250									
Yorktown Dr	Yorktown Dr	Meadowbrook Heights	0.67	1200	F	99%	0%			0%	0%	С	0.136		0.686	1300	F	2015
Hydraulic Rd 0.35 <b>28000</b> F 98% 0% 1% 1% 0% 0% C 0.091 0.545 31000    Solution	98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015	<u> </u>		To														
Hydraulic Rd   0.35   28000   F   98%   0%   1%   1%   0%   0%   C   0.091   0.545   31000	98% 0% 1% 1% 0% 0% C 0.091 0.545 31000 F 2015  US 29 Emmett St  US 250 University Ave  0.094 0.525 6000 F 2015			From			-	U	S 250									
To US 29 Emmett St    From: US 250 University Ave	US 29 Emmett St  US 250 University Ave  0.094	3439) Hydraulic Rd	0.35	28000	F	98%	0%			0%	0%	С	0.091		0.545	31000	F	2015
14th St 5500 F 0.094 0.525 6000 Sadler St	0.094 0.525 6000 F 2015	$\bigcup$		To						St								
14th St 5500 F 0.094 0.525 6000 Sadler St	0.094 0.525 6000 F 2015			From				US 250 U	Iniversity	Ave				-				-
To Sadler St		14th St		5500	F					-			0.094		0.525	6000	F	2015
From								Sa	dler St									
Henry Ave	Henry Ave			From				Her	nry Ave									
Albemarle St <b>170 F</b> 0.113 0.615 180		Albemarle St		170	F				,				0.113		0.615	180	F	2015
	Concord Ave			To				Cone	cord Ave									
Helity Ave	Henry Ave 0.112 0.615 190 E 20			5500 To	:			Sa	dler St	Ave								

Route	Length AADT	QΔ	4Tire	Bus		Truc		,	C _	K	QK	Dir	AAWDT	OW	Year
tv of Charlottesville	2011gai 7 <b>0.2</b> 1	٠,٠	11110	Duo	2Axle	3+Axle	1Trail 2	Trail `	Fa	actor	Q.	Factor	70.0051	٠.,	roui
	From				Ar	mherst St				115		0.700	170	_	0045
Augusta St	150	F			D	ead End			0.	115 I		0.703	170	F	2015
	From					arden Dr				l 					
Azalea Dr	170	F			- 0.	arden Di			0.	1 145		0.535	190	F	2015
	To				Jeffers	son Park Ave	<b>;</b>			<u> </u>					
	From				Gre	enbrier Dr									
Banburry St	90	F				1			0.	148		0.633	100	F	2015
	From	1				arleton Dr									
Birdwood Rd	600	F			US 2	250 Bypass			0.	276		0.989	650	F	2015
	To				Edg	ge Hill Rd									
	From				C	astalia St									
Blenheim Ave	250	F							0.	102		0.667	280	F	201
	To				Mon	nticello Ave									
	From	<u> </u>			N	Marie Pl				]			0.40	_	004
Brandywine Dr	310	F			M	Ielissa Pl			0	.13 I		0.698	340	F	201
_	From	1								l					
Cleveland Ave	2900	G			Jeners	son Park Ave	<u>;</u>		0.	1 102		0.556	3100	G	201
	To				Ha	mmond St									
	From	1			Bell	leview Ave									
Coleman St	190	F							0.	169		0.522	210	F	201
	To	1			St G	George Ave									
D: 0:	From	<u> </u>				7th St						0.074	1000		004
Dice St	930 Tr	F				6th St			0.	127 I		0.874	1000	F	201
	From					ndywine Dr				l I					
Essex Rd	550	F			Dian	idywille Di			0.	1 152		0.592	590	F	201
	To				Meadowb	rook Heights	s Rd								
	From				F	Park St.									
Evergreen Ave	270	F							0.	135		0.579	290	F	201
	To	1				yons Ct.									
Fendall Ave	From	F			Fend	dall Terrace			0	.13		0.525	230	F	201
rendan Ave	<b>210</b>	┌╴			Wins	ston Terrace			- 0	. 13 		0.525	230	Г	201
	From					Jones St				l					
Grove St	260	F				ones st			0.	114			280	F	201
	To					10th St									
	From				F	Rives St									
Hampton St	290	F							0.	128		0.688	320	F	201
	To	1				ssau Street									
Hessian Rd	60	F			Bai	rracks Rd			0	219		0.5	70	F	201
nessian nu	To To	_			Blue	e Ridge Rd			0.	219 		0.5	70	Г	201
	From					e Ridge Rd				l I					
Hilltop Rd	210	F			Diuc	/ Kluge Ku			0.	115		0.564	220	F	201
•	To				Mead	lowbrook Rd				<u> </u>					
	From				N	orth Ave									
Holmes Ave	2600	F							0.	133		0.532	2800	F	201
	Te	1				zabeth Ave				<u> </u>					
John Ct	From				13	3th Street				000		0.500	1000		001
John St	1200	F			1.4	4th Street			0.	099 1		0.582	1300	F	201
	From	1								<u> </u>					
Kent Rd	80	F			Ald	lerman Rd			0	I 189		0.786	90	F	201
	To	Ė				Inor Rd			J.	1		00	50	•	_0.,

Route   Length   AADT   QA   4Tire   Bus  Truck   QC   Factor   ACT   A	AAWDT	QW	Year
From: Greenbrier Dr			
Greenbrief Di			
	290	F	2015
Tor Hillwood Pl	230	į	2010
From: Jefferson Park Ave			
	6400	F	2015
To: 11th St			
From: Lewis Mountain Circle			
Lewis Mountain Rd <b>470 F</b> 0.117 0.722	510	F	2015
To: Cameron Lane			
From: Nassau St			
Linden St <b>1900 F</b> 0.113 0.643	2000	F	2015
To: Monticello Rd			
From: Marion Ct		_	
McElroy Dr <b>150 F</b> 0.156 0.51	160	F	2015
11005 Ct			
Meadowbrook Heighte Pd 500 C 0.130 0.791	E70	_	0047
Meadowbrook Heights Rd 520 G 0.130 0.781	570	G	201
Meadowbrook Rd   Morton Dr     Morton Dr     0.611	310	F	201
Meadowbrook Rd         280 F         0.117         0.611           Tel         Hilltop Rd	310	ı,	2013
From: Wilson Ct			
Michael Pl <b>360 F</b> 0.119 0.617	390	F	201
To: Brandywine Dr	000	Ī	201
From Alderman Rd			
Minor Rd 110 F 0.116 0.615	120	F	201
To Bolling Wood Rd	120	•	
From: Middleton Lane			
Monte Vista Ave 320 F 0.135 0.702	350	F	201
Jefferson Park Ave			
From: Elliot Ave			
	1800	F	2015
To: Montrose Ave			
From: Twyman Rd			
Morris Rd <b>130 F</b> 0.124 0.515	140	F	201
To: Alderman Rd			
From: Rugby Rd			
Oxford Rd <b>290 F</b> 0.121 0.615	320	F	201
To: Welford St.			
From: Monticello Ave			
Palatine Ave 600 F 0.126 0.533	650	F	201
To:   Castalia St   From:   Avon St.			
Palatine Ave <b>160 F</b> 0.124 0.5	170	F	201
To Rialto St.		-	_01
From: Jefferson Park Ave			
Park Rd <b>250 F</b> 0.133	270	F	201
To Brunswick Rd			
From: Cutler Lane			
	11000	G	201
To: Melbourne Rd			
From: Lankford Ave	-	-	
	1900	F	201
To: Barksdale St			
From: River Rd			
River Ct 140 F 0.110 0.714	160	F	201
To: Dead End			

					on Chanottesville							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Charlottesville												
River Vista Ave	Fi				St Clair Ave				0.007	000	_	004
	180	F			Colomon St		0.113		0.667	200	F	201
	Fi				Coleman St							
Rives St	650	™ <u>L</u>			Vine St		0.103		0.743	710	F	201
		To:			Midland St		0.103		0.743	710	Г	201
	Fr											
Saint Clair Ave	270	F			Saint George Ave		0.119		0.543	290	F	201
	210	To:			Smith St		1		0.545	230		201
	Fi	om:			Wine St							
Second St	630	F			wille St		0.119		0.798	680	F	201
		To:			Northwood Cir				01.700	000	•	_0.
	Fi	om:			Broad Ave		1					
Shamrock Rd Spottswood Rd	2900	F			Broad Ave		0.102		0.632	3100	F	201
		To:			Mulberry Ave							_
	Fi	om:			Meadowbrook Rd							
	130	F					0.124		0.5	140	F	201
		То:			Blue Ridge Rd							
	Fi	om:			Mason Lane							
Stonefield Ave Sunset Rd	48	F					0.189		0.6	50	F	201
		To:			Rugby Ave							
	Fi	om:			Stribling Ave							
	200	F					0.111		0.630	210	F	201
		To:			Sunset Ave							
Thomson Rd	Fi	om:			Alderman Rd							
	740	F					0.106		0.817	810	F	201
		To			Fauquier Rd							
Westview Rd	Fi				Cottage Lane							
	310	F					0.116		0.85	340	F	201
		To:			Rosser Lane							
Westwood Rd	Fi				Rose Hill Dr							
	200	_ <u>F</u>					0.107		0.708	220	F	201
		To:			Greenway Rd							