

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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.

1Trail 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
- M 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



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route
Bypass - Bypass Route



Truck - Truck Route
ALT - Alternate Route
Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
		From: SCL Charlottesville														
20 Monticello Ave	City of Charlottesville	0.26	13000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.724	13000	G
		To: Altavista Ave														
20 Monticello Ave	City of Charlottesville	0.28	12000	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.668	13000	G
		To: Carlton Rd														
20 Monticello Ave	City of Charlottesville	0.35	6900	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.673	7300	G
		To: Avon St														
20 Avon St	City of Charlottesville	0.41	11000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.709	12000	G
		To: Market Street														
20 Bus 250 9th St	City of Charlottesville	0.12	11000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	12000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
		To: US 250 High St														
20 Bus 250 High St	City of Charlottesville	0.23	10000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	11000	G
		To: 11th ST														
20 Bus 250 High St	City of Charlottesville	0.21	8200	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.737	8700	G
		To: Gillespie Ave														
20 Bus 250 High St	City of Charlottesville	0.45	17000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	18000	G
		To: US 250 & BUS US 250														
20 250 Long St	City of Charlottesville	0.06	44000	N	98%	0%	1%	1%	1%	0%	N	NA		NA		
		To: ECL Charlottesville														
		From: WCL Charlottesville														
29 250 Monacan Trail Rd	City of Charlottesville	0.35	37000	G	96%	1%	1%	1%	2%	0%	F	0.100	F	0.554	39000	G
		To: Bus US 29														
		From: US 250, Bus US 29														
29 Emmet St	City of Charlottesville		46000	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.506	48000	G
		To: NCL Charlottesville														
		From: US 29														
Bus 29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	12000	G	98%	0%	1%	1%	0%	0%	C	0.097	F	0.562	13000	G
		To: SCL Charlottesville														
Bus 29 Fontaine Ave	City of Charlottesville	0.42	11000	G	97%	0%	1%	1%	0%	0%	C	0.097	F	0.53	12000	G
		To: Jefferson Park Ave														
		From: Fontaine Ave														
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	10000	G	97%	0%	1%	1%	0%	0%	F	0.077	F	0.644	11000	G
		To: Emmet St														
		From: Jefferson Park Ave														
Bus 29 Emmet St	City of Charlottesville	0.53	13000	G	97%	0%	1%	1%	0%	0%	F	0.079	F	0.528	14000	G
		To: Ivy Rd														

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							2Axle	3+Axle	1Trail	2Trail						
Bus 29	From: Ivy Rd City of Charlottesville	0.55	20000	G	99%	0%	1%	0%	0%	0%	C	0.084	F	0.584	22000	G
Bus 29	To: Arlington Blvd City of Charlottesville	0.45	19000	G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.585	20000	G
Bus 29	From: Barracks Rd City of Charlottesville		27000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.511	29000	G
Bus 29	To: US 250 Bypass City of Charlottesville															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	18000	A	86%	1%	2%	1%	11%	0%	F	0.129	A		19000	A
East 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	86%	1%	2%	1%	11%	0%	F	0.118	A	0.522	38000	A
East 64	To: ECL Charlottesville City of Charlottesville (Maint: 02)	0.20	19000	A	86%	1%	2%	1%	10%	0%	F	0.121	A		20000	A
East 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	86%	1%	2%	1%	11%	0%	F	0.118	A	0.522	38000	A
West 64	To: ECL Charlottesville City of Charlottesville															
250 29	From: WCL Charlottesville City of Charlottesville	0.35	37000	G	96%	1%	1%	1%	2%	0%	F	0.100	F	0.554	39000	G
250	To: US 29, Emmet St City of Charlottesville	0.32	20000	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.500	22000	G
250	From: 104-3431 Hydraulic Rd City of Charlottesville	0.42	34000	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.516	38000	G
250	To: Dairy Rd City of Charlottesville	0.60	34000	A	98%	0%	1%	1%	1%	0%	C	0.119	A	0.581	37000	A
250	From: Rugby Ave E Int City of Charlottesville	0.33	33000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.502	37000	G
250	To: McIntire Rd City of Charlottesville	0.27	36000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.54	40000	G
250	From: Park St City of Charlottesville	0.26	39000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.531	NA	
250	To: Locust Ave City of Charlottesville	0.49	33000	G	98%	0%	1%	1%	1%	0%	F	0.077	F	0.573	37000	G
250 20	From: Bus US 250 High St City of Charlottesville	0.06	44000	N	98%	0%	1%	1%	1%	0%	N	NA		NA		
250	To: ECL Charlottesville City of Charlottesville															
Bus 250	From: WCL Charlottesville City of Charlottesville	0.50	10000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.533	11000	G
Bus 250	To: Bus US 29 Emmet St City of Charlottesville															

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City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: Bus US 29 Emmet St City of Charlottesville	0.28	11000	G	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	0%	2%	0%	0%	0%	F	0.082	F	0.520	16000	G
Bus 250 University Ave	From: Bus 1 US 250P, Rugby Rd City of Charlottesville	0.12	11000	G	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	17000	G
Bus 250 University Ave	From: Chancellor St City of Charlottesville	0.19	11000	G	97%	0%	2%	1%	0%	0%	F	0.067	F	0.513	12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	16000	G
Bus 250 Main St	From: C&O RR Crossing City of Charlottesville	0.09	11000	G	99%	0%	1%	0%	0%	0%	F	0.068	F	0.524	12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	99%	0%	1%	0%	0%	0%	F	0.072	F	0.506	17000	G
Bus 250 Main St	From: Jefferson Park Ave City of Charlottesville	0.73	10000	G	97%	0%	2%	1%	0%	0%	C	0.075	F	0.61	11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.552	31000	G
Bus 250 McIntire Rd	From: McIntire Rd Main St City of Charlottesville	0.22	21000	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.528	23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			25000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	27000	G
Bus 250 McIntire Rd	From: 104-3405, Bus US 250 Par City of Charlottesville	0.03	21000	N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	23000	N
Bus 250 Market St	From: Preston Ave City of Charlottesville	0.53	7700	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.564	8200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	14000	G
Bus 250 20 9th St	From: SR 20 9th St; Avon St Market St City of Charlottesville	0.12	11000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	12000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
Bus 250 20 High St	From: High St SR 20 9th St City of Charlottesville	0.23	10000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	11000	G
Bus 250 20 High St	From: 11th St City of Charlottesville	0.21	8200	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.737	8700	G
Bus 250 20 High St	From: Gillespie Ave City of Charlottesville	0.45	17000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	18000	G
	From: Long St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	3600	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.58	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			25000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	27000	G
Bus 250 Grady Ave	To: Grady Ave From: Rugby Rd City of Charlottesville	0.57	4500	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.535	4800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	16000	G
Bus 250 Preston Ave	To: Preston Ave From: Grady Ave City of Charlottesville		19000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.510	20000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.552	31000	G
Bus 250 Bus 250 McIntire Rd	To: Market St From: Preston Ave City of Charlottesville	0.03	21000	N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	23000	N
Bus 250 High St	To: Preston Ave From: 9th St City of Charlottesville		5100	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.560	5400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	14000	G

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Charlottesville																	
① 10th St	0.28	3300	G	99%	0%	1%	0%	0%	0%	C	0.125	F	0.535	3500	G	2020	
						From: Water St											
						To: Bus US 250											
② Garret St		3000	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.756	3200	G	2020	
						From: Dead End											
						To: Avon St											
③ Kenwood Lane		420	G	97%	1%	2%	1%	0%	0%	C	0.103	F	0.5	440	G	2020	
						From: Meadowbrook Heights Rd											
						To: Melbourne Rd											
④ Lane Rd		1700	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.527	1900	G	2020	
						From: Jefferson Park Ave											
						To: Lee St											
⑤ Millmont St	0.46	9500	G	98%	0%	1%	0%	0%	0%	C	0.09	F	0.589	10000	G	2020	
						From: Arlington Blvd											
						To: Barracks Rd											
⑥ Yorktown Dr		790	G	96%	1%	2%	0%	0%	0%	C	0.135	F	0.563	840	G	2020	
						From: Meadowbrook Hghts											
						To: Brandywine Dr											
⑦ McCormick Rd	0.27	3300	G	88%	1%	11%	0%	0%	0%	C	0.094	F	0.568	3500	G	2020	
						From: Alderman Rd											
						To: Emmet St											
⑦ McCormick Rd		2300	G	88%	1%	11%	0%	0%	0%	F	0.112	F	0.540	2500	G	2020	
						From: University Ave											
⑧ Melbourne Rd		560	G	97%	1%	2%	1%	0%	0%	C	0.102	F	0.537	590	G	2020	
						From: 104-3412 Grove Rd											
						To: Kenwood Lane											
⑨ Massie Rd		4700	G	95%	0%	5%	0%	0%	0%	C	0.126	F	0.675	5000	G	2020	
						From: Bus US 29 Emmet St											
						To: Arlington Blvd											
③400 Cleveland Ave	0.23	2500	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.545	2700	G	2020	
						From: Jefferson Park Ave											
						To: Cherry Ave											
③400 Cherry Ave	0.85	5100	G	98%	0%	2%	0%	0%	0%	C	0.098	F	0.502	5500	G	2020	
						From: Cleveland Ave											
						To: Spring St											
③400 Cherry Ave	0.68	5200	G	98%	0%	2%	0%	0%	0%	F	0.095	F	0.508	5600	G	2020	
						From: Ridge St											
						To: Ridge St											
③400 Elliott Ave	0.25	9300	G	98%	0%	2%	0%	0%	0%	F	0.091	F	0.623	9900	G	2020	
						From: 1St Street											
						To: 1St Street											
③400 Elliot Ave	0.28	8900	G	98%	0%	2%	0%	0%	0%	C	0.092	F	0.569	9500	G	2020	
						From: Avon St											
						To: Avon St											
③400 Elliot Ave	0.39	3300	G	98%	0%	2%	0%	0%	0%	F	0.088	F	0.726	3600	G	2020	
						From: Monticello Ave											
						To: Monticello Ave											
③401 Old Lynchburg Rd	0.65	3600	G	99%	0%	1%	0%	0%	0%	C	0.111	F	0.720	3800	G	2020	
						From: SCL Charlottesville											
						To: Jefferson Park Ave											
③402 Monticello Ave	0.49	8800	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.544	9400	G	2020	
						From: Ridge St											
						To: SR 20 Avon St											
③403 Harris Rd	0.63	4000	G	98%	0%	1%	1%	0%	0%	C	0.105	F	0.645	4300	G	2020	
						From: 5th St											
						To: Jefferson Park Ave											
③403 Jefferson Park Ave	0.27	4200	G	98%	0%	1%	1%	0%	0%	F	0.112	F	0.686	4400	G	2020	
						From: Harris Rd											
						To: Old Lynchburg Rd											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3403) Jefferson Park Ave	0.16	7600	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.706	8200	G	2020
						From: Old Lynchburg Rd										
(3403) Jefferson Park Ave	0.38	8800	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.69	9400	G	2020
						To: Cleveland Ave										
(3403) Maury Ave	0.21	5100	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.78	5500	G	2020
						From: Bus US 29; Fontaine Ave										
(3403) Alderman Rd	0.05	7200	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.518	7600	G	2020
						To: Stadium Rd										
(3403) Alderman Rd	0.42	7600	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.526	8100	G	2020
						From: Thomson Rd										
(3404) E Market St	0.48	4500	G	98%	0%	1%	0%	0%	0%	C	0.127	F	0.748	4800	G	2020
						From: 9th St										
(3405) 5th St	1.42	18000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.645	20000	G	2020
						To: Meade Ave										
(3405) Ridge St	0.22	14000	G	97%	0%	2%	0%	1%	0%	C	0.087	F	0.690	15000	G	2020
						From: SCL Charlottesville										
(3405) Ridge St	0.17	19000	G	97%	1%	1%	1%	1%	0%	C	0.08	F	0.621	20000	G	2020
						To: Cherry Ave										
(3405) McIntire Rd	0.64	14000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.558	15000	G	2020
						From: Cherry St										
(3405) McIntire Rd		19000	G	97%	0%	1%	1%	1%	0%	C	0.081	F	0.570	21000	G	2020
						To: Dice St										
(3405) John W Warner Pkwy	0.45	NA										NA		NA		
						From: US 250 Bus Preston Ave										
(3405) John W Warner Pkwy	0.06	NA										NA		NA		
						To: Harris St										
(3406) Water St	0.32	6800	G	95%	1%	4%	0%	0%	0%	C	0.091	F	0.699	7200	G	2020
						From: US 250										
(3406) Water St	0.32	4000	G	95%	1%	4%	0%	0%	0%	F	0.107	F	0.503	4300	G	2020
						To: US 250; McIntire Rd										
(3407) Avon St	0.20	11000	G	97%	0%	2%	0%	0%	0%	C	0.091	F	0.577	11000	G	2020
						From: NCL Charlottesville										
(3407) Avon St	0.50	11000	G	97%	0%	2%	0%	0%	0%	F	0.085	F	0.591	12000	G	2020
						To: 02-2500 John W Warner Pkwy										
(3409) Carlton Rd	0.46	7500	G	96%	1%	2%	1%	1%	0%	C	0.098	F	0.642	8000	G	2020
						From: Bus US 250										
(3409) Meade Ave	0.17	9400	G	96%	1%	2%	1%	1%	0%	F	0.098	F	0.517	10000	G	2020
						To: Meade Ave										
(3409) Meade Ave	0.46	9000	G	96%	1%	2%	1%	1%	0%	F	0.088	F	0.531	9600	G	2020
						From: Carlton Rd										
(3410) Jefferson Park Ave		11000	G	94%	1%	4%	1%	1%	0%	C	0.071	F	0.526	11000	G	2020
						To: E Market St										
						From: High St E										
						To: Enmet St										
						From: Main St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3411) Shamrock Rd		2900	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.637	3100	G	2020
(3412) Locust Ave	0.29	6400	G	99%	0%	1%	0%	0%	0%	F	0.12	F	0.685	6900	G	2020
(3412) Locust Ave	0.25	6600	G	99%	0%	1%	0%	0%	0%	C	0.121	F	0.668	7100	G	2020
(3412) Locust Ave	0.21	3100	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.675	3300	G	2020
(3412) Calhoun St	0.22	3100	G	98%	0%	2%	0%	0%	0%	C	0.124	F	0.543	3300	G	2020
(3412) Sheridan Ave	0.04	2800	G	98%	0%	2%	0%	0%	0%	F	0.123	F	0.546	3000	G	2020
(3412) North Ave	0.30	2800	G	98%	1%	1%	0%	0%	0%	C	0.125	F	0.531	2900	G	2020
(3412) Melbourne Rd	0.77	2500	G	97%	0%	2%	0%	0%	0%	C	0.139	F	0.583	2700	G	2020
(3412) Grove Rd	0.31	880	G	97%	0%	2%	0%	0%	0%	C	0.140	F	0.671	940	G	2020
(3412) Grove Rd	0.38	2500	G	98%	0%	2%	0%	0%	0%	C	0.148	F	0.542	2700	G	2020
(3412) Dairy Rd	0.40	1700	G	98%	0%	2%	0%	0%	0%	C	0.117	F	0.560	1800	G	2020
(3413) 2nd Street South East	0.25	3100	G	97%	1%	1%	0%	1%	0%	C	0.119	F		3300	G	2020
(3414) Rugby Ave	0.52	2100	G	98%	0%	1%	1%	0%	0%	C	0.111	F	0.54	2200	G	2020
(3414) Rugby Ave	0.36	7200	G	98%	0%	1%	1%	0%	0%	F	0.111	F	0.684	7700	G	2020
(3416) Angus Rd	0.38	2600	G	98%	0%	1%	0%	0%	0%	C	0.111	F	0.573	2700	G	2020
(3417) Stadium Rd	0.51	3200	G	96%	0%	4%	0%	0%	0%	C	0.114	F	0.684	3400	G	2020
(3418) South St		1800	G	99%	0%	1%	0%	0%	0%	C	0.102	F		1900	G	2020
(3419) 7th Street NE		760	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.61	810	G	2020
(3421) Park St	0.34	6500	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.670	6900	G	2020
(3421) Park St	0.34	7200	G	98%	0%	1%	0%	0%	0%	C	0.117	F	0.669	7600	G	2020
(3421) Park St	0.25	8200	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.557	8800	G	2020

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3423) 9th 10th Connector	0.28	11000	G	97%	0%	1%	0%	0%	0%	C	0.082	F	0.652	12000	G	2020
						From: Cherry Ave										
						To: US 250 Main St										
(3423) 10th St	0.44	7800	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.587	8300	G	2020
						From: Grady Ave										
						To: Preston Ave										
(3423) 10th St	0.04	2300	G	98%	0%	1%	0%	0%	0%	F	0.096	F		2500	G	2020
						From: Main St										
						To: Grady Ave										
(3425) 14th St	0.46	4400	G	96%	0%	4%	0%	0%	0%	C	0.091	F	0.547	4700	G	2020
						From: Grady Ave										
						To: Preston Ave										
(3425) Madison Ave	0.27	2600	G	96%	0%	4%	0%	0%	0%	F	0.097	F	0.602	2700	G	2020
						From: Dead End										
						To: Rose Hill Dr										
(3427) Rugby Rd	0.49	3900	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.613	4100	G	2020
						From: Grady Rd										
						To: Preston Ave										
(3429) Rose Hill Dr	0.65	6700	G	98%	1%	1%	0%	0%	0%	C	0.119	F	0.671	7100	G	2020
						From: Preston Ave										
						To: Rugby Ave										
(3431) Preston Ave	0.23	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.51	12000	G	2020
						From: Grady Ave										
						To: Madison Ave										
(3431) Preston Ave	0.28	13000	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.508	13000	G	2020
						From: Rugby Rd										
						To: Preston Ave										
(3431) Rugby Rd	0.14	15000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.541	16000	G	2020
						From: Barracks Rd										
						To: US 250										
(3431) Rugby Rd	0.89	1400	G	98%	0%	1%	0%	0%	0%	F	0.123	F	0.827	1400	G	2020
						From: US 250										
						To: Hydraulic Rd										
(3431) Brandywine Dr	0.07	2000	N	98%	0%	1%	0%	0%	0%	N	0.130	F	0.570	2100	N	2020
						From: Hydraulic Rd										
						To: Greenbrier Dr										
(3431) Brandywine Dr	0.95	2000	G	98%	0%	1%	0%	0%	0%	C	0.130	F	0.570	2100	G	2020
						From: Greenbrier Dr										
						To: Brandywine Dr										
(3431) Greenbrier Dr	0.33	1800	G	97%	0%	2%	0%	0%	0%	C	0.129	F	0.5	1900	G	2020
						From: Tarleton Dr										
						To: NCL Charlottesville										
(3433) Arlington Blvd		5300	G	95%	0%	5%	0%	0%	0%	F	0.103	F	0.714	5600	G	2020
						From: Massie Rd										
						To: Enmet St										
(3435) Barracks Rd		14000	G	98%	0%	1%	1%	0%	0%	F	0.083	F	0.526	15000	G	2020
						From: Rugby Rd										
						To: Enmet St										
(3435) Barracks Rd		16000	G	98%	0%	1%	1%	0%	0%	C	0.089	F	0.544	17000	G	2020
						From: WCL Charlottesville										
						To: US 250										
(3437) Meadowbrook Heights		850	G	98%	0%	1%	0%	0%	0%	C	0.129	F	0.769	900	G	2020
						From: US 250										
						To: Yorktown Dr										
(3439) Hydraulic Rd		24000	G	98%	1%	1%	0%	1%	0%	C	0.085	F	0.536	26000	G	2020
						From: US 29 Emmett St										
						To: US 29 Emmett St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
14th St		5200	G			From US 250 University Ave				0.094	F	0.525	5700	G	2020	
						To Sadler St										
Albemarle St		140	G			From Henry Ave				0.124	F	0.532	150	G	2020	
						To Concord Ave										
Augusta St		120	G			From Amherst St				0.192	F	0.508	130	G	2020	
						To Dead End										
Azalea Dr		170	G			From Garden Dr				0.142	F	0.586	180	G	2020	
						To Jefferson Park Ave										
Banbury St		80	G			From Greenbrier Dr				0.164	F	0.581	80	G	2020	
						To Tarleton Dr										
Birdwood Rd		540	G			From US 250 Bypass				0.25	F	0.994	570	G	2020	
						To Edge Hill Rd										
Blenheim Ave		230	G			From Castalia St				0.128	F	0.578	250	G	2020	
						To Monticello Ave										
Brandywine Dr		250	G			From Marie Pl				0.121	F	0.61	270	G	2020	
						To Melissa Pl										
Cleveland Ave		2500	G			From Jefferson Park Ave				0.102	F	0.556	2700	G	2020	
						To Hammond St										
Coleman St		170	G			From Belleview Ave				0.142	F	0.548	190	G	2020	
						To St George Ave										
Dice St		1100	G			From 7th St				0.138	F	0.962	1100	G	2020	
						To 6th St										
Essex Rd		330	G			From Brandywine Dr				0.149	F	0.689	350	G	2020	
						To Meadowbrook Heights Rd										
Evergreen Ave		210	G			From Park St				0.115	F	0.539	220	G	2020	
						To Lyons Ct										
Fendall Ave		180	G			From Fendall Terrace				0.130	F	0.656	200	G	2020	
						To Winston Terrace										
Grove St		220	G			From Jones St				0.114	F		240	G	2020	
						To 10th St										
Hampton St		270	G			From Rives St				0.108	F	0.557	290	G	2020	
						To Nassau Street										
Hessian Rd		47	G			From Barracks Rd				0.164	F	0.7	50	G	2020	
						To Blue Ridge Rd										
Hilltop Rd		170	G			From Blue Ridge Rd				0.128	F	0.662	190	G	2020	
						To Meadowbrook Rd										
Holmes Ave		1600	G			From North Ave				0.127	F	0.504	1700	G	2020	
						To Elizabeth Ave										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
John St		1100	G							0.093	F	0.508	1200	G	2020	
Kent Rd		50	G							0.241	F	0.563	60	G	2020	
Kerry Lane		230	G							0.195	F	0.724	250	G	2020	
Lee St		5600	G							0.084	F	0.522	6100	G	2020	
Lewis Mountain Rd		340	G							0.119	F	0.545	370	G	2020	
Linden Ave		1800	G							0.096	F	0.647	1900	G	2020	
McElroy Dr		150	G							0.12	F	0.544	150	G	2020	
Meadowbrook Heights Rd		460	G							0.130	F	0.781	490	G	2020	
Meadowbrook Rd		210	G							0.12	F	0.657	230	G	2020	
Michael Pl		340	G							0.119	F	0.654	370	G	2020	
Minor Rd		130	G							0.128	F	0.558	140	G	2020	
Monte Vista Ave		290	G							0.131	F	0.629	310	G	2020	
Monticello Rd		1400	G							0.147	F	0.821	1500	G	2020	
Morris Rd		100	G							0.131	F	0.688	100	G	2020	
Oxford Rd		280	G							0.13	F	0.519	300	G	2020	
Palatine Ave		580	G							0.116	F	0.513	620	G	2020	
Palatine Ave		140	G							0.137	F	0.577	150	G	2020	
Park Rd		220	G							0.133	F		240	G	2020	
Park St		8600	G							0.085	F	0.538	9300	G	2020	

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Ridge Rd		1500	G							0.093	F	0.504	1600	G	2020	
River Ct		140	G							0.113	F	0.524	150	G	2020	
River Vista Ave		160	G							0.126	F	0.776	170	G	2020	
Rives St		560	G							0.107	F	0.696	590	G	2020	
Saint Clair Ave		280	G							0.113	F	0.626	300	G	2020	
Second St		430	G							0.12	F	0.822	450	G	2020	
Shamrock Rd		2700	G							0.102	F	0.632	3000	G	2020	
Spottswood Rd		150	G							0.127	F	0.655	160	G	2020	
Stonefield Ave		50	G							0.170	F	0.72	50	G	2020	
Sunset Rd		200	G							0.105	F	0.588	210	G	2020	
Thomson Rd		590	G							0.14	F	0.710	630	G	2020	
Westview Rd		300	G							0.111	F	0.566	320	G	2020	
Westwood Rd		130	G							0.119	F	0.558	140	G	2020	