2018

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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\smile	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
(220)	,,

Virginia State Route

- 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.

Virginia Department of Transportation Traffic Engineering Division 2018

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
_	From:	SCL	_ Charlottes	ville												
20 Monticello Ave	City of Charlottesville	0.26	15000	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.724	16000	
<u> </u>	To	A	Altavista Av	e			\lnot \vdash									
20) Monticello Ave	City of Charlottesville	0.28	15000	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.668	16000	
-9/	Tot		C16 D.1													
Monticello Ave	City of Charlottesville	0.35	Carlton Rd 8100	F	98%	0%	1%	0%	0%	0%	С	0.106	F	0.673	8600	
Monticello Ave	Tax	0.00	Avon St		30 /6	0 70		0 70	0 70	0 70	O	0.100	•	0.070	0000	
	From:	M	Ionticello Av	ve												_
20 Avon St	City of Charlottesville	0.41	13000	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.709	14000	
<i>)</i>	To:	N	Market Stree	et												
Bus	From:		Market St								_		_			
(250) 9th St	City of Charlottesville	0.12	13000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	14000	
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									NA			NA	
D	To: From:	U	S 250 High	St												
Bus 20) (250) High St	City of Charlottesville	0.23	12000	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	13000	
20 (250 High St	Oity of offatioticsville	0.20		'	33 76	0 70	1 /0	0 70	0 70	0 70	'	0.000	•	0.003	10000	
Bus	To: From:		11th ST													_
20) (250) High St	City of Charlottesville	0.21	9700	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.737	10000	
	To		Gillespie Ave													
Bus	From:															
20 (250) High St	City of Charlottesville	0.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	21000	
<u> </u>	To: From:	US 25	50 & BUS U	IS 250												
20) (250) Long St	City of Charlottesville	0.06	53000	N	97%	0%	1%	0%	1%	0%	Ν	0.081	F	0.584	53000	
	To:	ECI	Charlottes	ville												
	From:	WCI	L Charlottes	ville												_
29) (250) Monacan Trail Rd	City of Charlottesville	0.35	45000	F	97%	0%	1%	1%	2%	0%	F	0.100	F	0.554	47000	
	To:		Bus US 29													
~	From:		250, Bus US													
29 Emmet St	City of Charlottesville	0.37	56000	F	97%	0%	1%	1%	2%	0%	F	0.083	F	0.506	59000	
~	To:	NCI	L Charlottes	ville												
Bus	From:		US 29													
29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	15000	F	98%	0%	1%	1%	0%	0%	С	0.097	F	0.562	16000	
<u> </u>	To:	SCL	_ Charlottes	ville			\neg \vdash									
tus 29 Fontaine Ave	City of Charlottesville	0.42	13000	F	97%	0%	1%	1%	0%	0%	С	0.097	F	0.53	14000	
g Fortaine Ave	To:		ferson Park A		9170	076	1 70	170	070	0%	C	0.097	Г	0.55	14000	
US	From:		Fontaine Ave													_
Jefferson Park Ave	City of Charlottesville	0.69	12000	F	97%	0%	1%	1%	0%	0%	F	0.077	F	0.644	13000	
	Tα:		Emmet St									•				
Bus	From:	Jeff	ferson Park A	Ave												_
Emmet St	City of Charlottesville	0.53	15000	F	97%	0%	1%	1%	0%	0%	F	0.079	F	0.528	16000	
<u> </u>	To:		Ivy Rd													

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Virginia Department of Transportation Traffic Engineering Division 2018

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

-									Tru	ıck			K		Dir		
Route	Jurisdiction	า	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:			Ivy Rd													
29 Emmet St	City of Charlotte	esville	0.55	24000	F	99%	0%	1%	0%	0%	0%	С	0.084	F	0.584	26000	F
<u> </u>	To:		Ai	rlington Blv	⁄d			_									
Bus 29 Emmet St	City of Charlotte	aevilla	0.45	23000	F	99%	0%	1%	0%	0%	0%	F	0.077	F	0.585	24000	F
29) 21111101 01	only of originality	5541110				0070	0 70		0 70	0 /0	0 / 0	•	0.077	•	0.000	24000	•
Bus	From:		F	Barracks Ro	l												
(29) Emmet St	City of Charlotte	esville	0.40	31000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.511	34000	G
<u> </u>	To:			S 250 Bypa													
East 64	From:	(14 :		Charlottes		2021	40/		40/	00/	00/	_	0.404			00000	
64)	City of Charlottesville		0.17	22000	Α	89%	1%	1%	1%	9%	0%	F _	0.121	A		22000	A
~	Combined Traffic Estimates for 2 Parallel F	Roadways on th		45000	A	89%	1%	1%	1%	9%	0%	F	0.112	Α	0.527	46000	Α
	100			Charlottes													
West 64	City of Charlottesville	(Maint: 02)	0.20	Charlottes 23000	ville A	88%	1%	1%	1%	9%	0%	_	0.109	Α		24000	Α
64)	Combined Traffic Estimates for 2 Parallel F			45000	A	89%	1%	1%	1%	9%	0%	· -	0.109	A	0.527	46000	A
	To:	noadways on ti		Charlottes		09 /6	1 /0	1 /0	1 /0	3 /0	0 /6	•	0.112	^	0.527	40000	^
	From:			Charlottes				<u> </u>									
250 29 Monacan Trail Rd	L City of Charlotte	esville	0.35	45000	F	97%	0%	1%	1%	2%	0%	F	0.100	F	0.554	47000	F
230) (23)	σι, σ.					0.70	0,0		. , 0	_,,	0,0	•	000	•	0.00		•
(050)	From: City of Charlotte	-sville	0.32	29, Emmet	F	98%	0%	1%	1%	0%	0%	F	0.099	F	0.500	27000	F
250	Total of the state						0 70		1 70	0 70	0,0	•	0.000	•	0.000	27000	•
(250)	City of Charlotte	acvilla	0.42	431 Hydrau 42000	lic Rd F	98%	0%	1%	1%	0%	0%	F	0.088	F	0.516	46000	F
250	City of Chanotte	esville	0.42			90 /6	0 /0	1 /0	1 /0	0 /6	0 /6	•	0.000	•	0.510	40000	'
	City of Charlette	a a villa	0.60	Dairy Rd		000/	0%	10/	10/	0%	00/		0.100	Α	0.504	45000	
250	City of Charlotte	esville	0.60	41000	Α	98%	0%	1%	1%	0%	0%	С	0.100	А	0.534	45000	Α
	To: From:			gby Ave E				<u></u>				_		_			
250	City of Charlotte	esville	0.33	40000	F	98%	0%	1%	1%	0%	0%	F	0.087	F	0.502	45000	F
	To: From:			McIntire Rd													
250	City of Charlotte	esville	0.27	44000	F	98%	0%	1%	1%	0%	0%	F	0.087	F	0.54	49000	F
	To: From:			Park St													
250	City of Charlotte	esville	0.26	39000	G	98%	0%	1%	1%	0%	0%	F	0.085	F	0.531	44000	G
	To: From:]	Locust Ave				\Box \vdash									
250 Long St	City of Charlotte	esville	0.49	40000	F	98%	0%	1%	1%	0%	0%	F	0.077	F	0.573	45000	F
<u> </u>	To:		Bus	US 250 Hig	gh St												
250 (20) Long St	City of Charlotte	esville	0.06	53000	N	97%	0%	1%	0%	1%	0%	Ν	0.081	F	0.584	53000	Ν
	Tα		ECL	Charlottes	ville												
Bus	Prom		WCL	_ Charlottes	ville												
250 lvy Rd	City of Charlotte	esville	0.50	12000	F	98%	0%	1%	0%	0%	0%	F	0.078	F	0.533	13000	F
	То		Bus U	JS 29 Emm	net St												

Virginia Department of Transportation Traffic Engineering Division 2018

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

Devite	Lorde Matter			4	D		Tru	ck		-00	K	01/	Dir	AAVA/DT	- ^
Route	Jurisdiction Length		QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
US		US 29 Emm		97%	0%	20/	10/	00/	00/	_	0.000	_	0.506	1.4000	1
University Ave	City of Charlottesville 0.28 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	13000	F			2%	1%	0%	0% 0%	F	0.068	F	0.526	14000	
			F	97%	0%	2%	0%	0%	0%	Г	0.082	г	0.520	19000	
ıs	From Bus 1	US 250P, Ru	gby Rd												
University Ave	City of Charlottesville 0.12	14000	F	97%	0%	2%	1%	0%	0%	F	0.068	F	0.526	14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	19000	F	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	20000	
JS	To: From:	Chancellor S	t												
University Ave	City of Charlottesville 0.19	13000	F	97%	0%	2%	1%	0%	0%	F	0.067	F	0.513	14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	18000	F	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	19000	
	To Ca	O RR Cross	sing												
us 50 Main St	City of Charlottesville 0.09	13000	F	99%	0%	1%	0%	0%	0%	E	0.068	F	0.524	14000	
50 Main St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	99%	0%	1%	0%	0%	0%	F	0.000	F	0.506	20000	
				33 /0	0 70	1 /0	0 70	0 70	0 70	'	0.072	•	0.500	20000	
us	rion:	ferson Park A													
Main St	City of Charlottesville 0.73	12000	F	97%	0%	2%	1%	0%	0%	С	0.075	F	0.61	13000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.552	36000	
us	From:	McIntire Rd Main St	Į.												
McIntire Rd	City of Charlottesville 0.22	25000	F	99%	0%	1%	0%	0%	0%	F	0.076	F	0.528	27000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	29000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	
	To: 104-34	05, Bus US 2	250 Par			_									
us 50 McIntire Rd	City of Charlottesville 0.03	25000	N	99%	0%	1%	0%	0%	0%	N	0.076	F	0.528	27000	
50)	Tro			0070	0 70		070	0 70	070		0.070	•	0.020	27000	
us	From:	Preston Ave													
Market St	City of Charlottesville 0.53	9100	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.564	9700	
•	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	15000 20 9th St; Ave	F 64	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	16000	
us	From:	Market St	on St												
50 (20) 9th St	City of Charlottesville 0.12	13000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	14000	
	Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
	To:	High St													
us 50 (20) High St	City of Charlottesville 0.23	SR 20 9th St 12000	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.609	13000	
20) 111911 01	Only of Charlottesvine 0.20		•	00 /0	0 70		0 / 0	0 /0	0 /0	•	0.000	•	0.000	10000	
us	Front	11th St													
50) (20) High St	City of Charlottesville 0.21	9700	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.737	10000	
- V	To: From:	Gillespie Ave	e												
Bus 50 (20) High St	City of Charlottesville 0.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.644	21000	
55 (20)	Тα	Long St													

Route	Jurisdiction Lena	th A	ADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
noule	Jurisdiction Leng	ui A	ADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
Bus	From:	Unive	ersity Ave	e												
Rugby Rd	City of Charlottesville 0.38	3 4	300	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.58	4600	F
C.	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 2 9	9000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
	Τα	Gra	dy Ave													
Bus	From:	Rug	gby Rd													
(250) Grady Ave	City of Charlottesville 0.57	⁷ 5	300	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.535	5700	F
CF)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 18	8000	F	97%	0%	2%	0%	0%	0%	F	0.078	F	0.541	19000	F
	Tα	Presi	ton Ave													
Bus	From:		dy Ave													
Preston Ave	City of Charlottesville 0.51	22	2000	F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.510	23000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 3 4	4000	F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.552	36000	F
	To: From:	Ma	ırket St				_									
Bus Bus (250) McIntire Rd	City of Charlottesville 0.03	3 25	5000	N	99%	0%	1%	0%	0%	0%	Ν	0.076	F	0.528	27000	N
Bus		Presi	ton Ave													
High St	City of Charlottesville 0.54	6	000	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.560	6400	F
(-p)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		5000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.568	16000	F
-	To:	9	th St													

					,	Jity of Charlott	esville								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From													
1 10th St	0.28	3900 To	F	99%	0%	1% 0% Bus US 250	0%	0%	С	0.125	F	0.535	4200	F	2018
		From				Dead End				Ī					
2 Garret St	0.45	3500 _{To}	F	97%	1%	1% 1% Avon St	0%	0%	С	0.107	F	0.756	3700	F	2018
		From]	Meadowbrook Hei	ghts Rd								
(3) Kenwood Lane	0.50	490 To	F	97%	1%	2% 1% Melbourne F	0% ld	0%	С	0.103	F	0.5	520	F	2018
		From				Jefferson Park									
4 Lane Rd	0.39	2000 _{To}	G	87%	1%	11% 1% Lee St	1%	0%	С	0.097	F	0.527	2200	G	2018
		From				Arlington Bl	vd								
(5) Millmont St	0.46	11000	F	98%	0%	1% 0%	0%	0%	С	0.09	F	0.589	12000	F	2018
		To				Barracks R	d								
O Variation Do	0.04	From	<u> </u>	000/	40/	Meadowbrook I		00/			_	0.500	000	_	0040
6 Yorktown Dr	0.31	930 To	F	96%	1%	2% 0%	0%	0%	С	0.135	F	0.563	990	F	2018
		-	1			Brandywine									
7 McCormick Rd	0.27	From	F	88%	10/	Alderman R	d 0%	09/	С	0.094	F	0.560	4100	F	2018
7 McCormick Rd	0.27	3800		00%	1%	11% 0%	0%	0%	C	0.094	Г	0.568	4100	Г	2018
	0.40	From	L	000/	40/	Emmet St	201	00/				0.540	0000		
7 McCormick Rd	0.42	2700 To	F	88%	1%	11% 0%	0%	0%	F	0.112	F	0.540	2900	F	2018
						University A									
Melbourne Rd	0.00	660		97%	10/	104-3412 Grov		00/	С	0.102	F	0.507	700	F	2018
8 Melbourne Rd	0.08	000 To		9770	1%	2% 1% Kenwood La	0%	0%	U	0.102	Г	0.537	700	Г	2010
		From													
Massie Rd	0.96	5600	F	95%	0%	Bus US 29 Emn 5% 0%	net St 0%	0%	С	0.126	F	0.675	5900	F	2018
9 Massie Rd	0.00	То	Ė	0070	0 70	Arlington Bl		070		0.120	•	0.070	0000	•	2010
		From				Jefferson Park				l					
3400) Cleveland Ave	0.23	2900	F	98%	0%	1% 0%	0%	0%	С	0.105	F	0.545	3100	F	2018
3400)		То				Cherry Ave									
\sim		From				Cleveland A									
3400 Cherry Ave	0.85	6100	F	98%	0%	2% 0%	0%	0%	С	0.098	F	0.502	6500	F	2018
<u> </u>		To From				Spring St									
3400) Cherry Ave	0.68	6200	F	98%	0%	2% 0%	0%	0%	F	0.095	F	0.508	6600	F	2018
$\overline{}$		To				Ridge St									
3400) Elliott Ave	0.25	11000	F	98%	0%	2% 0%	0%	0%	F	0.091	F	0.623	12000	F	2018
<u> </u>		To				1St Street									
3400) Elliot Ave	0.28	11000	F	98%	0%	2% 0%	0%	0%	С	0.092	F	0.569	11000	F	2018
		To				Avon St									
3400) Elliot Ave	0.39	3900 From	F	98%	0%	2% 0%	0%	0%	F	0.088	F	0.726	4200	F	2018
3400) =	0.00	То		0070	0 70	Monticello A		0 70	•		•	020	00	•	_0.0
-		From				SCL Charlottes									
3401) Old Lynchburg Rd	0.65	4200	F	99%	0%	1% 0%	0%	0%	С	0.111	F	0.720	4500	F	2018
, ,		To				Jefferson Park									
		From				Ridge St									
Monticello Ave	0.49	10000	F	98%	0%	1% 0%	0%	0%	С	0.086	F	0.544	11000	F	2018
\bigcirc		To				SR 20 Avon	St								
		From				5th St									
				000/	00/		00/	0%	С	0.105	F	0.645	5000	F	2018
3403) Harris Rd	0.63	4700	F	98%	0%	1% 1%	0%	076	C	0.103		0.040	0000	•	2010
(3403) Harris Rd	0.63	To		96%	0%	Jefferson Park		0%	U	0.103		0.040			
(3403) Harris Rd (3403) Jefferson Park Ave	0.63	4700 To From	F F	98%	0%			0%	F	0.103		0.686	5300	 	2018

					,	City of Charlo	ottesville								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
O Leffermore Bank Ann	0.40	From	<u> </u>	000/	00/	Old Lynchbi		00/			_	0.700	0000	_	0040
Jefferson Park Ave	0.16	9000	F	99%	0%	1% 09	6 0%	0%	F	0.108	F	0.706	9600	F	2018
O Leffermore Bank Assa	0.00	From	<u> </u>	000/	00/	Cleveland		00/		0.100		0.00	11000		0040
Jefferson Park Ave	0.38	10000 To	F	99%	0%	1% 09 Bus US 29; For		0%	С	0.103	F	0.69	11000	F	2018
		From				Bus US 29; For									
3403) Maury Ave	0.21	6100	F	99%	0%	1% 09		0%	F	0.109	F	0.78	6500	F	2018
		To				Stadium									
3403) Alderman Rd	0.05	8500	F	98%	0%	Pratt D 1% 09		0%	С	0.104	F	0.518	9000	F	2018
ados Alderman Rd	0.00	To	Ė	30 70	0 70	Thomson		0 70		0.104	'	0.510	3000	'	2010
		From				Thompsor									
3403) Alderman Rd	0.42	9000	F	98%	0%	1% 09	6 0%	0%	F	0.108	F	0.526	9600	F	2018
		То	•			Bus US 250;	Ivy Rd								
\sim		From				9th St									
(3404) E Market St	0.48	5300	F	98%	0%	1% 09		0%	С	0.127	F	0.748	5700	F	2018
		To	1			Meade A									
Eth Ct	1 40	From	<u> </u>	000/	00/	SCL Charlot		00/	-	0.000	_	0.645	22000	_	2010
5th St	1.42	22000 To	F	98%	0%	1% 09 Cherry A		0%	С	0.093	F	0.645	23000	F	2018
		From				Cherry									
Ridge St	0.22	17000	F	97%	0%	2% 09		0%	С	0.087	F	0.690	18000	F	2018
		To				Dice S	t								
Ridge St	0.17	23000	F	97%	1%	1% 19		0%	С	0.08	F	0.621	24000	F	2018
		To				Main S	t								
Maladia Dd	0.04	47000	<u> </u>	070/	00/	US 250 Bus Pre		00/			_	0.550	10000	_	0040
McIntire Rd	0.64	17000	F	97%	0%	1% 19	6 1%	0%	F	0.086	F	0.558	18000	F	2018
		From				Harris S				<u> </u>				_	
McIntire Rd	0.18	23000	F	97%	0%	1% 19		0%	С	0.081	F	0.570	25000	F	2018
			1			US 250 By									
(3406) Water St	0.32	8000		95%	1%	Bus US 2 4% 09		0%	С	0.091	F	0.699	8500	F	2018
Water St	0.52	8000		95 /6	1 /0		0 70	0 /6		0.031	'	0.033	0300	'	2010
Matau Ct	0.00	From	<u> </u>	050/	10/	4th St	/ 00/	00/		0.107		0.500	F000		0010
3406) Water St	0.32	4700 To	F	95%	1%	4% 09		0%	F	0.107	F	0.503	5000	F	2018
		From													
Avon St	0.20	12000	F	97%	0%	SCL Charlot		0%	С	0.091	F	0.577	13000	F	2018
3407) 7.0011 St	0.20	12000		01 /0	0 70			0 70		0.001	•	0.077	10000	•	2010
Avan Ct	0.50	From		97%	0%	Rockland 2% 09		0%	F	0.005	F	0.501	14000	F	2018
Avon St	0.50	13000 _{To}	É	9770	076	Monticello		0%	Г	0.085	Г	0.591	14000	Г	2016
		From													
3409) Carlton Rd	0.46	8900	F	96%	1%	Monticello 2% 19		0%	С	0.098	F	0.642	9500	F	2018
3409) Ganton Ha	00	То	Ė	0070	. , ,	Meade A		0,0			•	0.0.2	0000	•	_0.0
		From				Carlton l	Rd								
Meade Ave	0.17	11000	F	96%	1%	2% 19	6 1%	0%	F	0.098	F	0.517	12000	F	2018
		To From				E Market	St								
Meade Ave	0.46	11000	F	96%	1%	2% 19	6 1%	0%	F	0.088	F	0.531	11000	F	2018
		To	1			High St	E								
		From				Emmet					_			_	
3410 Jefferson Park Ave	0.57	13000	F	94%	1%	4% 19		0%	С	0.071	F	0.526	13000	F	2018
<u> </u>		To	1			Main S									
		From	<u> </u>	000/	001	Cherry A		601			_	0.007	0700	_	0010
01	0 10		F	99%	0%	0% 09	6 0%	0%	С	0.101	F	0.637	3700	F	2018
3411) Shamrock Rd	0.42	3500 _{To}	<u> </u>	0070	0 70										
Shamrock Rd	0.42	To		00 70	0 70	Jefferson Pa	k Ave								
Shamrock Rd 3411) Shamrock Rd 3412) Locust Ave	0.42	3500 To From 7600		99%	0%		k Ave	0%	F	0.12	F	0.685	8100	F	2018

						City of Charlotte	esville								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
3412 Locust Ave	0.25	7800		99%	0%	Hazel St 1% 0%	0%	0%	С	0.121	F	0.668	8300	F	2018
3412) 2000317110	0.20	7000 To	·	0070	0 70		070	0 70			•	0.000	0000	•	2010
3412) Locust Ave	0.21	3700	1	99%	0%	US 250 1% 0%	0%	0%	F	0.112	F	0.675	3900	F	2018
3412		To	:			Calhoun St									
O 0 11 01		From				Locust Ave				\Box	_				
(3412) Calhoun St	0.22	3600 To	F	98%	0%	2% 0%	0%	0%	С	0.124	F	0.543	3800	F	2018
		From				Sheridan Av Calhoun St	e			+					
3412) Sheridan Ave	0.04	3400	F	98%	0%	2% 0%	0%	0%	F	0.123	F	0.546	3600	F	2018
		To	:			North Ave									
Alanda A	0.00	From	<u> </u>	000/	10/	Sheridan Av		00/			_	0.504	0500	_	0010
North Ave	0.30	3300	F	98%	1%	1% 0%	0%	0%	С	0.125	F	0.531	3500	F	2018
		From				Park St									
Melbourne Rd	0.77	3000	F_	97%	0%	2% 0%	0%	0%	С	0.139	F	0.583	3200	F	2018
<u> </u>		From	c c			Grove Rd Melbourne R	d			-					
Grove Rd	0.31	1000	F	97%	0%	2% 0%	0%	0%	С	0.140	F	0.671	1100	F	2018
3412)		To													
Grove Rd	0.38	2900 From	1	98%	0%	Concord Dr 2% 0%	0%	0%	С	0.148	F	0.542	3100	F	2018
Grove Rd	0.00	2900		30 70	0 70			0 70		0.140	'	0.542	3100	•	2010
O Delini Dd	0.40	From	<u> </u>	000/	00/	US 250 Bypa:		00/				0.500	0100		0010
Dairy Rd	0.40	2000 To	F	98%	0%	2% 0%	0%	0%	С	0.117	F	0.560	2100	F	2018
		From	1			Rugby Rd									
Ond Street South Feet	0.25	3700	`	97%	1%	E South St 1% 0%	1%	0%	С	0.119	F		3900	F	2018
2nd Street South East	0.25	3700 To	<u>г</u>	97%	1 70	1% 0% E Water St	176	076	U	0.119	Г		3900	Г	2010
		From												-	
3414) Rugby Ave	0.52	2500	F	98%	0%	Rugby Rd 1% 1%	0%	0%	С	0.111	F	0.54	2600	F	2018
Rugby Ave	0.52	2300		30 70	0 70			0 70			'	0.54	2000	•	2010
Dughy Ava	0.26	From		000/	00/	Rose Hill Di		00/	F	0.111		0.604	0000		2010
Rugby Ave	0.36	8500 To	<u>.</u>	98%	0%	1% 1% US 250 Bypa	0%	0%	Г	0.111	F	0.684	9000	F	2018
		From					SS			_					
3416) Angus Rd	0.38	3000		98%	0%	Ricky Rd	0%	0%	С	0.111	F	0.573	3200	F	2018
3416) Angus Ra	0.50	To		30 /6	0 78	Emmet St	0 76	0 /6		-0.111	'	0.575	3200	ı	2010
		From													
3417) Stadium Rd	0.51	3800	F	96%	0%	Maury Ave	0%	0%	С	0.114	F	0.684	4000	F	2018
3417) Otadiam Fta	0.01	To	·	0070	0 70	Emmet St	070	070	<u> </u>	<u> </u>	•	0.001	1000	•	20.0
		From	c			2nd St									
3418) South St	0.22	2100	F	99%	0%	1% 0%	0%	0%	С	0.102	F		2300	F	2018
3416)	•	To	=			Water St									
		From	E			Market St									
7th Street NE	0.16	890	F	99%	0%	0% 0%	0%	0%	С	0.104	F	0.61	950	F	2018
		To	c			High St									
		From	c			High St									
3421) Park St	0.34	7700	F	98%	0%	1% 0%	0%	0%	F	0.114	F	0.670	8200	F	2018
		To				Evergreen Av	/e.								
Park St	0.34	8500 From	F	98%	0%	1% 0%	0%	0%	С	0.117	F	0.669	9000	F	2018
0121)		To													
3421) Park St	0.25	9700 From	1	98%	0%	US 250 1% 0%	0%	0%	F	0.105	F	0.557	10000	F	2018
Park St	0.23	77 00	Ė	JU /0	0 /0	104-3412 North		0 /0	'	0.103	'	0.557	10000	'	2010
		From	:												
9th 10th Connector	0.28	14000	F	97%	0%	Cherry Ave	0%	0%	С	0.082	F	0.652	14000	F	2018
	JU	. 7000	•	J. /U	J /0	.,0 0,0	0 /0	5 ,0	9	5.55L	•	5.00L		•	_5.0
3423)															
3423) 10th St	0.44	9200	F	98%	0%	US 250 Main 1% 0%	St 0%	0%	С	0.097	F	0.587	9800	F	2018

						JILY OF CIT	ianolles	VIIIC								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From					1 4									
3423) 10th St	0.04	2800	F	98%	0%	1%	dy Ave	0%	0%	F	0.096	F		3000	F	2018
3423)		To					ton Ave									
		From				Ma	ain St									
3425) 14th St	0.46	5200	F	96%	0%	4%	0%	0%	0%	С	0.091	F	0.547	5600	F	2018
		To From				Grad	dy Ave									
(3425) Madison Ave	0.27	3000	F	96%	0%	4%	0%	0%	0%	F	0.097	F	0.602	3200	F	2018
<u> </u>		To From					ton Ave ad End									
3425) Madison Ave	0.32	170	F	96%	0%	4%	0%	0%	0%	С	0.127	F	0.5	180	F	2018
		То				Rose	Hill Dr									
		From				Gra	ıdy Rd									
3427 Rugby Rd	0.49	4600	F	99%	0%	1%	0%	0%	0%	С	0.102	F	0.613	4900	F	2018
$\overline{}$		То				Prest	ton Ave									
O 5 5		From		2221	121		ton Ave									
Rose Hill Dr	0.65	7900	F	98%	1%	1%	0%	0%	0%	С	0.119	F	0.671	8400	F	2018
		From					by Ave				_					
9431) Preston Ave	0.23	13000		98%	0%	1%	dy Ave 0%	0%	0%	F	0.078	F	0.51	14000	F	2018
Preston Ave	0.20		·	0070	- 70			0 /0	0 /0	•	—i	•	0.01	000	•	_0.0
9431) Preston Ave	0.28	15000	F	98%	0%	Madi:	son Ave	0%	0%	С	0.082	F	0.508	16000	F	2018
3431) I Testori Ave	0.20	То	Ė	30 70	0 70		gby Rd	0 /0	0 70		0.002	•	0.500	10000	'	2010
		From					ton Ave									
3431) Rugby Rd	0.14	18000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.541	19000	F	2018
<u> </u>		To From				Barra	acks Rd									
3431) Rugby Rd	0.89	1600	F	98%	0%	1%	0%	0%	0%	F	0.123	F	0.827	1700	F	2018
		To From				US	S 250				\Box					
3431) Brandywine Dr	0.07	2300	N	98%	0%	1%	0%	0%	0%	Ν	0.130	F	0.570	2500	N	2018
		To From				Hydra	aulic Rd									
3431) Brandywine Dr	0.95	2300	F	98%	0%	1%	0%	0%	0%	С	0.130	F	0.570	2500	F	2018
<u> </u>		To					brier Dr				_					
Greenbrier Dr	0.33	2100	F	97%	0%	2%	ywine Dr 0%	0%	0%	С	0.129	F	0.5	2200	F	2018
3431)		To														
3431) Greenbriar Dr	0.44	2100 From	F	98%	0%	2%	eton Dr 0%	0%	0%	С	0.126	F	0.555	2300	F	2018
3431) 3. 30. 10. 10. 10.	0	To		0070	0,0		arlottesvil		0,0			•	0.000		•	20.0
		From				Mas	ssie Rd									
3433) Arlington Blvd	0.34	6300	F	95%	0%	5%	0%	0%	0%	F	0.103	F	0.714	6700	F	2018
\bigcup		To				Em	met St									
		From				Rug	gby Rd									
3435) Barracks Rd	0.50	16000	F	98%	0%	1%	1%	0%	0%	F	0.083	F	0.526	17000	F	2018
		To From				Em	met St									
3435) Barracks Rd	0.37	19000	F	98%	0%	1%	1%	0%	0%	С	0.089	F	0.544	20000	F	2018
<u> </u>		То	<u> </u>				arlottesvil	le								
Marsh I I I I I I I I I I I I I I I I I I I		From		0001	001		S 250	001	001	_	0.155	_	0.700	4465	_	0015
Meadowbrook Heights	0.67	1000 To	F	98%	0%	1%	0%	0%	0%	С	0.129	F	0.769	1100	F	2018
		From					town Dr									
(3439) Hydraulic Rd	0.35	28000	F	98%	1%	1%	S 250 0%	1%	0%	С	0.085	F	0.536	30000	F	2018
3439 Hydraulic Hu	0.00	20000 To	•	JU /0	1 /0		Emmett St		0 /0		0.000	'	0.550	55000	'	2010
		From				US 250 Ui					l					
14th St		6100	G			CS 230 UI		.,,			0.094	F	0.525	6700	G	2018
		То				Sac	iler St									
		From				Hen	ry Ave									
Albemarle St		160	F								0.124	F	0.532	170	F	2018

					City of Charlottesville							
Route	Length AADT	QA	4Tire	Bus	 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Charlottesville	From	ı			Amherst St		1					
Augusta St	150	F			Time of of		0.192	F	0.508	160	F	2018
	To				Dead End							
	From:				Garden Dr							
Azalea Dr	200	F					0.142	F	0.586	210	F	2018
	To:				Jefferson Park Ave							
Banburry St	From: 90				Greenbrier Dr		0.164	F	0.581	100	F	2018
Danburry St	To:				Tarleton Dr		0.104	•	0.501	100	'	2010
	From:				US 250 Bypass							
Birdwood Rd	630	F			OS 230 Bypass		0.25	F	0.994	680	F	201
	To				Edge Hill Rd							
	From:				Castalia St							
Blenheim Ave	270	F					0.128	F	0.578	290	F	201
	To:				Monticello Ave							
Drond:	From:	ب			Marie Pl		0.101	_	0.01	000	_	004
Brandywine Dr	300	F			Melissa Pl		0.121	F	0.61	320	F	201
	From											
Cleveland Ave	3100	G			Jefferson Park Ave		0.102	F	0.556	3300	G	201
Olovolana / tvo	To:	r <u> </u>			Hammond St			•	0.000	0000	ŭ	
	From:				Belleview Ave							
Coleman St	210	F					0.142	F	0.548	220	F	201
	To				St George Ave							
	From				7th St							
Dice St	1300	F					0.138	F	0.962	1400	F	201
	To				6th St							
Facey Dd	From:	<u> </u>			Brandywine Dr		0.140	_	0.600	400	F	201
Essex Rd	390	F			Meadowbrook Heights Rd		0.149	F	0.689	420	Г	201
	From:				Park St.							
Evergreen Ave	250	F			i dik St.		0.115	F	0.539	260	F	201
	To				Lyons Ct.							
	From:				Fendall Terrace							
Fendall Ave	220	F					0.130	F	0.656	230	F	201
	To:				Winston Terrace							
	From:				Jones St							
Grove St	270	F			101.0		0.114	F		280	F	201
	10.				10th St							
Hampton St	320	F			Rives St		0.108	F	0.557	340	F	201
riampion ot	70:				Nassau Street		0.100		0.557	040	ı	201
	From:				Barracks Rd							
Hessian Rd	60	F			Danaeks Ru		0.164	F	0.7	60	F	201
	To				Blue Ridge Rd							
	From				Blue Ridge Rd							
Hilltop Rd	210	F					0.128	F	0.662	220	F	201
	To:				Meadowbrook Rd							
I I a I a a a a a	From	ــِــَــ			North Ave			_	0.504	0000	_	66.
Holmes Ave	1800 _{те}	F			Elizabath Ava		0.127	F	0.504	2000	F	201
	From	l			Elizabeth Ave							
John St	1300				13th Street		0.093	F	0.508	1400	F	201
John Ot	To:	<u> </u>			14th Street		0.000	•	0.000	1700	'	201
	From:	I			Alderman Rd		ì					
Kent Rd	60	F			i nacinani Na		0.241	F	0.563	70	F	201
-	To:				Minor Rd		7			-		

						or oriano								
Route Le	ength AADT	QA	4Tire	Bus	IS	Axle 3+A		QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
v of Charlottesville	From	ı				Greenbrier	· Dr		Ī					
Kerry Lane	270	F				<u> </u>	2.	().195	F	0.724	290	F	2018
	To					Hillwood	Pl							
	From				J	Jefferson Pari	k Ave			-	0.500	7400	_	0016
Lee St	6600 _{то}	G				11th St		(0.084	F	0.522	7100	G	2018
	From	! !			La	wis Mountai								
Lewis Mountain Rd	410	F			LC	wis Mountai	II CIICIC	().119	F	0.545	430	F	2018
	To					Cameron L	ane							
	From					Nassau S	St							
Linden Ave	2200	F				37	P. 1	(0.096	F	0.647	2300	F	201
		<u> </u>				Monticello			1					
McElroy Dr	From 170	F				Marion C	Ct		 0.12	F	0.544	180	F	201
MOEIIOY DI	То	Ė				Troost C	Ct		7	•	0.011	100	•	201
	From					Meadowbroo								
Meadowbrook Heights Rd	560	G						 (0.130	F	0.781	600	G	201
	То					Yorktown	Dr							
	From					Morton I	Or			_	0.05-		_	
Meadowbrook Rd	250 _{To}	F				11:11/ 2	ı A		0.12	F	0.657	270	F	201
	From	l				Hilltop R			1					
Michael Pl	410	F				Wilson C	J).119	F	0.654	430	F	201
	То	r				Brandywine	e Dr	•	7	•	0.00	.00	•	_0.
	From					Alderman	Rd							
Minor Rd	150	F						().128	F	0.558	160	F	201
	To					Bolling Woo								
	From					Middleton I	Lane				0.000	070	_	004
Monte Vista Ave	350 To	F			т	Jefferson Pari	k Ava	().131 T	F	0.629	370	F	201
	From	l				Elliot Av								
Monticello Rd	1700	F				Elliot Av	<i>'</i> C	(」).147	F	0.821	1800	F	201
	То					Montrose A	Ave							
	From					Twyman l	Rd							
Morris Rd	110	F						().131	F	0.688	120	F	201
	То					Alderman	Rd							
Outand Dd	From	ᆫ				Rugby R	d			F	0.510	250	_	201
Oxford Rd	330 To	F				Welford S	St		0.13 T	Г	0.519	350	F	201
	From					Monticello			†					
Palatine Ave	690	F				Monticello	-110	().116	F	0.513	730	F	201
	To					Castalia								
Palatine Ave	160	F				Avon St	i.		_ _).137	F	0.577	170	F	201
r alatille AVE	1 00					Rialto St	t.). 13/ 	۲	0.577	170	Г	2 01
	From	1			1	Jefferson Par			i					
Park Rd	260	F				on i di		().133	F		280	F	201
	To					Brunswick	Rd							
-	From					Cutler La	ne							
Park St	11000	G					P.1	(0.085	F	0.538	11000	G	201
	To	<u> </u>				Melbourne			<u> </u>					
Ridge Rd	From 1800					Lankford A	Ave	-).093	F	0.504	1900	F	201
riiug e riu	1 000					Barksdale	St		7.093	1"	0.504	1 900	'	۷۱ ک
	From					River Ro			.					
River Ct	170	F				20.01 10	-	().113	F	0.524	180	F	201
	To					Dead En	d							

					only of orienticsvine								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir	AAWDT	QW	Yea
-£ Cl!! -					ZAXIE 3+AXIE I ITAII	ZTraii		Factor		Factor			
of Charlottesville	Fro	n·			St Clair Ave								
River Vista Ave	190	F						0.126	F	0.776	200	F	201
	7	n.			Coleman St								
Rives St	Fro	n:			Vine St								
	660	F						0.107	F	0.696	700	F	201
	7	0:			Midland St								
Saint Clair Ave	Fro				Saint George Ave								
	340	F_						0.113	F	0.626	360	F	201
	7	0:			Smith St								
Second St	Fro	n:			Wine St								
	500	F_						0.12	F	0.822	540	F	201
	7	0:			Northwood Cir								
Shamrock Rd	Fro	n:			Broad Ave								
	3200	G						0.102	F	0.632	3500	G	201
	7	0:			Mulberry Ave								
Spottswood Rd	Fro	n:			Meadowbrook Rd								
	180	F						0.127	F	0.655	190	F	201
	7	0:			Blue Ridge Rd								
Stonefield Ave	Fro	n:			Mason Lane								
	60	F						0.170	F	0.72	60	F	201
	7	0:			Rugby Ave								
Sunset Rd	Fro				Stribling Ave								
	230	F_						0.105	F	0.588	250	F	201
	1	0:			Sunset Ave								
Thomson Rd	Fro	n·			Alderman Rd								
	690	F						0.14	F	0.710	740	F	2018
	Т	n.			Fauquier Rd								
	Fro	n:			Cottage Lane								
Westview Rd	360	F						0.111	F	0.566	380	F	201
	7	0:			Rosser Lane	-							
Westwood Rd	Fro	n:			Rose Hill Dr								
	160	F						0.119	F	0.558	170	F	201
	1	0:			Greenway Rd								