2012

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.

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

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	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary 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.

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SCI	. Charlottesvi	lle			2, 540	017040	TTTG	211011		1 40101		1 40101		
20 Monticello Ave	City of Charlottesville	0.26	15000	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	16000	F
	To		Altavista Ave													
20) Monticello Ave	City of Charlottesville	0.28	15000	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	16000	F
20) 1/16/18/08/09 7 1/16				•		070		070	070	070	•	0.100	•	0.012	10000	
Manting II a Ave	From:		Meridian Ave	_	000/	00/	40/	00/	007	00/		0.400	_	0.045	0700	
Monticello Ave	City of Charlottesville	0.35	9100	F	98%	0%	1%	0%	0%	0%	С	0.103	F	0.645	9700	
	From:	M	Avon St Ionticello Ave													
20) Avon St	City of Charlottesville	0.41	14000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	15000	
20) / 110/1 01	To:		Market Street	•	0070	0,0	$\overline{}$	0,0	0,0	0,0	-	0.000	•	0.0.	.0000	
Bus	From:	-	Market St													
20) (250) 9th St	City of Charlottesville	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	
	Combined Traffic Estimates for Parallel Roadways or	n this Route:	NA									0.086	F	0.503	NA	
	To	II	S 250 High St	t												
Bus	From:										_		_			
20) (250) High St	City of Charlottesville	0.23	10000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	11000	l
Dua .	To: From:		11th ST													
Bus (250) High St	City of Charlottesville	0.21	9500	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	10000	
250 High St	Oity of Offanoticsville			'	3370	070	170	070	070	070	O	0.003	'	0.040	10000	
Bus	To: From:	(Gillespie Ave													
20) (250) High St	City of Charlottesville	0.45	19000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	
	To	110 25	0 & BUS US	250												
20) (250) Long St	City of Charlottesville	0.06	37000	N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	41000	ı
20) (230) 20119 01	To:		L Charlottesvi		3070	070	$\cdot \cdot $	070	070	070	.,	0.000		0.017	41000	
	From:															
29 250 Monacan Trail Rd	City of Charlottesville	0.35	L Charlottesvi	F	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	ı
29 (250) Monacan Trail Rd	To:		Bus US 29	•	31 /0	070	170	1 /0	2/0	070	'	0.030	'	0.550	33000	
	From:		250, Bus US	29												
Emmet St	City of Charlottesville	0.37	59000	F	97%	0%	1%	1%	2%	0%	F	0.083	F	0.527	62000	
9	To:	NCI	_ Charlottesvi	lle												
lus	From:		US 29													
Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	13000	F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.601	14000	
3)								.,,	-,-		_		•			
us	From:	SCI	. Charlottesvi	lle												
Fontaine Ave	City of Charlottesville	0.42	12000	F	97%	0%	1%	1%	0%	0%	С	0.094	F	0.628	12000	
~	To:		erson Park A	ve	•											
us	From:		Fontaine Ave					46.			_		_			
29 Jefferson Park Ave	City of Charlottesville	0.69	12000	F	97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	13000	
~- !!!	To: From:	T - £4	Emmet St	uo.												
Bus pg (Emmet St	City of Charlottesville	0.53	erson Park Av	ve F	97%	0%	1%	10/	0%	0%	F	0.086	F	0.516	16000	
29 Emmet St	City of Charlottesville	0.53	15000	г	3170	U%	170	1%	U%	0%	Г	0.000	г	0.516	10000	- 1

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2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

							Tru	ck			K		Dir		
Jurisdiction	Length A	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:															
City of Charlottesville	0.55	25000	F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.553	26000	F
To: From:	Arli	ington Blv	d												
City of Charlottesville	0.45	24000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	26000	F
To: From:	Ba	arracks Rd													
City of Charlottesville	0.40	31000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	33000	F
To:			SS				-,-					-			
From:	WCL (Charlottes	ville												
City of Charlottesville (Maint: 02)		21000	G	89%	1%	1%	0%	9%	0%	F	NA			20000	G
Combined Traffic Estimates for 2 Parallel Roadways or			G	89%	1%	1%	0%	9%	0%	F	NA			40000	G
To:															
City of Charletten illa (Mainty 02)				000/	40/	10/	00/	00/	00/	_	0.115	۸		20000	٨
•												А			A G
To:				0970	1 /0	1/0	0 /6	970	0 /0	-	INA			40000	G
From	WCL (Charlottesy	ville												
City of Charlottesville			F	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	F
To:	US 29	9. Emmet	St												
City of Charlottesville	0.32	22000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	25000	F
To	104-343	31 Hydraul	ic Rd			\neg \vdash									
City of Charlottesville	0.42	42000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	47000	F
To	Γ	Dairy Rd				\neg									
City of Charlottesville	0.60	41000	Α	98%	0%	1%	0%	0%	0%	С	0.101	Α	0.554	45000	Α
To:	Rugh	by Ave E I	nt			\neg \vdash									
City of Charlottesville	0.33	39000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	43000	F
To: From:	Mo	cIntire Rd				\neg									
City of Charlottesville	0.27	34000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	38000	F
To: From:		Park St				\neg									
City of Charlottesville	0.26	39000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	43000	F
To: From:	Lo	ocust Ave				\Box									
City of Charlottesville	0.49	37000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	41000	F
To From:	Bus U	S 250 High	h St			\Box \vdash									
City of Charlottesville			N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	41000	Ν
To:	ECL C	Charlottesy	ville]									
City of Charlottesville		Charlottesv	ville F	98%	0%		0%	0%	0%	F	0.076	F		13000	F
						0%							0.521		
	City of Charlottesville City of Charlottesville (Maint: 02) Combined Traffic Estimates for 2 Parallel Roadways or Tool From: City of Charlottesville (Maint: 02) Combined Traffic Estimates for 2 Parallel Roadways or Tool City of Charlottesville (Maint: 02) Combined Traffic Estimates for 2 Parallel Roadways or Tool City of Charlottesville City of Charlottesville	Superscript Superscript	City of Charlottesville 0.45 24000 F 98% 0% 1% 0%	Length AADT QA 4Tire Bus 2Avle 3+Avle 1Trail	City of Charlottesville	Section Company Comp	Author A	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail 2Trail QC Factor QK	Second Length Abr 10	Second Process					

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2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

							Tru	ıck			K		Dir		
Route	Jurisdiction Len	th AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
Sus	l <u></u>	Bus US 29 Em	met St												
University Ave	City of Charlottesville 0.2	8 13000	F	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	14000	
_	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 18000	F	97%	0%	2%	0%	0%	0%	F	NA			19000	
JS	To: Bu	1 US 250P, I	Rugby Rd			\Box									
University Ave	City of Charlottesville 0.1	2 13000	F	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	14000	
)	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 18000	F	97%	0%	2%	0%	0%	0%	F	NA			19000	
	To: From:	Chancellor	St			\Box \vdash									
s 0 University Ave	City of Charlottesville 0.1	9 12000	F	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	13000	
0) 6	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	97%	0%	2%	0%	0%	0%	F	NA	•	0.0.0	18000	
	То	C&O RR Cro	ssino												
S Main Ct	From:			000/	00/	40/	00/	00/	00/	_	0.070	F	0.500	4.4000	
Main St	City of Charlottesville 0.0		F	99%	0%	1%	0%	0%	0%	F	0.072	Г	0.502	14000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro		F	99%	0%	1%	0%	0%	0%	Г	NA			19000	
īg`	Tro: From:	Jefferson Parl													
Main St	City of Charlottesville 0.7		F	97%	0%	2%	0%	0%	0%	С	0.080	F	0.622	14000	
~	Combined Traffic Estimates for 2 Parallel Roadways on this Ro			98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	36000	
JS	10: From:	McIntire I Main St	Rd												_
McIntire Rd	City of Charlottesville 0.2		F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	25000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Roadways	te: 29000	F	99%	0%	1%	0%	0%	0%	F	NA			31000	
	To- France	-3405, Bus U	S 250 Par			_									
us 50 (McIntire Rd	City of Charlottesville 0.0	3 24000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	
50 Jivioniline 14d	To.			0070	070		070	070	070	.,	0.002	.,	0.010	20000	
us	From:	Preston A													
Market St	City of Charlottesville 0.5		F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	10000	
	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	te: 16000 R 20 9th St; A	F Ct	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	
us	From	Market S													
50 (20) 9th St	City of Charlottesville 0.1	2 14000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	
	Combined Traffic Estimates for Parallel Roadways on this Roadways	te: NA									0.086	F	0.503	NA	
	To	High St	α.												
(50) (20) High St	City of Charlottesville 0.2	SR 20 9th 3 10000	F F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	11000	
20) 1 1 1 9 1 3 1	T		•	3370	070	170	070	070	070	•	0.000	•	0.500	11000	
us	From:	11th St													
(20) High St	City of Charlottesville 0.2	1 9500	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	10000	
us	To- From:	Gillespie A	ve												
50 (20) High St	City of Charlottesville 0.4	5 19000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	
30 20 3	To:	Long St	-			i.			- · -	•		•			

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

Davida	Luis disting	.41-	AADT		4T:	D		Tru	ıck		QC	K	QK	Dir	AAWDT	014/
Route	Jurisdiction Leng	jtn <i>i</i>	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Bus	From:	Univ	versity Av	e												
(250) Rugby Rd	City of Charlottesville 0.3	8	4900	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	5200	F
()	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		29000	F	99%	0%	1%	0%	0%	0%	F	NA			31000	F
	To: From:		rady Ave													
Bus (250) Grady Ave	City of Charlottesville 0.5		ugby Rd 4900	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	5200	F
(250) Stady 7110	Combined Traffic Estimates for 2 Parallel Roadways on this Rou		17000	F	97%	0%	2%	0%	0%	0%	F	NA	·	0.011	18000	F
	To:		eston Ave													
Bus	From:	Gı	rady Ave													
250 Preston Ave	City of Charlottesville 0.5	1 2	21000	F	98%	0%	1%	0%	0%	0%	С	0.09	F	0.556	22000	F
C.	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	ite: 3	34000	F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	36000	F
Bus Bus	To- Front	M	Iarket St													
250 250 McIntire Rd	City of Charlottesville 0.0	3 2	24000	N	99%	0%	1%	0%	0%	0%	Ν	0.082	Ν	0.513	25000	N
Due Due	To. From:	Pre	eston Ave													
Bus (250) High St	City of Charlottesville 0.5	4	6800	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	7200	F
b	Combined Traffic Estimates for 2 Parallel Roadways on this Rou	ite: 1	16000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	F
	To:		9th St													

						City of Char	iottooviiio								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
1 10th St	0.28	3700 To	F	99%	0%	1% (Bus US)% 0%	0%	С	0.111	F	0.607	3900	F	2012
		From:				Ridge				<u> </u>					
2 Garret St	0.45	3300 To:	F	97%	0%		% 0%	0%	С	0.093	F	0.566	3500	F	2012
		From:				Meadowbrook				l					
(3) Kenwood Lane	0.50	600	F	98%	0%	1% (0%	0%	С	0.118	F	0.620	640	F	2012
		To:				Melbour	ne Rd								
O. 5.	0.00	From	<u> </u>	000/	40/	Jefferson P		001			_	0.500	0000	_	0040
4 Lane Rd	0.39	2100 To:	F	89%	1%	9% 1 Lee :	1% 0% St	0%	С	0.1	F	0.523	2200	F	2012
		From:				Arlingtor									
(5) Millmont St	0.46	12000	F	98%	0%		0% 0%	0%	С	0.099	F	0.626	13000	F	2012
		To				Barrack	s Rd								
		From				Meadowbro	ok Hghts								
6 Yorktown Dr	0.31	1200	F	98%	0%		0%	0%	F	0.135	F	0.59	1300	F	2012
<u> </u>		To:				Brandyw	ine Dr								
Magazzial Bal	0.07	From	<u> </u>	070/	40/	Alderma		00/			_	0.040	4000	_	0040
7 McCormick Rd	0.27	4000	F	87%	1%	12% ()% 0%	0%	С	0.09	F	0.619	4200	F	2012
MaCarmial: Dd	0.40	From:	ᆫ	070/	40/	Emme		00/		0.400		0.500	2000		2012
7 McCormick Rd	0.42	2600 To:	F	87%	1%	12% (Universit	0% 0%	0%	F	0.128	F	0.529	2800	F	2012
		From:	<u> </u>							<u> </u>					
8 Melbourne Rd	0.08	650	F	98%	0%	104-3412 C)% 0%	0%	F	0.114	F	0.528	690	F	2012
0		To				Kenwood			-		•			·	
		From				Bus US 29 I	Emmet St								
9 Massie Rd	0.96	5400	F	94%	0%)% 0%	0%	С	0.123	F	0.588	5700	F	2012
<u> </u>		To:				Arlingtor	Blvd								
		From				Jefferson P									
(3400) Cleveland Ave	0.23	2800	F	98%	0%		% 0%	0%	С	0.098	F	0.534	2900	F	2012
		From				Cherry Clevelan									
(3400) Cherry Ave	0.85	6000	F	98%	0%		0% 0%	0%	С	0.107	F	0.539	6400	F	2012
\bigcup		To				Spring	: St								
(3400) Cherry Ave	0.68	6400 From:	F	98%	0%		0%	0%	F	0.099	F	0.54	6800	F	2012
\bigcirc		To				Ridge	St								
(3400) Cherry Ave	0.25	11000	F	98%	0%)% 0%	0%	F	0.087	F	0.505	12000	F	2012
		To				1St St	reet								
(3400) Elliot Ave	0.28	11000	F	98%	0%		0%	0%	С	0.089	F	0.514	11000	F	2012
		To				Avon	St								
(3400) Elliot Ave	0.39	3100 From:	F	98%	0%		0%	0%	F	0.088	F	0.768	3300	F	2012
		To				Monticel	lo Ave								
		From:				SCL Charle	ottesville								
(3401) Old Lynchburg Rd	0.65	3100	F	98%	0%		0% 0%	0%	С	0.104	F	0.657	3300	F	2012
\smile		To:				Jefferson P	ark Ave								
<u> </u>		From		0000		Ridge				225-	_	0 = 5 =		_	
(3402) Monticello Ave	0.49	11000 To:	F	98%	0%		0% 0%	0%	С	0.095	F	0.569	11000	F	2012
			1			SR 20 A				<u> </u>					
(3403) Harris Rd	0.63	2900	F	98%	0%	5th 5	St 0% 0%	0%	С	0.112	F	0.566	3100	F	2012
(3403) Harris Rd	0.03	2900 To:		JO /0	U /0	Jefferson P		0 /0	U	0.112	Г	0.500	3100	Г	2012
		From:				Harris									
(3403) Jefferson Park Ave	0.27	2900	F	98%	0%		0%	0%	F	0.112	F	0.652	3100	F	2012
$\overline{}$		To:				Old Lynch	burg Rd								

						City of Cha	ariottesvi	lie								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	•	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville																
O . "	0.40	From	L	2001	201		chburg Rd	00/	00/			_	0.055	0000	_	0040
(3403) Jefferson Park Ave	0.16	5800	F	99%	0%	1%	0%	0%	0%	F	0.108	F	0.655	6200	F	2012
<u> </u>		From					and Ave				<u> </u>	_			_	
(3403) Jefferson Park Ave	0.38	7100	<u>_</u> F_	99%	0%	1%		0%	0%	С	0.103	F	0.654	7500	F	2012
		From	:			Bus US 29; I Bus US 29; I										
(3403) Maury Ave	0.21	5100	F	99%	0%	1%		0%	0%	F	0.099	F	0.688	5500	F	2012
		То	:			Stadio	um Rd									
Alderson Dd	0.05	From	<u> </u>	000/	00/		tt Dr	00/	00/			_	0.007	0400	_	2042
(3403) Alderman Rd	0.05	7600	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.627	8100	F	2012
<u> </u>		From					pson Rd					_				
(3403) Alderman Rd	0.42	9100	F	98%	0%	1%		0%	0%	F	0.095	F	0.681	9700	F	2012
		10	1				50; Ivy Rd									
C Market Ct	0.40	From	<u> </u>	000/	00/		h St	00/	00/		0.005	_	0.050	5000	_	2042
(3404) E Market St	0.48	5500 To	F	98%	0%	1% Mead		0%	0%	С	0.095	F	0.652	5800	F	2012
		From					le Ave									
3405) 5th St	1.42	18000		97%	0%	SCL Char 1%	rlottesville 1%	0%	0%	С	0.091	F	0.644	20000	F	2012
(3405) 5th St	1.42	To		31 /0	070		ry Ave	0 70	0 70		0.031	'	0.044	20000	'	2012
		From					rry St									
(3405) Ridge St	0.22	15000	F	97%	0%	1%	1%	0%	0%	С	0.091	F	0.658	16000	F	2012
\bigcirc		To From	-			Dic	ce St				\neg —					
(3405) Ridge St	0.17	22000	F	96%	1%	1%	1%	1%	0%	С	0.083	F	0.648	23000	F	2012
\cup		To	:				in St									
Malada Di	0.04	From	<u> </u>	000/	00/	US 250 Bus			00/		0.007	_	0.554	45000	_	0040
(3405) McIntire Rd	0.64	14000	F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.554	15000	F	2012
<u> </u>		From	<u> </u>				ris St					_				
(3405) McIntire Rd	0.18	19000	F	96%	0%	1%		1%	0%	С	0.081	F	0.663	20000	F	2012
) Bypass									
3406 Water St	0.32	From 6000		97%	0%		JS 250	0%	0%	С	0.084	F	0.641	6400	F	2012
(3406) Water St	0.32	6000		9176	0%	3%	0%	U70	0%	C	0.064	Г	0.041	6400	Г	2012
	0.00	From		070/	201		h St	00/	00/			_	0.540	5400	_	0040
(3406) Water St	0.32	4800	F	97%	0%	3%		0%	0%	F	0.103	F	0.548	5100	F	2012
							th St									
(3407) Avon St	0.20	12000		97%	0%	SCL Char 2%	rlottesville 0%	0%	0%	С	0.097	F	0.660	12000	F	2012
3407) AVOIT St	0.20	12000		9176	0%	270	0%	U76	0%	C	0.097	Г	0.000	12000	Г	2012
<u> </u>		From					and Ave									
(3407) Avon St	0.50	13000 _{To}	F	97%	0%			0%	0%	F	0.09	F	0.647	13000	F	2012
			1				ello Ave									
(3409) Carlton Rd	0.46	From		97%	0%		ello Ave	1%	0%	С	0.006	F	0.6	8200	F	2012
(3409) Cariton Rd	0.46	7700	-	9176	0%		1% de Ave	1 70	0%	C	0.096	Г	0.6	0200	Г	2012
		From	:				on Rd									
(3409) Meade Ave	0.17	9700	F	97%	0%			1%	0%	F	0.088	F	0.558	10000	F	2012
\bigcirc		To				E Mai	rket St									
(3409) Meade Ave	0.46	10000	F	97%	0%			1%	0%	F	0.085	F	0.515	11000	F	2012
		To	:			High	n St E									
		From				Emn	net St									
(3410) Jefferson Park Ave	0.57	13000	F	95%	1%	3%	0%	1%	0%	С	0.075	F	0.503	14000	F	2012
$\overline{}$		То	c			Mai	in St									
		From	:				ry Ave									
(3411) Shamrock Rd	0.42	3500	F	100%	0%			0%	0%	С	0.103	F	0.561	3700	F	2012
<u> </u>		To	<u> </u>			Jefferson	Park Ave									
		From					JS 250					_	_		_	_
(3412) Locust Ave	0.29	5600	<u>_F</u>	99%	0%	1%		0%	0%	F	0.104	F	0.656	5900	F	2012
		To				Haz	el St									

						City of Chanotte	SVIIIE								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		Fron				** 10:				-					
Locust Ave	0.25	5700		99%	0%	Hazel St 1% 0%	0%	0%	С	0.107	F	0.633	6100	F	2012
3412) = 55 457 115	0.20	т.	-			US 250					•	0.000	0.00		
3412) Locust Ave	0.21	3200 From	F	99%	0%	1% 0%	0%	0%	F	0.118	F	0.754	3400	F	2012
		Tr	a-			Calhoun St									
O	0.00	Fron	·	000/	00/	Locust Ave	201	201			_	0.000	0500	_	0046
Calhoun St	0.22	3300 To	F	99%	0%	1% 0%	0%	0%	С	0.118	F	0.636	3500	F	2012
		Fron	1:			Sheridan Ave Calhoun St									
Sheridan Ave	0.04	3100	F	99%	0%	1% 0%	0%	0%	F	0.120	F	0.605	3300	F	2012
\mathcal{L}		To	o:			North Ave									
Alastic Assa	0.00	From	·	000/	00/	Sheridan Ave		00/			_	0.000	0400	_	0046
North Ave	0.30	2900	F	99%	0%	1% 0%	0%	0%	С	0.12	F	0.623	3100	F	2012
<u>~</u>		T- From	1:			Park St									
Melbourne Rd	0.77	3200	_ <u>F</u> _	97%	0%	2% 0%	0%	0%	С	0.152	F	0.605	3400	F	2012
<u> </u>		Fron	1:			Grove Rd Melbourne Rd	<u> </u>								
Grove Rd	0.31	1600	F	97%	0%	2% 0%	0%	0%	С	0.147	F	0.522	1700	F	2012
3412		To								_					-
Grove Rd	0.38	3200 From	G	96%	0%	Concord Dr 2% 1%	0%	0%	С	NA			3300	G	2012
Grove Rd	0.50	3200		3070	070			070					3300	J	2012
Opiny Dd	0.40	Fron		000/	00/	US 250 Bypass		00/		0.105	г	0.710	2200		2010
Dairy Rd	0.40	2100 To	F	98%	0%	1% 0% Rugby Rd	0%	0%	С	0.105	F	0.712	2300	F	2012
		Fron													
2nd Street South East	0.25	3300	F	98%	1%	E South St 1% 0%	0%	0%	С	0.105	F		3500	F	2012
2nd Street South East	0.23	3300 To	:	30 /0	1 /0	E Water St	0 70	070		0.103	'		3300	'	2012
		Fron													
Rugby Ave	0.52	1900	F	98%	0%	Rugby Rd 1% 0%	0%	0%	С	0.097	F	0.593	2000	F	2012
3414) Rugby 7100	0.02			3070	070		070	070		0.007	•	0.000	2000	•	2012
Rugby Ave	0.26	6200		98%	0%	Rose Hill Dr	0%	0%	F	0.116	F	0.623	6600	F	2012
Rugby Ave	0.36	0200 To	·	90%	0%	US 250 Bypass		076	Г	0.116	Г	0.023	6600	Г	2012
		Fron					,			1					
Angus Rd	0.38	2900		98%	0%	Ricky Rd 1% 1%	0%	0%	С	0.121	F	0.674	3100	F	2012
Angus Rd	0.50	2300	:	3070	070	Emmet St	070	070		0.121	'	0.074	3100	•	2012
		Fron	1:			Maury Ave									
3417) Stadium Rd	0.51	3900	F	96%	0%	3% 0%	0%	0%	С	0.098	F	0.592	4100	F	2012
5417) Gradiani i ta	0.0.	To	:	0070	0,0	Emmet St	0,0	0,0			•	0.002		•	
		Fron	1:			2nd St									
3418) South St	0.22	2100	F	98%	0%	1% 0%	0%	0%	С	0.109	F		2300	F	2012
5410)		To):			Water St									
		Fron	1:			Market St									
7th Street NE	0.16	1000	F	98%	1%	1% 0%	0%	0%	С	0.117	F	0.650	1100	F	2012
		To):			High St									
		From	1.			High St									
Park St	0.34	11000	F	99%	0%	1% 0%	0%	0%	F	0.094	F	0.600	12000	F	2012
		Т				Evergreen Ave	`								
Park St	0.34	12000	F	99%	0%	1% 0%	0%	0%	С	0.095	F	0.63	13000	F	2012
3421)		т.								_	•			-	
Park St	0.25	20000	F	99%	0%	US 250 1% 0%	0%	0%	F	0.089	F	0.509	21000	F	2012
Park St	0.20	ZJUJU To	:	JJ /0	0 /0	1% 0% 104-3412 North A		U /0	Г	0.009	г.	0.509	Z1000	Г	2012
		Fron	n:				_,,			<u> </u>					
		.1011				Cherry Ave		201	_	0.086	F	0.656	14000	F	2012
9th 10th Connector	0.28	13000	F	ga%	0%	1% n%	0%	()%							2012
9th 10th Connector	0.28	13000	F	99%	0%	1% 0%	0%	0%	С	0.000	'	0.000	14000	•	
3423) 9th 10th Connector	0.28	13000 Tron 7800	F	99%	0%	1% 0% US 250 Main S 1% 0%		0%	С	0.080	F	0.598	8300	F	2012

						011, 01 01	narlottesv	•								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville							017.540						. 4010.			
(4011 2 1	0.04	From:	<u> </u>		-00/		dy Ave	00/	00/			_		0700	_	0040
(3423) 10th St	0.04	2500 To:	F	98%	0%	1%	0%	0%	0%	F	0.095	F		2700	F	2012
		From:	<u> </u>				ton Ave				1					
(3425) 14th St	0.46	5500	F	96%	0%	4%	ain St 0%	0%	0%	С	0.087	F	0.542	5900	F	2012
3425) 1 1411 01	0.10	To	·					070	070		<u> </u>	•	0.012	0000	•	20.2
(3425) Madison Ave	0.27	3100 From:	F	95%	0%	4%	dy Ave 1%	0%	0%	F	0.102	F	0.640	3300	F	2012
(3425) Madison Ave	0.21	To:	Ė	0070	070		ton Ave	070	070			•	0.010	0000	•	20.2
$\widehat{}$		From:					ad End									
(3425) Madison Ave	0.32	200 To:	F	95%	0%	4%	1%	0%	0%	С	0.096	F	0.524	210	F	2012
			<u> </u>				Hill Dr									
(3427) Rugby Rd	0.49	From: 4700		99%	0%	Gra	ndy Rd 0%	0%	0%	С	0.097	F	0.618	5000	F	2012
(3427) Rugby Rd	0.49	47 00 To:		99 /0	0 /6		ton Ave	0 /6	0 /6	C	0.097	-	0.010	3000		2012
		From:					ton Ave									
3429) Rose Hill Dr	0.65	7200	F	98%	0%	2%	0%	0%	0%	С	0.106	F	0.632	7600	F	2012
		To					by Ave									
_		From:				Grad	dy Ave									
3431) Preston Ave	0.23	13000	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.507	14000	F	2012
$\overline{}$		To: From:				Madi	son Ave				\neg \vdash					
3431) Preston Ave	0.28	15000	F	98%	0%	1%	0%	0%	0%	С	0.08	F	0.508	16000	F	2012
\smile		To- From:					gby Rd				4					
Rugby Rd	0.14	18000	F	98%	0%	1%	ton Ave	0%	0%	F	0.088	F	0.548	20000	F	2012
Rugby Rd	0.14		÷					070	070			•	0.0-10	20000	•	2012
Pughy Pd	0.89	1700	F	98%	0%	Barra 1%	acks Rd 0%	0%	0%	F	0.127	F	0.803	1800	F	2012
Rugby Rd	0.09	1700		90 /0	0 /0			0 /0	076	Г	0.127	-	0.003	1000		2012
3431) Brandywine Dr	0.07	2900 From:	N	98%	0%	1%	S 250 0%	0%	0%	N	0.118	N	0.613	3100	N	2012
(3431) Brandywine Dr	0.07	2900		90 /6	0 76			0 /6	0 /6	IN	0.116	IN	0.013	3100	IN	2012
O Brondissino Dr	0.05	From:	┶	000/	00/		aulic Rd	00/	00/		0 110		0.612	2400		2012
Brandywine Dr	0.95	2900 To:	F	98%	0%	1%	0% nbrier Dr	0%	0%	С	0.118	F	0.613	3100	F	2012
		From:					ywine Dr									
3431) Greenbrier Dr	0.33	2600	F	98%	0%	1%	0%	0%	0%	С	0.116	F	0.651	2800	F	2012
\bigcirc		To:				Tarle	eton Dr									
3431) Greenbriar Dr	0.44	2400	F	99%	0%	1%	0%	0%	0%	С	0.13	F	0.556	2600	F	2012
\smile		To:				NCL Ch	arlottesvill	e								
$\widehat{}$		From:					ssie Rd									
3433) Arlington Blvd	0.34	7100	F	94%	0%	5%	0%	0%	0%	F	0.093	F	0.678	7500	F	2012
~		To:	<u> </u>				met St									
Parroaka Dd	0.50	From:	<u> </u>	000/	00/		gby Rd	00/	00/		0.000	_	0.544	17000	_	2040
(3435) Barracks Rd	0.50	16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.514	17000	F	2012
Power-line Dal	0.07	From:	<u> </u>	000/	001		met St	00/	00/	^	0.004	_	0.005	20000		0040
(3435) Barracks Rd	0.37	19000 _{To:}	F	99%	0%	1% WCL Ch	0% arlottesvill	0% le	0%	С	0.091	F	0.625	20000	F	2012
		From:	<u></u>								<u> </u>					
(3437) Meadowbrook Heights	0.67	1200		98%	0%	1%	S 250 0%	0%	0%	С	0.149	F	0.602	1300	F	2012
(3437) Meadowbrook Heights	0.07	To-	·	0070	- 7·0		town Dr	0 / 0	370		7	•	0.002	1300	•	-012
		From:					S 250									
(3439) Hydraulic Rd	0.35	29000	F	98%	0%	1%	0%	1%	0%	С	0.080	F	0.538	30000	F	2012
\bigcirc		To:	:			US 29 I	Emmett St									
· · · · · · · · · · · · · · · · · · ·	<u> </u>	From:				US 250 U1	niversity A	ve								
14th St		6000	F								0.087	F	0.517	6400	F	2012
		To:	<u> </u>			Sac	iler St									
		From:				Hen	ıry Ave									
Albemarle St		150	F								0.128	F	0.523	160	F	2012
		_	-				ord Ave									

Davits	Lancette AADT	٠,	4		City of CharlottesvilleTruck	00	K	011	Dir	A A14/5-T	014	V.
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2Tra	ul QC	Factor	QK	Factor	AAWDT	QW	Year
tv of Charlottesville	From:	:			Amherst St							
Augusta St	150	F					0.141	F	0.667	160	F	2012
	To:	<u> </u>			Dead End							
Azalea Dr	180	F			Garden Dr		0.134	F	0.528	200	F	2012
	To:				Jefferson Park Ave							
	From:				Greenbrier Dr							
Banburry St	90 To:	F			Tarleton Dr		0.144	F	0.571	100	F	2012
	From	<u> </u>			US 250 Bypass		1					
Birdwood Rd	260	F			US 250 Bypass		0.281	F	0.869	280	F	2012
	To:	:			Edge Hill Rd							
	From:				Castalia St							
Blenheim Ave	230 _{To:}	F			M 2 11 A		0.115	F	0.561	250	F	2012
	From	:L			Monticello Ave		<u> </u>					
Brandywine Dr	330				Marie Pl		0.128	F	0.591	350	F	2012
,	To:	•			Melissa Pl			•	001		•	_5,2
	From				Jefferson Park Ave							
Cleveland Ave	3000	G					NA			3200	G	2012
	To				Hammond St							
Coleman St	From: 180				Belleview Ave		0.111	F	0.546	190	F	2012
Coleman St	To:	<u>.</u>			St George Ave		0.111	'	0.540	190	ı	2012
	From				7th St		İ					
Dice St	810	G					NA			850	G	2012
	To				6th St							
5 5.	From:	<u> </u>			Brandywine Dr		2424	_	0.00	500	_	0046
Essex Rd	490 _{то:}	F		,	Meadowbrook Heights Rd		0.134	F	0.68	530	F	2012
	From:	! :			Park St.		+					
Evergreen Ave	230	F			T tak St.		0.118	F	0.724	240	F	2012
	To	:			Lyons Ct.							
	From:	:			Fendall Terrace							
Fendall Ave	200	F			Winston Terrace		0.131	F	0.679	210	F	2012
	From											
Grove St	310	F			10th St		0.112	F		330	F	2012
	To:				Jones St							
	From:				Rives St							
Hampton St	390	F					0.094	F	0.633	410	F	2012
	To:	i			Nassau Street							
Hessian Rd	From: 70	F			Barracks Rd		0.192	F	0.607	70	F	2012
ricssian ita	To:	<u> </u>			Blue Ridge Rd		0.132	'	0.007	70		2012
	From:	:			Blue Ridge Rd							
Hilltop Rd	210	F			-		0.122	F	0.6	220	F	2012
	To:				Meadowbrook Rd							
Holman Ave	From:	L			North Ave		0.404	_	0.505	1000		2042
Holmes Ave	1700 _{To}	F			Elizabeth Ave		0.121	F	0.565	1900	F	2012
	From:	:			13th Street		1					
John St	1500	F			13til Bucci		0.097	F	0.529	1600	F	2012
	To:				14th Street							
	From:				Alderman Rd							
Kent Rd	60	F					0.196	F	0.667	60	F	2012

					City of Charlottesville							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Charlottesville	From:				Greenbrier Dr		ı					
Kerry Lane	290	F					0.126	F	0.537	310	F	2012
	To				Hillwood Pl							
Lan Ct	From:	Ļ			Jefferson Park Ave					0000	0	2047
Lee St	6600 To:	G			11th St		NA			6900	G	2012
	From:				Lewis Mountain Circle							
Lewis Mountain Rd	480	F			Lewis Wountain Circle		0.105	F	0.746	510	F	201
	To				Cameron Lane							
	From:				Nassau St							
Linden St	2000	F					0.108	F	0.601	2100	F	201
	To:				Monticello Rd							
	From:	<u> </u>			Marion Ct			_	0.070	400	_	004
McElroy Dr	120	F			Troost Ct		0.141	F	0.676	130	F	201
	From:						1					
Meadowbrook Heights R		G			Meadowbrook Ct		NA			580	G	201
	To:				Yorktown Dr							
	From				Morton Dr							
Meadowbrook Rd	310	F					0.140	F	0.560	330	F	201
	To				Hilltop Rd							
	From:				Wilson Ct							
Michael Pl	430	F					0.134	F	0.698	460	F	201
	To:				Brandywine Dr							
Mines Del	From	ᄂ			Alderman Rd		0.400	_	0.574	440	_	004
Minor Rd	110 Tax	F			Bolling Wood Rd		0.123	F	0.571	110	F	201
	From:											
Monte Vista Ave	320	F			Middleton Lane		0.12	F	0.63	340	F	201
monto violarito	To:				Jefferson Park Ave		Ť	•	0.00	0.0	•	
	From				Elliot Ave							
Monticello Rd	1900	F					0.114	F	0.765	2000	F	201
	To				Montrose Ave							
	From:				Twyman Rd							
Morris Rd	110	F					0.132	F	0.594	120	F	201
	To:				Alderman Rd							
Oxford Rd	From:	F			Rugby Rd		0140	F	0.64	250	_	204
Oxidia Ra	330 _{To:}				Welford St.		0.140	Г	0.64	350	F	201
	From:				Avon St.		_					
Palantine Ave	160	F			AYON Dt.		0.121	F	0.537	170	F	201
	To:		_		Rialto St.							
	From				Monticello Ave							
Palatine Ave	680	F					0.131	F	0.516	720	F	201
	To:				Castalia St							
	From:				Jefferson Park Ave	_]				_	_
Park Rd	280 To:	G			D		NA			290	G	201
		<u> </u>			Brunswick Rd							
Park St	From: 10000	G			Cutler Lane		 NA			11000	G	201
I AIN OL	To				Melbourne Rd					11000	G	201
	From:				Lankford Ave							
Ridge Rd	1800	F			Laikioid Ave		0.087	F	0.585	1900	F	201
	To:				Barksdale St							
	From				River Rd							
River Ct	170	F					0.114	F	0.652	180	F	201
	To				Dead End							_

						Oity of Orianottesvine							
Route	Length AA	ADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Charlottesville		From:	1			G. CT. A							
River Vista Ave	2	210	F			St Clair Ave		0.122	F	0.667	220	F	201:
	-	To:	•			Coleman St		0.122	'	0.007	220	Ī	201
		From:	i			Vine St		1					
Rives St	5	50	F			THE ST		0.112	F	0.662	590	F	201
		To:				Midland St							
Saint Clair Ave		From:				Saint George Ave							
	2	260	F					0.108	F	0.618	280	F	201
		To:				Smith St							
Second St		From				Wine St			F	0.691	860	F	201
	810		F					0.119					
		To:				Northwood Cir							
Shamrock Rd		From	<u> </u>			Broad Ave		_	F	0.612	3500	F	201
	3200	200 To:	F) (11 A		0.112					
		From:	l			Mulberry Ave							
Spottswood Rd	1	00	F			Meadowbrook Rd		0.145	F	0.697	110	F	201
	'	To:				Blue Ridge Rd		0.143	-	0.097	110	Г	201
		From	l .			Mason Lane							
Stonefield Ave		60	F			Wason Eane		0.173	F	0.591	60	F	201
		To				Rugby Ave							
Sunset Rd		From	Ī			Stribling Ave							
	230	F					0.104	F	0.5	250	F	2012	
		To:				Sunset Ave							
Thompson Rd		From				Alderman Rd							
	630	F					0.101	F	0.684	680	F	2012	
		To				Fauquier Rd							
Westview Rd		From:				Cottage Lane							
	3	50	F					0.138	F	0.714	370	F	201
		To:	<u> </u>			Rosser Lane							
Westwood Rd		From:	ب			Rose Hill Dr			_	0.545	0.40	_	004
	230	F			C		0.131	F	0.515	240	F	2012	
		10:				Greenway Rd							