2008

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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

| _ | | | | | | | Tru | ıck | | | K | | Dir | | |
|-----------------------------|-------------------------------------|------------------|---------------------|-------|-----|-----------------|--------|------|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AA | DT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| | From: | | rlottesville | | | | | | | | | | | | |
| 20) Monticello Ave | City of Charlottesville | 0.26 15 0 | 000 G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.106 | F | 0.793 | 16000 | (|
| <u> </u> | To: From: | Altavis | sta Ave | | | | | | | | | | | | _ |
| 20) Monticello Ave | City of Charlottesville | 0.28 140 | 000 G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.104 | F | 0.795 | 15000 | |
| <u> </u> | To: From: | Meridi | ian Ave | | | \Box \vdash | | | | | | | | | |
| 20) Monticello Ave | City of Charlottesville | 0.35 88 | 800 G | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.098 | F | 0.787 | 9500 | |
| \smile | To: | | on St | | | | | | | | | | | | |
| 20 Avon St | City of Charlottesville | | ello Ave | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.092 | F | 0.738 | 16000 | |
| 20 Avon St | To: | | t Street | 30 70 | 070 | 170 | 070 | 1 /0 | 076 | ' | 0.032 | ' | 0.730 | 10000 | |
| Bus | From: | | ket St | | | | | | | | | | | | _ |
| 20) (250) 9th St | City of Charlottesville | 0.12 14 0 | 000 G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.087 | F | 0.626 | 15000 | |
| <i>y</i> | To: From: | US 250 | High St | | | | | | | | | | | | |
| Bus 20) (250) High St | City of Charlottesville | 0.23 100 | 000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.626 | 11000 | |
| 20) (250) High St | Only of Charlottesville | | | 3070 | 070 | 170 | 070 | 070 | 070 | | 0.004 | | 0.020 | 11000 | |
| Bus | From: | 11tl | h ST | | | | | | | | | | | | |
| 20) (250) High St | City of Charlottesville | 0.21 10 0 | 000 G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.593 | 11000 | |
| <i>y</i> | To: From: | Gillest | pie Ave | | | \neg \vdash | | | | | | | | | |
| Bus 20) (250) High St | City of Charlottesville | | 000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.600 | 22000 | |
| 20) (250) High St | only of charlotteevine | | | 3070 | 070 | | 070 | 070 | 070 | • | 0.000 | • | 0.000 | 22000 | |
| 20) (250) Long St | City of Charlottesville | | BUS US 250 000 N | 98% | 0% | 1% | 0% | 1% | 0% | N | 0.080 | N | 0.597 | 42000 | |
| 20 250 Long St | City of Chanottesville | | rlottesville | 90% | 076 | 170 | 0% | 170 | 0% | IN | 0.060 | IN | 0.597 | 42000 | |
| | From | | rlottesville | | | !I | | | | | | | | | _ |
| 29) (250) Monacan Trail Rd | City of Charlottesville | | 000 G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.094 | F | 0.543 | 41000 | |
| 29) (250) Worldoan Trail No | To: | | US 29 | 31 70 | 070 | | 170 | 270 | 070 | • | 0.004 | • | 0.040 | 41000 | |
| | From | | Bus US 29 | | | | | | | | | | | | _ |
| Emmet St | City of Charlottesville | | 000 G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.081 | F | 0.512 | 58000 | |
| ~ | To: | NCL Char | rlottesville | | | | | | | | | | | | |
| Bus | From: | | 3 29 | | | | | | | | | | | | |
| 29 Fontaine Ave Ext | City of Charlottesville (Maint: 02) | 0.37 140 | 000 G | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.099 | F | 0.608 | 15000 | |
| ius | To: From: | SCL Char | rlottesville | | | | | | | | | | | | _ |
| Fontaine Ave | City of Charlottesville | 0.42 150 | 000 G | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.091 | F | 0.588 | 16000 | |
| 9 | То: | Jefferson | Park Ave | | | | | | | | | | | | |
| us | From: | | ne Ave | | | | | | | | | | | | |
| 29 Jefferson Park Ave | City of Charlottesville | | 000 G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.081 | F | 0.648 | 17000 | |
| us | To: From: | | net St Park Ave | | | | | | | | | | | | _ |
| 29 Emmet St | City of Charlottesville | | 000 G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.073 | F | 0.501 | 20000 | |
| 29) | 7l | | | 0.75 | | | 0,0 | 0,0 | 0,0 | | 0.0.0 | • | 3.001 | | |
| Bus | From: | | Rd | | | | | | | | | | | | |
| 29 Emmet St | City of Charlottesville | 0.55 29 0 | 000 G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.077 | F | 0.571 | 31000 | |
| <u> </u> | To: | Arlingt | on Blvd | | | | | | | | | | | | |

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

| | | City of Chanotte | | | | | Tru | ck | | | K | | Dir | | |
|---------------------------|---|----------------------|--------|-------|-----|-----------------|--------|-------|--------|-----|---------|----|---------|--------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | 2Δvla | 3+Axle | | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| Bus | From: | Arlington Blv | d | | | ZANIC | JTANE | TITAL | ZITAII | | i actor | | 1 actor | | |
| 29 Emmet St | City of Charlottesville | 0.45 27000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.076 | F | 0.592 | 29000 | G |
| 23) | To | Barracks Rd | | | | | | | | | | | | | |
| Bus | From: | | | | | | | | | | | | | | |
| (29) Emmet St | City of Charlottesville | 0.40 35000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.513 | 38000 | G |
| <u>~</u> | To | US 250 Bypas | | | | | | | | | | | | | |
| East | From: | WCL Charlottes | | | | | | | | _ | | _ | | | _ |
| East 64 | City of Charlottesville (Maint: 02) | 0.17 20000 | G | 87% | 1% | 1% | 1% | 10% | 0% | F | 0.106 | F | | 19000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways of | | G | 87% | 1% | 1% | 1% | 10% | 0% | F | NA | | | 35000 | G |
| | "" | ECL Charlottesy | | | | | | | | | | | | | |
| West 64 | From: | WCL Charlottes | | 070/ | 407 | | 407 | 100/ | 001 | _ | 0.440 | _ | | 10000 | _ |
| 64) | City of Charlottesville (Maint: 02) | 0.20 18000 | G | 87% | 1% | 1% | 1% | 10% | 0% | F _ | 0.112 | F | | 16000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways of | | G | 87% | 1% | 1% | 1% | 10% | 0% | F | NA | | | 35000 | G |
| | | ECL Charlottesy | | | | | | | | | | | | | |
| Managan Trail Dd | City of Charletter ille | WCL Charlottes | | 070/ | 00/ | 40/ | 40/ | 20/ | 00/ | F | 0.004 | _ | 0.540 | 44,000 | _ |
| 250 (29) Monacan Trail Rd | City of Charlottesville | 0.35 40000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.094 | F | 0.543 | 41000 | G |
| | To: From: | US 29, Emmet | | | | \Box \vdash | | | | | | | | | |
| 250 | City of Charlottesville | 0.32 23000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.525 | 26000 | G |
| | To: From: | 104-3431 Hydraul | ic Rd | | | | | | | | | | | | |
| 250 | City of Charlottesville | 0.42 43000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.087 | F | 0.544 | 48000 | G |
| | Tai | Dairy Rd | | | | | | | | | | | | | |
| 250 | City of Charlottesville | 0.60 41000 | Α | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.100 | Α | 0.567 | 46000 | Α |
| | Та | Rugby Ave E I | | | | | | | | | | | | | |
| 250 | City of Charlottesville | 0.33 41000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.534 | 45000 | G |
| 250) | Oity of Chanottesville | | | 30 /0 | 070 | 1 70 | 070 | 1 /0 | 076 | ' | 0.003 | • | 0.354 | 43000 | O |
| | To: From: | McIntire Rd | | 000/ | 00/ | | 201 | 407 | 201 | _ | 0.000 | _ | 0.550 | 40000 | _ |
| 250 | City of Charlottesville | 0.27 36000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.086 | F | 0.556 | 40000 | G |
| | To- From: | Park St | | | | | | | | | | | | | |
| 250 | City of Charlottesville | 0.32 40000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.084 | F | 0.552 | 45000 | G |
| | To: From: | Locust Ave | | | | \neg \vdash | | | | | | | | | |
| 250 Long St | City of Charlottesville | 0.43 38000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.080 | F | 0.597 | 42000 | G |
| | To | Bus US 250 Hig | h St | | | | | | | | | | | | |
| 250 (20) Long St | City of Charlottesville | 0.06 38000 | N | 98% | 0% | 1% | 0% | 1% | 0% | Ν | 0.080 | N | 0.597 | 42000 | N |
| 230) (20) = 319 | To: | ECL Charlottesy | | | | T | | .,. | -,- | | | | | | |
| Bus | From: | WCL Charlottes | ville | | | | | | | | | | | | |
| 250 Ivy Rd | City of Charlottesville | 0.50 15000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.077 | F | 0.545 | 16000 | G |
| 200) , | Tool | | | | | | | | | | | | | | _ |
| Bus | From: | Bus US 29 Emm | | | | | | | | | | | | | |
| 250 University Ave | City of Charlottesville | 0.28 17000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.069 | F | 0.543 | 18000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: 22000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | NA | | | 23000 | G |
| | То: | Bus 1 US 250P, Ru | gby Rd | | | | | | | | | | | | |

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

| | | | or Crianolle | | | | | Tru | ıck | | | K | | Dir | | |
|-------------------------|--|------------------|----------------------|---------|------------|----------|----------|----------|----------|----------|----|-------------|----|--------|----------------|--------|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| Bus | From: | Bus 1 U | JS 250P, Ru | igby Rd | | | | | | | | | | | | |
| 250 University Ave | City of Charlottesville | 0.12 | 15000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.07 | F | 0.539 | 17000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways of | n this Route: | 21000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.073 | F | 0.532 | 22000 | G |
| Bus | To: From: | (| Chancellor S | t | | | | | | | | | | | | |
| 250 University Ave | City of Charlottesville | 0.19 | 15000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.071 | F | 0.506 | 16000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways of | n this Route: | 20000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.074 | F | 0.511 | 22000 | G |
| <u> </u> | To From: | C& | O RR Cross | sing | | | _ | | | | | | | | | |
| Bus 250 Main St | City of Charlottesville | 0.09 | 16000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.068 | F | 0.505 | 17000 | G |
| 250) | Combined Traffic Estimates for 2 Parallel Roadways of | | | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | • | 0.000 | 23000 | G |
| | To | | ferson Park A | | | | | | | | | | | | | |
| Bus | From: | | | | 070/ | 00/ | | 00/ | 00/ | 00/ | _ | 0.070 | _ | 0.500 | 40000 | 0 |
| 250 Main St | City of Charlottesville Combined Traffic Estimates for 2 Parallel Roadways o | 0.22 | 15000 36000 | G | 97% 97% | 0% 0% | 2% 1% | 0% 1% | 0% 0% | 0% 0% | F | 0.072 NA | F | 0.529 | 16000 38000 | G G |
| | Combined Trainic Estimates for 2 Parallel Roadways of | n this Route. | | G | 91% | 0% | 1% | 1% | 0% | 0% | Г | INA | | | 36000 | G |
| Bus | From: | | 9th St | | | | | | | | | | | | | |
| 250 Main St | City of Charlottesville | 0.51 | 14000 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.074 | F | 0.609 | 15000 | G |
| ~ | Combined Traffic Estimates for 2 Parallel Roadways o | | 35000 McIntire Rd | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.083 | F | 0.548 | 37000 | G |
| Bus | From: | | Main St | 1 | | | | | | | | | | | | |
| 250 McIntire Rd | City of Charlottesville | 0.22 | 21000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.501 | 23000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways of | n this Route: | 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.541 | 32000 | G |
| Bus | To: From: | 104-34 | 05, Bus US 2 | 250 Par | | | | | | | | | | | | |
| 250 McIntire Rd | City of Charlottesville | 0.03 | 21000 | N | 98% | 0% | 1% | 0% | 0% | 0% | Ν | 0.078 | N | 0.501 | 23000 | Ν |
| <i>~</i> | To: | | Preston Ave | ; | | | | | | | | | | | | |
| Bus Norket St | City of Charlottesville | 0.53 | 10000 | G | 98% | 0% | 1% | 0% | 0% | 0% | _ | 0.085 | _ | 0.528 | 11000 | G |
| 250 Market St | Combined Traffic Estimates for 2 Parallel Roadways of | | | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.520 | 19000 | G |
| | To: | ir tillo reduto. | 9th St | | 0070 | 070 | | 070 | 070 | 070 | • | 0.000 | • | 0.00 | 10000 | |
| Bus | From | | | | | | | | | | | | | | | |
| 250 20 9th St | City of Charlottesville | 0.12 | 14000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.087 | F | 0.626 | 15000 | G |
| Bus | To: From: | | 9th St | | | | | | | | | | | | | |
| (250) (20) High St | City of Charlottesville | 0.23 | 10000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.626 | 11000 | G |
| \Rightarrow \circ | To: From: | | 11th St | | | | | | | | | | | | | |
| Bus 250 (20) High St | City of Charlottesville | 0.21 | 10000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.593 | 11000 | G |
| 200 (20) 1 11911 31 | To Transition | | | | 3070 | 070 | | 070 | 070 | 070 | J | 3.000 | • | 5.000 | 11000 | 0 |
| Bus | From: | | Gillespie Av | | | | | | | | | | | | | |
| (250) (20) High St | City of Charlottesville | 0.45 | 20000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.600 | 22000 | G |
| ~ ~ | To: | | Long St | | | | | | | | | | | | | |

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

| Route | Jurisdiction Le | nath | AADT | QA | 4Tire | Ruc | | Tru | ck | | QC | K | QK | Dir | AAWDT | OW/ |
|---------------------------|--|--------|--------------|----|-------|-----|-------|--------|--------|--------|----|--------|----|--------|-------|-----|
| Route | Julisalction | ength | AADI | QA | 41116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QN | Factor | AAWDI | QVV |
| Bus | From: | U | niversity Av | e | | | | | | | | | | | | |
| (250) Rugby Rd | City of Charlottesville C | 0.38 | 8100 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.089 | F | 0.658 | 8700 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this R | Route: | 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.541 | 32000 | G |
| | To: | | Grady Ave | | | | | | | | | | | | | |
| Bus | From: | | Rugby Rd | | | | | | | | | | | | | |
| (250) Grady Ave | City of Charlottesville |).57 | 5300 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.087 | F | 0.544 | 5700 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this R | Route: | 20000 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.074 | F | 0.511 | 22000 | G |
| | To: | | Preston Ave | | | | | | | | | | | | | |
| Bus | From: | | Grady Ave | | | | | | | | _ | | _ | | | _ |
| (250) Preston Ave | , |).51 | 21000 | G | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.086 | F | 0.533 | 23000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this R | Route: | 35000 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.083 | F | 0.548 | 37000 | G |
| Dura Dura | To: From | | Market St | | | | | | | | | | | | | |
| Bus Bus (250) McIntire Rd | City of Charlottesville | 0.03 | 21000 | N | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.078 | N | 0.501 | 23000 | N |
| Bus | To- From: | | Preston Ave | | | | | | | | | | | | | |
| (250) High St | City of Charlottesville C |).54 | 7200 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.086 | F | 0.503 | 7700 | G |
| ÷ | Combined Traffic Estimates for 2 Parallel Roadways on this R | Route: | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.53 | 19000 | G |
| | To | | 9th St | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | Truc 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|------------------------------|--|------------------|-------------------|-----|--|----------------------|------|-------------|----------------------------------|-------------|---------------------------------|------------------------------|-------------|--------------------------------------|
| City of Charlottesville | | From: | | | | | | | | - | | | | | |
| Garret St | 0.45 | 3200 | G | 97% | 0% | Ridge St 2% 0% | 0% | 0% | С | 0.099 | F | 0.597 | 3400 | G | 2008 |
| 2 Garret St | 0.40 | To | T T | 01 /0 | 070 | Avon St | 070 | 070 | | 0.000 | • | 0.007 | 0400 | Ü | 2000 |
| | | From: | | | | Meadowbrook Height | s Rd | | | | | | | | |
| 3 Kenwood Lane | 0.50 | 700 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.112 | F | 0.518 | 750 | G | 2008 |
| | | To | | | | Melbourne Rd | | | | | | | | | |
| | | From | | | | Jefferson Park Ave | e | | | | | | | | |
| 4 Lane Rd | 0.39 | 2300 To: | G | 87% | 1% | 10% 1% | 1% | 0% | С | 0.096 | F | 0.662 | 2500 | G | 2008 |
| | | | | | | Lee St | | | | | | | | | |
| 5 Millmont St | 0.46 | 14000 | G | 98% | 0% | Arlington Blvd 1% 0% | 0% | 0% | С | 0.097 | F | 0.62 | 15000 | G | 2009 |
| 5 Millmont St | 0.46 | 14000 To: | | 96% | 0% | Barracks Rd | 0% | 0% | | 0.097 | Г | 0.62 | 15000 | G | 2008 |
| | | From: | | | | | 40 | | | | | | | | |
| 6 Yorktown Dr | 0.31 | 1100 | G | 98% | 0% | Meadowbrook Hgh 1% 0% | 0% | 0% | F | 0.114 | F | 0.592 | 1200 | G | 2008 |
| 6 Yorktown Dr | 0.01 | To: | | 0070 | 070 | Brandywine Dr | 070 | 070 | • | <u> </u> | • | 0.002 | 1200 | Ū | 2000 |
| | | From | | | | Alderman Rd | | | | | | | | | |
| 7 McCormick Rd | 0.27 | 4500 | G | 88% | 1% | 10% 0% | 0% | 0% | С | 0.12 | F | 0.571 | 4900 | G | 2008 |
| \cdot | | To | | | | Emmet St | | | | | | | | | |
| 7 McCormick Rd | 0.42 | 3900 From: | G | 88% | 1% | 10% 0% | 0% | 0% | F | 0.119 | F | 0.599 | 4200 | G | 2008 |
| \mathcal{O} | | To | | | | University Ave | | | | | | | | | |
| | | From: | | - | | 104-3412 Grove R | d | | | | | | | | |
| 8 Melbourne Rd | 0.08 | 690 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.103 | F | 0.686 | 740 | G | 2008 |
| \smile | | To | | | | Kenwood Lane | | | | | | | | | |
| | | From | | | | Bus US 29 Emmet | St | | | | | | | | |
| 9 Massie Rd | 0.96 | 7500 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.097 | F | 0.536 | 8100 | G | 2008 |
| $\overline{}$ | | To: | | | | Arlington Blvd | | | | | | | | | |
| O | | From: | | | | Jefferson Park Ave | | | | | | | | | |
| Gadoo Cleveland Ave | 0.23 | 3100 To: | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.102 | F | 0.54 | 3300 | G | 2008 |
| | | From: | | | | Cherry Ave Cleveland Ave | | | | | | | | | |
| 3400) Cherry Ave | 0.85 | 5500 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.59 | 5900 | G | 2008 |
| | | To | | | | Spring St | | | | | | | | | |
| 3400) Cherry Ave | 0.68 | 6300 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.093 | F | 0.569 | 6800 | G | 2008 |
| 3400) | | To: | | | | | | | | | | | | _ | |
| 3400) Cherry Ave | 0.25 | 13000 | G | 98% | 0% | Ridge St 2% 0% | 0% | 0% | F | 0.089 | F | 0.547 | 14000 | G | 2008 |
| 3400) Onony 700 | 0.20 | T | | 0070 | 070 | | 070 | 070 | | | • | 0.047 | 14000 | Ü | 2000 |
| 3400) Elliot Ave | 0.28 | 12000 | G | 98% | 0% | 1St Street 2% 0% | 0% | 0% | С | 0.093 | F | 0.58 | 13000 | G | 2008 |
| (3400) Elliot Ave | 0.20 | 12000 | | JU 70 | U70 | | U /0 | U 70 | C | 0.093 | 1- | 0.56 | 13000 | G | 2000 |
| Ciliat A | | From: | | | | Avon St | | | | | F | 0.700 | 4300 | G | 0000 |
| 3400) Elliot Ave | 0.00 | | | 0007 | 001 | | 007 | 00/ | | | - | 0.786 | ZE300 | (- | 2008 |
| \bigcirc | 0.39 | 4000 To: | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.088 | • | 000 | 4300 | O | |
| \bigcup | 0.39 | To | G | 98% | 0% | 2% 0% Monticello Ave | | 0% | F | 0.088 | | | 4300 | | |
| | | To: From: | | | | 2% 0% Monticello Ave SCL Charlottesvill | e | | | | | | | | |
| | 0.39 | To | G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% | e 0% | 0% | F C | 0.088 | - F | 0.616 | 5100 | G | |
| | | To: From: | | | | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave | e 0% | | | | | | | | |
| 3401) Old Lynchburg Rd | | From: 4800 | | 98% | | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St | e 0% | | | 0.095 | | | | | 2008 |
| 3401) Old Lynchburg Rd | 0.65 | From: 4800 To: From: | G | | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St | e 0% | 0% | С | | F | 0.616 | 5100 | G | 2008 |
| Old Lynchburg Rd 3403) Harris Rd | 0.65 | 4800 To: 4800 To: 7500 To: 7500 To: | G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd | e 0% e 0% e | 0% | C | 0.095 | F | 0.616 | 5100 | G G | 2008 |
| Old Lynchburg Rd 3403) Harris Rd | 0.65 | From: 4800 To: 5700 To: 7500 To: | G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave | e 0% | 0% | С | 0.095 | F | 0.616 | 5100 | G | 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave | 0.65 0.63 0.27 | 4800 To: 4800 To: 3500 To: From: 3700 | G G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd | 0% 0% 0% 0% | 0% | C C | 0.095 0.106 0.096 | F F | 0.616 0.62 0.609 | 5100 3800 4000 | G G G | 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave | 0.65 | 4800 To: 4800 To: 7500 To: 7500 To: | G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd 1% 0% | 0% 0% 0% | 0% | C | 0.095 | F | 0.616 | 5100 | G G | 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave | 0.65 0.63 0.27 | 4800 To: 4800 To: 3500 To: From: 3700 | G G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd 1% 0% Old Lynchburg Rd | 0% 0% 0% 0% | 0% | C C | 0.095 0.106 0.096 | F F | 0.616 0.62 0.609 | 5100 3800 4000 | G G G | 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave 3403) Jefferson Park Ave | 0.65 0.63 0.27 | 700 To. | G G G | 98% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd 1% 0% Old Lynchburg Rd 1% 0% | 0% 0% 0% 0% | 0% | C C | 0.095 0.106 0.096 | F F | 0.616 0.62 0.609 | 5100 3800 4000 | G G G | 2008 2008 2008 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave 3403) Jefferson Park Ave | 0.65 0.63 0.27 0.16 | 4800 To: 4800 To: 7500 To: 7700 7700 7700 7700 7700 7700 7700 7 | G G G G | 98% 99% 99% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd 1% 0% Old Lynchburg Rd 1% 0% Cleveland Ave 1% 0% Bus US 29; Fontiane | 0% 0% 0% 0% Ave | 0% | C C F | 0.095 0.106 0.096 0.094 | F F F | 0.616 0.62 0.609 0.594 | 5100 3800 4000 9800 | G G G | 2008 2008 2008 2008 |
| 3401) Old Lynchburg Rd 3403) Harris Rd 3403) Jefferson Park Ave | 0.65 0.63 0.27 0.16 | To: 4800 To: 7500 To: 7500 From: 3700 To: 6700 From: 750 Fro | G G G G | 98% 99% 99% | 0% | 2% 0% Monticello Ave SCL Charlottesvill 2% 0% Jefferson Park Ave 5th St 1% 0% Jefferson Park Ave Harris Rd 1% 0% Old Lynchburg Rd 1% 0% Cleveland Ave 1% 0% | 0% 0% 0% 0% Ave | 0% | C C F | 0.095 0.106 0.096 0.094 | F F F | 0.616 0.62 0.609 0.594 | 5100 3800 4000 9800 | G G G | 2008 2008 2008 2008 2008 |

| | | | | | | City of C | harlottes | ville | | | | | | | | |
|--------------------------|--------|---------------------|----------|-------|------|--------------|--------------------|-------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Charlottesville | | | | | | | | | | | | | | | | |
| Alderman Dd | 0.05 | From | <u> </u> | 070/ | 00/ | | dium Rd | 00/ | 00/ | | 0.004 | _ | 0.562 | 9000 | 0 | 2000 |
| (3403) Alderman Rd | 0.05 | 8200 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.094 | F | 0.563 | 8900 | G | 2008 |
| Alderman Pd | 0.42 | 12000 | G | 97% | 0% | | mpson Rd | 0% | 0% | F | 0.005 | | 0.591 | 12000 | G | 2008 |
| (3403) Alderman Rd | 0.42 | 12000 To | _ | 9170 | 0% | 2% Bus US | 0% S 250; Ivy F | | 0% | Г | 0.095 | F | 0.591 | 13000 | G | 2006 |
| | | From | : | | | | 9th St | · · | | | | | | | | |
| (3404) E Market St | 0.48 | 6200 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.669 | 6700 | G | 2008 |
| 3404) | | To | · | | | | eade Ave | | | | | | | | | |
| | | From | 1 | | | SCL C | harlottesvil | le | | | | | | | | |
| 3405) 5th St | 1.42 | 18000 | G | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.093 | F | 0.661 | 19000 | G | 2008 |
| | | To | : | | | | erry Ave | | | | | | | | | |
| 3405) Ridge St | 0.22 | 14000 | G | 97% | 0% | C | herry St 0% | 1% | 0% | С | 0.088 | F | 0.708 | 15000 | G | 2008 |
| Ridge St | 0.22 | 14000 | | 91 /0 | 0 /6 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | | 0.000 | - | 0.700 | 13000 | G | 2000 |
| D: 1 01 | 0.47 | From | ╙ | 070/ | 00/ | | Dice St | 40/ | 00/ | | 0.004 | _ | 0.050 | 00000 | _ | 0000 |
| Ridge St | 0.17 | 19000 _{To} | G | 97% | 0% | 1% | 0% Iain St | 1% | 0% | F | 0.081 | F | 0.652 | 20000 | G | 2008 |
| | | From | 1 | | | | us Preston | Ave | | | | | | | | |
| 3405) McIntire Rd | 0.64 | 20000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.084 | F | 0.653 | 21000 | G | 2008 |
| \cup | | To | 1 | | | н | larris St | | | | | | | | | |
| 3405) McIntire Rd | 0.18 | 19000 | G | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.082 | F | 0.654 | 20000 | G | 2008 |
| 3400) | | To | : | | | | 250 Bypass | | | | | | | | | |
| | | From | - | | | Bus | s US 250 | | | | | | | | | |
| Water St | 0.43 | 5100 | G | 96% | 0% | 3% | 0% | 0% | 0% | С | 0.098 | F | 0.518 | 5500 | G | 2008 |
| \cup | | To | - | | | | 7th St | | | | | | | | | |
| 3406) Water St | 0.21 | 4800 From | G | 94% | 0% | 5% | 0% | 0% | 0% | С | 0.094 | F | 0.516 | 5100 | G | 2008 |
| 5400) | - | To | : | | | | 10th St | | | | | | | | | |
| | | From | 1 | | | SCL C | harlottesvil | le | | | | | | | | |
| 3407) Avon St | 0.20 | 12000 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.094 | F | 0.651 | 13000 | G | 2008 |
| | | To | - | | | Roc | kland Ave | | | | \neg — | | | | | |
| 3407) Avon St | 0.50 | 13000 From | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.089 | F | 0.66 | 14000 | G | 2008 |
| | | To | : | | | Mon | ticello Ave | | | | | | | | | |
| | | From | : | | | Mon | ticello Ave | | | | | | | | | |
| 3409) Carlton Rd | 0.46 | 8900 | G | 95% | 0% | 2% | 2% | 1% | 0% | С | 0.096 | F | 0.609 | 9600 | G | 2008 |
| | | To From | | | | | eade Ave | | | | | | | | | |
| Moodo Avo | 0.17 | 11000 | G | 95% | 0% | 2% | rlton Rd 2% | 1% | 0% | F | 0.090 | F | 0.579 | 11000 | G | 2008 |
| Meade Ave | 0.17 | 11000 | | 93 /6 | 0 /6 | | | 1 /0 | 0 /6 | | 0.090 | - | 0.579 | 11000 | G | 2000 |
| Manda Aus | 0.40 | From | <u> </u> | 050/ | 00/ | | Market St | 40/ | 00/ | | 0.004 | _ | 0.500 | 40000 | _ | 0000 |
| Meade Ave | 0.46 | 11000 _{To} | G | 95% | 0% | 2% | 2% igh St E | 1% | 0% | F | 0.084 | F | 0.509 | 12000 | G | 2008 |
| _ | | From | .l | | | | | | | | | | | | | |
| 3410) Jefferson Park Ave | 0.57 | 11000 | G | 96% | 1% | 3% | nmet St 0% | 0% | 0% | С | 0.07 | F | 0.560 | 12000 | G | 2008 |
| Jefferson Park Ave | 0.57 | To | | 30 /6 | 1 /0 | | Aain St | 0 70 | 070 | | 0.07 | ' | 0.500 | 12000 | O | 2000 |
| | | From | : | | | | | | | | | | | | | |
| 3411) Shamrock Rd | 0.42 | 2600 | G | 99% | 0% | 1% | erry Ave 0% | 0% | 0% | С | 0.094 | F | 0.541 | 2800 | G | 2008 |
| Snamrock Rd | 0.12 | To | ı Ö | 0070 | 070 | | on Park Av | | 070 | | 0.00 1 | · | 0.011 | 2000 | Ū | 2000 |
| | | From | : | | | | High St | | | | | | | | | |
| 3412) Locust Ave | 0.29 | 8200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.634 | 8800 | G | 2008 |
| | | Ta | | | | | | | | | | | | | | |
| 3412) Locust Ave | 0.25 | 8300 From | G | 99% | 0% | 0% | lazel St 0% | 0% | 0% | С | 0.103 | F | 0.645 | 8900 | G | 2008 |
| 3412) 2000007110 | 0.20 | | .— | 2070 | 370 | | | | 370 | | | • | 0.0 10 | 3000 | _ | _000 |
| 3412) Locust Ave | 0.21 | 3800 From | G | 99% | 0% | 0% | 50 Long St 0% | 0% | 0% | F | 0.108 | F | 0.696 | 4100 | G | 2008 |
| Locust Ave | 0.∠1 | 3000 To | | JJ /0 | U /0 | | lhoun St | U /0 | U /0 | Г | 0.100 | г | 0.030 | +100 | J | 2000 |
| | | From | | | | | cust Ave | | | | | | | | | |
| 3412) Calhoun St | 0.22 | 4300 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.131 | F | 0.544 | 4600 | G | 2008 |
| \bigcirc | | To | | | | She | ridan Ave | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | City of Chanottes | SVIIIE | | | | | | | | |
|-------------------------|--------|--------------------|----------|-------|------|-------------------------|--------|------|-----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Charlottesville | | From | | | | C 11 C | | | | - i | | | | | |
| Sheridan Ave | 0.04 | 4000 | G | 98% | 0% | Calhoun St 1% 0% | 0% | 0% | F | 0.124 | F | 0.640 | 4300 | G | 2008 |
| Sheridan Ave | 0.04 | To | Ť | 3070 | 070 | North Ave | 070 | 070 | • | 1 | • | 0.040 | 4000 | Ü | 2000 |
| | | From | : | | | Sheridan Ave | | | | | | | | | |
| 3412 North Ave | 0.30 | 3900 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.122 | F | 0.632 | 4200 | G | 2008 |
| <u> </u> | | To From | | | | Park St | | | | | | | | | |
| 3412) Melbourne Rd | 0.77 | 2500 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.144 | F | 0.602 | 2700 | G | 2008 |
| $\overline{}$ | | To | : | | | Grove Rd | | | | | | | | | |
| Crove Dd | 0.24 | 1400 | G | 97% | 0% | Melbourne Rd 2% 0% | 0% | 0% | С | 0.119 | F | 0.559 | 1500 | _ | 2000 |
| Grove Rd | 0.31 | 1400 | | 9170 | 0% | 270 070 | 0% | 0% | | 0.119 | Г | 0.559 | 1500 | G | 2008 |
| O 0 B1 | 0.00 | From | | 2001 | 00/ | Concord Dr | 201 | 201 | _ | | _ | 0.040 | | | 0000 |
| Grove Rd | 0.38 | 2600 _{To} | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.17 | F | 0.612 | 2800 | G | 2008 |
| | | From | 1 | | | US 250 Bypass US 250 | | | | | | | | | |
| Dairy Rd | 0.40 | 2200 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.1 | F | 0.640 | 2400 | G | 2008 |
| | | То | : | | | Rugby Rd | | | | | | | | | |
| | | From | | | | E South St | | | | ı | | | | | |
| 2nd Street South East | 0.25 | 3600 | G | 97% | 1% | 2% 0% | 0% | 0% | С | 0.111 | F | 0.527 | 3900 | G | 2008 |
| | | То | | | | E Water St | | | | | | | | | |
| | | From | | | | Rugby Rd | | | | | | | | | |
| Rugby Ave | 0.52 | 2300 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.09 | F | 0.575 | 2400 | G | 2008 |
| | | To | | | | | | | | | | | | | |
| Rugby Ave | 0.36 | 7500 | G | 99% | 0% | Rose Hill Dr 1% 0% | 0% | 0% | F | 0.095 | F | 0.627 | 8100 | G | 2008 |
| Rugby Ave | 0.50 | To | Ť | 3370 | 070 | US 250 Bypass | | 070 | - ' | 0.000 | • | 0.027 | 0100 | O | 2000 |
| | | From | | | | | | | | | | | | | |
| 9th St | 0.18 | 880 | G | 98% | 0% | King Street 1% 0% | 0% | 0% | С | 0.153 | F | 0.542 | 940 | G | 2008 |
| 9th St | 0.10 | To | Ť | 3070 | 070 | Estes St | 070 | 070 | | 0.100 | • | 0.042 | 340 | O | 2000 |
| | | From | : | | | | | | | | | | | | |
| Angus Rd | 0.38 | 2800 | G | 98% | 0% | Ricky Rd 1% 0% | 0% | 0% | С | 0.086 | F | 0.512 | 3000 | G | 2008 |
| 7 guo 1 tu | 0.00 | To | Ť | 0070 | 0,0 | Emmet St | 0,0 | 0,0 | | | • | 0.0.2 | 0000 | • | |
| | | From | ı | | | Maury Ave | | | | | | | | | |
| 3417) Stadium Rd | 0.51 | 3900 | G | 96% | 1% | 2% 0% | 0% | 0% | С | 0.088 | F | 0.574 | 4200 | G | 2008 |
| | | To | : | | | Emmet St | | | | | | | | | |
| | | From | : | | | 2nd St | | | | | | | | | |
| 3418) South St | 0.22 | 2000 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.091 | F | | 2100 | G | 2008 |
| | | To | : | | | Water St | | | | | | | | | |
| | | From | | | | Water St | | | | | | | | | |
| 7th Street NE | 0.16 | 1300 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.114 | F | 0.559 | 1400 | G | 2008 |
| | | To | : | | | High St | | | | | | | | | |
| | | From | : | | | High St | | | | | | | | | |
| 3421) Park St | 0.34 | 12000 | G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.09 | F | 0.583 | 13000 | G | 2008 |
| \bigcirc | | To | | | | Evergreen Ave | | | | | | | | | |
| 3421) Park St | 0.34 | 12000 | G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.586 | 13000 | G | 2008 |
| | | | | | | | | | | | · | | | | |
| 3421) Park St | 0.25 | 22000 | G | 99% | 0% | US 250 1% 0% | 0% | 0% | F | 0.085 | F | 0.575 | 23000 | G | 2008 |
| Park St | 0.20 | 22000 To | | JJ /0 | 0 /0 | 104-3412 North A | | U /0 | - 1 | 0.000 | ' | 0.070 | 20000 | 5 | 2000 |
| | | From | | | | | | | | | | | | | |
| 9th 10th Connector | 0.28 | 11000 | G | 99% | 0% | Cherry Ave | 0% | 0% | С | 0.088 | F | 0.556 | 11000 | G | 2008 |
| 9th 10th Connector | 0.20 | 1 1000 | | JJ /0 | J /0 | | | U /0 | | 0.000 | 1. | 0.550 | 11000 | J | 2000 |
| 404 04 | 0.44 | From | <u> </u> | 000/ | 001 | US 250 Main S | | 001 | | 0.000 | | 0.047 | 0000 | | 0000 |
| 3423) 10th St | 0.44 | 8200 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.093 | F | 0.617 | 8800 | G | 2008 |
| <u>~</u> | | To From | | _ | | Grady Ave | | | | | | | | | |
| 3423) 10th St | 0.04 | 2600 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.088 | F | | 2800 | G | 2008 |
| \smile | | То | | | | Preston Ave | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | From | : | | | Main St | | | | | | | | | |
| 3425) 14th St | 0.46 | From 6500 | G | 96% | 0% | Main St 3% 1% | 0% | 0% | С | 0.090 | F | 0.59 | 7000 | G | 2008 |

| | | | | | | City of C | nanoues | SVIIIE | | | | | | | | |
|-------------------------|--------|--------------|----------|-------|------|--------------|--------------------|--------|--------|----|-------------|----|---------------|----------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Charlottesville | | From | | | | | | | | | | | | | | |
| 3425 Madison Ave | 0.27 | 3600 | G | 96% | 0% | 4% | dy Ave 0% | 0% | 0% | F | 0.089 | F | 0.537 | 3800 | G | 2008 |
| (3425) Madison Ave | 0.21 | 3000 To | _ | 3070 | 070 | | | 070 | 070 | ' | 0.000 | • | 0.557 | 3000 | J | 2000 |
| Madison Ave | 0.32 | 260 From | G | 96% | 0% | 4% | oton Ave 0% | 0% | 0% | С | 0.118 | F | 0.576 | 280 | G | 2008 |
| Madison Ave | 0.02 | To | Ť | 3070 | 070 | | e Hill Dr | 070 | 070 | | | • | 0.070 | 200 | Ü | 2000 |
| | | From | | | | Gr | ady Rd | | | | Ī | | | | | |
| 3427) Rugby Rd | 0.49 | 6000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.095 | F | 0.642 | 6500 | G | 2008 |
| <u> </u> | | To | | | | Pres | ston Ave | | | | | | | | | |
| | | From | | | | Pres | ston Ave | | | | | | | | | |
| Rose Hill Dr | 0.65 | 6300 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.116 | F | 0.631 | 6800 | G | 2008 |
| <u> </u> | | To | | | | | gby Ave | | | | | | | | | |
| \bigcirc 5 | 0.00 | From | <u> </u> | 2001 | 201 | | ady Ave | 00/ | 00/ | | | _ | 0.54 | 45000 | • | 0000 |
| Preston Ave | 0.23 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | F | 0.54 | 15000 | G | 2008 |
| <u> </u> | | From | <u> </u> | | | | ison Ave | | | | <u> </u> | | | .= | | |
| Preston Ave | 0.28 | 16000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.079 | F | 0.519 | 17000 | G | 2008 |
| | | From | | | | | gby Rd ston Ave | | | | + | | | | | |
| 3431) Rugby Rd | 0.14 | 21000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.551 | 22000 | G | 2008 |
| \bigcup | | To | | | | Ban | racks Rd | | | | | | | | | |
| Rugby Rd | 0.89 | 1900 From | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.146 | F | 0.880 | 2100 | G | 2008 |
| | | To | | | | Ţ | S 250 | | | | | | | | | |
| 3431) Brandywine Dr | 0.07 | 3600 From | N | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.117 | N | 0.623 | 3900 | N | 2008 |
| 3431) = 1 = 1 = 1 | | То | | | | | | | | | | | | | | |
| 3431) Brandywine Dr | 0.95 | 3600 From | G | 98% | 0% | - Нуа: 1% | raulic Rd 0% | 0% | 0% | С | 0.117 | F | 0.623 | 3900 | G | 2008 |
| Brandywine Dr | 0.55 | То | Ť | 3070 | 070 | | nbrier Dr | 070 | 070 | | J. 117 | • | 0.020 | 3300 | J | 2000 |
| | | From | | | | | lywine Dr | | | | | | | | | |
| Greenbrier Dr | 0.33 | 3200 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.141 | F | 0.67 | 3400 | G | 2008 |
| | | To From | | | | Tar | leton Dr | | | | | | | | | |
| Greenbriar Dr | 0.44 | 3100 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.127 | F | 0.585 | 3300 | G | 2008 |
| <u> </u> | | To | | | | NCL C | narlottesvi | lle | | | | | | | | |
| <u> </u> | | From | | | | | ssie Rd | | | | | _ | | | | |
| Arlington Blvd | 0.34 | 8900 To | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.093 | F | 0.669 | 9600 | G | 2008 |
| | | From | | | | | nmet St | | | | | | | | | |
| 3435) Barracks Rd | 0.50 | 17000 | G | 99% | 0% | 1% | gby Rd 0% | 0% | 0% | F | 0.077 | F | 0.509 | 18000 | G | 2008 |
| Barracks Rd | 0.50 | 17000 | | 9970 | 0 70 | | | 0 70 | 070 | | 0.077 | ' | 0.509 | 10000 | G | 2000 |
| Dannadra Dd | 0.07 | 20000 | <u> </u> | 99% | 00/ | | nmet St | 00/ | 00/ | | 0.004 | | 0.004 | 22222 | | 2000 |
| Barracks Rd | 0.37 | 20000 | G | 99% | 0% | 1% WCL C | 0% harlottesvi | 0% | 0% | С | 0.094 | F | 0.604 | 22000 | G | 2008 |
| | | From | | | | | S 250 | | | | | | | | | |
| Meadowbrook Heights | 0.67 | 1600 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.146 | F | 0.613 | 1700 | G | 2008 |
| 3437) | | To | | | | | ktown Dr | | | | | | | | | |
| | | From | | | | U | S 250 | | | | | | | | | |
| 3439) Hydraulic Rd | 0.07 | 30000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.088 | F | 0.597 | 33000 | G | 2008 |
| \bigcup | | To | | | | Mit | tchie Dr | | | | | | | | | |
| 3439) Hydraulic Rd | 0.28 | 30000 From | G | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.085 | F | 0.563 | 32000 | G | 2008 |
| | | To | | | | US 29 | Emmett S | St | | | | | | | | |
| | | From | | | | US 250 U | Iniversity | Ave | | | | | | <u> </u> | | |
| 14th St | | 6400 | G | | | | | | | | 0.077 | F | | 6900 | G | 2008 |
| | | То | | | | Sa | dler St | | | | | | | | | |
| | | From | | | | He | nry Ave | | | | | | | | | |
| Albemarle St | | 230 | G | | | | | | | | 0.163 | F | | 250 | G | 2008 |
| | | То | | | | | cord Ave | | | | | | | | | |
| A | | From | <u> </u> | | | Am | herst St | | | | | _ | | 400 | ^ | 0000 |
| Augusta St | | 170 | G | | | ъ | od D 1 | | | | 0.126 | F | | 180 | G | 2008 |
| | | 10 | | | | De | ad End | | | | | | | | | |

| | | | | | Oity or O | manollesville | | | | | | | | |
|----------------------|---------------------|-------------|-------|-----|-----------|----------------------|---|------------|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | | Truck 3+Axle 1Tra | | $^{\circ}$ | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| v of Charlottesville | From: | | | | Ga | arden Dr | | | 1 | | | | | |
| Azalea Dr | 190 | G | | | Ga | Ideli Di | | | 0.1 | F | | 200 | G | 2008 |
| | To | | | | Jeffers | on Park Ave | | | | | | | | |
| | From: | | | | Tarle | eton Dr E | | | | | | | | |
| Banburry St | 110 | G | | | | | | | 0.123 | F | | 120 | G | 2008 |
| | To: | <u> </u> | | | | eton Dr W | | | | | | | | |
| 5: 1 15.1 | From: | Щ | | | US 2 | 250 Bypass | | | | _ | | 400 | • | 000 |
| Birdwood Rd | 430 _{To:} | G | | | Edo | ge Hill Rd | | | 0.162 | F | | 460 | G | 200 |
| | From: | | | | | | | | | | | | | |
| Blenheim Ave | 260 | G | | | Ca | stalia St | | | 0.125 | F | | 270 | G | 200 |
| 2.66 | To: | Ť | | | Mont | ticello Ave | | | <u> </u> | • | | | | |
| | From: | | | | M | Iarie Pl | | | | | | | | |
| Brandywine Dr | 370 | G | | | | | | | 0.125 | F | | 400 | G | 200 |
| | To: | | | | Me | elissa Pl | | | | | | | | |
| | From: | | | | Jeffers | on Park Ave | | | | | | | | |
| Cleveland Ave | 3100 | G | | | | | | | 0.102 | F | | 3400 | G | 200 |
| | To: | <u> </u> | | | Han | nmond St | | | | | | | | |
| 0.1 | From: | | | | Belle | eview Ave | | | | _ | | 000 | _ | 000 |
| Coleman St | 240 _{тъ} | G | | | St C | aaraa Aya | | | 0.112 | F | | 260 | G | 200 |
| | From: | | | | | eorge Ave | | | <u> </u> | | | | | |
| Dice St | 1100 | G | | | | 7th St | | | 0.145 | F | | 1200 | G | 200 |
| Dice St | To: | | | | | 6th St | - | | 0.143 | ' | | 1200 | G | 200 |
| | From: | \equiv | | | | dywine Dr | | | | | | | | |
| Essex Rd | 1000 | G | | | Dian | dywine Di | | | 0.149 | F | | 1100 | G | 200 |
| | To | | | | Meadowbr | rook Heights Rd | | | | | | | | |
| | From: | | | | P | Park St. | | | | | | | | |
| Evergreen Ave | 260 | G | | | | | | | 0.137 | F | | 280 | G | 200 |
| | To: | | | | Ly | yons Ct. | | | | | | | | |
| | From: | | | | Fenda | all Terrace | | | | | | | | |
| Fendall Ave | 170 | G | | | | | | | 0.133 | F | | 190 | G | 200 |
| | To: | <u> </u> | | | | ton Terrace | | | | | | | | |
| 0 | From: | Щ | | | 1 | 10th St | | | 0.004 | _ | | 400 | _ | 000 |
| Grove St | 390 _{To:} | G | | | Υ. | C4 | | | 0.081 | F | | 420 | G | 200 |
| | From: | | | | | ones St | | | _ | | | | | |
| Hampton St | 310 | G | | | R | lives St | | | 0.1 | F | | 330 | G | 200 |
| riampion ot | To: | Ť | | | Nas | sau Street | | | ٦̈' | • | | 330 | J | 200 |
| | From: | | | | | racks Rd | | | | | | | | |
| Hessian Rd | 90 | G | | | Dur | rucks rea | | | 0.131 | F | | 100 | G | 200 |
| | To: | | | | Blue | Ridge Rd | | | | | | | | |
| | From: | | | | Blue | Ridge Rd | | | | | | | | |
| Hilltop Rd | 340 | G | | | | | | | 0.12 | F | | 370 | G | 200 |
| | To: | <u> </u> | | | Meado | owbrook Rd | | | | | | | | |
| | From: | | | | No | orth Ave | | | | | | | | |
| Holmes Ave | 2200 | G | | | | 1.1.1 | | | 0.127 | F | | 2300 | G | 200 |
| | | <u> </u> | | | | abeth Ave | | | <u> </u> | | | | | |
| John Ct | From: | | | | 13t | th Street | | | | _ | | 4000 | ^ | 000 |
| John St | 1800 _{то:} | G | | | 1.4 | th Street | | | 0.087 | F | | 1900 | G | 200 |
| | From | _ | | | | | | | _ | | | | | |
| Kent Rd | 150 | G | | | Alde | erman Rd | | | 0.113 | F | | 170 | G | 200 |
| NOIL NU | 130 To: | | | | М | linor Rd | | | 7 | • | | 170 | J | 200 |
| | From: | 一 | | | | enbrier Dr | | | i | | | | | |
| | | | | | Gice | | | | | | | | | |
| Kerry Lane | 300 | G | | | | | | | 0.136 | F | | 320 | G | 200 |

| | | | | | City of Chanottesville | | | | | | | |
|-----------------------|---------------------|----------|-------|-----|------------------------------|------|---------------------|----|---------------|-------|----|------|
| Route Ler | ngth AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | QC I | K actor | QK | Dir Factor | AAWDT | QW | Yea |
| of Charlottesville | From: | | | | Jefferson Park Ave | | 1 | | | | | |
| Lee St | 5600 | G | | | Jenerson Park Ave | | _ 0.088 | F | | 6000 | G | 2008 |
| | To | | | | 11th St | | | | | | | |
| | From: | | | | Lewis Mountain Circle | | | | | | | |
| Lewis Mountain Rd | 660 | G | | | | | 0.094 | F | 0.567 | 710 | G | 200 |
| | To: | | | | Cameron Lane | | | | | | | |
| L'adas Or | From | <u> </u> | | | Nassau St | | | _ | | 0500 | 0 | 000 |
| Linden St | 2300 To: | G | | | Monticello Rd | | 0.098 | F | | 2500 | G | 200 |
| | From: | | | | Marion Ct | | | | | | | |
| McElroy Dr | 150 | G | | | Marion Ct | | _ 0.109 | F | | 160 | G | 200 |
| | To: | | | | Troost Ct | | | - | | | | |
| | From | | | | Meadowbrook Ct | | | | | | | |
| Meadowbrook Heights R | 570 | G | | | | | 0.130 | F | | 620 | G | 200 |
| | To | | | | Yorktown Dr | | | | | | | |
| | From | | | | Morton Dr | | | | | | | |
| Meadowbrook Rd | 330 | G | | | True w. c | | 0.116 | F | | 350 | G | 200 |
| | To: | | | | Hilltop Rd | | 1 | | | | | |
| Michael PI | 490 | G | | | Wilson Ct | | _ _ 0.13 | F | | 530 | G | 200 |
| IVIICHACI FI | 430 To: | | | | Brandywine Dr | | 7 | ı | | 550 | G | 200 |
| | From: | | | | Alderman Rd | | l l | | | | | |
| Minor Rd | 110 | G | | | Alucinian Ru | - |).123 | F | | 120 | G | 200 |
| | To | | | | Bolling Wood Rd | | | | | | | |
| | From | | | | Middleton Lane | | | | | | | |
| Monte Vista Ave | 630 | G | | | | | 0.115 | F | | 670 | G | 200 |
| | To | | | | Laurel St | | | | | | | |
| | From | | | | Elliot Ave | | | | | | _ | |
| Monticello Rd | 2200 _{To:} | G | | | | - | 0.092 | F | | 2400 | G | 200 |
| | From | | | | Montrose Ave | | | | | | | |
| Morris Rd | 130 | G | | | Twyman Rd | | 0.156 | F | | 140 | G | 200 |
| World Ita | To: | Ť | | | Alderman Rd | | 7 | • | | 140 | J | 200 |
| | From | | | | Rugby Rd | | Ī | | | | | |
| Oxford Rd | 390 | G | | | rugoj ru | | 0.102 | F | | 420 | G | 200 |
| | To | | | | Welford St. | | | | | | | |
| | From: | | | | Avon St. | | | | | | | |
| Palantine Ave | 170 | G | | | | | 0.167 | F | | 180 | G | 200 |
| | To: | | | | Rialto St. | | | | | | | |
| | From | | | | Monticello Ave | | | _ | | | | |
| Palatine Ave | 850 | G | | | Castalia St | | 0.13 | F | | 910 | G | 200 |
| | From: | <u> </u> | | | | | <u> </u> | | | | | |
| Park Rd | 310 | G | | | Jefferson Park Ave | |).112 | F | | 340 | G | 200 |
| Tantita | To: | | | | Brunswick Rd | | 7 | | | 0.10 | Ū | 200 |
| | From | | | | Cutler Lane | | | | | | | |
| Park St | 11000 | G | | | | - | 0.092 | F | | 12000 | G | 200 |
| | To | | | | Melbourne Rd | | | | | | | |
| | From | | | | Lankford Ave | |] | | | | | |
| Ridge Rd | 2600 | G | | | | | 0.088 | F | | 2800 | G | 200 |
| | To: | <u> </u> | | | Barksdale St | | <u> </u> | | | | | |
| D' 01 | From | <u> </u> | | | River Rd | | | _ | | 222 | | |
| River Ct | 180 | G | | | Dood End | - | 0.105 | F | | 200 | G | 200 |
| | From: | <u> </u> | | | Dead End | | 1 | | | | | |
| River Vista Ave | 230 | G | | | St Clair Ave | | _ _).123 | F | | 250 | G | 200 |
| | | • | | | | | | | | 200 | 0 | 200 |

| | | | | | | City of t | nariotte | esville | | | | | | | |
|-------------------------|--------|------------|----------|-------|-----|-----------|------------|------------------|-------|-------------|----|---------------|-------|------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | · · | ruck e 1Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| tv of Charlottesville | | From: | | | | | Vine St | | | | | | | | |
| Rives St | | 730 | G | | | | , ine gr | | | 0.118 | F | | 790 | G | 2008 |
| | | To | | | | M | Iidland St | | | | | | | | |
| | | From | | | | Saint | George A | ve | | | | | | | |
| Saint Clair Ave | | 330 | G | | | | | | | 0.122 | F | | 350 | G | 2008 |
| | | To | | | | 5 | Smith St | | | | | | | | |
| | | From: | | | | , | Wine St | | | | | | | | |
| Second St Shamrock Rd | | 840 | G | | | | | | | 0.12 | F | | 900 | G | 2008 |
| | | To: | | | | Nor | thwood C | ir | | | | | | | |
| | | From: | | | | В | road Ave | | | | | | | | |
| | 2300 | G | | | | | | | 0.096 | F | | 2500 | G | 2008 | |
| | | To: | | | | Mu | ilberry Av | e | | | | | | | |
| Spottswood Rd | | From | | | | Mead | lowbrook | Rd | | . | _ | | | _ | |
| | | 210 To: | G | | | D1 | D'I D | 1 | | 0.101 | F | | 230 | G | 200 |
| | | | | | | | e Ridge R | | | | | | | | |
| Stonefield Ave | | From | <u> </u> | | | M | ason Lane | : | | 0.165 | F | | 00 | G | 200 |
| | | 80 To: | G | | | D | ugby Ave | | | 0.165 | Г | | 80 | G | 200 |
| | | From | l | | | | | | | | | | | | |
| Sunset Rd | | 260 | G | | | Str | ibling Ave | 2 | | 0.095 | F | | 290 | G | 200 |
| | | To | Ť | | | Su | ınset Ave | | | 0.000 | · | | 200 | Ŭ | 200 |
| | | From | I | | | Alc | derman Ro | 1 | | i | | | | | |
| Thompson Rd Westview Rd | | 660 | G | | | 7110 | acrinui re | | | 0.110 | F | 0.592 | 700 | G | 200 |
| | | To: | | | | Fa | uquier Rd | l | | | | | | | |
| | | From: | | | | Co | ttage Lane | e | | | | | | | |
| | | 360 | G | | | | | | | 0.122 | F | | 390 | G | 200 |
| | | To | | | | Ro | osser Lane | ; | | | | | | | |
| Westwood Rd | | From: | | | | Ro | se Hill D | r | | | | | | | |
| | | 200 | G | | | | | | | 0.123 | F | | 210 | G | 200 |
| | | To: | | | • | Gre | eenway Ro | d | | | | | | | |