

2002

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

where available

Jurisdiction Report

39

Greene County
Town of Stanardsville

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Greene County																	
(29)	3.21	27000	F	94%	0%	From: Albemarle County Line				F	0.081	F	0.653	27000	F	2002	
(29)	3.68	16000	F	90%	1%	From: US 33 Ruckersville				F	0.078	F	0.556	14000	F	2002	
(33)	Spotswood Trail	4.38	4400	F	89%	2%	3%	1%	5%	0%	F	0.092	F	0.531	4400	F	2002
(33)	Spotswood Trail	3.00	4800	F	89%	2%	3%	1%	5%	0%	F	0.091	F	0.523	4800	F	2002
(33)	Spotswood Trail	2.09	3000	M							NA		NA			2002	
(33)	Spotswood Trail	0.50	5000	F	97%	1%	1%	1%	1%	0%	C	0.084	F	0.562	5000	F	2002
(33)	Spotswood Trail	2.15	13000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	0.606	13000	F	2002
(33)	Spotswood Trail	2.09	17000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.610	17000	F	2002
(33)	Spotswood Trail	2.24	5800	F	90%	1%	2%	3%	4%	0%	F	0.084	F	0.523	5800	F	2002
Bus (33)	Spotswood Trail	0.75	2700	F	92%	2%	3%	1%	3%	0%	C	0.105	F		2700	F	2002
Town of Stanardsville																	
Bus (33)	Spotswood Trail	0.35	2700	N	92%	2%	3%	1%	3%	0%	N	0.105	N		2700	N	2002
Bus (33)	Spotswood Trail	0.11	4800	F	89%	2%	3%	1%	5%	0%	F	0.083	F		4800	F	2002
Greene County																	
Bus (33)	Spotswood Trail	1.31	4800	M							NA		NA			2002	
(48)	Skyline Drive	2.08	1600	M							NA		NA			2002	
(48)	Skyline Drive	1.33	1600	M							NA		NA			2002	
(48)	Skyline Drive	1.01	1600	M							NA		NA			2002	
(48)	Skyline Drive	1.33	2700	M							NA		NA			2002	
Town of Stanardsville																	
(230)		0.50	4200	F	94%	0%	3%	1%	2%	0%	F	0.088	F	0.659	4200	F	2002
Greene County																	
(230)		2.91	4200	N	94%	0%	3%	1%	2%	0%	N	0.088	N	0.659	4200	N	2002
(600)		0.10	230	R							NA		NA			10/03/2002	

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
600	0.45	150	R			From: Dead End					NA			NA		10/03/2002
						To: US 29										
601	0.90	90	R			From: Albemarle County Line					NA			NA		10/28/2002
						To: 39-628										
602	1.20	90	R			From: 39-603					NA			NA		10/07/2002
						To: Dead End										
603	1.00	320	R			From: Albemarle County Line					NA			NA		10/07/2002
						To: 39-648										
603	1.00	270	R			From: 39-612					NA			NA		10/10/2002
						To: 39-633										
603	0.70	110	R			From: 39-612					NA			NA		10/10/2002
						To: 39-633										
604	1.38	1100	F	96%	1%	2%	0%	1%	0%	F	0.126	F	0.801	1100	F	2002
						From: Albemarle County Line										
604	0.65	1100	F	96%	1%	2%	0%	1%	0%	F	0.123	F	0.721	1100	F	2002
						From: 39-651 NORTH										
604	3.15	880	F	96%	1%	2%	0%	1%	0%	F	0.119	F	0.563	880	F	2002
						From: 39-648										
604	0.60	1000	F	96%	1%	2%	0%	1%	0%	C	0.12	F	0.637	1000	F	2002
						From: 39-674										
						To: 39-624										
605	0.21	220	R			From: Albemarle County Line					NA			NA		10/07/2002
						To: 39-604										
606	0.20	940	R			From: Albemarle County Line					NA			NA		1999
						To: 39-1112										
606	1.00	1400	R			From: 39-1112					NA			NA		1999
						To: 39-607										
607	0.39	3300	F			From: 39-644; 39-743					0.097	F	0.626	3300	F	2002
						To: 39-1150										
607	0.31	3600	F			From: 39-1150					0.097	F	0.593	3600	F	2002
						To: 39-606										
607	0.70	4500	F	96%	1%	2%	0%	0%	0%	F	0.087	F	0.584	4500	F	2002
						From: 39-606										
607	0.17	9000	F	96%	1%	2%	0%	0%	0%	F	0.108	F	0.585	9000	F	2002
						From: US 29										
607	1.08	4200	F	96%	1%	2%	0%	0%	0%	C	0.103	F	0.618	4200	F	2002
						From: 39-670										
607	0.25	3600	F	96%	1%	2%	0%	0%	0%	F	0.1	F	0.6	3600	F	2002
						From: 39-661										
607	0.63	3400	F	96%	1%	2%	0%	0%	0%	F	0.099	F	0.610	3400	F	2002
						From: 39-616										
						To: Orange County Line										
608	0.46	820	R			From: 39-633					NA			NA		10/31/2002
						To: US 33										
609	0.55	820	R			From: US 33; FR-981					NA			NA		10/31/2002
						To: 39-672										

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 2002
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 Greene Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
609	1.80	430	R			From: 39-672					NA			NA		10/31/2002
609	1.65	720	R			From: 39-619					NA			NA		10/31/2002
609	3.15	610	F	95%	1%	From: US 29 To: Orange County Line				C	0.108	F	0.616	610	F	2002
610	0.80	1400	R			From: US 33					NA			NA		10/03/2002
610	2.95	440	R			From: 39-618					NA			NA		10/03/2002
610	1.00	340	R			From: 39-657					NA			NA		10/03/2002
610						To: 39-609										
611	0.22	10	R			From: 39-667 WEST					NA			NA		10/31/2002
611						To: 39-667 EAST										
612	1.44	190	R			From: 39-810					NA			NA		10/10/2002
612						To: 39-603										
613	0.01	270	R			From: 39-667					NA			NA		10/31/2002
613						To: Madison County Line										
614	1.10	10	R			From: 39-628					NA			NA		10/28/2002
614	2.10	10	R			From: 39-632					NA			NA		10/28/2002
614						To: 39-627										
615	1.93	490	R			From: 39-627					NA			NA		10/10/2002
615						To: 39-810										
616	1.51	680	R			From: 39-607					NA			NA		10/03/2002
616	0.20	1300	R			From: 39-678					NA			NA		10/03/2002
616						To: US 29										
617	1.50	500	R			From: 39-743					NA			NA		10/07/2002
617	2.00	310	R			From: 1.50 MN 39-743					NA			NA		1999
617						To: 39-633										
618	0.34	280	R			From: 39-610					NA			NA		1999
618	0.46	100	R			From: 0.34 ME 39-610					NA			NA		1999
618						To: Orange County Line										
619	3.90	270	R			From: 39-609					NA			NA		10/31/2002
619	0.40	560	R			From: 39-655					NA			NA		10/31/2002
619						To: SR 230										
620	0.25	200	R			From: 39-810					NA			NA		1994
620						To: US 33										

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						2Axle	3+Axle	1Trail	2Trail							
Greene County																
621	0.55	210	R			From: Dead End					NA			NA		10/28/2002
621	0.25	140	R			From: 0.55 MN Dead End					NA			NA		1999
621	0.80	330	R			From: 39-673					NA			NA		1999
621	2.00	580	F	93%	1%	From: SR 230				C	0.096	F	0.797	590	F	2002
						To: 39-637										
622	0.70	1300	F	98%	1%	From: 39-624				F	0.105	F	0.681	1300	F	2002
622	1.37	2100	F	98%	1%	From: 39-675				C	0.11	F	0.79	2100	F	2002
622	0.09	2700	F	98%	1%	From: 39-649				F	0.102	F	0.565	2700	F	2002
						To: US 33										
623	0.10	1000	F	96%	1%	From: 39-633				F	0.101	F	0.509	1000	F	2002
623	2.60	1500	F	96%	1%	From: 39-624				C	0.095	F	0.594	1500	F	2002
623	0.20	2500	F	96%	1%	From: 39-654				F	0.088	F	0.621	2500	F	2002
						To: US 33										
624	0.55	310	R			From: 39-623					NA			NA		10/07/2002
624	1.15	270	R			From: 0.55 MN 39-623					NA			NA		10/10/2002
624	0.33	1100	F	96%	1%	From: 39-622				C	0.099	F	0.561	1100	F	2002
624	1.23	250	R			From: 39-604					NA			NA		10/10/2002
624	0.97	180	R			From: 39-646 EAST					NA			NA		10/28/2002
						To: 39-810										
625	0.01	380	R			From: US 33					NA			NA		10/28/2002
625	0.20	240	R			From: 39-636					NA			NA		10/28/2002
						To: Shen Natl Park Bndy										
626	4.11	70	R			From: Shen Natl Park Bndy					NA			NA		10/28/2002
626	1.21	340	R			From: 4.11 ME of Bndy					NA			NA		10/28/2002
626	0.10	400	R			From: 39-630					NA			NA		10/28/2002
						To: 39-810										
627	0.28	40	R			From: Shen Natl Park Bndy					NA			NA		10/28/2002
627	1.31	290	R			From: 0.29 ME of Bndy					NA			NA		10/28/2002
627	2.00	410	F	98%	1%	From: 39-632				F	0.095	F	0.627	420	F	2002
						To: 39-615										

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						2Axle	3+Axle	1Trail	2Trail								
Greene County																	
(627)	1.80	400	F	98%	1%	0%	0%	0%	0%	C	0.100	F	0.727	400	F	2002	
				From:	39-615												
				To:	39-810												
(628)	0.50	20	R								NA			NA		10/28/2002	
				From:	Shen Natl Park Bndy												
(628)	2.40	60	R								NA			NA		10/28/2002	
				From:	39-676												
(628)	1.20	150	R								NA			NA		10/28/2002	
				From:	39-601												
(628)	0.90	160	R								NA			NA		10/28/2002	
				From:	39-614												
				To:	Albemarle County Line												
(629)	0.64	850	R								NA			NA		10/07/2002	
				From:	39-743												
(629)	2.29	120	R								NA			NA		10/07/2002	
				From:	0.64 MN 39-743												
(629)	0.38	290	R								NA			NA		10/07/2002	
				From:	2.93 MN 39-743												
(629)	0.62	600	R								NA			NA		10/07/2002	
				From:	39-658 SOUTH												
				To:	39-633												
(630)	0.01	70	R								NA			NA		1999	
				From:	39-810												
(630)	0.91	70	R								NA			NA		1999	
				From:	0.01 MW 39-810												
(630)	1.40	60	R								NA			NA		10/28/2002	
				From:	39-631 WEST												
				To:	39-631 EAST												
(630)	1.40	60	R								NA			NA		10/28/2002	
				From:	39-626												
(631)	1.50	170	R								NA			NA		10/28/2002	
				From:	Dead End												
(631)	0.42	230	R								NA			NA		10/28/2002	
				From:	39-630 WEST												
				To:	39-810												
(632)	1.40	20	R								NA			NA		10/28/2002	
				From:	39-614												
(632)	2.30	60	R								NA			NA		10/28/2002	
				From:	39-676												
				To:	39-627												
(633)	1.10	380	F	98%	0%	1%	0%	0%	0%	F	0.124	F	0.587	380	F	2002	
				From:	39-810												
(633)	1.60	740	F	98%	0%	1%	0%	0%	0%	F	0.100	F	0.571	740	F	2002	
				From:	39-603												
(633)	1.60	880	F	98%	0%	1%	0%	0%	0%	F	0.112	F	0.577	880	F	2002	
				From:	39-604												
(633)	0.20	1000	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.572	1000	F	2002	
				From:	39-641												
(633)	1.67	2200	F	98%	0%	1%	0%	0%	0%	C	0.105	F	0.575	2200	F	2002	
				From:	39-623												
(633)	0.93	3400	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.621	3400	F	2002	
				From:	39-629												
(633)	0.64	3800	F	98%	0%	1%	0%	0%	0%	F	0.107	F	0.611	3800	F	2002	
				From:	39-617												
				To:	US 33												

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 2002
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
633	0.31	1400	R			From: US 33					NA			NA		10/31/2002
633	0.55	590	R			From: 39-608					NA			NA		10/31/2002
633	2.30	300	R			From: 39-640					NA			NA		10/31/2002
634	1.56	140	R			From: US 29					NA			NA		10/28/2002
634	1.72	70	R			From: 39-810					NA			NA		10/28/2002
634	0.06	100	R			From: 39-635					NA			NA		1999
634	0.17	150	R			From: 1.72 MS 39-635					NA			NA		1999
634	0.05	100	R			From: 1.78 MS 39-635					NA			NA		10/28/2002
634	0.40	40	R			From: 1.95 MS 39-635					NA			NA		10/28/2002
634	2.30	20	R			From: US 33					NA			NA		10/28/2002
634	2.30	20	R			From: 39-639					NA			NA		10/28/2002
634	2.30	20	R			From: 39-638					NA			NA		10/28/2002
635	1.20	50	R			From: Dead End					NA			NA		10/28/2002
635	1.20	50	R			From: 39-634					NA			NA		10/28/2002
636	0.80	5	R			From: Shen Natl Park Bndy					NA			NA		10/28/2002
636	0.40	140	R			From: 0.80 MN of Bndy					NA			NA		10/28/2002
637	0.30	610	R			From: 39-625					NA			NA		10/28/2002
637	0.10	740	R			From: SR 230					NA			NA		10/28/2002
637	1.90	630	R			From: 39-1001					NA			NA		10/28/2002
637	1.50	710	F	95%	1%	From: 0.10 MN 39-1001				C	0.098	F	0.838	720	F	2002
637	0.80	690	R			From: 39-621					NA			NA		10/31/2002
637	0.30	150	R			From: 39-647					NA			NA		10/31/2002
637	2.60	80	R			From: 39-642 SOUTH					NA			NA		10/31/2002
637	2.60	80	R			From: 39-642 NORTH					NA			NA		10/31/2002
637	2.60	80	R			From: Dead End					NA			NA		10/31/2002
638	2.40	60	R			From: US 33					NA			NA		10/28/2002
638	0.20	160	R			From: 39-634					NA			NA		10/28/2002
638	2.10	40	R			From: 39-637 WEST					NA			NA		10/31/2002
638	2.10	40	R			From: 39-637 EAST					NA			NA		10/31/2002
638	2.10	40	R			From: 39-667					NA			NA		10/31/2002

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
639	1.00	20	R			From: 39-634 To: Shen Natl Park Bndy					NA			NA		10/28/2002
640	0.89	200	R			From: 39-633 To: 0.89 MN 39-633					NA			NA		10/31/2002
640	0.31	50	R			From: Dead End To: Dead End					NA			NA		10/31/2002
641	0.50	45	R			From: Dead End To: 39-633					NA			NA		10/07/2002
642	1.40	80	R			From: Dead End To: 39-643					NA			NA		10/31/2002
642	0.70	170	R			From: 39-637 SOUTH To: 39-637 NORTH					NA			NA		10/31/2002
642	2.20	60	R			From: 39-667 To: 39-667					NA			NA		10/31/2002
643	1.10	50	R			From: 39-642 To: Dead End					NA			NA		10/31/2002
644	1.00	260	R			From: Dead End To: 39-607					NA			NA		10/07/2002
645	0.04	300	R			From: Dead End To: US 33 WEST					NA			NA		10/03/2002
645	3.00	580	R			From: US 33 EAST To: US 29					NA			NA		10/03/2002
646	1.40	20	R			From: 39-810 To: 39-624 WEST					NA			NA		10/28/2002
646	1.00	300	R			From: 39-624 EAST To: US 33					NA			NA		10/28/2002
647	0.05	230	R			From: Dead End To: 0.05 ME Dead End					NA			NA		10/28/2002
647	0.20	250	R			From: 39-637 To: 39-637					NA			NA		10/28/2002
648	1.80	360	R			From: 39-603 To: 39-604					NA			NA		10/07/2002
Town of Stanardsville																
649	0.15	640	F	97%	1%	1%	2%	0%	0%	F	0.104	F	0.589	650	F	2002
649	0.05	650	F	97%	1%	1%	2%	0%	0%	F	0.127	F	0.516	650	F	2002
Greene County																
650	0.75	30	R			From: Dead End To: 39-656					NA			NA		10/10/2002
650	0.05	90	R			From: 39-810 To: 39-810					NA			NA		10/10/2002

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(650)	0.90	70	R			From: 39-810					NA		NA			10/10/2002
						To: 39-615										
(651)	0.23	20	R			From: 39-604 SOUTH					NA		NA			10/07/2002
						To: 39-604 NORTH										
(652)	0.19	350	R			From: Dead End					NA		NA			10/31/2002
						To: US 33										
(653)	0.47	480	R			From: Cul-de-Sac					NA		NA			1999
						To: US 33										
(654)	0.32	260	R			From: Dead End					NA		NA			10/10/2002
						To: 39-623										
(655)	0.21	90	R			From: Dead End					NA		NA			1999
						To: 39-619										
(656)	0.19	40	R			From: 39-650					NA		NA			1999
						To: Dead End										
(657)	0.60	210	R			From: Orange County Line					NA		NA			10/03/2002
						To: 39-610										
(658)	0.44	20	R			From: 39-629 SOUTH					NA		NA			1999
						To: 39-629 NORTH										
(659)	0.19	140	R			From: 39-600					NA		NA			1999
						To: Cul-de-Sac										
(660)	0.28	240	R			From: 39-607					NA		NA			1999
						To: 39-661										
(661)	0.12	60	R			From: Cul-de-Sac					NA		NA			1999
						To: 39-660										
(661)	0.26	110	R			From: 39-607					NA		NA			1999
						To: 39-607										
(667)	3.94	780	R			From: SR 230					NA		NA			10/31/2002
						To: 39-642										
(667)	1.91	450	R			From: 56-675					NA		NA			10/31/2002
						To: Madison County Line										
Madison County																
(667)	1.73	30	R			From: Madison County Line					NA		NA			10/31/2002
						To: Dead End										
Greene County																
(668)	0.20	50	R			From: US 33					NA		NA			10/31/2002
						To: Dead End										
(669)	0.11	10	R			From: Dead End					NA		NA			10/10/2002
						To: 02-810										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(670)	1.24	1700	R			From: 39-607					NA		NA			1999
(670)	1.16	800	R			To: 39-1130					NA		NA			1999
						To: Orange County Line										
(671)	0.05	80	R			From: Dead End					NA		NA			1999
(671)	0.55	220	R			To: 39-685					NA		NA			1999
						To: 39-743										
(672)	0.95	180	R			From: 39-609					NA		NA			10/31/2002
						To: Dead End										
(673)	0.31	90	R			From: 39-621					NA		NA			10/28/2002
						To: Dead End										
(674)	1.95	220	R			From: Dead End					NA		NA			10/10/2002
						To: 39-604										
(675)	0.50	40	R			From: 39-622					NA		NA			10/10/2002
						To: Dead End										
(676)	0.30	40	R			From: 39-628					NA		NA			10/28/2002
(676)	1.90	40	R			To: 0.30 ME 39-628					NA		NA			10/28/2002
						To: 39-632										
(677)	0.18	280	R			From: US 33 WEST					NA		NA			10/10/2002
(677)	0.16	340	R			To: 39-1010					NA		NA			10/10/2002
						To: US 33 EAST										
(678)	0.15	120	R			From: 39-616					NA		NA			1999
						To: Cul-de-Sac										
(680)	0.11	90	R			From: US 33					NA		NA			1999
						To: Cul-de-Sac										
(685)	0.11	40	R			From: Dead End					NA		NA			1999
						To: 39-671										
(690)	0.22	60	R			From: US 33; 39-1103					NA		NA			10/10/2002
						To: Cul-de-Sac										
(691)	0.11	20	R			From: Cul-de-Sac					NA		NA			10/10/2002
						To: 39-690										
(743)	1.00	930	R			From: Albemarle County Line					NA		NA			10/07/2002
(743)	1.12	1900	R			To: 39-629					NA		NA			10/07/2002
(743)	0.50	2500	R			From: 39-617					NA		NA			10/07/2002
						To: 39-607; 39-644										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(743)	0.85	1800	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.661	1800	F	2002
				From:	39-607; 39-644											
				To:	39-671											
(743)	1.21	1700	F	96%	1%	2%	1%	1%	0%	C	0.102	F	0.568	1700	F	2002
				From:	US 33											
				To:												
Greene County																
(810)	3.36	1100	F	96%	1%	1%	1%	1%	0%	F	0.097	F	0.592	1100	F	2002
				From:	Albermarle County Line											
				To:	39-633											
(810)	2.19	1300	F	96%	1%	1%	1%	1%	0%	C	0.106	F	0.716	1300	F	2002
				From:	39-626											
				To:	US 33											
Town of Stanardsville																
(1001)	0.09	660	R								NA		NA			10/10/2002
				From:	39-649											
				To:	US 33											
(1001)	0.47	1500	R								NA		NA			10/10/2002
				From:	NCL Stanardsville											
				To:												
Greene County																
(1001)	0.91	570	R								NA		NA			10/10/2002
				From:	NCL Stanardsville											
				To:	39-637											
Town of Stanardsville																
(1002)	0.04	290	R								NA		NA			10/10/2002
				From:	39-1001											
				To:	39-649											
Greene County																
(1003)	0.17	320	R								NA		NA			1999
				From:	Dead End											
				To:	US 33											
Greene County																
(1004)	0.07	60	R								NA		NA			1999
				From:	Dead End											
				To:	ECL Stanardsville											
Town of Stanardsville																
(1004)	0.10	120	R								NA		NA			1999
				From:	ECL Stanardsville											
				To:	SR 230											
Greene County																
(1005)	0.09	70	R								NA		NA			10/10/2002
				From:	SR 230											
				To:	ECL Stanardsville											
Greene County																
(1005)	0.17	40	R								NA		NA			10/10/2002
				From:	ECL Stanardsville											
				To:	Dead End											
Greene County																
(1006)	0.19	80	R								NA		NA			1999
				From:	US 33											
				To:	Dead End											
Greene County																
(1007)	0.10	450	R								NA		NA			1999
				From:	39-633											
Greene County																
(1007)	0.10	70	R								NA		NA			1999
				From:	39-1008											
Greene County																
(1007)	0.07	48	R								NA		NA			1999
				From:	39-1009											
				To:	Cul-de-Sac											
Greene County																
(1008)	0.16	90	R								NA		NA			1999
				From:	Cul-de-Sac											
				To:	39-1007											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
1009	0.06	60	R			From: 39-1007					NA		NA			1999
						To: 39-633										
1010	0.13	100	R			From: Cul-de-Sac					NA		NA			1999
1010	0.12	490	R			From: 39-1011					NA		NA			1999
						To: 39-677										
1011	0.06	40	R			From: Cul-de-Sac					NA		NA			1999
						To: 39-1010										
1014	0.13	120	R			From: 39-633					NA		NA			10/31/2002
						To: Cul-de-Sac										
1019	0.15	60	R			From: Cul-de-Sac					NA		NA			10/10/2002
						To: FR-981										
1020	0.23	1000	R			From: 39-1021					NA		NA			10/03/2002
						To: US 29										
1021	0.57	960	R			From: 39-1020					NA		NA			10/03/2002
						To: Cul-de-Sac										
1021	0.20	700	R			From: 39-1023					NA		NA			10/03/2002
						To: 39-1025										
1022	0.07	48	R			From: 39-1021					NA		NA			10/03/2002
						To: Cul-de-Sac										
1023	0.18	120	R			From: Cul-de-Sac					NA		NA			10/03/2002
						To: 39-1021										
1024	0.32	230	R			From: Cul-de-Sac					NA		NA			10/03/2002
						To: 39-1021										
1025	0.42	260	R			From: Cul-de-Sac					NA		NA			10/03/2002
						To: Cul-de-Sac										
1029	0.15	NA				From: Cul-de-Sac/					NA		NA			
						To: 39-00607(B)/										
1030	0.98	80	R			From: 39-629 SOUTH					NA		NA			1999
						To: 39-629 NORTH										
1101	0.16	170	R			From: 39-608					NA		NA			1999
						To: 39-1102										
1102	0.14	110	R			From: 39-1101					NA		NA			1999
						To: Cul-de-Sac										
1103	0.39	640	R			From: Cul-de-Sac					NA		NA			1999
						To: US 33										
1105	0.62	470	R			From: US 33					NA		NA			1999
						To: Cul-de-Sac										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(1106)	0.20	830	R			From: US 33					NA			NA		10/31/2002
						To: Cul-de-Sac										
(1110)	0.11	450	R			From: 39-606					NA			NA		1999
						To: 39-1111 SOUTH										
(1110)	0.21	300	R			From: 39-1114					NA			NA		1999
						To: 39-1111 NORTH										
(1110)	0.04	210	R			From: 39-1113					NA			NA		1999
						To: 39-1116										
(1110)	0.06	250	R			From: 39-1116					NA			NA		1999
						To: Cul-de-Sac										
(1110)	0.10	120	R			From: 39-1110 SOUTH					NA			NA		1999
						To: 39-1112										
(1111)	0.09	80	R			From: 39-1117					NA			NA		1999
						To: 39-1115										
(1111)	0.10	250	R			From: 39-1115					NA			NA		1999
						To: 39-1110 NORTH										
(1111)	0.10	110	R			From: 39-1111					NA			NA		1999
						To: 39-606										
(1112)	0.07	290	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1110										
(1113)	0.06	40	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1110										
(1114)	0.03	30	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1111										
(1115)	0.08	70	R			From: 39-1111					NA			NA		1999
						To: Cul-de-Sac										
(1116)	0.08	60	R			From: 39-1110					NA			NA		1999
						To: Cul-de-Sac										
(1117)	0.05	40	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1111										
(1120)	0.11	670	R			From: US 29					NA			NA		1999
						To: Commercial Park Lot										
(1120)	0.21	330	R			From: 39-1121					NA			NA		1999
						To: Cul-de-Sac										
(1121)	0.23	170	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1120										
(1125)	0.09	160	R			From: 39-616					NA			NA		1999
						To: 39-1126										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(1125)	0.12	120	R			From: 39-1126					NA			NA		1999
						To: Cul-de-Sac										
(1126)	0.09	60	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1125										
(1130)	0.03	20	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1131										
(1130)	0.15	130	R			From: 39-1131					NA			NA		1999
						To: 39-670										
(1131)	0.08	20	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1130										
(1131)	0.12	60	R			From: 39-1130					NA			NA		1999
						To: 39-1132										
(1132)	0.09	20	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1131										
(1133)	0.38	300	R			From: Cul-de-Sac					NA			NA		10/03/2002
						To: 39-670										
(1134)	0.09	50	R			From: Cul-de-Sac					NA			NA		10/03/2002
						To: 39-1133										
(1135)	0.21	70	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-670										
(1139)	0.13	NA				From: Cul-de-Sac					NA			NA		
						To: 39-607										
(1140)	0.51	600	R			From: Cul-de-Sac					NA			NA		10/07/2002
						To: 39-606										
(1141)	0.12	80	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1140										
(1142)	0.11	60	R			From: Cul-de-Sac					NA			NA		1999
						To: 39-1140										
(1144)	0.50	370	R			From: 39-606					NA			NA		10/07/2002
						To: Dead End										
(1145)	0.36	390	R			From: 39-606					NA			NA		10/07/2002
						To: 39-1146										
(1146)	0.27	220	R			From: Cul-de-Sac					NA			NA		10/07/2002
						To: Cul-de-Sac										
(1150)	0.14	360	R			From: 39-607					NA			NA		10/07/2002
						To: 39-1151										
(1150)	0.09	30	R			From: 39-1151					NA			NA		1999
						To: Cul-de-Sac										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(1151)	0.10	100	R			From: Cul-de-Sac					NA		NA			10/07/2002
						To: 39-1150										
(1152)	0.20	160	R			From: 39-1150					NA		NA			1999
						To: Cul-de-Sac										
(1155)	0.58	NA				From: 39-743					NA		NA			
						To: Cul-de-Sac										
(1156)	0.15	NA				From: 39-1155					NA		NA			
						To: Cul-de-Sac										
(1160)	0.08	NA				From: 39-670					NA		NA			
						To: 39-1161										
(1161)	0.29	NA				From: 39-1162					NA		NA			
						To: Pine Tree Drive										
(1162)	0.13	NA				From: Cul-de-Sac					NA		NA			
						To: Cul-de-Sac										
(1163)	0.07	NA				From: 39-1161					NA		NA			
						To: Cul-de-Sac										
(9177)	0.19	920	R			From: US 33					NA		NA			1999
						To: WM Monroe HS										
(9177)	0.10	2200	R			From: US 33					NA		NA			1999
						To: 0.10 ME US 33										
(9177)	0.13	1800	R			From: 0.10 ME US 33					NA		NA			1999
						To: 0.23 ME US 33										
(9177)	0.06	1000	R			From: 0.23 ME US 33					NA		NA			1999
						To: 39-622										
(9177)	0.16	2900	R			From: 39-622					NA		NA			10/10/2002
						To: Green County Pri Sch										
(9692)	0.08	170	R			From: US 33					NA		NA			10/31/2002
						To: Green County Tech Ctr										