

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour 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 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

- North
 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
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	Year
Greene County				
From: Albemarle County Line				
(29)	3.21	27000	G	2003
To: US 33 Ruckersville				
(29)	3.68	15000	G	2003
To: Madison County Line				
From: Rockingham County Line				
(33) Spotswood Trail	4.38	4600	G	2003
To: 39-638 Turkey Ridge Rd				
(33) Spotswood Trail	3.00	5000	G	2003
To: BUS US 33 Spottwood Trail				
From: BUS US 33				
(33) Standardsville Bypass	2.09	3000	M	2003
<i>Preliminary traffic estimate pending actual count on new road segment</i>				
To: BUS US 33				
From: BUS US 33 Spottwood Trail				
(33) Spotswood Trail	0.50	5200	G	2003
To: 39-609				
(33) Spotswood Trail	2.15	14000	G	2003
To: 39-633				
(33) Spotswood Trail	2.09	18000	G	2003
To: US 29 Seminole Trail				
(33) Spotswood Trail	2.24	6000	G	2003
To: Orange County Line				
Bus From: US 33				
(33) Spotswood Trail	0.75	2800	G	2003
To: WCL Stanardsville				
Town of Stanardsville				
Bus From: WCL Stanardsville				
(33) Spotswood Trail	0.35	2800	N	2003
To: SR 230				
Bus From: SR 230				
(33) Spotswood Trail	0.11	4900	G	2003
To: ECL Stanardsville				
Greene County				
Bus From: ECL Stanardsville				
(33) Spotswood Trail	1.31	4900	N	2003
To: US 33; 39-623				
From: Rockingham County Line				
(48) Skyline Drive	2.08	1600	M	2003
To: Rockingham County Line				
(48) Skyline Drive	1.33	1600	M	2003
To: Rockingham County Line				
(48) Skyline Drive	1.01	1600	M	2003
To: Rockingham County Line				
(48) Skyline Drive	1.33	2700	M	2003
To: Rockingham County Line				
Town of Stanardsville				
From: US 33				
(230)	0.50	4300	G	2003
To: NCL Stanardsville				
Greene County				
From: NCL Stanardsville				
(230)	2.91	4300	N	2003
To: Madison County Line				
From: 39-607				
(600)	0.10	230	R	10/03/2002
To: 39-659				

Route	Length	AADT	QA	Year
Greene County				
From: Dead End				
(600)	0.45	150	R	10/03/2002
To: US 29				
From: Albemarle County Line				
(601)	0.90	90	R	10/28/2002
To: 39-628				
From: 39-603				
(602)	1.20	90	R	10/07/2002
To: Dead End				
From: Albemarle County Line				
(603)	1.00	320	R	10/07/2002
To: 39-648				
(603)	1.00	270	R	10/10/2002
To: 39-612				
(603)	0.70	110	R	10/10/2002
To: 39-633				
From: Albemarle County Line				
(604)	1.38	1100	G	2003
To: 39-651 NORTH				
(604)	0.65	1100	G	2003
To: 39-648				
(604)	3.15	920	G	2003
To: 39-674				
(604)	0.60	1000	G	2003
To: 39-624				
From: Albemarle County Line				
(605)	0.21	220	R	10/07/2002
To: 39-604				
From: Albemarle County Line				
(606)	0.20	950	R	1999
To: 39-1112				
(606)	1.00	1400	R	1999
To: 39-607				
From: 39-644; 39-743				
(607)	0.39	3300	G	2003
To: 39-1150				
(607)	0.31	3700	G	2003
To: 39-606				
(607)	0.70	4700	G	2003
To: US 29				
(607)	0.17	9400	G	2003
To: 39-670				
(607)	1.08	4400	G	2003
To: 39-661				
(607)	0.25	3700	G	2003
To: 39-616				
(607)	0.63	3500	G	2003
To: Orange County Line				
From: 39-633				
(608)	0.46	820	R	10/31/2002
To: US 33				
From: US 33; FR-981				
(609)	0.55	820	R	10/31/2002
To: 39-672				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	Year
Greene County				
From 39-672				
609	1.80	430	R	10/31/2002
To 39-619				
609	1.65	720	R	10/31/2002
To US 29				
609	3.15	630	G	2003
To Orange County Line				
From US 33				
610	0.80	1400	R	10/03/2002
To 39-618				
610	2.95	440	R	10/03/2002
To 39-657				
610	1.00	340	R	10/03/2002
To 39-609				
From 39-667 WEST				
611	0.22	10	R	10/31/2002
To 39-667 EAST				
From 39-810				
612	1.44	190	R	10/10/2002
To 39-603				
From 39-667				
613	0.01	270	R	10/31/2002
To Madison County Line				
From 39-628				
614	1.10	10	R	10/28/2002
To 39-632				
614	2.10	10	R	10/28/2002
To 39-627				
From 39-627				
615	1.93	490	R	10/10/2002
To 39-810				
From 39-607				
616	1.51	680	R	10/03/2002
To 39-678				
616	0.20	1300	R	10/03/2002
To US 29				
From 39-743				
617	1.50	500	R	10/07/2002
To 1.50 MN 39-743				
617	2.00	310	R	1999
To 39-633				
From 39-610				
618	0.34	280	R	1999
To 0.34 ME 39-610				
618	0.46	100	R	1999
To Orange County Line				
From 39-609				
619	3.90	270	R	10/31/2002
To 39-655				
619	0.40	560	R	10/31/2002
To SR 230				
From 39-810				
620	0.25	200	R	1994
To US 33				

Route	Length	AADT	QA	Year
Greene County				
From Dead End				
621	0.55	210	R	10/28/2002
To 0.55 MN Dead End				
621	0.25	140	R	1999
To 39-673				
621	0.80	330	R	1999
To SR 230				
621	2.00	610	G	2003
To 39-637				
From 39-624				
622	0.70	1300	G	2003
To 39-675				
622	1.37	2200	G	2003
To 39-649				
622	0.09	2800	G	2003
To US 33				
From 39-633				
623	0.10	1100	G	2003
To 39-624				
623	2.60	1600	G	2003
To 39-654				
623	0.20	2600	G	2003
To US 33				
From 39-623				
624	0.55	310	R	10/07/2002
To 0.55 MN 39-623				
624	1.15	270	R	10/10/2002
To 39-622				
624	0.33	1200	G	2003
To 39-604				
624	1.23	250	R	10/10/2002
To 39-646 EAST				
624	0.97	180	R	10/28/2002
To 39-810				
From US 33 Spottswood Trail				
625 Goose Pond Rd	0.01	380	R	10/28/2002
To 39-636				
625 Goose Pond Rd	0.20	240	R	10/28/2002
To Shen Natl Park Bndy				
From Shen Natl Park Bndy				
626	4.11	70	R	10/28/2002
To 4.11 ME of Bndy				
626	1.21	340	R	10/28/2002
To 39-630				
626	0.10	410	R	10/28/2002
To 39-810				
From Shen Natl Park Bndy				
627	0.28	40	R	10/28/2002
To 0.29 ME of Bndy				
627	1.31	290	R	10/28/2002
To 39-632				
627	2.00	430	G	2003
To 39-615				

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 Greene Maintenance Area

Route	Length	AADT	QA	Year
Greene County				
From 39-615				
(627) To 39-810	1.80	410	G	2003
From Shen Natl Park Bndy				
(628) To 39-676	0.50	20	R	10/28/2002
(628) From 39-676	2.40	60	R	10/28/2002
(628) From 39-601	1.20	150	R	10/28/2002
(628) From 39-614	0.90	170	R	10/28/2002
To Albemarle County Line				
(629) From 39-743	0.64	850	R	10/07/2002
(629) To 0.64 MN 39-743	2.29	120	R	10/07/2002
(629) To 2.93 MN 39-743	0.38	290	R	10/07/2002
(629) From 39-658 SOUTH	0.62	600	R	10/07/2002
To 39-633				
(630) From 39-810	0.01	70	R	1999
(630) From 0.01 MW 39-810	0.91	70	R	1999
To 39-631 WEST				
(630) From 39-631 EAST	1.40	60	R	10/28/2002
To 39-626				
(631) From Dead End	1.50	170	R	10/28/2002
(631) From 39-630 WEST	0.42	230	R	10/28/2002
To 39-810				
(632) From 39-614	1.40	20	R	10/28/2002
(632) From 39-676	2.30	60	R	10/28/2002
To 39-627				
(633) From 39-810	1.10	400	G	2003
(633) From 39-603	1.60	760	G	2003
(633) From 39-604	1.60	910	G	2003
(633) From 39-641	0.20	1000	G	2003
(633) From 39-623	1.67	2300	G	2003
(633) From 39-629	0.93	3500	G	2003
(633) From 39-617	0.64	3900	G	2003
To US 33				

Route	Length	AADT	QA	Year
Greene County				
From US 33				
(633) To 39-608	0.31	1400	R	10/31/2002
(633) From 39-608	0.55	590	R	10/31/2002
(633) From 39-640	2.30	300	R	10/31/2002
To US 29				
(634) From 39-810	1.56	140	R	10/28/2002
(634) From 39-635	1.72	70	R	10/28/2002
(634) From 1.72 MS 39-635	0.06	100	R	1999
(634) From 1.78 MS 39-635	0.17	150	R	1999
(634) From 1.95 MS 39-635	0.05	100	R	10/28/2002
(634) From US 33	0.40	40	R	10/28/2002
(634) From 39-639	2.30	20	R	10/28/2002
To 39-638				
(635) From Dead End	1.20	50	R	10/28/2002
To 39-634				
(636) From Shen Natl Park Bndy	0.80	5	R	10/28/2002
(636) From 0.80 MN of Bndy	0.40	140	R	10/28/2002
To 39-625				
(637) From SR 230	0.30	610	R	10/28/2002
(637) From 39-1001	0.10	740	R	10/28/2002
(637) From 0.10 MN 39-1001	1.90	630	R	10/28/2002
(637) From 39-621	1.50	740	G	2003
(637) From 39-647	0.80	690	R	10/31/2002
(637) From 39-642 SOUTH	0.30	150	R	10/31/2002
(637) From 39-642 NORTH	2.60	80	R	10/31/2002
To Dead End				
(638) From US 33 Spottswood Trail	2.40	60	R	10/28/2002
(638) From 39-634	0.20	160	R	10/28/2002
(638) From 39-637 WEST				
(638) From 39-637 EAST	2.10	40	R	10/31/2002
To 39-667				

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	Year
Greene County				
From: 39-634				
(639)	1.00	20	R	10/28/2002
To: Shen Natl Park Bndy				
From: 39-633				
(640)	0.89	200	R	10/31/2002
To: 0.89 MN 39-633				
From: 0.31				
(640)	0.31	50	R	10/31/2002
To: Dead End				
From: Dead End				
(641)	0.50	45	R	10/07/2002
To: 39-633				
From: Dead End				
(642)	1.40	80	R	10/31/2002
To: 39-643				
From: 0.70				
(642)	0.70	170	R	10/31/2002
To: 39-637 SOUTH				
From: 39-637 NORTH				
(642)	2.20	60	R	10/31/2002
To: 39-667				
From: 39-642				
(643)	1.10	50	R	10/31/2002
To: Dead End				
From: Dead End				
(644)	1.00	260	R	10/07/2002
To: 39-607				
From: Dead End				
(645)	0.04	300	R	10/03/2002
To: US 33 WEST				
From: US 33 EAST				
(645)	3.00	580	R	10/03/2002
To: US 29				
From: 39-810				
(646)	1.40	20	R	10/28/2002
To: 39-624 WEST				
From: 39-624 EAST				
(646)	1.00	300	R	10/28/2002
To: US 33				
From: Dead End				
(647)	0.05	230	R	10/28/2002
To: 0.05 ME Dead End				
From: 0.20				
(647)	0.20	250	R	10/28/2002
To: 39-637				
From: 39-603				
(648)	1.80	360	R	10/07/2002
To: 39-604				
Town of Stanardsville				
From: 39-622				
(649)	0.15	670	G	2003
To: 39-1002				
From: 0.05				
(649)	0.05	670	G	2003
To: US 33				
Greene County				
From: Dead End				
(650)	0.75	30	R	10/10/2002
To: 39-656				
From: 0.05				
(650)	0.05	90	R	10/10/2002
To: 39-810				

Route	Length	AADT	QA	Year
Greene County				
From: 39-810				
(650)	0.90	70	R	10/10/2002
To: 39-615				
From: 39-604 SOUTH				
(651)	0.23	20	R	10/07/2002
To: 39-604 NORTH				
From: Dead End				
(652)	0.19	350	R	10/31/2002
To: US 33				
From: Cul-de-Sac				
(653)	0.47	480	R	1999
To: US 33				
From: Dead End				
(654)	0.32	260	R	10/10/2002
To: 39-623				
From: Dead End				
(655)	0.21	90	R	1999
To: 39-619				
From: 39-650				
(656)	0.19	40	R	1999
To: Dead End				
From: Orange County Line				
(657)	0.60	210	R	10/03/2002
To: 39-610				
From: 39-629 SOUTH				
(658)	0.44	20	R	1999
To: 39-629 NORTH				
From: 39-600				
(659)	0.19	140	R	1999
To: Cul-de-Sac				
From: 39-607				
(660)	0.28	250	R	1999
To: 39-661				
From: Cul-de-Sac				
(661)	0.12	70	R	1999
To: 39-660				
From: 39-607				
(661)	0.26	110	R	1999
To: 39-607				
From: SR 230				
(667)	3.94	780	R	10/31/2002
To: 39-642				
From: 1.91				
(667)	1.91	450	R	10/31/2002
To: 56-675				
From: 1.26				
(667)	1.26	100	R	10/31/2002
To: Madison County Line				
Madison County				
From: Madison County Line				
(667)	1.73	30	R	10/31/2002
To: Dead End				
Greene County				
From: US 33				
(668)	0.20	50	R	10/31/2002
To: Dead End				
From: Dead End				
(669)	0.11	10	R	10/10/2002
To: 02-810				

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greene Maintenance Area

Route	Length	AADT	QA	Year
Greene County				
From: 39-607				
(670)	1.24	1700	R	1999
To: 39-1130				
From: 39-1130				
(670)	1.16	800	R	1999
To: Orange County Line				
From: Dead End				
(671)	0.05	80	R	1999
To: 39-685				
From: 39-685				
(671)	0.55	220	R	1999
To: 39-743				
From: 39-609				
(672)	0.95	180	R	10/31/2002
To: Dead End				
From: 39-621				
(673)	0.31	90	R	10/28/2002
To: Dead End				
From: Dead End				
(674)	1.95	220	R	10/10/2002
To: 39-604				
From: 39-622				
(675)	0.50	40	R	10/10/2002
To: Dead End				
From: 39-628				
(676)	0.30	40	R	10/28/2002
To: 0.30 ME 39-628				
From: 0.30 ME 39-628				
(676)	1.90	40	R	10/28/2002
To: 39-632				
From: US 33 WEST				
(677)	0.18	280	R	10/10/2002
To: 39-1010				
From: 39-1010				
(677)	0.16	340	R	10/10/2002
To: US 33 EAST				
From: 39-616				
(678)	0.15	120	R	1999
To: Cul-de-Sac				
From: US 33				
(680)	0.11	90	R	1999
To: Cul-de-Sac				
From: Dead End				
(685)	0.11	40	R	1999
To: 39-671				
From: US 33; 39-1103				
(690)	0.22	60	R	10/10/2002
To: Cul-de-Sac				
From: Cul-de-Sac				
(691)	0.11	20	R	10/10/2002
To: 39-690				
From: Albemarle County Line				
(743)	1.00	930	R	10/07/2002
To: 39-629				
From: 39-629				
(743)	1.12	1900	R	10/07/2002
To: 39-617				
From: 39-617				
(743)	0.50	2500	R	10/07/2002
To: 39-607; 39-644				
From: 39-607; 39-644				
(743)	0.85	1900	G	2003
To: 39-671				

Route	Length	AADT	QA	Year
Greene County				
From: 39-671				
(743)	1.21	1700	G	2003
To: US 33				
From: Albemarle County Line				
(810)	3.36	1100	G	2003
To: 39-633				
From: 39-633				
(810)	2.19	1300	G	2003
To: 39-626				
From: 39-626				
(810) Dyke Rd	2.44	1800	G	2003
To: US 33 Spottswood Trail				
Town of Stanardsville				
From: 39-649				
(1001)	0.09	660	R	10/10/2002
To: US 33				
From: US 33				
(1001)	0.47	1500	R	10/10/2002
To: NCL Stanardsville				
Greene County				
From: NCL Stanardsville				
(1001)	0.91	570	R	10/10/2002
To: 39-637				
Town of Stanardsville				
From: 39-1001				
(1002)	0.04	290	R	10/10/2002
To: 39-649				
From: Dead End				
(1003)	0.17	320	R	1999
To: US 33				
Greene County				
From: Dead End				
(1004)	0.07	60	R	1999
To: ECL Stanardsville				
Town of Stanardsville				
From: ECL Stanardsville				
(1004)	0.10	120	R	1999
To: SR 230				
From: SR 230				
(1005)	0.09	70	R	10/10/2002
To: ECL Stanardsville				
Greene County				
From: ECL Stanardsville				
(1005)	0.17	40	R	10/10/2002
To: Dead End				
From: US 33				
(1006)	0.19	80	R	1999
To: Dead End				
From: 39-633				
(1007)	0.10	450	R	1999
To: 39-1008				
From: 39-1008				
(1007)	0.10	70	R	1999
To: 39-1009				
From: 39-1009				
(1007)	0.07	48	R	1999
To: Cul-de-Sac				
From: Cul-de-Sac				
(1008)	0.16	90	R	1999
To: 39-1007				
From: 39-1007				
(1009)	0.06	60	R	1999
To: 39-633				

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Greene County				
From: Cul-de-Sac (1010)	0.13	100	R	1999
To: 39-1011				
From: 39-1011 (1010)	0.12	490	R	1999
To: 39-677				
From: Cul-de-Sac (1011)	0.06	40	R	1999
To: 39-1010				
From: 39-633 (1014)	0.13	120	R	10/31/2002
To: Cul-de-Sac				
From: Shadow of:737141/ (1018)	0.69	NA		
To: 39-00619(B)/				
From: Cul-de-Sac (1019)	0.15	60	R	10/10/2002
To: FR-981				
From: 39-1021 (1020)	0.23	1000	R	10/03/2002
To: US 29				
From: 39-1020 (1021)	0.57	960	R	10/03/2002
To: Cul-de-Sac				
From: 39-1023 (1021)	0.20	700	R	10/03/2002
To: 39-1025				
From: 39-1021 (1022)	0.07	48	R	10/03/2002
To: Cul-de-Sac				
From: Cul-de-Sac (1023)	0.18	120	R	10/03/2002
To: 39-1021				
From: Cul-de-Sac (1024)	0.32	230	R	10/03/2002
To: 39-1021				
From: 39-01021(B)/ (1024)	0.17	NA		
To: Cul-de-Sac/				
From: Cul-de-Sac (1025)	0.42	260	R	10/03/2002
To: Cul-de-Sac				
From: Cul-de-Sac/ (1026)	0.14	NA		
To: 39-01024(B)/				
From: Cul-de-Sac/ (1029)	0.15	NA		
To: 39-00607(B)/				
From: 39-629 SOUTH (1030)	0.98	80	R	1999
To: 39-629 NORTH				
From: 39-608 (1101)	0.16	170	R	1999
To: 39-1102				
From: 39-1101 (1102)	0.14	110	R	1999
To: Cul-de-Sac				

Route	Length	AADT	QA	Year
Greene County				
From: Cul-de-Sac (1103)	0.39	640	R	1999
To: US 33				
From: US 33 (1105)	0.62	470	R	1999
To: Cul-de-Sac				
From: US 33 (1106)	0.20	830	R	10/31/2002
To: Cul-de-Sac				
From: 39-606 (1110)	0.11	450	R	1999
To: 39-1111 SOUTH				
From: 39-1111 SOUTH (1110)	0.21	300	R	1999
To: 39-1114				
From: 39-1114 (1110)	0.04	210	R	1999
To: 39-1111 NORTH				
From: 39-1111 NORTH (1110)	0.06	250	R	1999
To: 39-1113				
From: 39-1113 (1110)	0.03	210	R	1999
To: 39-1116				
From: 39-1116 (1110)	0.10	120	R	1999
To: Cul-de-Sac				
From: 39-1110 SOUTH (1111)	0.09	80	R	1999
To: 39-1112				
From: 39-1112 (1111)	0.10	250	R	1999
To: 39-1117				
From: 39-1117 (1111)	0.07	160	R	1999
To: 39-1115				
From: 39-1115 (1111)	0.10	110	R	1999
To: 39-1110 NORTH				
From: 39-1111 (1112)	0.07	290	R	1999
To: 39-606				
From: Cul-de-Sac (1113)	0.06	40	R	1999
To: 39-1110				
From: Cul-de-Sac (1114)	0.03	30	R	1999
To: 39-1110				
From: 39-1111 (1115)	0.08	70	R	1999
To: Cul-de-Sac				
From: 39-1110 (1116)	0.08	60	R	1999
To: Cul-de-Sac				
From: Cul-de-Sac (1117)	0.05	40	R	1999
To: 39-1111				
From: US 29 (1120)	0.11	670	R	1999
To: Commercial Park Lot				
From: Commercial Park Lot (1120)	0.21	330	R	1999
To: 39-1121				

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Greene County				
From: Cul-de-Sac				
(1121) To: 39-1120	0.23	170	R	1999
From: 39-616				
(1125) To: 39-1126	0.09	160	R	1999
From: 39-1126				
(1125) To: Cul-de-Sac	0.12	130	R	1999
From: Cul-de-Sac				
(1126) To: 39-1125	0.09	60	R	1999
From: Cul-de-Sac				
(1130) To: 39-1131	0.03	20	R	1999
From: 39-1131				
(1130) To: 39-670	0.15	130	R	1999
From: Cul-de-Sac				
(1131) To: 39-1130	0.08	20	R	1999
From: 39-1130				
(1131) To: 39-1132	0.12	60	R	1999
From: Cul-de-Sac				
(1132) To: 39-1131	0.09	20	R	1999
From: Cul-de-Sac				
(1133) To: 39-670	0.38	300	R	10/03/2002
From: Cul-de-Sac				
(1134) To: 39-1133	0.09	50	R	10/03/2002
From: Cul-de-Sac				
(1135) To: 39-670	0.21	70	R	1999
From: 39-01160(B)/				
(1136) To: 39-01135(R)/	0.10	NA		
From: Cul-de-Sac				
(1139) To: 39-607	0.13	NA		
From: Cul-de-Sac				
(1140) To: 39-606	0.51	610	R	10/07/2002
From: Cul-de-Sac				
(1141) To: 39-1140	0.12	80	R	1999
From: Cul-de-Sac				
(1142) To: 39-1140	0.11	60	R	1999
From: 39-01147(B)/				
(1143) To: 39-01140(B)/	0.13	NA		
From: 39-606				
(1144) To: Dead End	0.50	370	R	10/07/2002
From: 39-606				
(1145) To: 39-1146	0.36	390	R	10/07/2002

Route	Length	AADT	QA	Year
Greene County				
From: Cul-de-Sac				
(1146) To: Cul-de-Sac	0.27	220	R	10/07/2002
From: Cul-de-Sac/				
(1147) To: Cul-de-Sac/	0.22	NA		
From: 39-607				
(1150) To: 39-1151	0.14	360	R	10/07/2002
From: 39-1151				
(1150) To: Cul-de-Sac	0.09	30	R	1999
From: Cul-de-Sac				
(1151) To: 39-1150	0.10	100	R	10/07/2002
From: 39-1150				
(1152) To: Cul-de-Sac	0.20	160	R	1999
From: 39-743				
(1155) To: Cul-de-Sac	1.25	NA		
From: 39-1155				
(1156) To: Cul-de-Sac	0.15	NA		
From: 39-670				
(1160) To: 39-1161	0.08	NA		
From: 39-01161(B)/				
(1160) To: Dead End/	0.88	NA		
From: 39-1162				
(1161) To: Pine Tree Drive	0.29	NA		
From: Cul-de-Sac				
(1162) To: Cul-de-Sac	0.13	NA		
From: 39-1161				
(1163) To: Cul-de-Sac	0.07	NA		
From: 39-01160(B)/				
(1164) To: Cul-de-Sac/	0.08	NA		
From: Cul-de-Sac/				
(1165) To: 39-01160(B)/	0.09	NA		
From: 39-01160(B)/				
(1166) To: 39-01160(B)/N RT 1166	0.18	NA		
From: 39-00670(B)/				
(1167) To: Dead End/	0.37	NA		
From: 39-01167(B)/				
(1168) To: Dead End/	0.07	NA		
From: 39-01167(B)/				
(1169) To: Dead End/	0.09	NA		

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Greene County				
From: Dead End/				
(1170) To: Dead End/	0.32	NA		
From: 39-01167(B)/				
(1171) To: Dead End/	0.21	NA		
From: US 33				
(9177) To: WM Monroe HS	0.19	930	R	1999
From: US 33				
(9177) To: 0.10 ME US 33	0.10	2200	R	1999
From: 0.10 ME US 33				
(9177) To: 0.23 ME US 33	0.13	1800	R	1999
From: 0.23 ME US 33				
(9177) To: 39-622	0.06	1000	R	1999
From: 39-622				
(9177) To: Green County Pri Sch	0.16	2900	R	10/10/2002
From: US 33				
(9692) To: Green County Tech Ctr	0.08	170	R	10/31/2002