

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

39

Greene County
Town of Stanardsville

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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
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 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
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
(29)	3.21	24000	G	From: Albemarle County Line	95%	0%	2%	0%	3%	0%	F	2200	G	24000	G	2001
(29)	3.68	14000	G	To: US 33 Ruckersville	89%	1%	2%	1%	7%	0%	F	1100	G	14000	G	2001
				From: Madison County Line												
(33) Spotswood Trail	4.38	3900	G	From: Rockingham County Line	90%	1%	3%	1%	5%	0%	F	360	G	4000	G	2001
(33) Spotswood Trail	3.00	4400	G	To: 39-638 Turkey Ridge Rd	90%	1%	3%	1%	5%	0%	F	400	G	4400	G	2001
(33) Spotswood Trail	2.09	NA		From: BUS US 33								NA		NA		
(33) Spotswood Trail	0.50	11000	G	To: BUS US 33	95%	1%	2%	1%	1%	0%	F	920	G	11000	G	2001
(33) Spotswood Trail	2.15	12000	G	From: 39-609	95%	1%	2%	1%	1%	0%	F	1100	G	13000	G	2001
(33) Spotswood Trail	2.09	15000	G	To: 39-633	95%	1%	2%	1%	1%	0%	F	1400	G	15000	G	2001
(33) Spotswood Trail	2.24	5200	G	From: US 29 Seminole Trail	93%	1%	2%	1%	3%	0%	F	480	G	5200	G	2001
				To: Orange County Line												
Bus (33) Spotswood Trail	0.75	NA		From: US 33								NA		NA		
				To: WCL Stanardsville												
Town of Stanardsville																
Bus (33) Spotswood Trail	0.35	4400	N	From: WCL Stanardsville	90%	1%	3%	1%	5%	0%	N	400	N	4400	N	2001
Bus (33) Spotswood Trail	0.11	10000	G	To: SR 230	90%	1%	3%	1%	5%	0%	F	860	G	10000	G	2001
				From: ECL Stanardsville												
Greene County																
Bus (33) Spotswood Trail	1.31	NA		From: ECL Stanardsville								NA		NA		
				To: US 33; 39-623												
Town of Stanardsville																
(230)	0.50	3500	G	From: US 33	93%	0%	2%	1%	3%	0%	F	330	G	3500	G	2001
				To: NCL Stanardsville												
Greene County																
(230)	2.91	3500	N	From: NCL Stanardsville	93%	0%	2%	1%	3%	0%	N	330	N	3500	N	2001
				To: Madison County Line												
(600)	0.10	210	R	From: 39-607								NA		NA		1994
(600)	0.45	10	R	To: 39-659								NA		NA		1999
				From: Dead End												
				To: US 29												
(601)	0.90	130	R	From: Albemarle County Line								NA		NA		1999
				To: 39-628												
(602)	1.20	60	R	From: 39-603								NA		NA		1999
				To: Dead End												
(603)	1.00	300	R	From: Albemarle County Line								NA		NA		1994
				To: 39-648												

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 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Greene County															
603	1.00	200	R			From: 39-648					NA		NA		1994
603	0.70	90	R			From: 39-612					NA		NA		1999
604	1.38	1000	G	98%	0%	From: Albermarle County Line				F	140	G	1000	G	2001
604	0.65	1000	G	98%	0%	From: 39-651 NORTH				F	150	G	1100	G	2001
604	3.15	1200	G	98%	0%	From: 39-648				F	160	G	1200	G	2001
604	0.60	1300	G	98%	0%	From: 39-674				C	150	G	1300	G	2001
605	0.21	140	R			From: Albermarle County Line					NA		NA		1999
606	0.20	940	R			From: Albermarle County Line					NA		NA		1999
606	1.00	1400	R			From: 39-1112					NA		NA		1999
607	0.39	3100	G			From: 39-644; 39-743					350	G	3100	G	2001
607	0.31	3400	G			From: 39-1150					400	G	3400	G	2001
607	0.70	4200	G	97%	0%	From: 39-606				F	450	G	4300	G	2001
607	0.17	6000	G	97%	0%	From: US 29				F	700	G	6000	G	2001
607	1.08	3800	G	97%	0%	From: 39-670				C	470	G	3800	G	2001
607	0.25	3300	G	97%	0%	From: 39-661				F	400	G	3300	G	2001
607	0.63	3000	G	97%	0%	From: 39-616				F	380	G	3100	G	2001
608	0.46	700	R			From: 39-633					NA		NA		1994
609	0.55	940	R			From: US 33 FR-981					NA		NA		1994
609	1.80	460	R			From: 39-672					NA		NA		1994
609	1.65	790	R			From: 39-619					NA		NA		1994
609	3.15	620	G	94%	0%	From: US 29				C	60	G	620	G	2001
610	0.80	910	R			From: Orange County Line					NA		NA		1994
610	2.95	290	R			From: US 33					NA		NA		1994
610						From: 39-618					NA		NA		1994
610						To: 39-657									

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 Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Greene County															
610	1.00	200	R								NA	NA			1994
						From: 39-657									
						To: 39-609									
611	0.22	7	R								NA	NA			1999
						From: 39-667 WEST									
						To: 39-667 EAST									
612	1.44	230	R								NA	NA			1994
						From: 39-810									
						To: 39-603									
613	0.01	700	R								NA	NA			1994
						From: 39-667									
						To: Madison County Line									
614	1.10	8	R								NA	NA			1999
						From: 39-628									
614	2.10	20	R								NA	NA			1999
						From: 39-632									
						To: 39-627									
615	1.93	390	R								NA	NA			1994
						From: 39-627									
						To: 39-810									
616	1.51	520	R								NA	NA			1999
						From: 39-607									
616	0.20	1200	R								NA	NA			1999
						From: 39-678									
						To: US 29									
617	1.50	170	R								NA	NA			1999
						From: 39-743									
617	2.00	310	R								NA	NA			1999
						From: 1.50 MN 39-743									
						To: 39-633									
618	0.34	280	R								NA	NA			1999
						From: 39-610									
618	0.46	100	R								NA	NA			1999
						From: 0.35 ME 39-610									
						To: Orange County Line									
619	3.90	360	R								NA	NA			1994
						From: 39-609									
619	0.40	480	R								NA	NA			1994
						From: 39-655									
						To: SR 230									
620	0.25	200	R								NA	NA			1994
						From: 39-810									
						To: US 33									
621	0.55	90	R								NA	NA			1999
						From: Dead End									
621	0.25	140	R								NA	NA			1999
						From: 0.55 MN Dead End									
621	0.80	330	R								NA	NA			1999
						From: 39-673									
621	2.00	540	G	96%	1%	1%	1%	1%	0%	C	60	G	550	G	2001
						From: SR 230									
						To: 39-637									
622	0.70	1700	G	98%	1%	1%	1%	0%	0%	F	180	G	1700	G	2001
						From: 39-624									
						To: 39-675									

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Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Greene County																
622	1.37	2500	G	From: 39-675	98%	1%	1%	1%	0%	0%	C	270	G	2500	G	2001
622	0.09	3600	G	To: 39-649	98%	1%	1%	1%	0%	0%	F	330	G	3700	G	2001
				To: US 33												
623	0.10	990	G	From: 39-633	98%	1%	1%	0%	0%	0%	F	110	G	1000	G	2001
623	2.60	870	G	To: 39-624	98%	0%	1%	0%	0%	0%	C	80	G	880	G	2001
623	0.20	2200	G	To: 39-654	98%	1%	1%	0%	0%	0%	F	200	G	2200	G	2001
				To: US 33												
624	0.55	470	R	From: 39-623								NA		NA		1999
624	1.15	240	R	To: 0.55 MN 39-623								NA		NA		1994
624	0.33	1400	G	To: 39-622	97%	1%	1%	0%	1%	0%	C	150	G	1400	G	2001
624	1.23	300	R	To: 39-604								NA		NA		1994
624	0.97	220	R	To: 39-646 EAST								NA		NA		1994
				To: 39-810												
625	0.01	130	R	From: US 33								NA		NA		1994
625	0.20	40	R	To: 39-636								NA		NA		1999
				To: SHEN NATL PK BNDY												
626	4.11	60	R	From: SHEN NATL PK BNDY								NA		NA		1999
626	1.21	180	R	To: 4.11 ME OF BNDY								NA		NA		1994
626	0.10	170	R	To: 39-630								NA		NA		1994
				To: 39-810												
627	0.28	40	R	From: SHEN NATL PK BNDY								NA		NA		1999
627	1.31	380	R	To: 0.29 ME OF BNDY								NA		NA		1994
627	2.00	520	G	To: 39-632	97%	1%	1%	1%	0%	0%	F	50	G	520	G	2001
627	1.80	590	G	To: 39-615	98%	1%	1%	1%	0%	0%	C	70	G	600	G	2001
				To: 39-810												
628	0.50	20	R	From: SHEN NATL PK								NA		NA		1999
628	2.40	40	R	To: 39-676								NA		NA		1999
628	1.20	160	R	To: 39-601								NA		NA		1994
628	0.90	190	R	To: 39-614								NA		NA		1994
				To: Albemarle County Line												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Greene County															
629	0.64	840	R			From: 39-743					NA		NA		1994
629	2.29	130	R			To: 0.65 MN 39-743					NA		NA		1999
629	0.38	220	R			From: 2.93 MN 39-743					NA		NA		1994
629	0.62	220	R			To: 39-658 SOUTH					NA		NA		1994
						From: 39-633									
630	0.01	70	R			From: 39-810					NA		NA		1999
630	0.91	70	R			To: 0.02 MW 39-810					NA		NA		1999
630	1.40	45	R			From: 39-631 WEST 39-631 EAST					NA		NA		1999
						To: 39-626									
631	1.50	140	R			From: Dead End					NA		NA		1994
631	0.42	180	R			To: 39-630 WEST					NA		NA		1994
						From: 39-810									
632	1.40	10	R			From: 39-614					NA		NA		1999
632	2.30	30	R			To: 39-676					NA		NA		1999
						From: 39-627									
633	1.10	540	G			From: 39-810					60	G	550	G	2001
633	1.60	940	G			To: 39-603					90	G	940	G	2001
633	1.60	1000	G			From: 39-604					110	G	1000	G	2001
633	0.20	1100	G			To: 39-641					120	G	1100	G	2001
633	1.67	2900	G			From: 39-623					310	G	2900	G	2001
633	0.93	3300	G			To: 39-629					370	G	3400	G	2001
633	0.64	3600	G	98%	0%	1%	1%	0%	0%	C	370	G	3600	G	2001
633	0.31	1100	R			To: US 33					NA		NA		1994
633	0.55	450	R			From: 39-608					NA		NA		1994
633	2.30	310	R			To: 39-640					NA		NA		1994
						From: US 29									
634	1.56	200	R			From: 39-810					NA		NA		1994
634	1.72	70	R			To: 39-635					NA		NA		1999
						From: 1.72 MS 39-635									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
634	0.06	100	R			From: 1.72 MS 39-635					NA		NA		1999
634	0.17	150	R			From: 1.79 MS 39-635					NA		NA		1999
634	0.05	130	R			From: 1.95 MS 39-635					NA		NA		1999
634	0.40	60	R			From: US 33					NA		NA		1999
634	2.30	30	R			From: 39-639					NA		NA		1999
						To: 39-638									
635	1.20	40	R			From: Dead End					NA		NA		1999
						To: 39-634									
636	0.80	2	R			From: SHEN NATL PK BNDY					NA		NA		1999
636	0.40	100	R			From: 0.80 MN OF BNDY					NA		NA		1994
						To: 39-625									
637	0.30	450	R			From: SR 230					NA		NA		1999
637	0.10	540	R			From: 39-1001					NA		NA		1999
637	1.90	510	R			From: 0.10 MN 39-1001					NA		NA		1994
637	1.50	670	G	97%	1%	1%	1%	0%	0%	C	80	G	670	G	2001
637	0.80	640	R			From: 39-647					NA		NA		1994
637	0.30	120	R			From: 39-642 SOUTH					NA		NA		1999
637	2.60	50	R			From: 39-642 NORTH					NA		NA		1999
						To: Dead End									
638	2.40	60	R			From: US 33					NA		NA		1999
638	0.20	170	R			From: 39-634					NA		NA		1999
638	2.10	20	R			From: 39-637 WEST 39-637 EAST					NA		NA		1999
						To: 39-667									
639	1.00	20	R			From: 39-634					NA		NA		1999
						To: SHEN NATL PK BNDY									
640	0.89	180	R			From: 39-633					NA		NA		1999
640	0.31	40	R			From: 0.90 MN 39-633					NA		NA		1999
						To: Dead End									
641	0.50	40	R			From: Dead End					NA		NA		1999
						To: 39-633									

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Greene Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Greene County															
642	1.40	50	R			From: Dead End					NA		NA		1999
642	0.70	150	R			From: 39-643					NA		NA		1999
642	2.20	70	R			From: 39-637 SOUTH 39-637 NORTH					NA		NA		1999
643	1.10	40	R			From: 39-642					NA		NA		1999
644	1.00	190	R			From: Dead End					NA		NA		1994
645	0.04	560	R			From: Dead End					NA		NA		1994
645	3.00	120	R			From: US 33 WEST US 33 EAST					NA		NA		1994
646	1.40	30	R			From: 39-810					NA		NA		1999
646	1.00	320	R			From: 39-624 WEST 39-624 EAST					NA		NA		1994
647	0.05	100	R			From: Dead End					NA		NA		1999
647	0.20	240	R			From: 0.06 ME Dead End					NA		NA		1994
648	1.80	370	R			From: 39-603					NA		NA		1994
Town of Stanardsville															
649	0.15	590	G	96%	2%	1%	1%	0%	0%	C	70	G	590	G	2001
649	0.05	910	G	96%	2%	1%	1%	0%	0%	F	120	G	920	G	2001
Greene County															
650	0.75	30	R			From: Dead End					NA		NA		1999
650	0.05	90	R			From: 39-656					NA		NA		1999
650	0.90	80	R			From: 39-810					NA		NA		1999
651	0.23	20	R			From: 39-604 SOUTH					NA		NA		1999
652	0.19	340	R			From: Dead End					NA		NA		1994
653	0.47	480	R			From: Cul-de-Sac					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
(654)	0.32	130	R			From: Dead End					NA	NA			1994
						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	190	R			From: Orange County Line					NA	NA			1994
						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	550	R			From: SR 230					NA	NA			1994
						To: 39-642									
(667)	1.91	200	R			From: 56-675 MADISON					NA	NA			1994
						To: Madison County Line									
(667)	1.26	90	R			From: Madison County Line					NA	NA			1999
						To: Madison County Line									
Madison County															
(667)	1.73	40	R			From: Madison County Line					NA	NA			1999
						To: Dead End									
Greene County															
(668)	0.20	30	R			From: US 33					NA	NA			1999
						To: Dead End									
(669)	0.11	10	R			From: Dead End					NA	NA			1999
						To: 02-810									
(670)	1.24	1700	R			From: 39-607					NA	NA			1999
						To: 39-1130									
(670)	1.16	800	R			From: Orange County Line					NA	NA			1999
						To: Orange County Line									
(671)	0.05	80	R			From: Dead End					NA	NA			1999
						To: 39-685									
(671)	0.55	220	R			From: 39-743					NA	NA			1999
						To: 39-743									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
(672)	0.95	160	R			From: 39-609 To: Dead End					NA		NA		1994
(673)	0.31	100	R			From: 39-621 To: Dead End					NA		NA		1994
(674)	1.95	130	R			From: Dead End To: 39-604					NA		NA		1994
(675)	0.50	40	R			From: 39-622 To: Dead End					NA		NA		1999
(676)	0.30	10	R			From: 39-628 To: 0.30 ME 39-628					NA		NA		1999
(676)	1.90	20	R			From: 39-632 To: 39-632					NA		NA		1999
(677)	0.18	390	R			From: US 33 WEST To: 39-1010					NA		NA		1999
(677)	0.16	330	R			From: 39-1010 To: US 33 EAST					NA		NA		1999
(678)	0.15	120	R			From: 39-616 To: Cul-de-Sac					NA		NA		1999
(680)	0.11	90	R			From: US 33 To: Cul-de-Sac					NA		NA		1999
(685)	0.11	40	R			From: Dead End To: 39-671					NA		NA		1999
(690)	0.22	NA				From: US 33; 39-1103 To: Cul-de-Sac					NA		NA		
(691)	0.11	NA				From: Cul-de-Sac To: 39-690					NA		NA		
(743)	1.00	520	R			From: Albemarle County Line To: 39-629					NA		NA		1994
(743)	1.12	1300	R			From: 39-629 To: 39-617					NA		NA		1994
(743)	0.50	1700	R			From: 39-617 To: 39-607; 39-644					NA		NA		1994
(743)	0.85	1600	G	96%	1%	2%	1%	1%	0%	F	200	G	1700	G	2001
(743)	1.21	1600	G	96%	1%	2%	1%	1%	0%	C	200	G	1600	G	2001
(810)	3.36	1100	G			From: Albermarle County Line To: 39-633					110	G	1100	G	2001
(810)	2.19	1100	G			From: 39-633 To: 39-626					170	G	1100	G	2001
(810)	2.44	1400	G	96%	1%	2%	1%	1%	0%	C	130	G	1400	G	2001
						From: 39-626 To: US 33									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Stanardsville															
(1001)	0.09	930	R			From: 39-649					NA		NA		1994
(1001)	0.47	1300	R			From: US 33					NA		NA		1994
						To: NCL STANARDSVILLE									
Greene County															
(1001)	0.91	520	R			From: NCL STANARDSVILLE					NA		NA		1994
						To: 39-637									
Town of Stanardsville															
(1002)	0.04	560	R			From: 39-1001					NA		NA		1994
						To: 39-649									
(1003)	0.17	320	R			From: Dead End					NA		NA		1999
						To: US 33									
Greene County															
(1004)	0.07	60	R			From: Dead End					NA		NA		1999
						To: ECL STANARDSVILLE									
Town of Stanardsville															
(1004)	0.10	120	R			From: ECL STANARDSVILLE					NA		NA		1999
						To: SR 230									
(1005)	0.09	60	R			From: SR 230					NA		NA		1999
						To: ECL STANARDSVILLE									
Greene County															
(1005)	0.17	40	R			From: ECL STANARDSVILLE					NA		NA		1999
						To: Dead End									
(1006)	0.19	80	R			From: US 33					NA		NA		1999
						To: Dead End									
(1007)	0.10	450	R			From: 39-633					NA		NA		1999
						To: 39-1008									
(1007)	0.10	70	R			From: 39-1008					NA		NA		1999
						To: 39-1009									
(1007)	0.07	48	R			From: 39-1009					NA		NA		1999
						To: Cul-de-Sac									
(1008)	0.16	90	R			From: Cul-de-Sac					NA		NA		1999
						To: 39-1007									
(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
						To: 39-1011									
(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									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
(1014)	0.13	NA				From: 39-633					NA		NA		
						To: Cul-de-Sac									
(1019)	0.15	NA				From: Cul-de-Sac					NA		NA		
						To: FR-981									
(1020)	0.23	NA				From: 39-1021					NA		NA		
						To: US 29									
(1021)	0.57	NA				From: 39-1020					NA		NA		
						To: Cul-de-Sac									
(1021)	0.20	NA				From: 39-1023					NA		NA		
						To: 39-1025									
(1022)	0.07	NA				From: 39-1021					NA		NA		
						To: Cul-de-Sac									
(1023)	0.18	NA				From: Cul-de-Sac					NA		NA		
						To: 39-1021									
(1024)	0.32	NA				From: Cul-de-Sac					NA		NA		
						To: 39-1021									
(1025)	0.42	NA				From: Cul-de-Sac					NA		NA		
						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									
(1106)	0.20	NA				From: US 33					NA		NA		
						To: Cul-de-Sac									
(1110)	0.11	450	R			From: 39-606					NA		NA		1999
(1110)	0.21	300	R			To: 39-1111 SOUTH					NA		NA		1999
(1110)	0.04	210	R			To: 39-1114					NA		NA		1999
(1110)	0.06	250	R			To: 39-1111 NORTH					NA		NA		1999
						To: 39-1113									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
(1110)	0.03	210	R			From: 39-1113					NA		NA		1999
(1110)	0.10	120	R			To: 39-1116					NA		NA		1999
						To: Cul-de-Sac									
(1111)	0.09	80	R			From: 39-1110 SOUTH					NA		NA		1999
(1111)	0.10	250	R			To: 39-1112					NA		NA		1999
(1111)	0.07	160	R			To: 39-1117					NA		NA		1999
(1111)	0.10	110	R			To: 39-1115					NA		NA		1999
						To: 39-1110 NORTH									
(1112)	0.07	290	R			From: 39-1111					NA		NA		1999
						To: 39-606									
(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: 39-1110									
(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
(1120)	0.21	330	R			To: COMM PK LOT					NA		NA		1999
(1121)	0.23	170	R			To: 39-1121									
						From: Cul-de-Sac					NA		NA		1999
						To: 39-1120									
(1125)	0.09	160	R			From: 39-616					NA		NA		1999
(1125)	0.12	120	R			To: 39-1126					NA		NA		1999
						From: 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
(1130)	0.15	130	R			To: 39-1131					NA		NA		1999
						To: 39-670									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
(1131)	0.08	20	R			From: Cul-de-Sac					NA		NA		1999
(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	NA				From: Cul-de-Sac					NA		NA		
						To: 39-670									
(1134)	0.09	NA				From: Cul-de-Sac					NA		NA		
						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: 39-00607(B)/									
(1140)	0.51	110	R			From: Cul-de-Sac					NA		NA		1994
						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	NA				From: 39-606					NA		NA		
						To: Dead End									
(1145)	0.36	NA				From: 39-606					NA		NA		
						To: 39-1146									
(1146)	0.27	NA				From: Cul-de-Sac					NA		NA		
						To: Cul-de-Sac									
(1150)	0.14	210	R			From: 39-607					NA		NA		1994
						To: 39-1151									
(1150)	0.09	30	R			From: Cul-de-Sac					NA		NA		1999
						To: Cul-de-Sac									
(1151)	0.10	90	R			From: Cul-de-Sac					NA		NA		1994
						To: 39-1150									
(1152)	0.20	160	R			From: 39-1150					NA		NA		1999
						To: Cul-de-Sac									
(1155)	0.58	NA				From: 39-00743(B)/					NA		NA		
						To: Cul-de-Sac/									
(1156)	0.15	NA				From: 39-01155(B)/					NA		NA		
						To: Cul-de-Sac/									

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						2Axle	3+Axle	1Trail	2Trail						
Greene County															
1160	0.08	NA				From: 39-00670(B)/					NA		NA		
						To: 39-01161(B)/FREDDY CREEK DRIVE(U)/									
1161	0.29	NA				From: 39-01162(B)/					NA		NA		
						To: PINE TREE DRIVE(U)/									
1162	0.13	NA				From: Cul-de-Sac/					NA		NA		
						To: Cul-de-Sac/									
1163	0.07	NA				From: 39-01161(B)/					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: 0.11 ME US 33									
9177	0.13	1800	R			From: 0.11 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	3000	R			From: 39-622					NA		NA		1994
						To: GREEN CO PRI SCH									
9692	0.08	320	R			From: US 33					NA		NA		1994
						To: GREEN CO TECH CENTE									