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 30^{th} 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

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Green	e Mainte	nance Aı	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Greene County	J					2Axle	3+Axle	1Trail	2Trail		Hour				
~~				From:	Al	bemarle Co	unty Line								
29	3.21	24000	G	95%	0%	2%	0%	3%	0%	F	2200	G	24000	G	2001
~~~	0.00			From:		US 33 Ruck		70/	] <del></del>		1100		1.1000		2224
[29]	3.68	14000	G	89% To:	1%	2% Iadison Cou	1%	7%	<b>0</b> %	F	1100	G	14000	G	2001
				From:		ckingham C			1						
33 Spotswood Trail	4.38	3900	G	90%	1%	3%	1%	5%	0%	F	360	G	4000	G	2001
				To:	39-	638 Turkey	Ridge Rd		1						
33 Spotswood Trail	3.00	4400	G	90%	1%	3%	1%	5%	0%	F	400	G	4400	G	2001
<u> </u>				To: From:		BUS US	33		]						
33 Spotswood Trail	2.09	NA									NA		NA		
<del></del>				To: From:		BUS US			]						
(33) Spotswood Trail	0.50	11000	G	95%	1%	2%	1%	1%	0%	F	920	G	11000	G	2001
~				To: From:		39-60			]						
(33) Spotswood Trail	2.15	12000	G	95%	1%	2%	1%	1%	0%	F	1100	G	13000	G	2001
~~~ · · · · · · · · · · · · · · · · · ·				From:	101	39-63		40/	<u> </u>		4.400		4=000		2224
33 Spotswood Trail	2.09	15000	G	95%	1%	2%	1%	1%	0%	F	1400	G	15000	G	2001
Createring and Trail	0.04	5000		From:		IS 29 Semin		20/			400		F200		2004
(33) Spotswood Trail	2.24	5200	G	93% To:	1%	2% Orange Cou	1%	3%	□ 0%	F	480	G	5200	G	2001
Bus				From:		US 3									
33 Spotswood Trail	0.75	NA				033	<u> </u>		_		NA		NA		
				To:	I	WCL Standa	ardsville								
Town of Stanardsville															
Bus Spotowood Trail	0.25	4400	N	90%		WCL Stana		E0/		NI	400	NI	4400	NI	2001
(33) Spotswood Trail	0.35	4400	N	90%	1%	3%	1%	5%	0%	N	400	N	4400	N	2001
Bus				From:		SR 23									
33 Spotswood Trail	0.11	10000	G	90% To:	1%	3%	1%	5%	0%	F	860	G	10000	G	2001
				10.		ECL Stana	rdsville								
Greene County Bus				From:		ECL Standa	ardsvile		1						
33 Spotswood Trail	1.31	NA							_		NA		NA		
				To:		US 33; 39	9-623								
Town of Stanardsville				From:		LIG 2	2								
(230)	0.50	3500	G	93%	0%	US 3 2%	1%	3%	0%	F	330	G	3500	G	2001
230)				To:		NCL Stana									
Greene County															
	2.04	2500	.	From:		NCL Stana		20/		N!	220	N.I	2500	Ν'	2004
230	2.91	3500	N	93% To:	0% ν	2% Iadison Cou	1% inty Line	3%	0%	N	330	N	3500	N	2001
				From:	14.	39-60			1						
600	0.10	210	R			37-00	' /		_		NA		NA		1994
				To:		39-65									
600	0.45	10	R	From:		Dead E	End		_		NA		NA		1999
600	0.43	10	K	To:		US 2	9		7		INA		INA		1999
				From:	Al	bemarle Co									
601)	0.90	130	R	L		2 20			_		NA		NA		1999
				To:		39-62	8								
			_	From:		39-60	13								
602	1.20	60	R	To:		D 17	d		_		NA		NA		1999
				From:		Dead I			<u> </u>						
603	1.00	300	R	. rom.	Al	bemarle Co	unty Line				NA		NA		1994
603				To:		39-64	-8		1_						
		_									_				_

					Greer	ne Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Greene County	J					2Axle	3+Axle	1Trail	2Trail		Hour				
603	1.00	200	R	From:		39-648	3				NA		NA		1994
				To: From:		39-612	2		_						
603	0.70	90	R	To:		39-633			7		NA		NA		1999
				From:	Al	bermarle Co									
604)	1.38	1000	G	98%	0%	1%	1%	0%	0%	F	140	G	1000	G	2001
604)	0.65	1000	G	98%	0%	39-651 NO 1%	1%	0%	0%	F	150	G	1100	G	2001
604)	3.15	1200	G	From: 98%	0%	39-648 1%	1%	0%	0%	F	160	G	1200	G	2001
	0.60	1300	G	From: 98%	0%	39-674 1%	1%	0%	0%	С	150	G	1300	G	2001
604)	0.00	1300	G	90 70 To:	076	39-624		070	7	C	150	G	1300	G	2001
				From:	A	lbemarle Cou									
605	0.21	140	R	_					_		NA		NA		1999
				To:		39-604		•							
606)	0.20	940	R	From:	A	lbemarle Cou			_ _		NA		NA		1999
	1.00	1400	R	From:		39-111	2		_		NA		NA		1999
606)	1.00	1400	IX.	To:		39-607	1				INA		IVA		1000
				From:		39-644; 39	-743								
607	0.39	3100	G						_		350	G	3100	G	2001
	0.31	3400	G	From:		39-115	0]		400	G	3400	G	2001
607)				To:		39-606							0.00		
607)	0.70	4200	G	97%	0%	1%	1%	0%	0%	F	450	G	4300	G	2001
				To: From:		US 29]						
607	0.17	6000	G	97%	0%	1%	1%	0%	0%	F	700	G	6000	G	2001
	1.00	2000		From: 97%	0%	39-670 1%	1%	0%		С	470	G	2000	G	2004
607	1.08	3800	G	91 70	0 %			0 70	0% ¬	C	470	G	3800	G	2001
607	0.25	3300	G	97%	0%	39-661 1%	1%	0%	0%	F	400	G	3300	G	2001
				To: From:		39-616	j]						
607	0.63	3000	G	97%	0%	1%	1%	0%	0%	F	380	G	3100	G	2001
				To:	(Orange Coun			_						
(608)	0.46	700	R	From:		39-633	}				NA		NA		1994
608)	0.40	700		To:		US 33			1		107		14/1		100-1
				From:		US 33 FR-									
609	0.55	940	R						•		NA		NA		1994
				To: From:		39-672	2		_						400:
609	1.80	460	R	Ter		20.612			_		NA		NA		1994
609	1.65	790	R	From:		39-619)				NA		NA		1994
				To: From:		US 29									
609	3.15	620	G	94%	0%	3%	2%	1%	0%	С	60	G	620	G	2001
				To:	(Orange Coun			1						
(610)	0.80	910	R	From:		US 33			_		NA		NA		1994
010	0.00			To:		39-618	•		—		, .				. 50 1
(610)	2.95	290	R	From:		39-018	,				NA		NA		1994
				To:		39-657	7								

Douto	Longth	AADT		4Tiro	Greene Maintenance Area		QC	Design	QK AAWDT	OW Yes
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI	QW Yea
Greene County				From:	39-657					
610	1.00	200	R		22.500	_		NA	NA	1994
				To: From:	39-609					
611)	0.22	7	R		39-667 WEST	_		NA	NA	1999
				To:	39-667 EAST					
$\overline{}$				From:	39-810					
612)	1.44	230	R	To:	39-603	٦		NA	NA	1994
				From:	39-667					
613	0.01	700	R	<u> </u>	37-007	_		NA	NA	1994
				To:	Madison County Line					
$\overline{}$		_		From:	39-628					
614)	1.10	8	R			_		NA	NA	1999
	2.10	20	R	From:	39-632			NA	NA	1999
614	۷. ۱۷	20	ĸ	To:	39-627	7		INA	INA	199
				From:	39-627	1				
615)	1.93	390	R			-		NA	NA	1994
				To:	39-810	<u> </u>				
	1.51	520	R	From:	39-607			NA	NA	1999
616	1.51	320	K	To:	20.670	_		INA	NA.	1993
616)	0.20	1200	R	From:	39-678			NA	NA	1999
010	0.20	.200		To:	US 29					
				From:	39-743					
617)	1.50	170	R					NA	NA	1999
		0.10		From:	1.50 MN 39-743	_				400
617)	2.00	310	R	To:	39-633	┑		NA	NA	1999
				From:	39-610					
618)	0.34	280	R		37 010			NA	NA	1999
				To: From:	0.35 ME 39-610	_				
618)	0.46	100	R			_		NA	NA	1999
				To:	Orange County Line	1				
610	3.90	360	R	From:	39-609			NA	NA	1994
619	0.00			To:	39-655					100
619	0.40	480	R	From:	37-033			NA	NA	1994
				To:	SR 230					
				From:	39-810					
620	0.25	200	R	To:	US 33	_		NA	NA	1994
				From:	Dead End	1				
621)	0.55	90	R		Dead End	_		NA	NA	1999
				To: From:	0.55 MN Dead End					
621)	0.25	140	R	riom:		_		NA	NA	1999
				To: From:	39-673					
621)	0.80	330	R					NA	NA	1999
621) 621) 621)				From:	SR 230	<u> </u>				
621)	2.00	540	G	96% To:	1% 1% 1% 1% 39-637	0%	С	60	G 550	G 200
				From:	39-624	+				
622	0.70	1700	G	98%	1% 1% 1% 0%	0%	F	180	G 1700	G 200
				To:	39-675					

					Green	ne Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Roule	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDI	QVV	Teal
Greene County				r											
	1.37	2500	G	98%	1%	39-67 1%	1%	0%	┘ 0%	С	270	G	2500	G	2001
622	1.57	2300	G	30 /0	1 70			0 70	- 0 70	C	210	J	2300	O	2001
	0.09	3600	G	98%	1%	39-64 1%	9 1%	0%	0%	F	330	G	3700	G	2001
622	0.09	3600	G	90 70 To:	1 70	US 33		0 %	7 0%	Г	330	G	3700	G	2001
				From:					l						
622	0.10	990	G	98%	1%	39-63 1%	0%	0%	_ 0%	F	110	G	1000	G	2001
623	0.10	000	·	T -	1 70			0 70	¬ ° ′ ′ °	•	110	O	1000	O	2001
	2.60	870	G	From: 98%	0%	39-62 1%	4 0%	0%	0%	С	80	G	880	G	2001
623	2.00	670	G	90 /0	0 70			0 76		C	00	G	000	G	2001
	0.00		_	From:	40/	39-65		00/	00/		000	_	0000	_	0004
623	0.20	2200	G	98% To:	1%	1%	0%	0%	0%	F	200	G	2200	G	2001
						US 33									
	0.55	470	_	From:		39-62	3				NA		NIA		1000
624)	0.55	470	R						_		INA		NA		1999
				From:		0.55 MN 3	9-623								
624)	1.15	240	R								NA		NA		1994
				To: From:		39-62									
624)	0.33	1400	G	97%	1%	1%	0%	1%	0%	С	150	G	1400	G	2001
				To: From:		39-60	4								
624)	1.23	300	R	Tron.					_		NA		NA		1994
				To:		39-646 E	AST								
624	0.97	220	R	From:		37-040 L	7151				NA		NA		1994
024)				To:		39-81	0								
				From:		US 33	3								
625	0.01	130	R	<u> </u>							NA		NA		1994
				To:		39-63	6								
625	0.20	40	R	From:		37-03	0				NA		NA		1999
625)			•••	To:	SH	EN NATL I	PK BNDY								
				From:		EN NATL I									
626	4.11	60	R		511	LIVITALLEI	IL BIAD I		_		NA		NA		1999
020				To:		1 11 ME OF	DNDV		_						
620	1.21	180	R	From:		4.11 ME OF	BND1				NA		NA		1994
626	1.21	100	11	. —					_		1471		14/ (1004
	0.40	470		From:		39-63	0				NΙΔ		NIA		1001
626)	0.10	170	R	To:		39-81	0				NA		NA		1994
				From:											
	0.28	40	R	rioni.	SH	EN NATL I	PK BNDY				NA		NA		1999
627	0.20	40	K						_		INA		INA		1999
	1.01			From:	().29 ME OF	BNDY								1001
627)	1.31	380	R								NA		NA		1994
•				From:		39-63									
627)	2.00	520	G	97%	1%	1%	1%	0%	0%	F	50	G	520	G	2001
				To: From:		39-61	5								
627)	1.80	590	G	98%	1%	1%	1%	0%	0%	С	70	G	600	G	2001
				To:		39-81	0								
				From:		SHEN NA	TL PK								
628	0.50	20	R		-						NA		NA		1999
				To: From:		39-67	6								
628	2.40	40	R	110III.							NA		NA		1999
				To:		39-60	1		٦						
628)	1.20	160	R	From:		39-00	1				NA		NA		1994
628	1.20		••	Ter					_		, .		. •, •		
	0.90	400	R	From:		39-61	4				NA		NA		1994
628	0.90	190	ĸ	To:	A 1	lbemarle Co	unty Line		_		INA		INA		1994
					A	ioemarie Co	шиу шпе								

					Greene Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1			QC	Design Hour	QK	AAWDT	QW	Year
Greene County				From:	39-743	1							
329	0.64	840	R	<u> </u>	37-143				NA		NA		1994
	2.20	400	_	To: From:	0.65 MN 39-743				NIA		NIA		4000
629	2.29	130	R						NA		NA		1999
620	0.38	220	R	From:	2.93 MN 39-743				NA		NA		1994
629				To	39-658 SOUTH								
629	0.62	220	R	From:	37 000 500 111				NA		NA		1994
				To:	39-633								
620	0.01	70	R	From:	39-810				NA		NA		1999
630	0.01	70		To:	0.02 MW 39-810				1471		10.		1000
630	0.91	70	R	From:	0.02 MW 39-810				NA		NA		1999
				To: From:	39-631 WEST								
630	1.40	45	R	r toni.	39-631 EAST				NA		NA		1999
				To:	39-626								
	4.50			From:	Dead End								
631)	1.50	140	R						NA		NA		1994
	0.42	180	R	From:	39-630 WEST				NA		NA		1994
631)	0.42	100		To:	39-810				1471		10.0		1004
				From:	39-614								
632	1.40	10	R						NA		NA		1999
	2.20	20		To: From:	39-676				NA		NΙΔ		1000
632	2.30	30	R	To:	39-627				INA		NA		1999
				From:	39-810	Ī							
633	1.10	540	G						60	G	550	G	2001
				To: From:	39-603								
633 633	1.60	940	G						90	G	940	G	2001
622	1.60	1000	G	From:	39-604				110	G	1000	G	2001
633)	1.00	1000		To:	39-641				110				2001
633)	0.20	1100	G	From:	37-041				120	G	1100	G	2001
				To: From:	39-623								
633	1.67	2900	G						310	G	2900	G	2001
				To: From:	39-629								
633	0.93	3300	G						370	G	3400	G	2001
	0.64	3600	G	From: 98%	39-617 0% 1% 1% (0% 0	1%	С	370	G	3600	G	2001
633	0.04	3000		To			, 70		370				2001
633	0.31	1100	R	From:	US 33				NA		NA		1994
				To:	39-608								
633	0.55	450	R			•			NA		NA		1994
				To: From:	39-640								
633	2.30	310	R	To:	US 29	1			NA		NA		1994
				From:	39-810	<u> </u>							
634)	1.56	200	R		37-010				NA		NA		1994
_				To: From:	39-635								
634)	1.72	70	R						NA		NA		1999
				To:	1.72 MS 39-635								

					Greene Mainte	Hance Al	еа							
Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Greene County				From:	1.72 MC 2	20.625								
634)	0.06	100	R		1.72 MS 3					NA		NA		1999
634)	0.17	150	R	To: From:	1.79 MS 3	39-635				NA		NA		1999
				To: From:	1.95 MS 3	39-635								
634)	0.05	130	R	. —				_		NA		NA		1999
634)	0.40	60	R	From:	US 3	3		_		NA		NA		1999
	2.20			To: From:	39-63	39				NIA		NIA		4000
634)	2.30	30	R	To:	39-63	38				NA		NA		1999
$\overline{}$	4.00			From:	Dead I	∃nd								1000
635)	1.20	40	R	To:	39-63	34		ī		NA		NA		1999
				From:	SHEN NATL									
636)	0.80	2	R							NA		NA		1999
636)	0.40	100	R	From:	0.80 MN OF	BNDY				NA		NA		1994
000				To:	39-62	25								
$\overline{}$				From:	SR 23	30								1000
637)	0.30	450	R	Tar	20.40	0.1		_		NA		NA		1999
637)	0.10	540	R	From:	39-100	01				NA		NA		1999
				To: From:	0.10 MN 3	9-1001		_						
637)	1.90	510	R					_		NA		NA		1994
637)	1.50	670	G	From: 97%	39-62 1% 1%	1%	0%	0%	С	80	G	670	G	2001
	0.00	040		To: From:	39-64	1 7				NIA		NIA		4004
637)	0.80	640	R					_		NA		NA		1994
637)	0.30	120	R	From:	39-642 SC	JUTH				NA		NA		1999
				To: From:	39-642 NO	ORTH								
637)	2.60	50	R	To:	D 11	C 1		_		NA		NA		1999
				From:	Dead E									
638)	2.40	60	R		083	3				NA		NA		1999
				From:	39-63	34]						
638)	0.20	170	R	To:	39-637 W	VEST		_		NA		NA		1999
				From:	39-637 E									
638)	2.10	20	R	To:	39-66	(7		¬		NA		NA		1999
				From:	39-60									
639)	1.00	20	R		39-03	14		_		NA		NA		1999
				To	SHEN NATL	PK BNDY								
\sim				From:	39-63	33								
640	0.89	180	R					_		NA		NA		1999
	0.31	40	R	From:	0.90 MN 3	39-633				NA		NA		1999
640	0.51	40	ĸ	To:	Dead F	End		7		INA		INA		1999
				From:	Dead I			+						
641)	0.50	40	R		Dead I					NA		NA		1999
				To:	39-63	33								

					Greene Mainte					Doolan				
Route	Length	AADT	QA	4Tire	Rus		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Greene County				From:	Dead E	End		1						
642)	1.40	50	R	<u> </u>	Dead E	ли		_		NA		NA		1999
				To: From:	39-64	.3]——						
642	0.70	150	R	To:	39-637 SC	OUTH		٦		NA		NA		1999
	2.22		_	From:	39-637 NO									4000
642	2.20	70	R	To:	39-66			7		NA		NA		1999
				From:	39-64									
643)	1.10	40	R	_				_ ¬		NA		NA		1999
				To: From:	Dead E			1						
644)	1.00	190	R		Dead E	,nu		_		NA		NA		1994
				To:	39-60	7								
	0.04	560	R	From:	Dead E	ind				NA		NA		1994
645	0.04	300	1	To:	US 33 W			1		14/4		IVA		1554
	3.00	120	R	From:	US 33 E	AST				NA		NA		1994
645)	0.00	120		To:	US 29	9		1		1471		14/1		1004
$\overline{}$				From:	39-81	0								
646)	1.40	30	R	To:	39-624 W	VEST		7		NA		NA		1999
$\overline{}$			_	From:	39-624 E									
646	1.00	320	R	To:	US 33	3		7		NA		NA		1994
				From:	Dead E			1						
647)	0.05	100	R					_		NA		NA		1999
	0.00	0.40		To: From:	0.06 ME De	ead End				NIA		NIA		4004
647)	0.20	240	R	To:	39-63	7		7		NA		NA		1994
				From:	39-60									
648	1.80	370	R	To:	39-60	<u></u>		7		NA		NA		1994
Town of Stanardsville					39-00	4								
	- · · -			From:	39-62		201						_	
649	0.15	590	G	96%	2% 1%	1%	0%	0% ¬	С	70	G	590	G	2001
649)	0.05	910	G	From: 96%	39-100 2% 1%	02 1%	0%	0%	F	120	G	920	G	2001
				To:	US 33	3		1						
Greene County				From:	Dead E	end.		1						
650	0.75	30	R		Doud L	м		_		NA		NA		1999
				To: From:	39-65	6]						
650	0.05	90	R					_		NA		NA		1999
650	0.90	80	R	From:	39-81	0		_		NA		NA		1999
030)				To	39-61	5								
$\overline{}$				From:	39-604 SC	OUTH								400-
651)	0.23	20	R	To:	39-604 NO	ORTH		7		NA		NA		1999
				From:	Dead E			<u>.</u>						
652	0.19	340	R	т				_ ¬		NA		NA		1994
				To: From:	US 33			1						
653)	0.47	480	R		Cul-de-S	Sac		_		NA		NA		1999
				To:	US 33	3								

					Greene M	laintenance A	Area							
Route	Length	AADT	QA	4Tire	Rus	T			QC	Design	QK AA	WDT	OW	Year
	Longin	7,7,51	Q,A	41110	2/	Axle 3+Axle	e 1Trail	2Trail	QU	Hour	QIC 70	.,,,	QVV	i cui
Greene County				From:	I	Dead End								
(654)	0.32	130	R		-					NA		NA		1994
				To:		39-623								
\bigcirc				From:	I	Dead End								
(655)	0.21	90	R	To:		20.610		7		NA		NA		1999
				From:		39-619		_						
(F6)	0.19	40	R	Tioni.		39-650		_		NA		NA		1999
656	0.10			To:	I	Dead End		7			,			1000
				From:	Orang	ge County Line								
657	0.60	190	R							NA		NA		1994
				To:		39-610								
\bigcirc				From:	39-0	629 SOUTH								
658	0.44	20	R	To:	20.7	(20 NODTH		_		NA		NA		1999
				From:		629 NORTH		<u> </u>						
659	0.19	140	R	Tioni.		39-600		_		NA		NA		1999
059	0.10	140	1	To:	C	Cul-de-Sac		7		14/1	'			1000
				From:		39-607								
660	0.28	240	R					_		NA		NA		1999
				To:		39-661								
$\widehat{}$				From:	C	Cul-de-Sac								
661	0.12	60	R							NA		NA		1999
				To: From:		39-660								
661)	0.26	110	R	To:		20.607		_		NA		NA		1999
				From:		39-607								
607	3.94	550	R	From:		SR 230		_		NA		NA		1994
667	0.04	330	IX.	т		20.642		_		IVA	,	14/7		1004
607	1.91	200	R	From:		39-642				NA		NA		1994
667	1.01	200		Tar	56.65	TEN AND IGON		_		1471	'			1004
667)	1.26	90	R	From:	56-67	75 MADISON				NA		NA		1999
007)	1.20	00		To:	Madiso	on County Line		7			,			1000
Madison County														
				From:	Madiso	on County Line								
667)	1.73	40	R	To:		Dead End		-		NA		NA		1999
~ ~					1	Dead End								
Greene County				From:		US 33		1						
668)	0.20	30	R					_		NA		NA		1999
				To:	I	Dead End								
\bigcirc				From:	I	Dead End								
669	0.11	10	R	To:		02.010		-		NA		NA		1999
				From:		02-810		<u> </u>						
670	1.24	1700	R	21011.		39-607		_		NA		NA		1999
670				To:		20 1120					<u> </u>			. 555
670	1.16	800	R	From:		39-1130				NA		NA		1999
670				To:	Orang	ge County Line		1						
				From:		Dead End								
671)	0.05	80	R		-					NA		NA		1999
				To: From:		39-685		7						
671	0.55	220	R	21011						NA	I	NA		1999
				To:		39-743								
671)	0.55	220	R	To:		39-743				NA ———		NA .		1999

Route	Length	AADT	QA	4Tire	Bus 2Ax	e 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Greene County				From:		-609		1						
(672)	0.95	160	R	110111	39	-609				NA		NA		1994
				To:	Dea	d End								
\bigcirc	0.04		_	From:	39	-621								1001
673	0.31	100	R	To:	Dea	d End		1		NA		NA		1994
				From:		d End								
674)	1.95	130	R	<u> </u>	Dea	u Liiu		_		NA		NA		1994
				To:	39	-604								
\bigcirc	0.50		_	From:	39	-622								4000
675)	0.50	40	R	To:	Dea	d End		1		NA		NA		1999
				From:		-628								
676	0.30	10	R		3)	-020				NA		NA		1999
				To: From:	0.30 M	E 39-628		—						
676	1.90	20	R	rioiii.						NA		NA		1999
				To:	39	-632								
<u> </u>	0.40	200	_	From:	US 33	WEST				NIA		NI A		1000
677	0.18	390	R					_		NA		NA		1999
	0.16	330	R	From:	39-	1010				NA		NA		1999
677)	0.10	330	IX	To:	US 3	BEAST		7		INA		INA		1999
				From:		-616								
678)	0.15	120	R					_		NA		NA		1999
				To		de-Sac								
	0.11	90	R	From:	U	5 33				NA		NA		1999
680	0.11	90	K	To:	Cul-	de-Sac		7		INA		INA		1999
				From:		d End								
685)	0.11	40	R							NA		NA		1999
				To:	39	-671								
\bigcirc	0.00	NA		From:	US 33;	39-1103				NIA		NIA		
690	0.22	NA		To:	Cul-	de-Sac		1		NA		NA		
				From:		de-Sac								
691)	0.11	NA			Cui	ac suc		_		NA		NA		
				To:	39	-690								
\bigcirc	4.00		_	From:	Albemarle	County Line								4004
(743)	1.00	520	R					_		NA		NA		1994
(10)	1.12	1300	R	From:	39	-629		_		NA		NA		1994
(743)	1.12	1300		To:	•	(17				14/7		11/7		1004
743	0.50	1700	R	From:	39	-617				NA		NA		1994
743			•	To:	39_607	; 39-644								
743)	0.85	1600	G	96%	1% 2%		1%	0%	F	200	G	1700	G	2001
				To: From:		-671		—						
743)	1.21	1600	G	96%	1% 2%	1%	1%	0%	С	200	G	1600	G	2001
				To:		S 33								
<u>—</u> —	2.26	1100	6	From:	Albermarle	County Line				110		1100		2004
810	3.36	1100	G	, I				— 1		110	G	1100	G	2001
	2.19	1100	G	From:	39	-633				170	G	1100	G	2001
810	۷.۱۶	1100	G	To:		(2)		_		170	3	1100	J	2001
810	2.44	1400	G	From: 96%	1% 2%	-626 1%	1%	0%	С	130	G	1400	G	2001
(010)			_	To:		S 33	1 /0	¬ ~~	•	.00	_	7.130	_	_001

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	ററ	Design Hour	QK AAWDT QW	Year
Town of Stanardsville						211011	riodi		
(1001)	0.09	930	R	From:	39-649		NA	NA	1994
				To: From:	US 33	—			
1001	0.47	1300	R	To:	NCL STANARDSVILLE	_ ¬	NA	NA	1994
Greene County				ı	TOD STITUTES VIEDE	•			
O COUNTY				From:	NCL STANARDSVILLE				
1001)	0.91	520	R	To:	39-637	⊣	NA	NA	1994
Town of Stanardsville									
	0.04		_	From:	39-1001		NIA	NIA	4004
(1002)	0.04	560	R	To:	39-649	\neg	NA	NA	1994
				From:	Dead End				
1003)	0.17	320	R	<u> </u>	Dead Elid	_	NA	NA	1999
1003				To:	US 33				
Greene County									
	0.07		_	From:	Dead End			NIA.	4000
(1004)	0.07	60	R	To:	ECL STANARDSVILLE	_	NA	NA	1999
n 40				<u> </u>	EUL STANAKUSVILLE	1			
Town of Stanardsville				From:	ECL STANARDSVILLE				
(1004)	0.10	120	R				NA	NA	1999
				To:	SR 230				
				From:	SR 230				
1005	0.09	60	R	To:	FOR OTHER DOLLING		NA	NA	1999
				10.	ECL STANARDSVILLE				
Greene County				From:	ECL STANARDSVILLE				
1005)	0.17	40	R	<u> </u>	DOE STAIN AND STILLE		NA	NA	1999
				To:	Dead End				
				From:	US 33				
1006)	0.19	80	R				NA	NA	1999
				To:	Dead End				
\bigcirc				From:	39-633				
(1007)	0.10	450	R				NA	NA	1999
				From:	39-1008				
1007	0.10	70	R				NA	NA	1999
$\overline{}$	0.07			From:	39-1009				4000
1007	0.07	48	R	To:	Cul de Car	\neg	NA	NA	1999
				From:	Cul-de-Sac	<u> </u>			
1000	0.16	90	R		Cul-de-Sac		NA	NA	1999
1008				To:	39-1007				
				From:	39-1007				
1009	0.06	60	R				NA	NA	1999
				To:	39-633				
\sim				From:	Cul-de-Sac		_		
1010	0.13	100	R				NA	NA	1999
				To: From:	39-1011				
1010	0.12	490	R			_	NA	NA	1999
				To:	39-677				
$\overline{}$	0.06	40	_	From:	Cul-de-Sac	_	NIA	NIA.	1000
(1011)	0.06	40	ĸ	To:	20 1010	\neg	NA	INA	1999
(1011)	0.06	40	R	To:	39-1010		NA	NA	1999

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC Desigr Hour	QK AAWDT	QW Year		
Greene County				From:	39-633						
014)	0.13	NA				_ _	NA	NA			
				To: From:	Cul-de-Sac						
1019	0.15	NA		From:	Cul-de-Sac		NA	NA			
1019				To:	FR-981						
				From:	39-1021						
020	0.23	NA		To:	110.20	_	NA	NA			
				From:	US 29 39-1020	+					
1021)	0.57	NA			39-1020		NA	NA			
				To:	Cul-de-Sac						
1000	0.20	NA		From:	39-1023		NA	NA			
1021	0.20	NA.		To:	39-1025	7	INC	10.0			
				From:	39-1021						
1022	0.07	NA				_	NA	NA			
				To:	Cul-de-Sac	+					
1023)	0.18	NA		From:	Cul-de-Sac	_	NA	NA			
1023)	0.10	MA.		To:	39-1021	1					
				From:	Cul-de-Sac						
1024	0.32	NA				_	NA	NA			
				To:	39-1021	<u> </u>					
1025	0.42	NA		From:	Cul-de-Sac		NA	NA			
	0.42	NA.		To:	Cul-de-Sac	7	14/1	10.0			
				From:	Cul-de-Sac/						
1029	0.15	NA				_	NA	NA			
				To:	39-00607(B)/						
\bigcirc	0.98	80	From: 39-629 SOUTH R	NA	NA	1999					
1030	0.90	80	K	To:	39-629 NORTH	7	INA	IVA	1999		
				From:	39-608						
1101	0.16	170	R			_	NA	NA	1999		
				To:	39-1102	<u> </u>					
	0.14	110	R	From:	39-1101		NA	NA	1999		
1102	0.14	110	110	IX.	To:	Cul-de-Sac	7	IVA	IVA	1000	
						From:	Cul-de-Sac				
1103	0.39	640	R			_	NA	NA	1999		
				To:	US 33						
	0.62	470	R	From:	US 33	_l	NA	NA	1999		
1105	0.02	410	ĸ	To:	Cul-de-Sac	7	INA	IVA	1999		
				From:	US 33						
1106	0.20	NA				-	NA	NA			
				To:	Cul-de-Sac	<u> </u>					
1110	0.11	450	В	From:	39-606	_	NA	NA	1999		
	V.11	450	R	т		_	INA	NA	1999		
	0.21	300	R	From:	39-1111 SOUTH		NA	NA	1999		
1110	0.21			To:	20 1114		INA	INA			
1110	0.04	210	R	From:	39-1114		NA	NA	1999		
1110	0.01			To:	39-1111 NORTH		101				
1110	0.06	250	R	From:	57 IIII NORIII		NA	NA	1999		
				To:	39-1113						

					Greene Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		QC	Design Hour	QK AAWDT QW	Year
Greene County					20.1442					
(1110)	0.03	210	R	From:	39-1113	<u> </u>		NA	NA	1999
$\overline{}$	0.10	400		From:	39-1116			NIA	NIA	1000
1110	0.10	120	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:						
1111	0.09	80	R		39-1110 SOUTH		NA	NA	1999	
				To: From:	39-1112					
1111	0.10	250	R	To	39-1117		NA	NA	1999	
1111)	0.07	160	R	From:	39-111/			NA	NA	1999
				To: From:	39-1115					
1111)	0.10	110	R					NA	NA	1999
				To:	39-1110 NORTH					
<u> </u>				From:	39-1111					
1112	0.07	290	R	_				NA	NA	1999
				To:	39-606					
				From:	Cul-de-Sac				4000	
1113)	0.06	40	R	т		_		NA	NA	1999
				To:	39-1110					
			_	From:	Cul-de-Sac					4000
1114)	0.03	30	R	To:	20.1110			NA	NA	1999
					39-1110					
1115	0.00	70	_	From:	39-1111			NIA	NIA	4000
	0.08	70	R	To:	Cal da Car	_		NA	NA	1999
					Cul-de-Sac					
	0.00	CO	R	From:	39-1110			NIA	NIA	4000
1116	0.08	60	ĸ	To:	Cul-de-Sac			NA	NA	1999
				From:						
	0.05	40	R	1 toni.	Cul-de-Sac			NA	NA	1999
1117	0.03	40	K	To:	39-1111	_		INA	INA	1999
				From:	US 29					
	0.11	670	R		US 29			NA	NA	1999
1120	0.11	070	11					147 (14/1	1000
$\overline{}$	0.21	220	_	From:	COMM PK LOT			NIA	NIA	1000
1120	0.21	330	R	To:	39-1121	_		NA	NA	1999
				From:						
	0.23	170	В	FIOIII.	Cul-de-Sac			NA	NA	1999
1121	0.23	170	R	To:	39-1120	_		INA	INA	1999
				From:						
(105)	0.09	160	R		39-616			NA	NA	1999
1125)	0.00	100	11	_				IVA	INA	1000
1125	0.40	400	_	From:	39-1126			NIA	- NIA	4000
(1125)	0.12	120	R	To:	Cul do Soo	_		NA	NA	1999
					Cul-de-Sac		<u> </u>			
1126	0.09	60	В	From:	Cul-de-Sac			NA	NA	1999
	0.09	60	R	To:	39-1125	_		INA	INA	1999
(4400)	0.03	20	R	From:	Cul-de-Sac			NA	NA	1999
1130	0.03	20	ĸ					INA	INA	1999
	A :=			From:	39-1131					40-1
1130	0.15	130	R	т	20.5=	_		NA	NA	1999
				To:	39-670					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Greene County				From:	Cul-de-Sac					
1131)	0.08	20	R			_		NA	NA	1999
<u> </u>				To: From:	39-1130]				
1131)	0.12	60	R			_		NA	NA	1999
				To:	39-1132					
	0.09	20	R	From:	Cul-de-Sac		NA	NA	1999	
1132	0.09	20	K	To:	39-1131	7		INA	IVA	1998
				From:	Cul-de-Sac	1				
1133	0.38	NA				_		NA	NA	
				To:	39-670					
\bigcirc				From:	Cul-de-Sac					
1134	0.09	NA		To:	20.1122	_		NA	NA	
				From:	39-1133	1				
	0.21	70	R	From:	Cul-de-Sac		NA	NΔ	NA	1999
1135	0.21	70	IX	To:	39-670	7		IVA	1000	
				From:	Cul-de-Sac/					
1139	0.13	NA				_		NA	NA	
				To:	39-00607(B)/					
$\overline{}$				From:	Cul-de-Sac					
(1140)	0.51	110	R	To:	20 (0)	_		NA	NA	1994
				From:	39-606	1				
	0.12	80	R	From:	Cul-de-Sac	_		NA	NA	1999
1141)	0.12	00	11	To:	39-1140	7		INA	IVA	1000
				From:	Cul-de-Sac					
1142	0.11	60	R			_		NA	NA	1999
				To:	39-1140					
				From:	39-606					
1144	0.50	NA		To:	D 15.1	_		NA	NA	
				From:	Dead End					
	0.36	NA		From:	39-606			NA	NA	
1145	0.00	IV.		To:	39-1146	7			101	
				From:	Cul-de-Sac					
1146)	0.27	NA				_		NA	NA	
				To:	Cul-de-Sac					
				From:	39-607					
1150	0.14	210	R	_		_		NA	NA	1994
	0.00		_	From:	39-1151	}				400-
1150	0.09	30	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		1				
1151	0.10	90	R		Cul-de-Sac	_		NA	NA	1994
				To:	39-1150	<u></u>				
				From:	39-1150					
1152	0.20	160	R			_		NA	NA	1999
				To:	Cul-de-Sac	<u> </u>				
\bigcirc				From:	39-00743(B)/					
(1155)	0.58	NA		To:	Cul do Coo/	7		NA	NA	
				From:	Cul-de-Sac/	<u> </u>				
(1156)	0.15	NA			39-01155(B)/	_		NA	NA	
	0.10							•		

					Office Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	\sim	Design Hour	QK AAWDT QV	V Year
Greene County									
\bigcirc	0.00	NIA		From:	39-00670(B)/			NIA	
(1160)	0.08	NA		To: 30	39-01161(B)/FREDDY CREEK DRIVE(U)/	NA	NA		
				From:					
	0.29	NA		rioni.	39-01162(B)/	_	NA	NA	
1161	0.29	IVA		To:	PINE TREE DRIVE(U)/	٦	INA	INA	
				From:	Cul-de-Sac/	1			
1162	0.13	NA			Cui-uc-Sac/	_	NA	NA	
1102	0.10			To:	Cul-de-Sac/	7			
(1163)	0.07			From:	39-01161(B)/				
		NA					NA	NA	
				To:	Cul-de-Sac/				
	0.19			From:	US 33		NA		
9177		920	R			_		NA	1999
				To: From:	WM MONROE HS				
	0.10	2200	R	rioni.	US 33	_	NA	NA	1999
9177	0.10	2200	11	. —		_	1471	14/1	1000
\bigcirc	0.13	1800	R	From:	0.11 ME US 33		NA	NA	1999
9177	0.13	1000	K			-	INA	INA	1999
	0.00	4000		From:	0.23 ME US 33		NA	NΙΔ	4000
9177	0.06	1000	R			_	NA	NA	1999
9177				From:	39-622				
	0.16	3000	R	To:	CDEEN GO DDI GOU	7	NA	NA	1994
					GREEN CO PRI SCH	_			
9692	0.00	220	R	From:	US 33		NΙΔ	NIA	1004
	0.08	320	K	To:	GREEN CO TECH CENTE	7	NA	NA	1994
				I	GREEN CO TECH CENTE				