

2002

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

where available

Jurisdiction Report

68

Orange County
Town of Gordonsville
Town of Orange

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Orange County																	
3	4.89	12000	F			From: Culpeper County Line					0.078	F	0.531	12000	F	2002	
3	0.12	23000	F	95%	0%	From: SR 20 Wilderness				F	0.074	F	0.501	23000	F	2002	
						To: Spotsylvania County Line											
Town of Gordonsville																	
15	Martinsburg Ave	1.12	8600	F	88%	1%	3%	1%	8%	0%	F	0.085	F	0.589	8600	F	2002
						From: SCL Gordonsville											
						To: S SR 231											
15		0.18	12000	N	88%	1%	4%	1%	5%	0%	N	0.087	N	0.564	12000	N	2002
						From: US 33											
						To: NCL Gordonsville											
Orange County																	
15		4.51	12000	F	88%	1%	4%	1%	5%	0%	F	0.087	F	0.564	12000	F	2002
						From: NCL Gordonsville											
15		2.25	9900	F	88%	1%	4%	1%	5%	0%	C	0.08	F	0.507	10000	F	2002
						From: 68-639											
						To: SCL Orange											
Town of Orange																	
15	James Madison Highwa	1.13	11000	F	90%	1%	3%	1%	5%	0%	F	0.088	F	0.506	11000	F	2002
						From: SCL Orange											
15	Caroline Street	0.28	14000	F	91%	1%	3%	1%	4%	0%	C	0.086	F	0.526	14000	F	2002
						From: Old Gordonsville Road											
15		0.17	13000	F	88%	1%	4%	1%	5%	0%	F	0.085	F	0.509	13000	F	2002
						From: S SR 20											
15	Madison Street	0.24	8500	F	93%	1%	3%	0%	3%	0%	C	0.085	F	0.520	8500	F	2002
						From: SR 20 Caroline Street											
15	Madison Street	0.61	16000	F	95%	1%	2%	0%	2%	0%	C	0.086	F	0.545	16000	F	2002
						From: Main Street											
15	James Madison Highwa	1.10	8400	F	93%	0%	2%	1%	4%	0%	C	0.087	F	0.517	8500	F	2002
						From: Lafayette Street											
						To: 68-721 NCL Orange											
Orange County																	
15		1.32	8100	F							0.086	F	0.526	8100	F	2002	
						From: 68-721 NCL Orange											
						To: Madison County Line											
20	Stony Point Rd	1.30	2200	F	96%	0%	2%	1%	1%	0%	F	0.106	F	0.583	2200	F	2002
						From: Albemarle County Line											
20 33		0.22	6300	F	89%	0%	2%	4%	5%	0%	F	0.092	F	0.583	6300	F	2002
						From: W US 33											
20		5.63	2600	F	94%	1%	2%	1%	3%	0%	C	0.087	F	0.516	2600	F	2002
						From: E US 33											
20		5.76	4000	F	95%	0%	2%	1%	2%	0%	C	0.086	F	0.541	4000	F	2002
						From: SR 231											
						To: WCL Orange											
Town of Orange																	
20	W Main Street	0.47	5300	F	96%	1%	1%	1%	1%	0%	C	0.095	F	0.534	5300	F	2002
						From: WCL Orange											
20		0.15	5200	F	95%	0%	2%	1%	2%	0%	F	0.089	F	0.514	5300	F	2002
						From: SR 20 Bus											
20 15		0.17	13000	F	88%	1%	4%	1%	5%	0%	F	0.085	F	0.509	13000	F	2002
						From: N US 15											
						To: W US 15											
20	Berry Hill Road	0.66	9800	F	94%	1%	2%	1%	3%	0%	F	0.088	F	0.529	9900	F	2002
						From: E RT 15											
						To: S US 15 Caroline Street											
						To: 68-612											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Orange																
(20)	0.08	11000	F	94%	1%	2%	1%	3%	0%	F	0.086	F	0.585	11000	F	2002
				From:	68-612											
				To:	ECL Orange											
Orange County																
(20)	2.24	11000	N	94%	1%	2%	1%	3%	0%	N	0.086	N	0.585	11000	N	2002
				From:	ECL Orange											
(20)	6.01	7700	F	94%	1%	2%	1%	3%	0%	F	0.078	F	0.557	7800	F	2002
				From:	68-629											
(20)	2.28	6400	F	94%	1%	2%	1%	3%	0%	F	0.079	F	0.553	6400	F	2002
				From:	US 522 East of Unionville											
(20)	6.38	6200	F	94%	1%	2%	1%	3%	0%	F	0.075	F	0.509	6300	F	2002
				From:	68-650											
(20)	4.73	8000	A	94%	1%	2%	1%	3%	0%	A	0.096	A	0.547	7700	A	2002
				From:	68-611											
				To:	SR 3 Wilderness											
Town of Orange																
Bus (20)	0.24	5700	F	97%	0%	1%	1%	1%	0%	C	0.096	F	0.525	5700	F	2002
				From:	Caroline Street											
				To:	Main Street E											
Bus (20)	0.47	6900	F	99%	0%	0%	0%	0%	0%	C	0.09	F	0.51	6900	F	2002
				From:	Main Street E											
				To:	N INT Berry Hill Rd											
Orange County																
(33)	4.51	6400	F	90%	1%	2%	3%	4%	0%	C	0.095	F	0.542	6400	F	2002
				From:	Greene County Line											
(33)	0.22	6300	F	89%	0%	2%	4%	5%	0%	F	0.092	F	0.583	6300	F	2002
				From:	W SR 20											
(33)	5.44	5000	F	89%	0%	2%	4%	5%	0%	C	0.094	F	0.546	5100	F	2002
				From:	E SR 20											
				To:	WCL Gordonsville											
Town of Gordonsville																
(33)	0.01	5000	N	89%	0%	2%	4%	5%	0%	N	0.094	N	0.546	5100	N	2002
				From:	WCL Gordonsville											
(33)	0.15	6200	F	90%	1%	2%	2%	4%	0%	C	0.091	F	0.540	6300	F	2002
				From:	SR 231 Old Blue Ridge Tmpk											
				To:	US 15											
(33) (15)	1.12	8600	F	88%	1%	3%	1%	8%	0%	F	0.085	F	0.589	8600	F	2002
				From:	S SR 231											
				To:	SCL Gordonsville											
Orange County																
(231)	0.58	4500	F	95%	0%	2%	0%	3%	0%	F	0.088	F	0.631	4500	F	2002
				From:	Louisa County Line											
				To:	SCL Gordonsville											
Town of Gordonsville																
(231)	0.58	4500	N	95%	0%	2%	0%	3%	0%	N	0.088	N	0.631	4500	N	2002
				From:	SCL Gordonsville											
(231) (33)	0.15	6200	F	90%	1%	2%	2%	4%	0%	C	0.091	F	0.540	6300	F	2002
				From:	US 15 South of Gordonsville RT 15 & RT 33 GORDONSVILLE											
(231)	0.02	910	F	94%	1%	2%	2%	2%	0%	C	0.105	F	0.583	920	F	2002
				From:	US 33 WEST OF GORDONSVILLE											
				To:	NCL Gordonsville											
Orange County																
(231)	6.09	910	N	94%	1%	2%	2%	2%	0%	N	0.105	N	0.583	920	N	2002
				From:	NCL Gordonsville											
(231)	0.58	1200	F	93%	1%	4%	1%	2%	0%	F	0.096	F	0.629	1200	F	2002
				From:	SR 20											
				To:	Madison County Line											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
522	8.87	1900	F	91%	0%	2%	2%	5%	0%	C	0.083	F	0.656	2000	F	2002
				From	Spotsylvania County Line											
				To	SR 20											
522	6.84	3700	F	91%	0%	2%	2%	5%	0%	F	0.084	F	0.654	3700	F	2002
				From	Culpeper County Line											
				To	68-629											
600	4.70	540	R								NA		NA			12/02/2002
				From	SR 20 EAST											
				To	SR 20 WEST											
600	1.50	170	R								NA		NA			11/25/2002
				From	1.50 MN SR 20											
				To	68-615											
600	1.56	130	R								NA		NA			11/25/2002
				From	68-615											
				To	SR 20											
601	3.70	570	R								NA		NA			1999
				From	68-603											
				To	SR 3											
601	0.60	930	R								NA		NA			1999
				From	68-603											
				To	SR 3											
602	2.20	390	R								NA		NA			1999
				From	68-741											
				To	68-621 WEST											
602	1.50	480	R								NA		NA			1999
				From	68-621 EAST											
				To	68-622											
602	1.50	160	R								NA		NA			12/02/2002
				From	68-622											
				To	68-692											
602	3.30	70	R								NA		NA			12/02/2002
				From	68-611											
				To	68-611											
603	1.20	250	R								NA		NA			1999
				From	68-611											
				To	68-685											
603	0.30	250	R								NA		NA			1999
				From	68-685											
				To	0.30 MN 68-685											
603	0.20	60	R								NA		NA			12/02/2002
				From	0.30 MN 68-685											
				To	68-715											
603	2.90	80	R								NA		NA			12/02/2002
				From	68-715											
				To	2.90 MN 68-715											
603	0.12	70	R								NA		NA			1999
				From	2.90 MN 68-715											
				To	68-614											
603	1.70	320	R								NA		NA			1999
				From	68-614											
				To	68-601											
604	0.30	70	R								NA		NA			12/02/2002
				From	Dead End											
				To	68-621											
604	2.10	690	F	92%	3%	3%	0%	1%	0%	C	0.095	F	0.530	690	F	2002
				From	68-621											
				To	68-611											
605	0.30	120	R								NA		NA			12/02/2002
				From	68-611											
				To	68-698											
605	0.90	80	R								NA		NA			12/02/2002
				From	68-698											
				To	Dead End											
606	1.80	90	R								NA		NA			12/02/2002
				From	68-692											
				To	68-608											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
607	0.90	3400	F	98%	0%	Greene County Line 1% 1% 0% 0%				C	0.107	F	0.568	3500	F	2002
						US 33										
608	1.00	1600	F	90%	2%	Spotsylvania County Line 5% 1% 3% 0%				C	0.101	F	0.611	1600	F	2002
						68-606										
608	1.30	1700	F	90%	2%	68-621 WEST 5% 1% 3% 0%				F	0.092	F	0.655	1700	F	2002
						68-621 EAST										
608	1.00	130	R								NA		NA		12/02/2002	
						Dead End										
609	0.10	400	F	97%	0%	Greene County Line 1% 1% 1% 0%				F	0.120	F	0.542	400	F	2002
						68-610										
609	0.79	330	F	97%	0%	68-676 1% 1% 1% 0%				F	0.134	F	0.555	340	F	2002
						68-644										
609	2.40	920	F	97%	0%	68-644 1% 1% 1% 0%				C	0.105	F	0.602	920	F	2002
						SR 20										
610	1.30	120	R			Greene County Line					NA		NA		09/03/2002	
						68-609										
611	2.60	470	F			US 522					0.089	F	0.633	470	F	2002
						68-663										
611	2.44	420	F	97%	0%	68-672 2% 1% 1% 0%				F	0.096	F	0.565	420	F	2002
						68-672										
611	1.90	660	F								0.090	F	0.519	660	F	2002
						68-692 EAST										
611	4.46	1100	F	97%	0%	68-692 EAST 2% 1% 1% 0%				C	0.095	F	0.696	1100	F	2002
						SR 20										
611	1.30	1200	F	95%	0%	68-604 2% 2% 2% 0%				C	0.098	F	0.562	1200	F	2002
						68-604										
611	1.50	250	R								NA		NA		1999	
						Spotsylvania County Line										
612	0.01	320	R			Spotsylvania County Line					NA		NA		11/25/2002	
						68-661										
612	2.51	370	R			69-661					NA		NA		11/25/2002	
						68-651 EAST										
612	0.05	640	R								NA		NA		11/25/2002	
						68-651 WEST										
612	1.12	540	R								NA		NA		11/25/2002	
						68-669 EAST										
612	2.48	1100	F	98%	0%	68-669 WEST 1% 1% 1% 0%				F	0.091	F	0.544	1100	F	2002
						68-703										
612	3.90	1400	F	98%	0%	68-703 1% 1% 1% 0%				C	0.089	F	0.619	1400	F	2002
						68-637										
612	0.90	1800	F	98%	0%	68-631 1% 1% 1% 0%				F	0.093	F	0.667	1900	F	2002
						69-631										
612	1.98	1800	F	98%	0%	69-631 1% 1% 1% 0%				F	0.091	F	0.621	1800	F	2002
						SR 20										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Orange County																
613	0.40	170	R			From: Dead End To: 68-670					NA			NA		09/03/2002
614	3.98	330	R			From: 68-611 To: 68-603					NA			NA		1999
615	3.30	1200	F	89%	1%	3%	5%	2%	0%	F	0.097	F	0.611	1200	F	2002
615	1.18	1300	F	89%	1%	3%	5%	2%	0%	F	0.099	F	0.668	1300	F	2002
615	1.13	1100	F	89%	1%	3%	5%	2%	0%	F	0.105	F	0.643	1100	F	2002
616	0.79	100	R			From: Dead End To: 0.79 ME Dead End					NA			NA		11/14/2002
616	0.11	100	R			From: 68-633 To: 68-641					NA			NA		11/14/2002
616	0.30	380	R			From: 68-633 To: 68-641					NA			NA		11/14/2002
616	0.61	620	R			From: SR 20 To: SR 20					NA			NA		11/14/2002
617	1.67	540	R			From: SR 20 To: 68-666					NA			NA		1999
617	1.75	380	R			From: 68-666 To: 68-627					NA			NA		1999
617	1.10	460	R			From: 68-627 To: US 522					NA			NA		1999
618	0.90	160	R			From: Greene County Line To: 68-657					NA			NA		09/03/2002
619	2.80	90	R			From: 68-624 To: 68-692					NA			NA		12/02/2002
620	1.45	70	R			From: 68-611 SOUTH To: 68-681					NA			NA		12/02/2002
620	2.75	90	R			From: 68-681 To: 68-611 NORTH					NA			NA		12/02/2002
621	0.30	20	R			From: Dead End To: US 522 NORTH					NA			NA		12/02/2002
621	2.03	1000	R			From: US 522 SOUTH To: 2.03 ME US 522					NA			NA		12/02/2002
621	0.07	1000	R			From: 2.03 ME US 522 To: 68-770 WEST					NA			NA		12/02/2002
621	0.19	830	R			From: 68-770 WEST To: 68-770 EAST					NA			NA		1999
621	0.05	800	R			From: 68-770 EAST To: 68-602 WEST					NA			NA		1999
621	0.33	970	R			From: 68-602 WEST To: 68-602 EAST					NA			NA		12/02/2002

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(621)	2.07	870	R			From: 68-602 EAST					NA			NA		1999
						To: SR 20 WEST										
(621)	1.70	1800	F	95%	0%	2%	0%	2%	0%	F	0.101	F	0.637	1800	F	2002
						From: 68-692										
(621)	2.00	1400	F	95%	0%	2%	0%	2%	0%	F	0.091	F	0.514	1400	F	2002
						From: 68-608 WEST										
(621)	2.00	1900	F	95%	0%	2%	0%	2%	0%	F	0.092	F	0.643	1900	F	2002
						From: 68-604					NA			NA		1999
						To: Spotsylvania County Line										
(622)	1.60	220	R			From: 68-602					NA			NA		12/02/2002
						From: 68-672					NA			NA		1999
						To: 68-663										
(623)	1.00	80	R			From: SR 20					NA			NA		12/02/2002
						To: Dead End										
(624)	3.50	140	R			From: 68-651					NA			NA		1999
						From: 68-619					NA			NA		1999
						To: 68-650										
(625)	1.05	930	R			From: Dead End					NA			NA		11/25/2002
						From: 68-712					NA			NA		11/25/2002
						To: SR 20										
(626)	3.90	30	R			From: 68-627					NA			NA		12/02/2002
						To: 68-636										
(627)	0.40	530	R			From: 68-615					NA			NA		1999
						From: 68-636					NA			NA		1999
						To: 68-626										
(627)	0.50	570	R			From: 68-617					NA			NA		1999
						From: SR 20					NA			NA		12/02/2002
(628)	2.70	47	R			From: 68-747					NA			NA		1999
						To: 68-627										
(629)	1.51	380	R			From: 68-651					NA			NA		1999
						From: US 522										
(629)	1.74	520	F	98%	0%	1%	1%	1%	0%	F	0.106	F	0.589	530	F	2002
						From: 68-669										
(629)	1.22	650	F	98%	0%	1%	1%	1%	0%	F	0.096	F	0.529	660	F	2002
						From: 66-630										
						From: 68-630										
(629)	2.07	760	F	98%	0%	1%	1%	1%	0%	C	0.087	F	0.563	770	F	2002
						To: 68-724										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
629	1.06	1100	F	98%	0%	1%	1%	1%	0%	F	0.094	F	0.613	1100	F	2002
				From:	68-724											
				To:	68-739											
629	0.99	1300	F	98%	0%	1%	1%	1%	0%	F	0.095	F	0.613	1300	F	2002
				From:	68-1101											
				To:	SR 20											
629	0.99	1800	F	98%	0%	1%	1%	1%	0%	F	0.105	F	0.601	1800	F	2002
				From:	68-669											
				To:	68-677											
630	0.55	70	R								NA		NA		11/25/2002	
				From:	0.10 MN 68-677											
				To:	68-629											
630	0.10	50	R								NA		NA		11/25/2002	
				From:	68-612											
				To:	68-629											
630	1.75	45	R								NA		NA		11/25/2002	
				From:	SR 20											
				To:	US 15											
631	1.40	440	R								NA		NA		11/25/2002	
				From:	68-629											
				To:	SR 20											
631	1.10	420	R								NA		NA		11/25/2002	
				From:	68-616											
				To:	68-736											
632	0.23	470	R								NA		NA		11/25/2002	
				From:	68-700											
				To:	68-717											
632	0.05	150	R								NA		NA		11/25/2002	
				From:	0.55 ME 68-717											
				To:	Dead End											
632	0.55	90	R								NA		NA		11/25/2002	
				From:	68-674											
				To:	68-635											
632	0.25	60	R								NA		NA		11/25/2002	
				From:	WCL Orange											
				To:	Madison County Line											
633	2.51	240	R								NA		NA		11/25/2002	
				From:	68-674											
				To:	68-635											
633	0.19	350	R								NA		NA		11/25/2002	
				From:	68-674											
				To:	68-635											
633	0.87	600	F	95%	0%	3%	1%	1%	0%	F	0.102	F	0.636	610	F	2002
				From:	68-635											
				To:	WCL Orange											
633	0.42	650	F	95%	0%	3%	1%	1%	0%	C	0.113	F	0.628	660	F	2002
				From:	68-635											
				To:	WCL Orange											
634	0.54	20	R								NA		NA		11/25/2002	
				From:	Dead End											
				To:	US 15											
635	0.79	80	R								NA		NA		11/25/2002	
				From:	SR 20											
				To:	68-633											
635	1.20	47	R								NA		NA		11/25/2002	
				From:	68-627											
				To:	68-689											
636	1.50	220	R								NA		NA		1999	
				From:	1.50 MN 68-689											
				To:	68-626											
636	1.50	150	R								NA		NA		1999	
				From:	68-689											
				To:	1.50 MN 68-689											
636	3.10	60	R								NA		NA		12/02/2002	
				From:	68-626											
				To:	US 522											
636	0.50	200	R								NA		NA		1999	
				From:	68-626											
				To:	US 522											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
637	2.18	530	F	97%	1%	2%	0%	1%	0%	C	0.12	F	0.559	530	F	2002
				From:	68-647											
				To:	68-612											
638	3.79	160	R								NA		NA		11/21/2002	
				From:	68-612											
638	1.81	530	R								NA		NA		11/21/2002	
				From:	3.79 MS 68-612											
638	2.60	1200	R								NA		NA		11/21/2002	
				From:	68-643											
				To:	68-647											
639	2.59	360	R								NA		NA		11/21/2002	
				From:	Louisa County Line											
639	2.90	750	F	96%	1%	2%	0%	1%	0%	F	0.131	F	0.68	750	F	2002
				From:	68-643											
				To:	68-647											
639	0.20	1600	F	96%	1%	2%	0%	1%	0%	F	0.115	F	0.589	1600	F	2002
				From:	68-647											
				To:	US 15											
639	0.75	270	R								NA		NA		11/14/2002	
				From:	68-647											
				To:	US 15											
639	0.35	100	R								NA		NA		11/14/2002	
				From:	68-647											
				To:	0.75 MW US 15											
639	2.30	100	R								NA		NA		11/14/2002	
				From:	1.10 MW US 15											
				To:	68-655											
639	0.33	480	R								NA		NA		11/14/2002	
				From:	68-655											
				To:	SR 20											
640	0.20	40	R								NA		NA		12/02/2002	
				From:	68-692											
				To:	Dead End											
641	0.07	120	R								NA		NA		11/14/2002	
				From:	SR 231											
				To:	0.07 ME SR 231											
641	2.24	110	R								NA		NA		11/14/2002	
				From:	0.07 ME SR 231											
				To:	2.31 ME SR 231											
641	0.46	150	R								NA		NA		11/14/2002	
				From:	2.31 ME SR 231											
				To:	68-693											
641	0.50	400	R								NA		NA		11/14/2002	
				From:	68-693											
				To:	68-616											
642	0.45	380	R								NA		NA		11/21/2002	
				From:	68-647											
				To:	68-694											
642	0.15	150	R								NA		NA		11/21/2002	
				From:	68-694											
				To:	68-639											
Town of Gordonsville																
643	0.32	590	F	96%	1%	3%	0%	0%	0%	C	0.111	F	0.677	600	F	2002
				From:	68-1014											
				To:	ECL Gordonsville											
Orange County																
643	0.09	870	F	96%	1%	3%	0%	0%	0%	F	0.111	F	0.630	880	F	2002
				From:	ECL Gordonsville											
				To:	68-750											
643	0.58	510	F	96%	1%	3%	0%	0%	0%	F	0.108	F	0.684	510	F	2002
				From:	68-750											
				To:	68-690											
643	5.57	330	F	96%	1%	3%	0%	0%	0%	F	0.140	F	0.634	330	F	2002
				From:	68-690											
				To:	68-639											

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(643)	0.73	830	R			From: 68-639 To: 68-638					NA			NA		11/21/2002
(644)	2.20	320	R			From: Albemarle County Line To: US 33					NA			NA		09/03/2002
(644)	1.13	900	F	98%	0%	1%	2%	0%	0%	F	0.100	F	0.564	910	F	2002
(644)	1.12	780	F	98%	0%	1%	2%	0%	0%	C	0.099	F	0.564	780	F	2002
(644)	1.76	650	F	98%	0%	1%	2%	0%	0%	F	0.110	F	0.52	650	F	2002
(645)	0.50	180	R			From: Albemarle County Line To: US 33					NA			NA		11/18/2002
(646)	0.60	300	R			From: Albemarle County Line To: US 33					NA			NA		11/18/2002
(646)	2.10	160	R			From: US 33 To: SR 231					NA			NA		11/18/2002
(647)	1.57	940	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.529	950	F	2002
(647)	0.31	2200	F	96%	1%	1%	1%	1%	0%	F	0.094	F	0.545	2200	F	2002
(647)	1.65	2600	F	96%	1%	1%	1%	1%	0%	C	0.093	F	0.58	2600	F	2002
(648)	0.67	10	R			From: Dead End To: 0.67 MN Dead End					NA			NA		11/21/2002
(648)	0.40	230	R			From: 0.67 MN Dead End To: 68-643					NA			NA		11/21/2002
(649)	2.18	80	R			From: US 522 To: 68-629					NA			NA		11/25/2002
(650)	0.20	120	R			From: Dead End To: 68-669					NA			NA		12/02/2002
(650)	0.50	430	R			From: 68-669 To: US 522					NA			NA		12/02/2002
(650)	3.30	460	R			From: US 522 To: 68-624					NA			NA		1999
(650)	0.09	1300	R			From: 68-624 To: SR 20					NA			NA		1999
(651)	2.20	170	R			From: Louisa County Line To: 68-612 WEST					NA			NA		11/25/2002
(651)	3.10	320	R			From: 68-612 WEST To: 68-612 EAST					NA			NA		11/25/2002
(651)	2.50	200	R			From: 68-612 EAST To: US 522					NA			NA		1999
(651)	1.50	320	R			From: US 522 To: 68-629					NA			NA		1999
(651)						From: 68-629 To: 68-624					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(651)	2.90	250	R			From: 68-624					NA		NA			1999
(651)	1.00	420	R			From: 68-692					NA		NA			1999
						To: Spotsylvania County Line										
(652)	1.40	100	R			From: US 33					NA		NA			09/03/2002
						To: Dead End										
(653)	1.50	180	R			From: 68-651					NA		NA			1999
						To: Spotsylvania County Line										
(654)	0.50	50	R			From: SR 231 SOUTH					NA		NA			11/14/2002
(654)	0.40	40	R			From: 68-732					NA		NA			11/14/2002
						To: SR 231 NORTH										
(655)	1.80	90	R			From: 68-644					NA		NA			09/03/2002
(655)	1.89	130	R			From: 68-656					NA		NA			09/03/2002
(655)	0.03	130	R			From: 1.89 ME 68-656					NA		NA			09/03/2002
(655)	1.93	320	R			From: SR 20 NORTH SR 20 SOUTH					NA		NA			11/14/2002
(655)	3.10	190	R			From: SR 231 NORTH SR 231 SOUTH					NA		NA			11/14/2002
(656)	0.62	45	R			From: 68-655					NA		NA			09/03/2002
						To: Dead End										
(657)	1.75	400	R			From: US 33					NA		NA			09/03/2002
(657)	0.95	370	R			From: 68-644					NA		NA			09/03/2002
(657)	1.60	130	R			From: 68-618					NA		NA			09/03/2002
						To: Greene County Line										
(658)	0.65	150	R			From: Dead End					NA		NA			09/03/2002
(658)	0.80	300	R			From: 68-659					NA		NA			09/03/2002
						To: US 33										
(659)	0.60	140	R			From: Dead End					NA		NA			09/03/2002
						To: 68-658										
(660)	2.00	60	R			From: 68-621					NA		NA			12/02/2002
						To: 68-692										
(661)	0.50	30	R			From: Dead End					NA		NA			11/25/2002
						To: 68-612										
(662)	0.30	130	R			From: Dead End					NA		NA			11/21/2002
						To: 68-621										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(663)	1.35	470	R			From: US 522					NA			NA		1999
(663)	1.20	140	R			From: 68-622					NA			NA		1999
						To: 68-611										
(664)	1.10	180	R			From: Albemarle County Line					NA			NA		09/03/2002
						To: US 33										
(665)	0.50	290	R			From: 68-738					NA			NA		09/03/2002
						To: Dead End										
(666)	1.60	60	R			From: 68-617					NA			NA		12/02/2002
						To: 68-627										
(667)	0.09	46	R			From: SR 3					NA			NA		12/02/2002
(667)	1.00	46	R			From: 0.09 MN SR 3					NA			NA		12/02/2002
						To: Dead End										
(668)	0.25	90	R			From: SR 20					NA			NA		09/03/2002
						To: Dead End										
(669)	1.25	770	F	96%	0%	2%	1%	1%	0%	F	0.091	F	0.662	770	F	2002
(669)	0.10	1200	F	96%	0%	2%	1%	1%	0%	C	0.087	F	0.626	1200	F	2002
(669)	3.78	470	F	96%	0%	2%	1%	1%	0%	F	0.099	F	0.729	470	F	2002
(669)	4.70	380	R			From: 68-629					NA			NA		1994
						To: 68-671										
(670)	1.25	550	R			From: Greene County Line					NA			NA		09/03/2002
						To: 68-607										
(671)	0.86	590	R			From: SR 20 WEST					NA			NA		12/02/2002
(671)	0.84	880	R			From: 68-669					NA			NA		12/02/2002
(671)	0.47	70	R			From: US 522 Gap Terminus SR 20 MID					NA			NA		12/02/2002
						To: SR 20 EAST										
(672)	2.00	200	R			From: 68-622					NA			NA		1999
						To: 68-611										
(673)	2.60	47	R			From: 68-700					NA			NA		11/25/2002
						To: 68-615										
(674)	0.28	340	R			From: 68-633					NA			NA		11/25/2002
(674)	1.62	300	R			From: 68-737					NA			NA		11/29/2002
						To: US 15										
(675)	0.40	80	R			From: Dead End					NA			NA		11/14/2002
						To: SR 20										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(676)	0.70	90	R			From: 68-609					NA		NA			09/03/2002
						To: Dead End										
(677)	1.71	70	R			From: 68-612					NA		NA			11/25/2002
						To: 68-630										
(678)	0.50	230	R			From: US 33 NORTH					NA		NA			09/03/2002
						To: SR 20										
(678)	0.05	220	R			From: 68-738					NA		NA			09/03/2002
						To: US 33 SOUTH										
(679)	0.80	30	R			From: Dead End					NA		NA			11/14/2002
						To: SR 231										
(680)	0.11	60	R			From: Dead End					NA		NA			1999
						To: 68-647										
(681)	1.00	30	R			From: 68-620					NA		NA			12/02/2002
						To: Dead End										
(682)	0.55	160	R			From: Dead End					NA		NA			11/21/2002
						To: 68-638										
(683)	0.23	40	R			From: 68-624					NA		NA			12/26/2002
						To: Cul-de-Sac										
(684)	0.50	30	R			From: Dead End					NA		NA			12/02/2002
						To: 68-611										
(685)	0.35	90	R			From: 68-603					NA		NA			12/02/2002
						To: Dead End										
(686)	0.80	70	R			From: US 15 SOUTH					NA		NA			11/21/2002
						To: US 15 NORTH										
(687)	1.90	80	R			From: Spotsylvania County Line					NA		NA			12/02/2002
						To: 68-651										
(688)	0.30	360	R			From: 68-647					NA		NA			11/21/2002
						To: 68-637										
(689)	0.31	10	R			From: Culpeper County Line					NA		NA			12/02/2002
						To: 68-636										
(690)	0.69	700	R			From: 68-643					NA		NA			11/21/2002
						To: US 15										
Town of Gordonsville																
(691)	0.12	1000	R			From: SCL Gordonsville					NA		NA			11/18/2002
						To: 68-1015										
Orange County																
(692)	2.20	530	R			From: 68-651					NA		NA			1999
						To: 68-619; 68-660										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
692	0.90	680	R			From: 68-619; 68-660					NA			NA		1999
692	0.70	800	R			From: 68-606					NA			NA		1999
692	2.00	340	R			From: 68-621					NA			NA		1999
692	1.40	870	F	98%	0%	1%	1%	1%	0%	F	0.087	F	0.731	870	F	2002
692	1.74	440	F	98%	0%	1%	1%	1%	0%	F	0.09	F	0.552	440	F	2002
692	1.30	370	F	98%	0%	1%	1%	1%	0%	F	0.104	F	0.506	370	F	2002
692	0.03	90	R			From: 68-611					NA			NA		1999
692	0.96	90	R			From: 0.03 MN 68-611					NA			NA		1999
693	0.60	360	R			From: SR 20					NA			NA		11/14/2002
694	0.20	60	R			From: 68-641					NA			NA		11/21/2002
695	0.30	80	R			From: 68-602					NA			NA		1999
696	0.80	80	R			From: 68-612					NA			NA		11/25/2002
697	1.60	290	R			From: 68-627					NA			NA		1999
698	0.30	40	R			From: 68-605					NA			NA		12/02/2002
699	0.30	40	R			From: Dead End					NA			NA		11/25/2002
700	1.70	310	R			From: 68-632					NA			NA		11/25/2002
700	0.70	110	R			From: 1.70 ME 68-632					NA			NA		11/25/2002
700	2.00	60	R			From: 68-673					NA			NA		11/25/2002
701	0.40	290	R			From: 68-615					NA			NA		1999
702	0.24	260	R			From: 68-617					NA			NA		1999
703	0.20	70	R			From: US 522					NA			NA		1999
702	0.24	260	R			From: 68-641					NA			NA		11/14/2002
703	0.20	70	R			From: Dead End					NA			NA		11/21/2002

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(704)	0.15	90	R			From: Dead End					NA		NA			12/02/2002
						To: Spotsylvania County Line										
Spotsylvania County																
(704)	0.05	90	R			From: Orange County Line					NA		NA			12/02/2002
						To: 88-601										
Orange County																
(705)	0.54	60	R			From: Dead End					NA		NA			11/14/2002
						To: SR 231										
(706)	0.40	30	R			From: Dead End					NA		NA			11/21/2002
						To: US 15										
(707)	0.58	170	R			From: Dead End					NA		NA			11/25/2002
						To: 68-629										
(708)	0.40	100	R			From: SR 3					NA		NA			1999
						To: Dead End										
(709)	0.80	80	R			From: 68-608					NA		NA			12/02/2002
						To: Dead End										
(710)	0.20	20	R			From: Dead End					NA		NA			11/18/2002
						To: SCL Gordonsville										
(711)	0.20	340	R			From: SR 3					NA		NA			1999
						To: Dead End										
(712)	0.30	NA				From: Dead End					NA		NA			
						To: 68-625										
(713)	0.60	100	R			From: US 33					NA		NA			09/03/2002
						To: Dead End										
(714)	0.70	110	R			From: 68-600					NA		NA			12/02/2002
						To: Dead End										
(715)	0.25	20	R			From: 68-603					NA		NA			12/02/2002
						To: Dead End										
(716)	0.25	20	R			From: 68-604					NA		NA			12/02/2002
						To: Dead End										
(717)	0.20	30	R			From: Dead End					NA		NA			11/25/2002
						To: 68-632										
(718)	0.40	590	R			From: Dead End					NA		NA			11/21/2002
						To: US 15										
(719)	0.97	300	R			From: US 522					NA		NA			1999
						To: Spotsylvania County Line										
(720)	0.07	NA				From: SR 20					NA		NA			
						To: Spotsylvania County Line										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(721)	0.54	40	R			From: US 15 SOUTH					NA		NA			11/25/2002
						To: US 15 NORTH										
(722)	0.02	20	R			From: 68-721					NA		NA			11/25/2002
						To: US 15										
(723)	0.25	30	R			From: US 15 SOUTH					NA		NA			11/25/2002
						To: US 15 NORTH										
(724)	0.50	130	R			From: 68-629					NA		NA			11/25/2002
						To: Dead End										
(725)	0.90	130	R			From: SR 20					NA		NA			1999
						To: Dead End										
(726)	0.35	45	R			From: Dead End					NA		NA			11/14/2002
						To: SR 231										
(727)	0.45	140	R			From: 68-741					NA		NA			1999
						To: Dead End										
(728)	0.10	60	R			From: 68-629					NA		NA			11/25/2002
						To: Dead End										
(729)	0.47	70	R			From: SR 20					NA		NA			12/02/2002
						To: Dead End										
(730)	0.40	50	R			From: Dead End					NA		NA			11/21/2002
						To: 68-639										
(731)	0.50	110	R			From: Dead End					NA		NA			09/03/2002
						To: 68-644										
(732)	1.30	60	R			From: Dead End					NA		NA			11/14/2002
						To: 68-654										
(733)	0.23	30	R			From: 68-612 SOUTH					NA		NA			11/21/2002
						To: 68-612 NORTH										
(734)	0.50	110	R			From: Dead End					NA		NA			1999
						To: 68-624										
(735)	0.20	120	R			From: Cul-de-Sac					NA		NA			1999
						To: 68-647										
(736)	0.40	70	R			From: 68-633					NA		NA			1999
						To: 68-674										
(737)	0.43	60	R			From: 68-674					NA		NA			11/29/2002
						To: Dead End										
(738)	0.26	240	R			From: SR 20 WEST					NA		NA			09/03/2002
						To: US 33										
(738)	1.00	310	R			From: US 33					NA		NA			09/03/2002
						To: SR 20 MID										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(738)	0.30	30	R			From: SR 20 MID					NA			NA		09/03/2002
						To: SR 20 EAST										
(739)	0.60	180	R			From: 68-629					NA			NA		11/25/2002
						To: Dead End										
(740)	0.60	80	R			From: SR 20 WEST					NA			NA		1999
						To: SR 20 EAST										
(741)	1.02	790	R			From: SR 20 WEST					NA			NA		1999
						To: 68-602										
(741)	0.72	390	R			From: 68-602					NA			NA		1999
						To: SR 20 EAST										
(742)	0.67	110	R			From: 68-621					NA			NA		1999
						To: SR 20										
(743)	0.10	270	R			From: SR 20					NA			NA		12/02/2002
						To: 68-741										
(744)	0.25	130	R			From: Dead End					NA			NA		11/25/2002
						To: 68-629										
(745)	0.12	45	R			From: Dead End					NA			NA		11/21/2002
						To: US 15										
(746)	0.13	20	R			From: 68-655					NA			NA		11/14/2002
						To: Dead End										
(747)	0.25	60	R			From: Dead End					NA			NA		12/02/2002
						To: 68-628										
(748)	0.30	80	R			From: Dead End					NA			NA		09/03/2002
						To: SR 20										
(750)	0.06	320	R			From: 68-643					NA			NA		1999
						To: 68-752										
(751)	0.18	70	R			From: Dead End					NA			NA		11/14/2002
						To: 68-616										
(752)	0.04	40	R			From: 68-750					NA			NA		11/21/2002
						To: Cul-de-Sac										
(753)	0.16	NA				From: Dead End/					NA			NA		
						To: 68-00646(L)/										
(754)	0.14	NA				From: Cul-de-Sac/					NA			NA		
						To: 68-00643(B)/										
(755)	0.60	220	R			From: Dead End					NA			NA		12/02/2002
						To: 68-692										
(756)	0.33	NA				From: Cul-de-Sac/					NA			NA		
						To: 68-00608(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(757)	0.90	170	R			From: 68-611					NA		NA			1999
						To: Cul-de-Sac										
(760)	0.86	120	R			From: SR 3					NA		NA			1999
						To: Cul-de-Sac										
(762)	0.50	180	R			From: 68-602					NA		NA			1999
						To: Dead End										
(765)	0.61	180	R			From: US 33					NA		NA			1999
(765)	0.11	45	R			From: 68-766					NA		NA			11/18/2002
						To: Dead End										
(766)	0.08	50	R			From: 68-765					NA		NA			1999
						To: Dead End										
(770)	0.28	30	R			From: 68-621 SOUTH					NA		NA			12/02/2002
						To: 68-621 NORTH										
(777)	0.80	300	R			From: Albemarle County Line					NA		NA			09/03/2002
						To: 68-678										
Town of Gordonsville																
(1000)	0.12	50	R			From: 68-1014					NA		NA			12/02/2002
						To: Dead End										
(1001)	0.11	90	R			From: 68-1002					NA		NA			11/21/2002
						To: 68-1011										
(1002)	0.24	70	R			From: 68-1001					NA		NA			11/21/2002
						To: 68-1004										
(1003)	0.10	110	R			From: Dead End					NA		NA			11/18/2002
(1003)	0.13	440	R			From: 68-1004					NA		NA			11/18/2002
						To: SR 231										
(1004)	0.09	200	R			From: Duke Street					NA		NA			11/18/2002
(1004)	0.24	460	R			From: 68-1003					NA		NA			11/18/2002
(1004)	0.09	410	R			From: 68-1009					NA		NA			11/18/2002
(1004)	0.07	660	R			From: US 15					NA		NA			11/21/2002
(1004)	0.41	670	R			From: 68-1030					NA		NA			11/21/2002
						To: 68-643										
(1005)	0.34	140	R			From: 68-1004					NA		NA			11/21/2002
						To: 68-1030										
(1006)	0.60	2900	F			From: US 15					0.081	F	0.613	2900	F	2002
						To: SR 231										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1007	0.06	60	R								NA		NA			11/18/2002
1007	0.10	280	R								NA		NA			11/18/2002
1008	0.16	340	R								NA		NA			11/18/2002
1008	0.24	170	R								NA		NA			11/21/2002
1009	0.10	30	R								NA		NA			11/18/2002
1010	0.08	120	R								NA		NA			11/21/2002
1011	0.18	530	R								NA		NA			11/21/2002
1012	0.11	420	R								NA		NA			11/18/2002
1012	0.10	940	F	97%	0%	2%	0%	0%	0%	C	0.109	F	0.663	950	F	2002
1012	0.26	240	R								NA		NA			11/18/2002
1013	0.08	620	F	97%	0%	2%	0%	0%	0%	C	0.093	F	0.536	620	F	2002
1014	0.16	300	R								NA		NA			11/18/2002
1014	0.04	450	F	98%	1%	1%	0%	0%	0%	C	0.112	F	0.674	450	F	2002
1015	0.16	240	R								NA		NA			11/18/2002
1015	0.22	1200	R								NA		NA			11/18/2002
1016	0.11	60	R								NA		NA			11/18/2002
1016	0.16	80	R								NA		NA			11/18/2002
1017	0.23	410	R								NA		NA			11/18/2002
1018	0.07	60	R								NA		NA			11/18/2002
1018	0.06	60	R								NA		NA			11/18/2002
1019	0.11	140	R								NA		NA			11/18/2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1019	0.10	NA				From: US 15					NA		NA			
						To: 68-1015										
1020	0.10	20	R			From: 68-1011					NA		NA			11/21/2002
						To: 68-1008										
1021	0.09	NA				From: 68-1012					NA		NA			
						To: 68-1007										
1021	0.09	130	R			From: Dead End; Gap Terminus					NA		NA			11/18/2002
						To: 68-1004										
1021	0.21	320	R			From: 68-1004					NA		NA			11/18/2002
						To: SR 231										
1022	0.20	220	R			From: 68-1015					NA		NA			11/18/2002
						To: 68-1014										
1023	0.17	40	R			From: 68-1002					NA		NA			11/21/2002
						To: 68-1008										
1024	0.10	180	R			From: Dead End					NA		NA			11/18/2002
						To: 68-1012										
1024	0.07	160	R			From: 68-1012					NA		NA			11/18/2002
						To: 68-1014										
1024	0.27	80	R			From: 68-1014					NA		NA			11/18/2002
						To: 68-225, ECL Gordonsville										
1025	0.10	900	R			From: SR 231					NA		NA			11/18/2002
						To: NCL Gordonsville										
1026	0.11	230	R			From: 68-1014					NA		NA			11/18/2002
						To: Dead End										
Orange County																
1027	0.10	60	R			From: Dead End					NA		NA			11/18/2002
						To: SR 231										
Town of Gordonsville																
1028	0.09	70	R			From: 68-1012					NA		NA			11/18/2002
						To: Dead End										
1029	0.21	40	R			From: 68-1012					NA		NA			11/18/2002
						To: Dead End										
1030	0.24	330	R			From: 68-1004					NA		NA			11/21/2002
						To: 68-1005										
1030	0.04	580	R			From: 68-1005					NA		NA			11/21/2002
						To: US 15										
1031	0.04	40	R			From: Dead End					NA		NA			11/21/2002
						To: 68-1030										
1032	0.08	60	R			From: 68-1030					NA		NA			11/21/2002
						To: 68-1005										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gordonsville																
1033	0.14	40	R			From: 68-1030					NA		NA			11/21/2002
						To: 68-1005										
1034	0.23	800	R			From: Dead End					NA		NA			11/18/2002
						To: 68-1006										
Orange County																
1035	0.05	40	R			From: Dead End					NA		NA			1999
						To: 68-1036										
1035	0.06	70	R			From: WCL Gordonsville					NA		NA			1999
						To: WCL Gordonsville										
Town of Gordonsville																
1035	0.11	110	R			From: WCL Gordonsville					NA		NA			1999
						To: 68-1036										
1035	0.05	210	R			From: 68-1036					NA		NA			1999
						To: 68-1017										
Orange County																
1036	0.11	160	R			From: 68-1035					NA		NA			1999
						To: WCL Gordonsville										
Town of Gordonsville																
1036	0.04	180	R			From: WCL Gordonsville					NA		NA			1999
						To: 68-1035										
1037	0.10	130	R			From: SCL Louisa					NA		NA			11/18/2002
						To: 68-1019										
1037	0.08	130	R			From: 68-1019					NA		NA			11/18/2002
						To: 68-1017										
1038	0.13	50	R			From: Dead End					NA		NA			11/18/2002
						To: 68-1004										
Orange County																
1040	0.09	20	R			From: Cul-de-Sac					NA		NA			11/21/2002
						To: 68-1041										
1040	0.09	100	R			From: 68-1041					NA		NA			11/21/2002
						To: 68-647										
1041	0.06	30	R			From: 68-1040					NA		NA			11/21/2002
						To: Cul-de-Sac										
1050	1.43	210	R			From: Cul-de-Sac					NA		NA			12/02/2002
						To: 68-601										
1051	0.55	60	R			From: 68-1052					NA		NA			12/02/2002
						To: 68-603										
1052	0.23	45	R			From: 68-1053					NA		NA			12/02/2002
						To: 68-1050										
1053	0.43	9	R			From: 68-1050					NA		NA			12/02/2002
						To: 68-1052										

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						2Axle	3+Axle	1Trail	2Trail							
Orange County																
(1059)	0.14	6400	R			From: SR 3					NA		NA			12/02/2002
						To: Dead End										
(1060)	0.08	20	R			From: Cul-de-Sac					NA		NA			1999
						To: 68-1061 WEST										
(1060)	0.32	120	R			From: 68-1061 WEST					NA		NA			1999
						To: 68-1061 EAST										
(1060)	0.06	250	R			From: 68-1061 EAST					NA		NA			1999
						To: 68-692										
(1061)	0.56	100	R			From: 68-1060 WEST					NA		NA			1999
						To: 68-1060 EAST										
(1061)	0.17	20	R			From: Dead End					NA		NA			1999
						To: Dead End										
(1062)	0.57	200	R			From: Dead End					NA		NA			12/02/2002
						To: 68-692										
(1063)	0.61	100	R			From: Dead End					NA		NA			12/02/2002
						To: 68-1062										
(1080)	0.28	110	R			From: 68-646					NA		NA			1999
						To: 68-1081										
(1080)	0.29	80	R			From: 68-646 NORTH					NA		NA			1999
						To: 68-1080										
(1081)	0.09	10	R			From: 68-1080					NA		NA			1999
						To: Cul-de-Sac										
(1101)	0.20	220	R			From: 68-629					NA		NA			1999
						To: 68-1102										
(1101)	0.05	20	R			From: Dead End					NA		NA			1999
						To: 68-1101										
(1102)	0.08	70	R			From: 68-1101					NA		NA			1999
						To: Dead End										
(1105)	0.19	120	R			From: US 15					NA		NA			11/21/2002
						To: 68-1106										
(1106)	0.08	30	R			From: 68-1105					NA		NA			11/21/2002
						To: Cul-de-Sac										
(1120)	0.17	50	R			From: Cul-de-Sac					NA		NA			1999
						To: 68-1121										
(1120)	0.35	270	R			From: 68-621					NA		NA			1999
						To: Cul-de-Sac										
(1121)	0.27	130	R			From: Cul-de-Sac					NA		NA			1999
						To: 68-1120										
(2011)	0.15	NA				From: 68-02013(B)/					NA		NA			
						To: Cul-de-Sac/										

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						2Axle	3+Axle	1Trail	2Trail								
Orange County																	
(2012)	0.13	NA				From: 68-02013(B)/					NA		NA				
						To: Dead End/											
(2013)	0.14	80	R			From: ECL Orange					NA		NA		11/25/2002		
						To: SR 20											
(2014)	0.20	170	R			From: Dead End					NA		NA		1999		
						To: SR 20											
(2015)	0.12	160	R			From: Dead End					NA		NA		1999		
						To: SR 20											
(2016)	0.59	180	R			From: Begin Loop					NA		NA		1999		
						To: End Loop											
(2016)	0.05	260	R			From: SR 20					NA		NA		1999		
						To: SR 20											
(2017)	0.07	30	R			From: 68-2016					NA		NA		1999		
						To: Cul-de-Sac											
Town of Gordonsville																	
(9302)	0.08	130	R			From: 68-1004					NA		NA		1999		
						To: Gordonsville Elem Sch											
Orange County																	
(9521)	0.13	150	R			From: US 522					NA		NA		1999		
						To: Lightfoot Sch											
(9725)	0.15	220	R			From: US 522					NA		NA		1999		
						To: Unionville Elem Sch											
Town of Orange																	
(842/275)	Main Street E	0.66	2800	F	98%	1%	0%	0%	0%	0%	C	0.105	F	0.541	2800	F	2002
						From: SR 20 Byrd Street											
						To: 275-844 Selma Rd											
(842/275)	Rapidan Road	0.18	2100	F	98%	1%	0%	0%	0%	0%	F	0.107	F	0.506	2100	F	2002
						From: Selma Road											
						To: Boxley Lane											
(842/275)	Main Street	0.28	1500	F	89%	1%	3%	5%	2%	0%	F	0.092	F	0.566	1500	F	2002
						From: Boxley Ln											
						To: 68-615, NEW ECL Orange											
(844/275)	Selma Road	0.35	2800	F	97%	2%	0%	0%	0%	0%	F	0.137	F	0.711	2800	F	2002
						From: SR 20 Constitution Road											
						To: RT 615 Main Street E											
(844/275)	Red Hill Road	1.05	420	F	97%	2%	0%	0%	0%	0%	C	0.097	F	0.537	420	F	2002
						From: Dead End											
						To: Dead End											
(845/275)	Spicers Mill Road	1.16	960	F	96%	1%	1%	1%	0%	0%	C	0.152	F	0.535	970	F	2002
						From: WCL Orange 68-633											
						To: US 15 Madison Road											
(846/275)	Old Gordonsville Rd	0.35	2300	F	95%	1%	2%	1%	1%	0%	F	0.106	F	0.575	2300	F	2002
						From: 68-647 SCL Orange											
						To: Woodcrest Dr											
(846/275)	Old Gordonsville Road	0.72	2400	F	95%	1%	2%	1%	1%	0%	C	0.099	F	0.550	2400	F	2002
						From: Woodcrest Drive											
						To: US 15 James Madison Hwy											

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Porterfield Drive		490	F	From	WCL Orange					0.118	F		520	F	2002	
				To	Montevista Avenue											