

2001

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

Jurisdiction Report

68

Orange County  
Town of Gordonsville  
Town of Orange

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.

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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<sup>th</sup> 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  
Bypass - 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  
Orange Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Orange County</b>																
3	4.89	8500	G	90%	1%	2%	1%	5%	0%	F	760	G	8600	G	2001	
				From: Culpeper County Line												
3	0.12	17000	G	94%	1%	2%	1%	3%	0%	F	1400	G	17000	G	2001	
				From: SR 20 Wilderness												
				To: Spotsylvania County Line												
<b>Town of Gordonsville</b>																
15	Martinsburg Ave	1.12	7900	G	88%	1%	3%	1%	8%	0%	F	680	G	8000	G	2001
				From: SCL Gordonsville												
				To: S SR 231												
15		0.18	9100	N	92%	0%	3%	1%	4%	0%	N	820	N	9200	N	2001
				From: US 33												
				To: NCL Gordonsville												
<b>Orange County</b>																
15		4.51	9100	G	92%	0%	3%	1%	4%	0%	F	820	G	9200	G	2001
				From: NCL Gordonsville												
15		2.25	9000	G	92%	0%	3%	1%	4%	0%	F	840	G	9100	G	2001
				From: 68-639												
				To: SCL Orange												
<b>Town of Orange</b>																
15	James Madison High	1.13	12000	G	91%	1%	3%	1%	4%	0%	C	NA	12000	G	2001	
				From: SCL Orange												
15	Caroline Street	0.28	14000	G	92%	1%	2%	1%	4%	0%	C	NA	14000	G	2001	
				From: Old Gordonsville Road												
15		0.17	13000	G	92%	0%	3%	1%	4%	0%	F	1100	G	13000	G	2001
				From: S SR 20												
15	Madison Street	0.24	8700	G	92%	1%	3%	1%	4%	0%	C	NA	8800	G	2001	
				From: SR 20 Caroline Street												
15	Madison Street	0.61	15000	G	95%	0%	2%	1%	2%	0%	C	NA	15000	G	2001	
				From: Main Street												
15	James Madison High	1.10	7800	G	92%	0%	3%	1%	4%	0%	C	NA	7900	G	2001	
				From: Lafayette Street												
				To: 68-721 NCL Orange												
<b>Orange County</b>																
15		1.32	7000	G	91%	1%	2%	1%	5%	0%	F	620	G	7000	G	2001
				From: 68-721 NCL Orange												
				To: Madison County Line												
20	Stony Point Rd	1.30	2000	G	96%	0%	2%	1%	1%	0%	F	240	G	2000	G	2001
				From: Albemarle County Line												
20	33	0.22	5900	G	93%	0%	2%	1%	4%	0%	F	590	G	6000	G	2001
				From: W US 33												
20		5.63	2400	G	94%	1%	2%	2%	2%	0%	F	230	G	2400	G	2001
				From: E US 33												
20		5.76	3600	G	94%	1%	2%	1%	2%	0%	F	320	G	3600	G	2001
				From: SR 231												
				To: WCL Orange												
<b>Town of Orange</b>																
20	W Main Street	0.47	5500	G	96%	1%	2%	0%	1%	0%	C	NA	5500	G	2001	
				From: WCL Orange												
20		0.15	5500	G	94%	1%	2%	1%	2%	0%	F	510	G	5600	G	2001
				From: SR 20 Bus												
20	15	0.17	13000	G	92%	0%	3%	1%	4%	0%	F	1100	G	13000	G	2001
				From: N US 15												
				To: W US 15												
20	Berry Hill Road	0.66	9800	G	92%	2%	2%	1%	3%	0%	C	NA	9900	G	2001	
				From: E RT 15												
				To: S US 15 Caroline Street												
				To: 68-612												

Virginia Department of Transportation  
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2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Orange Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Orange</b>																
(20)	0.08	9700	G	95%	0%	2%	1%	3%	0%	F	840	G	9800	G	2001	
				From:	68-612											
				To:	ECL Orange											
<b>Orange County</b>																
(20)	2.24	9700	N	95%	0%	2%	1%	3%	0%	N	840	N	9800	N	2001	
				From:	ECL Orange											
				To:	68-629											
(20)	6.01	7000	G	95%	0%	2%	1%	3%	0%	F	570	G	7000	G	2001	
				From:	68-612											
				To:	US 522 East of Unionville											
(20)	2.28	5800	G	95%	0%	2%	1%	3%	0%	F	510	G	5900	G	2001	
				From:	US 522 East of Unionville											
				To:	68-650											
(20)	6.38	5200	G	95%	0%	2%	1%	3%	0%	F	470	G	5300	G	2001	
				From:	68-650											
				To:	68-611											
(20)	4.73	7400	A	95%	0%	2%	1%	3%	0%	A	730	A	7000	A	2001	
				From:	68-611											
				To:	SR 3 Wilderness											
<b>Town of Orange</b>																
Bus (20) Main Street	0.24	5200	G								NA		5300	G	2001	
				From:	Caroline Street											
				To:	Main Street E											
Bus (20) Byrd Street	0.47	6100	G	98%	0%	1%	0%	0%	0%	C	NA		6100	G	2001	
				From:	Main Street E											
				To:	N INT Berry Hill Rd											
<b>Orange County</b>																
(33) Spotswood Trail	4.51	6300	G	93%	0%	2%	1%	3%	0%	F	650	G	6300	G	2001	
				From:	Greene County Line											
				To:	W SR 20											
(33)	0.22	5900	G	93%	0%	2%	1%	4%	0%	F	590	G	6000	G	2001	
				From:	W SR 20											
				To:	E SR 20											
(33)	5.44	4800	G	93%	0%	2%	1%	4%	0%	F	490	G	4800	G	2001	
				From:	E SR 20											
				To:	WCL Gordonsville											
<b>Town of Gordonsville</b>																
(33)	0.01	4800	N	93%	0%	2%	1%	4%	0%	N	490	N	4800	N	2001	
				From:	WCL Gordonsville											
				To:	SR 231 Old Blue Ridge Trmpk											
(33)	0.15	6000	G	93%	0%	2%	1%	3%	0%	F	590	G	6000	G	2001	
				From:	SR 231 Old Blue Ridge Trmpk											
				To:	US 15											
(33) (15) Martinsburg Av	1.12	7900	G	88%	1%	3%	1%	8%	0%	F	680	G	8000	G	2001	
				From:	S SR 231											
				To:	SCL Gordonsville											
<b>Orange County</b>																
(231)	0.58	4900	G	95%	0%	2%	0%	3%	0%	F	480	G	4900	G	2001	
				From:	Louisa County Line											
				To:	SCL Gordonsville											
<b>Town of Gordonsville</b>																
(231)	0.58	4900	N	95%	0%	2%	0%	3%	0%	N	480	N	4900	N	2001	
				From:	SCL Gordonsville											
				To:	US 15 South of Gordonsville											
(231) (33)	0.15	6000	G	93%	0%	2%	1%	3%	0%	F	590	G	6000	G	2001	
				From:	RT 15 & RT 33 GORDONSVILLE											
				To:	US 33 WEST OF GORDONSVILLE											
(231)	0.02	840	G	94%	0%	3%	0%	2%	0%	F	100	G	850	G	2001	
				From:	US 33 WEST OF GORDONSVILLE											
				To:	NCL Gordonsville											
<b>Orange County</b>																
(231)	6.09	840	N	94%	0%	3%	0%	2%	0%	N	100	N	850	N	2001	
				From:	NCL Gordonsville											
				To:	SR 20											
(231) Blue Ridge Turnpike	0.58	1200	G	96%	1%	1%	1%	1%	0%	F	120	G	1200	G	2001	
				From:	SR 20											
				To:	Madison 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						
<b>Orange County</b>															
522	8.87	1800	G			From: Spotsylvania County Line				F	170	G	1800	G	2001
522	6.84	2400	G			From: SR 20				F	230	G	2400	G	2001
						To: Culpeper County Line									
600	4.70	330	R			From: 68-629					NA		NA		1994
						To: SR 20 EAST									
600	1.50	120	R			From: SR 20 WEST					NA		NA		1994
600	1.56	130	R			From: 1.50 MN SR 20					NA		NA		1994
						To: 68-615									
601	3.70	570	R			From: SR 20					NA		NA		1999
601	0.60	930	R			From: 68-603					NA		NA		1999
						To: SR 3									
602	2.20	390	R			From: 68-741					NA		NA		1999
						To: 68-621 WEST									
602	1.50	480	R			From: 68-621 EAST					NA		NA		1999
602	1.50	170	R			From: 68-622					NA		NA		1999
						To: 68-692									
602	3.30	40	R			From: 68-611					NA		NA		1999
						To: 68-611									
603	1.20	250	R			From: 68-685					NA		NA		1999
603	0.30	250	R			From: 0.30 MN 68-685					NA		NA		1999
603	0.20	80	R			From: 68-715					NA		NA		1999
603	2.90	70	R			From: 2.90 MN 68-715					NA		NA		1999
603	1.70	320	R			From: 68-614					NA		NA		1999
						To: 68-601									
604	0.30	60	R			From: Dead End					NA		NA		1999
604	2.10	560	G			From: 68-621				C	60	G	560	G	2001
						To: 68-611									
605	0.30	120	R			From: 68-621					NA		NA		1999
605	0.90	70	R			From: 68-698					NA		NA		1999
						To: Dead End									
606	1.80	90	R			From: 68-692					NA		NA		1999
						To: 68-608									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
607	0.90	3300	G	From:	Greene County Line				0%	C	370	G	3400	G	2001
				To:	US 33										
608	1.00	1500	G	From:	Spotsylvania County Line				0%	C	150	G	1500	G	2001
				To:	68-606										
608	1.30	1400	G	From:	95%	0%	2%	1%	2%	0%	F	140	G	1500	G
				To:	68-621 WEST										
608	1.00	120	R	From:	68-621 EAST				NA	NA	NA	NA	1999		
				To:	Dead End										
609	0.10	380	G	From:	Greene County Line				0%	F	40	G	380	G	2001
				To:	68-610										
609	0.79	340	G	From:	93%	2%	2%	1%	1%	0%	F	30	G	340	G
				To:	68-676										
609	1.47	320	G	From:	93%	2%	2%	2%	1%	0%	F	40	G	330	G
				To:	68-644										
609	2.40	850	G	From:	93%	2%	2%	2%	1%	0%	C	90	G	850	G
				To:	SR 20										
610	1.30	60	R	From:	Greene County Line				NA	NA	NA	NA	1994		
				To:	68-609										
611	2.60	360	G	From:	US 522				30	G	360	G	2001		
				To:	68-663										
611	2.44	360	G	From:	94%	1%	4%	0%	1%	0%	F	30	G	360	G
				To:	68-672										
611	1.90	500	G	From:	68-692 EAST				50	G	500	G	2001		
				To:	SR 20										
611	4.46	890	G	From:	94%	1%	4%	0%	1%	0%	C	80	G	900	G
				To:	SR 20										
611	1.30	890	G	From:	68-604				90	G	900	G	2001		
				To:	68-604										
611	1.50	250	R	From:	Spotsylvania County Line				NA	NA	NA	NA	1999		
				To:	Spotsylvania County Line										
612	0.01	230	R	From:	Spotsylvania County Line				NA	NA	NA	NA	1994		
				To:	68-661										
612	2.51	230	R	From:	69-661				NA	NA	NA	NA	1994		
				To:	68-651 EAST										
612	0.05	460	R	From:	68-651 WEST				NA	NA	NA	NA	1994		
				To:	68-669 EAST										
612	1.12	460	R	From:	68-669 WEST				NA	NA	NA	NA	1994		
				To:	68-669 WEST										
612	2.48	950	G	From:	96%	0%	2%	0%	1%	0%	F	100	G	950	G
				To:	68-703										
612	3.90	1200	G	From:	96%	0%	2%	0%	1%	0%	C	130	G	1200	G
				To:	68-637										
612	0.90	1600	G	From:	96%	0%	2%	0%	1%	0%	F	170	G	1600	G
				To:	68-631										
612	1.98	1600	G	From:	69-631				150	G	1600	G	2001		
				To:	SR 20										

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Orange Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
613	0.40	80	R			From: Dead End To: 68-670					NA		NA		1994
614	3.98	330	R			From: 68-611 To: 68-603					NA		NA		1999
615	3.30	1300	G	94%	0%	2%	3%	1%	0%	C	140	G	1400	G	2001
615	1.18	1300	G	94%	0%	2%	3%	1%	0%	F	130	G	1300	G	2001
615	1.13	1100	G	94%	0%	2%	3%	1%	0%	F	120	G	1100	G	2001
						From: ECL ORANGE To: 68-600									
616	0.79	60	R			From: Dead End To: 0.79 ME Dead End					NA		NA		1994
616	0.11	60	R			From: 68-633 To: 68-641					NA		NA		1994
616	0.30	390	R			From: 68-633 To: 68-641					NA		NA		1994
616	0.61	670	R			From: 68-641 To: SR 20					NA		NA		1994
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	100	R			From: Greene County Line To: 68-657					NA		NA		1994
619	2.80	80	R			From: 68-624 To: 68-692					NA		NA		1999
620	1.45	60	R			From: 68-611 SOUTH To: 68-681					NA		NA		1999
620	2.75	90	R			From: 68-681 To: 68-611 NORTH					NA		NA		1999
621	0.30	20	R			From: Dead End To: US 522 NORTH					NA		NA		1999
621	2.03	900	R			From: US 522 SOUTH To: 2.04 ME US 522					NA		NA		1999
621	0.07	900	R			From: 2.04 ME US 522 To: 68-770 WEST					NA		NA		1999
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	680	R			From: 68-602 WEST To: 68-602 EAST					NA		NA		1994

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(621)	2.07	870	R								NA		NA		1999
(621)	1.70	1700	G	95%	0%	1%	1%	3%	0%	C	150	G	1800	G	2001
(621)	2.00	1400	G	95%	0%	2%	1%	3%	0%	F	120	G	1400	G	2001
(621)	2.00	1600	G	95%	0%	1%	1%	3%	0%	F	150	G	1600	G	2001
(621)	1.20	1400	R								NA		NA		1999
(622)	1.60	210	R								NA		NA		1999
(622)	2.30	250	R								NA		NA		1999
(623)	1.00	70	R								NA		NA		1999
(624)	3.50	140	R								NA		NA		1999
(624)	2.50	450	R								NA		NA		1999
(625)	1.05	280	R								NA		NA		1994
(625)	0.35	420	R								NA		NA		1994
(626)	3.90	180	R								NA		NA		1999
(627)	0.40	530	R								NA		NA		1999
(627)	4.40	330	R								NA		NA		1999
(627)	0.50	570	R								NA		NA		1999
(628)	2.70	80	R								NA		NA		1999
(628)	1.00	80	R								NA		NA		1999
(629)	1.51	380	R								NA		NA		1999
(629)	1.74	540	G								50	G	540	G	2001
(629)	1.22	670	G								60	G	670	G	2001
(629)	2.07	830	G								70	G	830	G	2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
629	1.06	1100	G			From: 68-724					110	G	1100	G	2001
629	0.99	1300	G			To: 68-739					120	G	1300	G	2001
629	0.99	1800	G	97%	0%	1%	1%	1%	0%	C	170	G	1800	G	2001
						To: SR 20									
630	0.55	80	R			From: 68-669					NA		NA		1994
630	0.10	48	R			To: 68-677					NA		NA		1999
630	1.75	48	R			From: 0.09 MN 68-677					NA		NA		1999
						To: 68-629									
631	1.40	370	R			From: 68-612					NA		NA		1994
631	1.10	400	R			To: 68-629					NA		NA		1994
						To: SR 20									
632	0.23	360	R			From: RT 15					NA		NA		1994
632	0.05	60	R			To: 68-700					NA		NA		1994
632	0.55	30	R			From: 68-717					NA		NA		1994
632	0.25	30	R			To: 0.54 ME 68-717					NA		NA		1994
						To: Dead End									
633	2.51	220	R			From: 68-616					NA		NA		1994
633	0.19	250	R			To: 68-736					NA		NA		1994
633	0.87	620	G	96%	1%	1%	0%	1%	0%	F	120	G	620	G	2001
633	0.42	760	G	96%	1%	1%	0%	1%	0%	C	130	G	770	G	2001
						To: WCL ORANGE									
634	0.54	280	R			From: Madison County Line					NA		NA		1994
						To: RT 15									
635	0.79	80	R			From: Dead End					NA		NA		1994
635	1.20	40	R			To: SR 20					NA		NA		1994
636	1.50	220	R			From: 68-633					NA		NA		1999
636	1.50	150	R			To: 68-627					NA		NA		1999
636	3.10	90	R			From: 68-689					NA		NA		1999
636	0.50	200	R			To: 1.50 MN 68-689					NA		NA		1999
						To: 68-626					NA		NA		1999
						To: US 522									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Orange County</b>																
637	2.18	640	G	89%	3%	7%	0%	1%	0%	C	70	G	640	G	2001	
				From:	68-647											
				To:	68-612											
638	3.79	60	R								NA		NA		1994	
				From:	68-612											
638	1.81	190	R								NA		NA		1994	
				From:	3.80 MS 68-612											
638	2.60	1500	R								NA		NA		1994	
				From:	68-643											
				To:	68-647											
639	2.59	350	R								NA		NA		1994	
				From:	Louisa County Line											
639	2.90	600	G	96%	0%	2%	1%	1%	0%	F	70	G	600	G	2001	
				From:	68-643											
				To:	68-647											
639	0.20	1500	G	96%	0%	2%	1%	1%	0%	C	160	G	1500	G	2001	
				From:	68-647											
				To:	US 15											
639	0.75	270	R								NA		NA		1994	
				From:	68-647											
				To:	0.75 MW US 15											
639	0.35	70	R								NA		NA		1994	
				From:	68-647											
				To:	1.10 MW US 15											
639	2.30	80	R								NA		NA		1994	
				From:	68-647											
				To:	68-655											
639	0.33	440	R								NA		NA		1994	
				From:	68-647											
				To:	SR 20											
640	0.20	30	R								NA		NA		1999	
				From:	68-692											
				To:	Dead End											
641	0.07	80	R								NA		NA		1994	
				From:	SR 231											
				To:	0.07 ME SR 231											
641	2.24	70	R								NA		NA		1994	
				From:	68-692											
				To:	2.31 ME SR 231											
641	0.46	90	R								NA		NA		1994	
				From:	68-692											
				To:	68-616											
641	0.50	490	R								NA		NA		1994	
				From:	68-692											
				To:	68-616											
642	0.45	360	R								NA		NA		1994	
				From:	68-647											
				To:	68-694											
642	0.15	250	R								NA		NA		1994	
				From:	68-647											
				To:	68-639											
<b>Town of Gordonsville</b>																
643	0.32	870	G	96%	1%	1%	1%	0%	0%	C	220	G	880	G	2001	
				From:	68-1014											
				To:	ECL GORDONSVILLE											
<b>Orange County</b>																
643	0.09	760	G	96%	1%	1%	1%	0%	0%	F	80	G	770	G	2001	
				From:	ECL GORDONSVILLE											
				To:	68-750											
643	0.58	540	G	96%	1%	1%	1%	0%	0%	F	60	G	540	G	2001	
				From:	68-750											
				To:	68-690											
643	5.57	270	G	96%	2%	1%	2%	0%	0%	F	30	G	270	G	2001	
				From:	68-690											
				To:	68-639											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
643	0.73	680	R			From: 68-639 To: 68-638					NA		NA		1994
644	2.20	280	R			From: Albemarle County Line To: US 33					NA		NA		1994
644	1.13	880	G	95%	0%	3%	1%	0%	0%	C	80	G	890	G	2001
644	1.12	760	G			From: 68-657 To: 68-655					70	G	760	G	2001
644	1.76	620	G			From: 68-609 To: Albemarle County Line					60	G	620	G	2001
645	0.50	140	R			From: US 33 To: Albemarle County Line					NA		NA		1994
646	0.60	290	R			From: US 33 To: SR 231					NA		NA		1994
646	2.10	180	R			From: 68-639 To: 68-638; 68-688					NA		NA		1994
647	1.57	850	G	98%	0%	1%	0%	1%	0%	F	80	G	860	G	2001
647	0.31	1600	G	98%	0%	1%	0%	1%	0%	F	140	G	1600	G	2001
647	1.65	1900	G	98%	0%	1%	0%	1%	0%	C	160	G	1900	G	2001
648	0.67	10	R			From: Dead End To: 0.67 MN Dead End					NA		NA		1994
648	0.40	280	R			From: 68-643 To: US 522					NA		NA		1994
649	2.18	50	R			From: 68-629 To: Dead End					NA		NA		1994
650	0.20	100	R			From: 68-669 To: US 522					NA		NA		1994
650	0.50	430	R			From: 68-624 To: SR 20					NA		NA		1994
650	3.30	460	R			From: Louisa County Line To: 68-612 WEST					NA		NA		1999
650	0.09	1300	R			From: 68-612 EAST To: US 522					NA		NA		1999
651	2.20	140	R			From: 68-629 To: 68-624					NA		NA		1999
651	3.10	160	R			From: US 522 To: 68-629					NA		NA		1994
651	2.50	200	R			From: 68-629 To: 68-624					NA		NA		1999
651	1.50	320	R			From: 68-629 To: 68-624					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(651)	2.90	250	R			From: 68-624					NA	NA			1999
(651)	1.00	420	R			To: 68-692					NA	NA			1999
						To: Spotsylvania County Line									
(652)	1.40	90	R			From: US 33					NA	NA			1994
						To: Dead End									
(653)	1.50	180	R			From: 68-651					NA	NA			1999
						To: Spotsylvania County Line									
(654)	0.50	40	R			From: SR 231 SOUTH					NA	NA			1999
(654)	0.40	60	R			To: 68-732					NA	NA			1994
						To: SR 231 NORTH									
(655)	1.80	70	R			From: 68-644					NA	NA			1994
(655)	1.89	110	R			To: 68-656					NA	NA			1994
(655)	0.03	30	R			To: 1.89 ME 68-656					NA	NA			1999
(655)	1.93	410	R			To: SR 20 NORTH					NA	NA			1994
						To: SR 20 SOUTH									
(655)	3.10	130	R			To: SR 231 NORTH					NA	NA			1994
						To: SR 231 SOUTH									
(655)						To: 68-639									
(656)	0.62	30	R			From: 68-655					NA	NA			1994
						To: Dead End									
(657)	1.75	350	R			From: US 33					NA	NA			1994
(657)	0.95	270	R			To: 68-644					NA	NA			1994
(657)	1.60	110	R			To: 68-618					NA	NA			1994
						To: Greene County Line									
(658)	0.65	70	R			From: Dead End					NA	NA			1994
(658)	0.80	190	R			To: 68-659					NA	NA			1994
						To: US 33									
(659)	0.60	70	R			From: Dead End					NA	NA			1994
						To: 68-658									
(660)	2.00	100	R			From: 68-621					NA	NA			1999
						To: 68-692									
(661)	0.50	30	R			From: Dead End					NA	NA			1994
						To: 68-612									
(662)	0.30	90	R			From: Dead End					NA	NA			1994
						To: 68-621									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
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	160	R			From: Albemarle County Line					NA		NA		1994
						To: US 33									
665	0.50	250	R			From: 68-738					NA		NA		1994
						To: Dead End									
666	1.60	60	R			From: 68-617					NA		NA		1999
						To: 68-627									
667	0.09	40	R			From: SR 3					NA		NA		1999
667	1.00	40	R			From: 0.09 MN SR 3					NA		NA		1999
						To: Dead End									
668	0.25	60	R			From: SR 20					NA		NA		1994
						To: Dead End									
669	1.25	540	G	94%	1%	3%	0%	1%	0%	F	70	G	550	G	2001
669	0.10	1000	G	95%	1%	3%	0%	1%	0%	C	120	G	1000	G	2001
669	3.78	380	G	95%	1%	3%	1%	2%	0%	F	48	G	380	G	2001
669	4.70	380	R			From: 68-629					NA		NA		1994
						To: 68-671									
670	1.25	270	R			From: Greene County Line					NA		NA		1994
						To: 68-607									
671	0.86	440	R			From: SR 20 WEST					NA		NA		1994
671	0.84	480	R			From: 68-669					NA		NA		1994
671	0.47	120	R			From: US 522 Gap Termin SR 20 MID					NA		NA		1999
						To: SR 20 EAST									
672	2.00	200	R			From: 68-622					NA		NA		1999
						To: 68-611									
673	2.60	40	R			From: 68-700					NA		NA		1994
						To: 68-615									
674	0.28	330	R			From: 68-633					NA		NA		1994
674	1.62	370	R			From: 68-737					NA		NA		1994
						To: US 15									
675	0.40	60	R			From: Dead End					NA		NA		1994
						To: SR 20									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(676)	0.70	50	R			From: 68-609					NA		NA		1994
						To: Dead End									
(677)	1.71	70	R			From: 68-612					NA		NA		1994
						To: 68-630									
(678)	0.50	200	R			From: US 33 NORTH					NA		NA		1994
						To: SR 20					NA		NA		1994
(678)	0.83	80	R			From: 68-738					NA		NA		1994
						To: US 33 SOUTH									
(679)	0.80	20	R			From: Dead End					NA		NA		1994
						To: SR 231									
(680)	0.11	60	R			From: Dead End					NA		NA		1999
						To: 68-647									
(681)	1.00	20	R			From: 68-620					NA		NA		1999
						To: Dead End									
(682)	0.55	110	R			From: Dead End					NA		NA		1994
						To: 68-638									
(683)	0.23	NA				From: 68-624					NA		NA		
						To: Cul-de-Sac									
(684)	0.50	20	R			From: Dead End					NA		NA		1999
						To: 68-611									
(685)	0.35	90	R			From: 68-603					NA		NA		1999
						To: Dead End									
(686)	0.80	60	R			From: US 15 SOUTH					NA		NA		1994
						To: US 15 NORTH									
(687)	1.90	70	R			From: Spotsylvania County Line					NA		NA		1999
						To: 68-651									
(688)	0.30	430	R			From: 68-647					NA		NA		1994
						To: 68-637									
(689)	0.31	9	R			From: Culpeper County Line					NA		NA		1999
						To: 68-636									
(690)	0.69	640	R			From: 68-643					NA		NA		1994
						To: US 15									
<b>Town of Gordonsville</b>															
(691)	0.12	980	R			From: SCL GORDONSVILLE					NA		NA		1994
						To: 68-1015									
<b>Orange County</b>															
(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						
<b>Orange County</b>															
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	820	G	93%	0%	5%	1%	0%	0%	C	80	G	820	G	2001
692	1.74	370	G	93%	0%	5%	1%	1%	0%	F	40	G	370	G	2001
692	1.30	280	G	93%	0%	5%	1%	0%	0%	F	NA		290	G	2001
692	0.03	90	R			From: 68-611					NA		NA		1999
692	0.96	90	R			From: 0.04 MN 68-611					NA		NA		1999
693	0.60	310	R			From: SR 20					NA		NA		1994
694	0.20	50	R			From: 68-641					NA		NA		1994
695	0.30	80	R			From: 68-642					NA		NA		1994
696	0.80	60	R			From: Dead End					NA		NA		1994
697	1.60	290	R			From: 68-602					NA		NA		1999
698	0.30	30	R			From: 68-612					NA		NA		1994
699	0.30	40	R			From: Dead End					NA		NA		1994
700	1.70	220	R			From: 68-627					NA		NA		1994
700	0.70	100	R			From: Dead End					NA		NA		1994
700	2.00	80	R			From: 68-605					NA		NA		1994
701	0.40	290	R			From: 68-673					NA		NA		1994
702	0.24	250	R			From: 68-615					NA		NA		1994
703	0.20	60	R			From: 68-617					NA		NA		1994
						From: US 522					NA		NA		1999
						From: 68-641					NA		NA		1994
						From: Dead End					NA		NA		1994
						From: 68-612					NA		NA		1994
						From: Dead End					NA		NA		1994

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(704)	0.15	90	R			From: Dead End					NA		NA		1999
						To: Spotsylvania County Line									
<b>Spotsylvania County</b>															
(704)	0.05	90	N			From: Orange County Line					NA		NA		1999
						To: 88-601									
<b>Orange County</b>															
(705)	0.54	50	R			From: Dead End					NA		NA		1994
						To: SR 231									
(706)	0.40	30	R			From: Dead End					NA		NA		1994
						To: US 15									
(707)	0.58	100	R			From: Dead End					NA		NA		1994
						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		1999
						To: Dead End									
(710)	0.20	20	R			From: Dead End					NA		NA		1994
						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		1994
						To: Dead End									
(714)	0.70	100	R			From: 68-600					NA		NA		1994
						To: Dead End									
(715)	0.25	10	R			From: 68-603					NA		NA		1999
						To: Dead End									
(716)	0.25	20	R			From: 68-604					NA		NA		1999
						To: Dead End									
(717)	0.20	20	R			From: Dead End					NA		NA		1994
						To: 68-632									
(718)	0.40	930	R			From: Dead End					NA		NA		1994
						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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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(721)	0.54	40	R			From: US 15 SOUTH					NA		NA		1994
						To: US 15 NORTH									
(722)	0.02	20	R			From: 68-721					NA		NA		1994
						To: US 15									
(723)	0.25	20	R			From: US 15 SOUTH					NA		NA		1994
						To: US 15 NORTH									
(724)	0.50	90	R			From: 68-629					NA		NA		1994
						To: Dead End									
(725)	0.90	130	R			From: SR 20					NA		NA		1999
						To: Dead End									
(726)	0.35	40	R			From: Dead End					NA		NA		1999
						To: SR 231									
(727)	0.45	140	R			From: 68-741					NA		NA		1999
						To: Dead End									
(728)	0.10	30	R			From: 68-629					NA		NA		1994
						To: Dead End									
(729)	0.47	60	R			From: SR 20					NA		NA		1999
						To: Dead End									
(730)	0.40	50	R			From: Dead End					NA		NA		1999
						To: 68-639									
(731)	0.50	70	R			From: Dead End					NA		NA		1994
						To: 68-644									
(732)	1.30	50	R			From: Dead End					NA		NA		1994
						To: 68-654									
(733)	0.23	20	R			From: 68-612 SOUTH					NA		NA		1994
						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		1994
						To: Dead End									
(738)	0.26	190	R			From: SR 20 WEST					NA		NA		1994
						To: US 33									
(738)	1.00	220	R			From: US 33					NA		NA		1994
						To: SR 20 MID									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(738)	0.30	20	R			From: SR 20 MID					NA		NA		1994
						To: SR 20 EAST									
(739)	0.60	140	R			From: 68-629					NA		NA		1994
						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	260	R			From: SR 20					NA		NA		1994
						To: 68-741									
(744)	0.25	90	R			From: Dead End					NA		NA		1994
						To: 68-629									
(745)	0.12	60	R			From: Dead End					NA		NA		1994
						To: US 15									
(746)	0.13	6	R			From: 68-655					NA		NA		1994
						To: Dead End									
(747)	0.25	60	R			From: Dead End					NA		NA		1999
						To: 68-628									
(748)	0.30	60	R			From: Dead End					NA		NA		1994
						To: SR 20									
(750)	0.06	320	R			From: 68-643					NA		NA		1999
						To: 68-752									
(751)	0.18	60	R			From: Dead End					NA		NA		1994
						To: 68-616									
(752)	0.04	NA				From: 68-750					NA		NA		
						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	NA				From: Dead End					NA		NA		
						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						
<b>Orange County</b>															
(757)	0.90	170	R								NA	NA			1999
						From: 68-611									
						To: Cul-de-Sac									
(760)	0.86	120	R								NA	NA			1999
						From: SR 3									
						To: Cul-de-Sac									
(762)	0.50	180	R								NA	NA			1999
						From: 68-602									
						To: Dead End									
(765)	0.61	180	R								NA	NA			1999
						From: US 33									
(765)	0.11	40	R								NA	NA			1999
						From: 68-766									
						To: Dead End									
(766)	0.08	50	R								NA	NA			1999
						From: 68-765									
						To: Dead End									
(770)	0.28	NA									NA	NA			
						From: 68-621 SOUTH									
						To: 68-621 NORTH									
(777)	0.80	200	R								NA	NA			1994
						From: Albemarle County Line									
						To: 68-678									
<b>Town of Gordonsville</b>															
(1000)	0.12	NA									NA	NA			
						From: 68-1014									
						To: Dead End									
(1001)	0.11	160	R								NA	NA			1994
						From: 68-1002									
						To: 68-1011									
(1002)	0.24	110	R								NA	NA			1994
						From: 68-1001									
						To: 68-1004									
(1003)	0.10	80	R								NA	NA			1994
						From: Dead End									
(1003)	0.13	320	R								NA	NA			1994
						From: 68-1004									
						To: SR 231									
(1004)	0.09	190	R								NA	NA			1994
						From: DUKE STREET									
(1004)	0.24	350	R								NA	NA			1994
						From: 68-1003									
(1004)	0.09	440	R								NA	NA			1994
						From: 68-1009									
(1004)	0.07	720	R								NA	NA			1994
						From: US 15									
(1004)	0.41	440	R								NA	NA			1994
						From: 68-1030									
						To: 68-643									
(1005)	0.34	310	R								NA	NA			1994
						From: 68-1004									
						To: 68-1030									
(1006)	0.60	4200	G	93%	0%	2%	0%	4%	0%	C	NA	4200	G		2001
						From: US 15									
						To: SR 231									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Gordonsville</b>															
1007	0.06	70	R								NA		NA		1994
1007	0.10	290	R								NA		NA		1994
1008	0.16	340	R								NA		NA		1994
1008	0.24	280	R								NA		NA		1994
1009	0.10	50	R								NA		NA		1994
1010	0.08	80	R								NA		NA		1994
1011	0.18	520	R								NA		NA		1994
1012	0.11	490	R								NA		NA		1994
1012	0.10	1300	G	97%	1%	1%	0%	0%	0%	C	NA		1300	G	2001
1012	0.26	500	R								NA		NA		1994
1013	0.08	1400	G	77%	9%	14%	0%	0%	0%	C	NA		1400	G	2001
1014	0.16	480	R								NA		NA		1994
1014	0.04	760	G	98%	1%	1%	0%	0%	0%	C	NA		770	G	2001
1015	0.16	230	R								NA		NA		1994
1015	0.22	1200	R								NA		NA		1994
1016	0.11	90	R								NA		NA		1994
1016	0.16	100	R								NA		NA		1994
1017	0.23	490	R								NA		NA		1994
1018	0.07	90	R								NA		NA		1994
1018	0.06	30	R								NA		NA		1994
1019	0.11	250	R								NA		NA		1994



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Gordonsville</b>															
1019	0.10	NA				From: US 15					NA		NA		
						To: 68-1015									
1020	0.10	NA				From: 68-1011					NA		NA		
						To: 68-1008									
1021	0.09	NA				From: 68-1012					NA		NA		
						To: 68-1007									
1021	0.09	190	R			From: Gap Terminus Dead End					NA		NA		1994
						To: 68-1004									
1021	0.21	190	R			From: SR 231					NA		NA		1994
						To: 68-1015									
1022	0.20	220	R			From: 68-1015					NA		NA		1994
						To: 68-1014									
1023	0.17	100	R			From: 68-1002					NA		NA		1994
						To: 68-1008									
1024	0.10	NA				From: Dead End					NA		NA		
						To: 68-1012									
1024	0.07	NA				From: 68-1012					NA		NA		
						To: 68-1014									
1024	0.27	NA				From: 68-225, ECL Gordonsville					NA		NA		
						To: SR 231									
1025	0.10	700	R			From: SR 231					NA		NA		1994
						To: NCL GORDONVILLE									
1026	0.11	340	R			From: 68-1014					NA		NA		1994
						To: Dead End									
<b>Orange County</b>															
1027	0.10	60	R			From: Dead End					NA		NA		1994
						To: SR 231									
<b>Town of Gordonsville</b>															
1028	0.09	60	R			From: 68-1012					NA		NA		1994
						To: Dead End									
1029	0.21	90	R			From: 68-1012					NA		NA		1994
						To: Dead End									
1030	0.24	2500	R			From: 68-1004					NA		NA		1994
						To: 68-1005									
1030	0.04	1500	R			From: 68-1005					NA		NA		1994
						To: US 15									
1031	0.04	30	R			From: Dead End					NA		NA		1994
						To: 68-1030									
1032	0.08	70	R			From: 68-1030					NA		NA		1994
						To: 68-1005									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Gordonsville</b>															
(1033)	0.14	60	R			From: 68-1030					NA		NA		1994
						To: 68-1005									
(1034)	0.23	710	R			From: Dead End					NA		NA		1994
						To: 68-1006									
<b>Orange County</b>															
(1035)	0.05	40	R			From: Dead End					NA		NA		1999
						To: 68-1036									
(1035)	0.06	70	R			From: WCL GORDONVILLE					NA		NA		1999
						To: WCL GORDONVILLE									
<b>Town of Gordonsville</b>															
(1035)	0.11	110	R			From: WCL GORDONVILLE					NA		NA		1999
						To: 68-1036									
(1035)	0.05	210	R			From: 68-1017					NA		NA		1999
						To: 68-1017									
<b>Orange County</b>															
(1036)	0.11	160	R			From: 68-1035					NA		NA		1999
						To: WCL GORDONVILLE									
<b>Town of Gordonsville</b>															
(1036)	0.04	180	R			From: JWCL GORDONVILLE					NA		NA		1999
						To: 68-1035									
(1037)	0.10	120	R			From: SCL LOUISA					NA		NA		1994
						To: 68-1019									
(1037)	0.08	120	R			From: 68-1017					NA		NA		1994
						To: 68-1017									
(1038)	0.13	NA				From: Dead End					NA		NA		
						To: 68-1004 DUKE ST. SOUTH									
<b>Orange County</b>															
(1040)	0.09	9	R			From: Cul-de-Sac					NA		NA		1994
						To: 68-1041									
(1040)	0.09	46	R			From: 68-647					NA		NA		1994
						To: 68-1040									
(1041)	0.06	20	R			From: Cul-de-Sac					NA		NA		1994
						To: Cul-de-Sac									
(1050)	1.43	NA				From: Cul-de-Sac					NA		NA		
						To: 68-601									
(1051)	0.55	NA				From: 68-1052					NA		NA		
						To: 68-603									
(1052)	0.23	NA				From: 68-1053					NA		NA		
						To: 68-1050									
(1053)	0.43	NA				From: 68-1050					NA		NA		
						To: 68-1052									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(1059)	0.14	NA				From: SR 3					NA		NA		
						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	NA				From: Dead End					NA		NA		
						To: 68-692									
(1063)	0.61	NA				From: Dead End					NA		NA		
						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	NA				From: US 15					NA		NA		
						To: 68-1106									
(1106)	0.08	NA				From: 68-1105					NA		NA		
						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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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Orange County</b>															
(2012)	0.13	NA				From: 68-02013(B)/ To: Dead End/					NA		NA		
(2013)	0.14	70	R			From: ECL ORANGE To: SR 20					NA		NA		1992
(2014)	0.20	170	R			From: Dead End To: SR 20					NA		NA		1999
(2015)	0.12	160	R			From: Dead End To: SR 20					NA		NA		1999
(2016)	0.59	180	R			From: BEGIN LOOP To: END LOOP					NA		NA		1999
(2016)	0.05	260	R			From: SR 20 To: SR 20					NA		NA		1999
(2017)	0.07	30	R			From: 68-2016 To: Cul-de-Sac					NA		NA		1999
<b>Town of Gordonsville</b>															
(9302)	0.08	130	R			From: 68-1004 To: GORDONSVILLE ELEM SCH					NA		NA		1999
<b>Orange County</b>															
(9521)	0.13	150	R			From: US 522 To: LIGHTFOOT SCH					NA		NA		1999
(9725)	0.15	220	R			From: US 522 To: UNIONVILLE ELEM SCH					NA		NA		1999
<b>Town of Orange</b>															
(842/275)	Main Street E	0.66	3500	G	98%	0%	2%	0%	0%	0%	C	NA	3600	G	2001
(842/275)	Rapidan Road	0.18	NA		98%	0%	2%	0%	0%	0%	F	NA	NA		2001
(844/275)	Selma Road	0.35	2600	G	92%	6%	2%	1%	0%	0%	C	NA	2700	G	2001
(844/275)	Red Hill Road	1.05	510	G								NA	510	G	2001
(845/275)	Spicers Mill Road	1.16	2300	G	97%	1%	1%	0%	0%	0%	C	NA	2300	G	2001
(846/275)	Old Gordonsville Rd	0.35	2100	G	96%	0%	2%	0%	1%	0%	F	NA	2100	G	2001
(846/275)	Old Gordonsville Roa	0.72	2500	G	96%	0%	2%	0%	1%	0%	C	NA	2600	G	2001
	Porterfield Drive	16.53	590	G								NA	620	G	2001