2002

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

where available

Jurisdiction Report

39

Greene County
Town of Stanardsville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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
- 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

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

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

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

					Gr	reene Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		Alborrada C	Tim-								
29	3.21	27000	F	94%	0%	Albemarle County 2% 0%	3%	0%	F	0.081	F	0.653	27000	F	2002
29	3.68	16000	F	From: 90%	1%	US 33 Ruckersvi 2% 1%	6%	0%	F	0.078	F	0.556	14000	F	2002
(29)	0.00	.0000	•	To	170	Madison County I		7,0	•	0.070	•	0.000	11000	·	2002
				From:		Rockingham County	v Line								
33 Spotswood Trail	4.38	4400	F	89%	2%	3% 1%	5%	0%	F	0.092	F	0.531	4400	F	2002
33 Spotswood Trail	3.00	4800	F	89%	2%	39-638 Turkey Ridg 3% 1%	5%	0%	F	0.091	F	0.523	4800	F	2002
33 Spotswood Trail	2.09	3000	М	From:		BUS US 33				NA			NA		2002
33 Spotswood Trail	0.50	5000	F	From: 97%	1%	BUS US 33 1% 1%	1%	0%	С	0.084	F	0.562	5000	F	2002
Spotswood Trail	2.15	13000	F	From: 97%	1%	39-609 1% 1%	1%	0%	F	0.09	F	0.606	13000	F	2002
$\overline{}$				To: From:		39-633		ļ							
33 Spotswood Trail	2.09	17000	F	97%	1%	1% 1%	1%	0%	F	0.097	F	0.610	17000	F	2002
33 Spotswood Trail	2.24	5800	F	90% To:	1%	US 29 Seminole 7 2% 3% Orange County L	4%	0%	F	0.084	F	0.523	5800	F	2002
Puo				From:		US 33	inc	1							
Bus 33 Spotswood Trail	0.75	2700	F	92% To:	2%	3% 1% WCL Stanardsvi	3% Ille	0%	С	0.105	F		2700	F	2002
Town of Stanardsville				•				-							
Bus				From:		WCL Stanardsvi	lle								
(33) Spotswood Trail	0.35	2700	N	92%	2%	3% 1% SR 230	3%	0%	N	0.105	N		2700	N	2002
Bus 33 Spotswood Trail	0.11	4800	F	89% To:	2%	3% 1% ECL Stanardsvil	5%	0%	F	0.083	F		4800	F	2002
G G 1				i		ECL Standardsvii	iic	L							
Greene County Bus				From:		ECL Stanardsvil	lle	1							
33 Spotswood Trail	1.31	4800	М			DOD Standards VII				NA			NA		2002
				To:		US 33; 39-623	3								
(48) Skyline Drive	2.08	1600	М	From:		Rockingham County	y Line			NA			NA		2002
				To: From:		Rockingham County	v Line								
48 Skyline Drive	1.33	1600	M	To:						NA			NA		2002
48 Skyline Drive	1.01	1600	M	From:		Rockingham County		!		NA			NA		2002
(48) Skyline Drive	1.33	2700	М	From:		Rockingham County				NA			NA		2002
				To:		Rockingham County	y Line								
Town of Stanardsville				From:		US 33		Т							
230	0.50	4200	F	94%	0%	3% 1% NCL Stanardsvi	2% lle	0%	F	0.088	F	0.659	4200	F	2002
Greene County							-								
Greene County				From:		NCL Stanardsvi	lle								
230)	2.91	4200	N	94%	0%	3% 1%	2%	0%	Ν	0.088	Ν	0.659	4200	Ν	2002
				To:		Madison County I	Line								
	0.40	220	Б	From:		39-607				N I A			NIA		10/02/2022
600	0.10	230	R	To:		39-659		1		NA			NA		10/03/2002
				L		37-037		L							

					OI	reene mante	ilalice	Alca								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		Dead I	End		1							
600	0.45	150	R							l	NA			NA		10/03/2002
				To		US 2	29									
				From:		Albemarle Co	ounty Li	ne								
601)	0.90	90	R	To:		39-62	10			1	NA			NA		10/28/2002
				From:		39-62										
602	1.20	90	R			39-00)3				NA			NA		10/07/2002
002)				To:		Dead I	End									
				From:		Albemarle Co	ounty Lir	ne								
603	1.00	320	R								NA			NA		10/07/2002
				To: From:		39-64	18									
603	1.00	270	R								NA			NA		10/10/2002
				To: From:		39-61	12									
603	0.70	110	R							Ì	NA			NA		10/10/2002
				To:		39-63										
	1.38	1100	F	From: 96%	1%	Albemarle Co	ounty Lir)%	1%	0%	F	0.126	F	0.801	1100	F	2002
604)	1.30	1100	-	90 /0	1 /0			1 /0	0 70		0.120		0.001	1100	,	2002
	0.65	1100	F	From: 96%	1%	39-651 No	ORTH)%	1%	0%	F	0.123	F	0.721	1100	F	2002
604)	0.03	1100	•	30 70	1 /0			1 /0	0 70		0.123	•	0.721	1100	'	2002
	3.15	880	F	From: 96%	1%	39-64 2% (18)%	1%	0%	F	0.119	F	0.563	880	F	2002
604 604	5.15	000	•	JO 70	1 70			1 70	0 70		0.115	•	0.505	000	'	2002
604	0.60	1000	F	96%	1%	39-69 2% (/ <u>4</u>)%	1%	0%	С	0.12	F	0.637	1000	F	2002
(604)	0.00	1000	•	To:	1 70	39-62		1 70	0 70		0.12	•	0.007	1000	'	2002
				From:		Albemarle Co	ounty Lir	ne								
605)	0.21	220	R								NA			NA		10/07/2002
				To:		39-60)4									
				From:		Albemarle Co	ounty Li	ne								
606)	0.20	940	R								NA			NA		1999
				From:		39-11	12									1000
606	1.00	1400	R	To:		39-60)7			1	NA			NA		1999
				From:												
607	0.39	3300	F			39-644; 3	19-743				0.097	F	0.626	3300	F	2002
607				To:		39-11	50									
607	0.31	3600	F	From:		37-11	50				0.097	F	0.593	3600	F	2002
607				To		39-60)6									
607	0.70	4500	F	96%	1%			0%	0%	F	0.087	F	0.584	4500	F	2002
				To:		US 2			1							
607)	0.17	9000	F	96%	1%)%	0%	0%	F	0.108	F	0.585	9000	F	2002
				To:		39-67	70									
607	1.08	4200	F	96%	1%			0%	0%	С	0.103	F	0.618	4200	F	2002
				To:		39-60	61									
607	0.25	3600	F	96%	1%			0%	0%	F	0.1	F	0.6	3600	F	2002
				To: From:		39-61	16									
607	0.63	3400	F	96%	1%)%	0%	0%	F	0.099	F	0.610	3400	F	2002
				To:		Orange Cou	nty Line									
\bigcirc			_	From:		39-63	33									1010/1551
608	0.46	820	R	To:		110.3	12			1	NA			NA		10/31/2002
				From:		US 3										
600	0.55	820	R	erong.		US 33; F	K-981				NA			NA		10/31/2002
609	0.00	020	• • • • • • • • • • • • • • • • • • • •	To:		39-67	72				. 4/ 1			. 17.1		.0.0 1/2002
							_	_								

					GI	eene Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-672		ī							
609	1.80	430	R			37 012				NA			NA		10/31/200
				To: From:		39-619		-							
609	1.65	720	R							NA			NA		10/31/200
	2.45	C40		From:	40/	US 29	40/	00/		0.400		0.040	040		2002
609	3.15	610	F	95% To:	1%	3% 0% Orange County L	1% ine	0%	С	0.108	F	0.616	610	F	2002
				From:		US 33									
610	0.80	1400	R							NA			NA		10/03/200
				From:		39-618									
610	2.95	440	R							NA			NA		10/03/200
	1.00	340	R	From:		39-657		-		NA			NA		10/03/200
610	1.00	040		To:		39-609				14/-1			14/4		10/03/200
				From:		39-667 WEST									
611)	0.22	10	R			20 CC# T1 C				NA			NA		10/31/200
				To:		39-667 EAST									
612)	1.44	190	R			39-810				NA			NA		10/10/200
012				To:		39-603									
				From:		39-667									
613)	0.01	270	R	To:		Madison County I	Lina			NA			NA		10/31/200
				From:		39-628	Line								
614)	1.10	10	R			39-026				NA			NA		10/28/20
				To: From:		39-632									
614)	2.10	10	R							NA			NA		10/28/200
				To:		39-627									
(AF)	1.93	490	R	From:		39-627				NA			NA		10/10/200
615	1.00		• • • • • • • • • • • • • • • • • • • •	To:		39-810				117.			147.0		10/10/200
				From:		39-607									
616)	1.51	680	R							NA			NA		10/03/200
		4000		From:		39-678		•							10/00/00/
616	0.20	1300	R	To:		US 29		1		NA			NA		10/03/200
				From:		39-743									
617)	1.50	500	R							NA			NA		10/07/200
				To: From:		1.50 MN 39-74	13	-							
617	2.00	310	R	To:		20.622				NA			NA		1999
				From:		39-633									
618)	0.34	280	R	r tonii.		39-610				NA			NA		1999
010				To		0.34 ME 39-61	0	1							
618)	0.46	100	R	From:						NA			NA		1999
				To:		Orange County L	ine								
	2.00	270	Б	From:		39-609				NI A			NIA.		10/24/202
619	3.90	270	R							NA			NA		10/31/200
	0.40	560	R	From:		39-655				NA			NA		10/31/200
619	0.70			To:		SR 230				14/7			11/1		10/01/200
				From:		39-810									
620	0.25	200	R							NA			NA		1994
				To:		US 33									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Tru -Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		Dead	End									
621)	0.55	210	R								NA			NA		10/28/2002
	0.25	140	R	To: From:		0.55 MN D	ead En	nd			NA			NA		1999
621)	0.20	170		To		39-6	73		1		11/-3			IVA		1000
621)	0.80	330	R	From:		37-0	<u>13</u>				NA			NA		1999
621)	2.00	580	F	From: 93%	1%	SR 2	:30 2%	2%	0%	С	0.096	F	0.797	590	F	2002
021)				To:		39-6										
(20)	0.70	1300	F	From: 98%	1%	39-6 1% (24 0%	0%	0%	F	0.105	F	0.681	1300	F	2002
622	0.70	1300	•	To:	1 /0	39-6		0 70	070	'	0.103	'	0.001	1300	'	2002
622	1.37	2100	F	98%	1%		0%	0%	0%	С	0.11	F	0.79	2100	F	2002
	0.00	2700		From:	1%	39-6 1% (0%	00/	F	0.100	F	0.565	2700	F	2002
622	0.09	2700	F	98% To:	170	176 US :	0% 33	070	0%	Г	0.102	Г	0.565	2700	Г	2002
				From:		39-6										
623	0.10	1000	F	96%	1%		0%	0%	0%	F	0.101	F	0.509	1000	F	2002
	2.60	1500	F	From: 96%	1%	39-6 2%	24 0%	0%	0%	С	0.095	F	0.594	1500	F	2002
623			•	To	.,,	39-6					0.000	•			•	
623	0.20	2500	F	96%	1%	2% (0%	0%	0%	F	0.088	F	0.621	2500	F	2002
				To:		US 3										
624)	0.55	310	R			39-6	23				NA			NA		10/07/200
				To: From:		0.55 MN	39-623									
624	1.15	270	R	-					-		NA			NA		10/10/2002
	0.33	1100	F	From: 96%	1%	39-6 1%	22 1%	1%	0%	С	0.099	F	0.561	1100	F	2002
624)	0.33	1100	-	To	1 /0	39-6		1 /0	0 //	C	0.099		0.501	1100		2002
624	1.23	250	R	From:		39-0	0-1				NA			NA		10/10/2002
				To: From:		39-6461	EAST									
624	0.97	180	R	To:		39-8	10		1		NA			NA		10/28/2002
				From:		US										
625	0.01	380	R								NA			NA		10/28/2002
_	0.20	240		From:		39-6	36				NΙΔ			NIA		10/20/2001
625	0.20	240	R	To:		Shen Natl P	ark Bn	dy			NA			NA		10/28/2002
				From:		Shen Natl P	ark Bn	dy								
626	4.11	70	R								NA			NA		10/28/2002
	1.21	340	R	From:		4.11 ME	of Bndy	/	•		NA			NA		10/28/2002
626				To: From:		39-6	30									
626	0.10	400	R								NA			NA		10/28/2002
				To: From:		Shan Notl D		dv								
627)	0.28	40	R			Shen Natl P	ark Bn	uy			NA			NA		10/28/2002
				To: From:		0.29 ME	of Bndy	/								
627	1.31	290	R								NA			NA		10/28/2002
	2.00	440	F	From:	10/	39-6		00/	00/		0.005		0.627	420	г	2002
627)	2.00	410	F	98% To:	1%	0% (0%	0%	0%	F	0.095	F	0.627	420	F	2002

						eene Maintenan				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Greene County				From:		39-615		ī							
(627)	1.80	400	F	98%	1%	0% 0%	0%	0%	С	0.100	F	0.727	400	F	2002
				To:		39-810									
(m)	0.50	20	R	From:		Shen Natl Park B	ndy			NA			NA		10/28/200
628	0.50	20	IX.	To:		39-676				INA			INA		10/20/200
628	2.40	60	R	From:		39-070				NA			NA		10/28/200
020				To: From:		39-601									
628	1.20	150	R	riom:						NA			NA		10/28/200
				From:		39-614		ŀ							
628	0.90	160	R	To:		Albemarle County	Line			NA			NA		10/28/200
				From:		39-743	Line								
629	0.64	850	R	<u> </u>		37-143				NA			NA		10/07/200
				To: From:		0.64 MN 39-74	13								
629	2.29	120	R							NA			NA		10/07/200
				To: From:		2.93 MN 39-74	13	-							
629	0.38	290	R							NA			NA		10/07/200
	0.62	600	R	From:		39-658 SOUTI	I			NA			NA		10/07/200
629	0.02	000		To:		39-633				INA			14/3		10/01/200
_				From:		39-810									
630	0.01	70	R	· · · · · ·						NA			NA		1999
				To: From:		0.01 MW 39-81	10								
630	0.91	70	R	To:		39-631 WEST	,	1		NA			NA		1999
				From:		39-631 EAST									
630	1.40	60	R	To:		39-626		1		NA			NA		10/28/200
				From:		Dead End									
631)	1.50	170	R			Dead End				NA			NA		10/28/200
				To:		39-630 WEST		-							
631)	0.42	230	R							NA			NA		10/28/200
				To: From:		39-810									
632)	1.40	20	R	FIOIII.		39-614				NA			NA		10/28/200
(032)				To:		39-676									
632	2.30	60	R	From:						NA			NA		10/28/200
				To:		39-627									
633)	1.10	380	F	98%	0%	39-810 1% 0%	0%	0%	F	0.124	F	0.587	380	F	2002
(633)	1.10	300	-	90 /0	0 /0		0 70	0 70	·	0.124		0.307	300		2002
633	1.60	740	F	From: 98%	0%	39-603 1% 0%	0%	0%	F	0.100	F	0.571	740	F	2002
				To: From:		39-604									
633	1.60	880	F	98%	0%	1% 0%	0%	0%	F	0.112	F	0.577	880	F	2002
				To: From:		39-641		-							
(633)	0.20	1000	F	98%	0%	1% 0%	0%	0%	F	0.102	F	0.572	1000	F	2002
	4.07	2002		From:	001	39-623	00/	001		0.405	_	0.575	2002	_	2000
(633)	1.67	2200	F	98%	0%	1% 0%	0%	0%	С	0.105	F	0.575	2200	F	2002
(622)	0.93	3400	F	From: 98%	0%	39-629 1% 0%	0%	0%	F	0.108	F	0.621	3400	F	2002
633 633 633 633	0.30				J /0	39-617	0 /0	- J /0		0.100		0.021	J-00		2002
633)	0.64	3800	F	From: 98%	0%	1% 0%	0%	0%	F	0.107	F	0.611	3800	F	2002
				To		US 33									

					Gr	reene Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		US 33		1						
633	0.31	1400	R	<u>. </u>		0.5 33			NA			NA		10/31/2002
				To: From:		39-608								
633	0.55	590	R						NA			NA		10/31/2002
<u></u>	2.30	300	R	From:		39-640		_	NA			NA		10/31/2002
633	2.00	300		To:		US 29			IVA			IWA		10/01/2002
$\overline{}$				From:		39-810								
634)	1.56	140	R						NA			NA		10/28/2002
(624)	1.72	70	R	From:		39-635			NA			NA		10/28/2002
634)	2			To:		1.72 MS 39-63	5							10/20/2002
634)	0.06	100	R	From:		1.72 1110 37 03	3		NA			NA		1999
				To: From:		1.78 MS 39-63	5							
634)	0.17	150	R						NA			NA		1999
	0.05	400		To: From:		1.95 MS 39-63	5		NIA			NIA		10/20/2002
634)	0.05	100	R	Tai		110.22		_	NA			NA		10/28/2002
634)	0.40	40	R	From:		US 33			NA			NA		10/28/2002
				To: From:		39-639								
634)	2.30	20	R	FIOIII.				_	NA			NA		10/28/2002
				To: From:		39-638								
(635)	1.20	50	R	FIOIII.		Dead End			NA			NA		10/28/2002
				To:		39-634								
				From:		Shen Natl Park B	ndy							
636	0.80	5	R	_				_	NA			NA		10/28/2002
626	0.40	140	R	From:		0.80 MN of Bn	dy		NA			NA		10/28/2002
636				To-		39-625								
$\overline{}$				From:		SR 230								
637	0.30	610	R						NA			NA		10/28/2002
<u></u>	0.10	740	R	From:		39-1001			NA			NA		10/28/2002
637	0.10	740		To:		0.10 MN 39-10	01		IVA			IWA		10/20/2002
637)	1.90	630	R	From:		0.10 MIN 33-10	01		NA			NA		10/28/2002
				To: From:		39-621		_						
637	1.50	710	F	95%	1%	2% 1%	1% 09	% C	0.098	F	0.838	720	F	2002
	0.00	600		From:		39-647			NIA			NIA		10/21/2002
637	0.80	690	R	т		A0 (18 GOV		_	NA			NA		10/31/2002
637)	0.30	150	R	From:		39-642 SOUTI	1		NA			NA		10/31/2002
(657)				To:		39-642 NORT	H							
637)	2.60	80	R	From:					NA			NA		10/31/2002
				To:		Dead End								
638)	2.40	60	R	From:		US 33			NA			NA		10/28/2002
030	2.10			To:		39-634								
638)	0.20	160	R	From:		37-034		<u> </u>	NA			NA		10/28/2002
				To: From:		39-637 WEST 39-637 EAST								
638)	2.10	40	R	<u> </u>		37-03 / EASI			NA			NA		10/31/2002
				То:		39-667								

					Gie	ene Mantenan	ce Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-634		Ī							
639	1.00	20	R	<u> </u>		37 03 1				NA			NA		10/28/2002
				To:		Shen Natl Park B	ndy								
\bigcirc				From:		39-633									
640	0.89	200	R							NA			NA		10/31/200
				From:		0.89 MN 39-63	3								10/01/000
640	0.31	50	R	To:		Dead End		1		NA			NA		10/31/200
				From:		Dead End									
641)	0.50	45	R			Dead Elid				NA			NA		10/07/200
041)				To:		39-633									
				From:		Dead End									
642	1.40	80	R							NA			NA		10/31/200
				To: From:		39-643									
642	0.70	170	R							NA			NA		10/31/200
				To: From:		39-637 SOUTE 39-637 NORTE									
642)	2.20	60	R			33-037 (VOICIT				NA			NA		10/31/200
0.12				To:		39-667									
				From:		39-642									
643	1.10	50	R							NA			NA		10/31/200
				To-		Dead End									
\bigcirc	4.00	000		From:		Dead End				NIA			NIA		40/07/000
644)	1.00	260	R	To:		39-607				NA			NA		10/07/2002
				From:											
645	0.04	300	R			Dead End				NA			NA		10/03/200
645)				To:		US 33 WEST									. 0. 00. 200.
\bigcirc	0.00		_	From:		US 33 EAST									40,100,1000
645)	3.00	580	R	To:		US 29		1		NA			NA		10/03/2002
				From:											
(646)	1.40	20	R	110111.		39-810				NA			NA		10/28/2002
(040)	1.10		•••	To:		39-624 WEST	,								10/20/200/
\bigcirc			_	From:		39-624 EAST									
646)	1.00	300	R	To:		US 33		1		NA			NA		10/28/2002
				From:		00 00									
647	0.05	230	R	110111.		Dead End				NA			NA		10/28/2002
(647)	0.00		•••	To:		0.05 ME D. 1E	. 1								10/20/2001
(647)	0.20	250	R	From:		0.05 ME Dead E	na			NA			NA		10/28/2002
047)	0.20	200		To:		39-637				1471			147.		10/20/2002
				From:		39-603									
(648)	1.80	360	R	<u> </u>						NA			NA		10/07/2002
				To:		39-604									
Town of Stanardsville															
	0.15	640	F	97%	1%	39-622 1% 2%	0%	0%	F	0.104	F	0.589	650	F	2002
(649)	U. 10	U+U	r	J1 70	1 /0		U /0	U /0	T.	0.104	1.	0.509	030	1.	2002
<u> </u>	0.05	650	F	97%	1%	39-1002 1% 2%	0%	0%	F	0.127	F	0.516	650	F	2002
(649)	0.05	550	•	97 70 To:	1 /0	US 33	J /0	J /0	'	ψ. 1 <i>Δ1</i>		0.010	0.00		2002
Greene County															
				From:		Dead End									
(650)	0.75	30	R							NA			NA		10/10/2002
				To: From:		39-656									
(650)	0.05	90	R							NA			NA		10/10/2002
\mathcal{O}				To:		39-810	·								

					Greene Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW	Year
Greene County				From:	39-810						
650	0.90	70	R			NA			NA		10/10/2002
				To:	39-615						
(RE4)	0.23	20	R	From:	39-604 SOUTH] NA			NA		10/07/2002
651)	0.20			To:	39-604 NORTH]			147.		10/01/2002
				From:	Dead End						
652	0.19	350	R	To:	110.00	NA 1			NA		10/31/2002
				From:	US 33						
653)	0.47	480	R	110111	Cul-de-Sac	I NA			NA		1999
(655)				To:	US 33						
				From:	Dead End						
654)	0.32	260	R			NA			NA		10/10/2002
				To:	39-623						
055	0.21	90	R	From:	Dead End	NA			NA		1999
655	0.21	30		To:	39-619]			IVA		1000
				From:	39-650						
656	0.19	40	R	_		NA			NA		1999
				Tn·	Dead End						
	0.60	240	В	From:	Orange County Line) NA			NΙΔ		10/02/2002
657	0.60	210	R	To:	39-610	NA I			NA		10/03/2002
				From:	39-629 SOUTH						
658)	0.44	20	R		37 027 500 111	NA			NA		1999
				To	39-629 NORTH						
\bigcirc				From:	39-600						4000
659	0.19	140	R	To:	Cul-de-Sac	NA I			NA		1999
				From:	39-607	<u> </u>					
660	0.28	240	R		33*007	I NA			NA		1999
				To:	39-661						
				From:	Cul-de-Sac						
661)	0.12	60	R			NA			NA		1999
		440		From:	39-660						4000
(661)	0.26	110	R	To:	39-607	NA I			NA		1999
				From:	SR 230						
667)	3.94	780	R		SR 230	NA			NA		10/31/2002
				To: From:	39-642	 					
667)	1.91	450	R	From:		NA			NA		10/31/2002
				To: From:	56-675						
(667)	1.26	100	R			NA			NA		10/31/2002
				To:	Madison County Line						
Madison County				From:	Madison County Line	1					
(667)	1.73	30	R	<u> </u>	made Codity Line	NA			NA		10/31/2002
				To:	Dead End						
Greene County				rI	TIO AA	1					
(669)	0.20	50	R	From:	US 33] NA			NA		10/31/2002
(668)	0.20	50	11	To	Dead End]			INA		10/01/2002
				From:	Dead End						
(669)	0.11	10	R			NA			NA		10/10/2002
\bigcup				To-	02-810						

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	$\Delta \Delta W V V V V V V V V V V V V V V V V V $	/ Year
Greene County				From:	39-607				
670	1.24	1700	R			NA		NA	1999
				To: From:	39-1130]			
670	1.16	800	R	To	Orange County Line	NA 1		NA	1999
				From:	Dead End	<u> </u>			
671)	0.05	80	R		Dead End	NA		NA	1999
				To: From:	39-685	1			
(671)	0.55	220	R	Prom.		NA		NA	1999
				To:	39-743				
	0.95	180	R	From:	39-609	J NIA		NA	10/31/200
672)	0.95	100	K	To:	Dead End	NA 1		INA	10/3 1/200
				From:	39-621				
673	0.31	90	R			NA		NA	10/28/2002
				To:	Dead End				
	4.05	000	_	From:	Dead End]		NIA	40/40/000
674)	1.95	220	R	To	39-604	NA 1		NA	10/10/200
				From:	39-622				
(675)	0.50	40	R		5) 022	NA		NA	10/10/2002
				To:	Dead End				
\bigcirc				From:	39-628]			40/00/000
676	0.30	40	R			NA -		NA	10/28/2002
$\overline{}$	1.00	40		From:	0.30 ME 39-628			NIA	40/00/000
676	1.90	40	R	To:	39-632	NA 1		NA	10/28/2002
				From:	US 33 WEST	<u> </u>			
(677)	0.18	280	R			NA		NA	10/10/200
				To: From:	39-1010				
(677)	0.16	340	R			NA		NA	10/10/2002
				To:	US 33 EAST				
	0.15	120	R	From:	39-616	NA		NA	1999
678)	0.13	120	K	To:	Cul-de-Sac]		NA.	1999
				From:	US 33				
(680)	0.11	90	R			NA		NA	1999
				To:	Cul-de-Sac				
	0.11	40	R	From:	Dead End]		NA	1999
685	0.11	40	ĸ	To:	39-671	NA 1		INA	1999
				From:	US 33; 39-1103				
(690)	0.22	60	R		22 25,27 3300	NA		NA	10/10/2002
				To	Cul-de-Sac				
\bigcirc				From:	Cul-de-Sac				
691)	0.11	20	R	To:	39-690	NA 1		NA	10/10/2002
				From:	Albemarle County Line	1			
743)	1.00	930	R		Anoemane County Line	NA NA		NA	10/07/2002
				To	39-629	1			
743)	1.12	1900	R	From:		NA		NA	10/07/2002
				To: From:	39-617]			
(743)	0.50	2500	R			NA		NA	10/07/2002
				To:	39-607; 39-644	1			

					G	reene Maintenand	e Alea								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-607; 39-644	ı	1							
743)	0.85	1800	F	96%	1%	2% 1%	1%	0%	F	0.103	F	0.661	1800	F	2002
(743)	1.21	1700	F	96% To:	1%	39-671 2% 1%	1%	0%	С	0.102	F	0.568	1700	F	2002
				From:		US 33 Albermarle County	Lina								
810	3.36	1100	F	96%	1%	1% 1%	1%	0%	F	0.097	F	0.592	1100	F	2002
810)	2.19	1300	F	96%	1%	39-633 1% 1%	1%	0%	С	0.106	F	0.716	1300	F	2002
810	2.44	1700	F	96% To:	1%	39-626 1% 1% US 33	1%	0%	F	0.104	F	0.759	1700	F	2002
Town of Stanardsville				<u> </u>		00 33		I							
	0.00	200	_	From:		39-649				NIA			NIA		40/40/0000
(1001)	0.09	660	R			***				NA			NA		10/10/2002
(1001)	0.47	1500	R	From:		US 33				NA			NA		10/10/2002
(1001)	• • • • • • • • • • • • • • • • • • • •			To:		NCL Stanardsvil	le								
Greene County															
(1001)	0.91	570	R	From:		NCL Stanardsvil	le			NA			NA		10/10/2002
(1001)	0.01			To:		39-637									10/10/2002
Town of Stanardsville															
(1002)	0.04	290	R	From:		39-1001				NA			NA		10/10/2002
1002	0.01		• • • • • • • • • • • • • • • • • • • •	To		39-649				1471					10/10/2002
				From:		Dead End									
(1003)	0.17	320	R	To:		US 33				NA			NA		1999
Cusana Country						03 33		J							
Greene County				From:		Dead End									
(1004)	0.07	60	R	To		ECL Stanardsvil	la.	1		NA			NA		1999
Town of Stanardsville						ECL Stanardsvii	ie								
_				From:		ECL Stanardsvil	le								
1004)	0.10	120	R	To:		SR 230				NA			NA		1999
				From:		SR 230		<u>l</u>							
(1005)	0.09	70	R	<u> </u>		510 250				NA			NA		10/10/2002
				To:		ECL Stanardsvil	le								
Greene County				From:		ECL Stanardsvil	le .	ı							
(1005)	0.17	40	R	<u> </u>		ECE Standardsvii	ic			NA			NA		10/10/2002
				To:		Dead End									
\bigcirc	0.40	00		From:		US 33				NIA			NIA		4000
(1006)	0.19	80	R	To:		Dead End				NA			NA		1999
				From:		39-633		I							
1007	0.10	450	R	<u> </u>						NA			NA		1999
				To: From:		39-1008		-							
1007	0.10	70	R							NA			NA		1999
	2.0=			From:		39-1009		-		N1A			N 10		4000
1007	0.07	48	R	To:		Cul-de-Sac		1		NA			NA		1999
				From:		Cul-de-Sac									
(1008)	0.16	90	R	_						NA			NA		1999
				To:		39-1007									

					Ole	ene Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-1007	ĺ							
1009)	0.06	60	R	<u> </u>		37 1007			NA			NA		1999
				To		39-633								
				From:		Cul-de-Sac								
1010	0.13	100	R						NA			NA		1999
				To: From:		39-1011								
1010	0.12	490	R	To:		39-677			NA			NA		1999
				From:										
1011)	0.06	40	R	r toin.		Cul-de-Sac			NA			NA		1999
1011)	0.00			To:		39-1010								.000
				From:		39-633								
1014)	0.13	120	R						NA			NA		10/31/20
				To		Cul-de-Sac								
$\widehat{}$				From:		Cul-de-Sac								10110100
1019	0.15	60	R	To:		FR-981			NA			NA		10/10/20
				From:			<u>l</u>							
1020	0.23	1000	R			39-1021			NA			NA		10/03/20
1020)				To:		US 29								
				From:		39-1020								
1021	0.57	960	R						NA			NA		10/03/20
				To: From:		Cul-de-Sac								
1021)	0.20	700	R	110111.		39-1023			NA			NA		10/03/20
1021				To:		39-1025								
				From:		39-1021								
1022	0.07	48	R						NA			NA		10/03/20
				To:		Cul-de-Sac								
\bigcirc				From:		Cul-de-Sac								10/00/00
1023	0.18	120	R	To:		39-1021			NA			NA		10/03/20
				From:		Cul-de-Sac								
1024)	0.32	230	R			Cui-ue-sac			NA			NA		10/03/20
102-17				To:		39-1021								
				From:		Cul-de-Sac								
1025	0.42	260	R						NA			NA		10/03/20
				To:		Cul-de-Sac								
	0.45	NIA		From:		Cul-de-Sac/			NIA			NIA		
1029	0.15	NA		To:		39-00607(B)/			NA			NA		
				From:		39-629 SOUTH								
1030	0.98	80	R			57 027 500 111			NA			NA		1999
				To		39-629 NORTH								
				From:		39-608								
1101)	0.16	170	R						NA			NA		1999
				To:		39-1102								
	0.14	110	R	From:		39-1101			NA			NA		1999
1102	0.14	110	ĸ	To:		Cul-de-Sac			INA			INA		1999
				From:		Cul-de-Sac	l							
1103	0.39	640	R			Cui de Sue			NA			NA		1999
				To:		US 33								
				From:		US 33								
1105	0.62	470	R						NA			NA		1999
				To-		Cul-de-Sac								

					Greene Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Greene County				From:	US 33	<u> </u>					
1106)	0.20	830	R			NA			NA		10/31/200
				To:	Cul-de-Sac						
	0.11	450	R	From:	39-606	NA NA			NA		1999
1110	0.11	450	IX.	To:	20 1111 COUTH	1			INA		1999
1110	0.21	300	R	From:	39-1111 SOUTH	NA			NA		1999
1110				To:	39-1114	ļ					
1110	0.04	210	R	From:		NA			NA		1999
				From:	39-1111 NORTH	}					
1110	0.06	250	R			NA			NA		1999
				To: From:	39-1113	}					
1110	0.03	210	R			NA			NA		1999
	0.10	400		From:	39-1116	NIA.			NIA		4000
1110	0.10	120	R	To:	Cul-de-Sac	NA I			NA		1999
				From:	39-1110 SOUTH						
1111)	0.09	80	R		3) 1110 000 111	NA			NA		1999
				To: From:	39-1112						
1111)	0.10	250	R			NA			NA		1999
				To: From:	39-1117						
1111	0.07	160	R			NA			NA		1999
				From:	39-1115	<u> </u>					
1111	0.10	110	R	To	39-1110 NORTH	NA I			NA		1999
				From:	39-1111	l l					
1112	0.07	290	R	<u> </u>	37-1111	NA			NA		1999
				To:	39-606						
\bigcirc				From:	Cul-de-Sac						
1113	0.06	40	R	To:	39-1110	NA I			NA		1999
				From:	Cul-de-Sac						
1114	0.03	30	R		Cur-de-Sac	NA			NA		1999
				To:	39-1110						
\bigcirc				From:	39-1111						1000
1115	0.08	70	R	To:	Cul-de-Sac	NA I			NA		1999
				From:	39-1110						
1116	0.08	60	R	<u> </u>	37 1110	NA			NA		1999
				To	Cul-de-Sac						
\bigcirc				From:	Cul-de-Sac						
1117)	0.05	40	R	To:	39-1111	NA I			NA		1999
				From:	US 29						
1120	0.11	670	R	<u> </u>	03 27	NA			NA		1999
				To: From:	Commercial Park Lot						
1120	0.21	330	R			NA			NA		1999
				To:	39-1121						
\cap	0.00	170	Р	From:	Cul-de-Sac	NI A			NIA		1000
1121)	0.23	170	R	To:	39-1120	NA I			NA		1999
				From:	39-616						
1125	0.09	160	R			NA			NA		1999
				To:	39-1126						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Greene County						i			
(1125)	0.12	120	R	From:	39-1126	NA		NA	1999
(1125)	0.12	.20		To:	Cul-de-Sac]			1000
				From:	Cul-de-Sac				
(1126)	0.09	60	R	_		NA		NA	1999
				To:	39-1125				
	0.03	20	R	From:	Cul-de-Sac] NA		NA	1999
130	0.03	20	K	т	20 1121	1 NA		IVA	1999
1130	0.15	130	R	From:	39-1131	NA		NA	1999
	00			To:	39-670]			.000
				From:	Cul-de-Sac				
(1131)	0.08	20	R			NA		NA	1999
				To: From:	39-1130]			
(1131)	0.12	60	R			NA		NA	1999
				To:	39-1132	1			
(1132)	0.09	20	R	From:	Cul-de-Sac	NA		NA	1999
	0.09	20	K	To:	39-1131]		IVA	1999
				From:	Cul-de-Sac				
(1133)	0.38	300	R			NA		NA	10/03/2002
				To:	39-670				
1134	2.22		_	From:	Cul-de-Sac				40/00/000
	0.09	50	R	To:	39-1133	NA 1		NA	10/03/2002
				From:	Cul-de-Sac				
(1135)	0.21	70	R	<u> </u>	Cui-ue-sac	NA		NA	1999
				To:	39-670				
(1139)				From:	Cul-de-Sac				
	0.13	NA			20.50	NA 1		NA	
				To:	39-607				
(1140)	0.51	600	R	From:	Cul-de-Sac	NA NA		NA	10/07/2002
	0.51	000		To:	39-606]		TVA	10/01/2002
				From:	Cul-de-Sac				
(1141)	0.12	80	R			NA		NA	1999
				To:	39-1140				
(1142)	0.44		_	From:	Cul-de-Sac]			1000
	0.11	60	R	To:	39-1140	NA 1		NA	1999
				From:	39-606	<u> </u>			
(1144)	0.50	370	R		37 000	NA		NA	10/07/2002
				To:	Dead End				
(1145)				From:	39-606				
	0.36	390	R	To:	20.1147	NA 1		NA	10/07/2002
				From:	39-1146	<u> </u>			
1146	0.27	220	R		Cul-de-Sac	l NA		NA	10/07/2002
				To:	Cul-de-Sac				
(1150)				From:	39-607		-		
	0.14	360	R	-		NA		NA	10/07/2002
				To: From:	39-1151				
(1150)	0.09	30	R			NA		NA	1999
				To:	Cul-de-Sac				

	AADT			Bus					QC	Peak	QK	Dir	AAWDT	QW	Year
			_		2Axle	3+Axle	1Trail	2Trail		Hour		Factor			
			From:		Cu	l-de-Sac									
0.10	100	R	To:		2	0.1150				NA			NA		10/07/2002
								<u> </u>							
0.20	160	R	FIOIII.		3	9-1150				NA			NA		1999
0.20			To:		Cu	l-de-Sac									
			From:		3	39-743									
0.58	NA									NA		NA	NA		
0.15	NIA		From:		3	9-1155				NIA			NIA		
0.15	NA		To:		Cu	l-de-Sac			NA]		INA				
			From:					1							
0.08	NA		<u> </u>			070				NA			NA		
			To:		3	9-1161									
			From:		3	9-1162									
0.29	NA		т							NA			NA		
)								
0.13	NΔ		From:		Cu	I-de-Sac				NΔ			NΑ		
0.10	147		To		Cu	l-de-Sac				1471			147 (
			From:												
0.07	NA									NA	NA	NA			
			To:		Cu	l-de-Sac									
0.19	000	R	From:		I	US 33			NA				NIA	19	4000
	920		To		W/M ?	Monroe H	2			NA		NA	NA		1999
			From:				,								
0.10	2200	R								NA			NA		1999
			To: From:		0.10	ME US 33		-							
0.13	1800	R								NA			NA		1999
			To: From:		0.23	ME US 33									
0.06	1000	R								NA			NA		1999
			To: From:		3	39-622									
0.16	2900	R	To:		C C		2.1.			NA			NA		10/10/2002
							scn								
0.08	170	R	rion!:			US 33				NA			NA		10/31/200
0.00			To:		Green Co	ounty Tech	Ctr			14/ 1			14/3		15/01/200/
	0.20 0.58 0.15 0.08 0.29 0.13 0.07	0.20 160 0.58 NA 0.15 NA 0.08 NA 0.29 NA 0.13 NA 0.19 920 0.10 2200 0.10 1800 0.06 1000 0.16 2900	0.20 160 R 0.58 NA 0.15 NA 0.08 NA 0.29 NA 0.13 NA 0.07 NA 0.19 920 R 0.10 2200 R 0.13 1800 R 0.06 1000 R 0.16 2900 R	0.20 160 R From: 0.58 NA 0.58 NA To: From: 0.08 NA To: From: 0.09 NA To: From: 0.13 NA To: From: 0.10 2200 R 0.13 1800 R 0.13 1800 R 0.16 2900 R To: From: 0.08 170 R	O.20 160 R	O.20 160 R	To 39-1150	To 39-1150	To 39-1150	To 39-1150 39-1150 39-1150 39-1150 39-1150 39-1150 39-1150 39-1150 39-743 39-743 39-743 39-743 39-1155 39-1155 39-1155 39-1155 39-1155 39-1161 39-1162 39-1162 39-1162 39-1162 39-1162 39-1162 39-1162 39-1162 39-1162 39-1161 39-	To 39-1150 NA	150	10	150 160 R 39-1150 NA NA NA NA NA NA NA N	10,20 160 R 150 160 R 150 160 R 160 160 160 R 160 160 160 R 160 160 160 R 160 160 R 160 160 R 160 160 R 160 R