

**2008**

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

where available

**Jurisdiction Report**

**08**

Bath County

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

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, 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 of the VDOT Traffic Engineering Division 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.

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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 Traffic Engineering Division 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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days 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 design hour
- N Design Hour Factor (K 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



Frontage Road (F precedes frontage route number)



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  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Bath Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: West Virginia State Line															
39	Bath County	4.59	430	G	95%	0%	1%	1%	3%	0%	F	0.103	F	0.57	440	G
	To: W 08-600															
39	Bath County	9.94	550	G	95%	0%	1%	1%	3%	0%	F	0.101	F	0.518	560	G
	To: 08-687 West of Warm Springs															
39	Bath County	2.97	1500	G	95%	0%	1%	1%	3%	0%	C	0.097	F	0.585	1500	G
	To: US 220 Warm Springs															
39 220	Ingalls Boulevard	0.19	2900	G	91%	1%	2%	1%	5%	0%	F	0.089	F	0.526	3000	G
	To: US 220 North of Warm Springs															
39	Bath County	4.38	1700	G	94%	0%	2%	1%	3%	0%	F	0.092	F	0.520	1800	G
	To: 08-630 Stage Coach Drive															
39	Mt. Valley Rd	8.67	1700	G	94%	0%	2%	1%	3%	0%	F	0.103	F	0.534	1700	G
	To: SR 42 Millboro Springs															
39 42	Bath County	5.73	1600	G	94%	0%	2%	1%	3%	0%	F	0.090	F	0.562	1700	G
	To: Rockbridge County Line															
	From: Alleghany County Line															
42	Cow Pasture River Rd	6.03	750	G	90%	0%	2%	5%	3%	0%	C	0.097	F	0.591	770	G
	To: 08-632 Crizer's Gap															
42	Cow Pasture River Rd	5.54	880	G	90%	0%	2%	5%	3%	0%	F	0.090	F	0.5	900	G
	To: SR 39 Millboro Springs															
42 39	Bath County	5.73	1600	G	94%	0%	2%	1%	3%	0%	F	0.090	F	0.562	1700	G
	To: Rockbridge County Line															
	From: Alleghany County Line															
220	Ingalls Boulevard	7.49	2900	G	94%	1%	1%	2%	3%	0%	C	0.096	F	0.558	3000	G
	To: 08-658 Hot Springs															
220	Ingalls Boulevard	5.43	4300	G	94%	1%	1%	2%	3%	0%	F	0.086	F	0.516	4400	G
	To: SR 39 Warm Springs															
220 39	Ingalls Boulevard	0.19	2900	G	91%	1%	2%	1%	5%	0%	F	0.089	F	0.526	3000	G
	To: SR 39 North of Warm Springs															
220	Ingalls Boulevard	4.17	1100	G	91%	1%	2%	1%	5%	0%	C	0.09	F	0.657	1100	G
	To: 08-614 Muddy Run Rd															
220	Stuart Hwy	5.56	710	G	91%	1%	2%	1%	5%	0%	F	0.09	F	0.653	730	G
	To: 08-623 Poor Farm Road															
220	Stuart Hwy	4.11	610	G	91%	1%	2%	1%	5%	0%	F	0.108	F	0.735	630	G
	To: Highland County Line															

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						2Axle	3+Axle	1Trail	2Trail								
<b>Bath County</b>																	
(600)	7.50	90	R								NA			NA		03/24/2003	
(600)	Big Back Cr	14.48	170	G	92%	1%	2%	1%	4%	0%	C	0.196	F	0.973	180	G	2008
(601)	Little Back Creek	3.29	70	R							NA			NA		09/27/2006	
(601)	Little Back Creek	2.31	30	R							NA			NA		09/27/2006	
(602)	Coffee Pot Rd	0.51	40	R							NA			NA		09/11/2006	
(603)	Richardson Gorge	3.57	70	R							NA			NA		09/27/2006	
(603)	Richardson Gorge	3.91	60	R							NA			NA		09/27/2006	
(603)	Richardson Gorge	0.07	60	R							NA			NA		09/27/2006	
(603)	Richardson Gorge	0.40	100	R							NA			NA		03/27/2003	
(605)	Cole's Mountain Rd	1.60	30	R							NA			NA		09/27/2006	
(605)	Cole's Mountain Rd	0.80	80	R							NA			NA		03/27/2003	
(606)	McGraw Gap Rd	1.40	560	R							NA			NA		09/21/2006	
(607)	Stuart Draft Highway	0.30	30	R							NA			NA		09/27/2006	
(607)	Stuart Draft Highway	3.70	40	R							NA			NA		03/24/2003	
(608)	Tinkertown Rd	0.40	100	R							NA			NA		03/27/2003	
(609)	Dry Run	2.68	210	R							NA			NA		09/19/2006	
(609)	Dry Run	3.70	80	R							NA			NA		09/19/2006	
(609)	Dry Run	3.90	80	R							NA			NA		03/17/2003	
(609)	Dry Run	0.80	190	R							NA			NA		09/19/2006	
(609)	Dry Run Rd	2.60	80	G	93%	0%	3%	1%	3%	0%	C	0.154	F	0.714	80	G	2008
(610)	West View Lane	0.11	40	R							NA			NA		03/27/2003	



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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(611) College Lane	1.11	1400	R													04/03/2003
(612) Ashwood Dr	0.08	350	R													09/21/2006
(612) Ashwood Dr	0.85	300	R													03/27/2003
(613) Forestry Rd	0.55	210	R													09/21/2006
(614) Muddy Run Rd	9.30	210	G	98%	1%	0%	0%	1%	0%	C	0.130	F	0.786	220	G	2008
(614) Muddy Run Rd	0.35	110	R													09/19/2006
(614) Muddy Run Rd	3.75	90	R													09/19/2006
(614) Muddy Run Rd	0.80	70	R													03/17/2003
(614) Muddy Run Rd	0.53	70	R													03/17/2003
(615)	1.42	1300	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.660	1300	G	2008
(615)	0.67	1400	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.648	1400	G	2008
(615)	0.79	1900	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.605	2000	G	2008
(616) Pinehurst Heights	0.20	270	R													03/27/2003
(617) Thomastown Rd	0.35	210	R													09/21/2006
(618) Cale's Springs Rd	3.00	46	R													09/27/2006
(618) Cale's Springs Rd	0.60	70	R													09/27/2006
(618) Cale's Springs Rd	0.70	130	R													09/19/2006
(619) Court House Hill Rd	0.20	1300	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.504	1300	G	2008
(619)	0.35	260	R													09/19/2006
(620) West Warm Springs Dr	1.35	20	R													03/24/2003
(620) West Warm Springs Dr	0.20	160	R													09/19/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(621) McGuffin Rd	2.93	310	R													03/24/2003
(622) Robinson Lane	0.90	40	R													03/13/2000
(623) Poor Farm Rd	1.70	120	R													03/27/2003
(623) Poor Farm Rd	0.27	120	R													03/27/2003
(624) Westminster	5.50	60	R													03/17/2003
(625) River Rd	7.60	130	R													09/19/2006
(626) Brook's Dr	0.40	30	R													09/19/2006
(627) Scotch Town Draft	5.10	40	R													09/11/2006
(628) Junction Rd	0.50	30	R													09/19/2006
(628) Junction Rd	0.30	40	R													03/17/2003
(629)	2.94	610	G	99%	0%	0%	0%	0%	0%	C	0.115	F	0.528	630	G	2008
(629)	11.19	150	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.594	150	G	2008
(629)	1.29	280	G	99%	0%	0%	0%	0%	0%	F	0.118	F	0.636	290	G	2008
(629)	0.57	310	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.54	320	G	2008
(629)	5.73	90	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.6	90	G	2008
(629)	5.58	180	G	99%	0%	1%	0%	0%	0%	F	0.14	F	0.674	190	G	2008
(629)	5.03	240	G	99%	0%	1%	0%	0%	0%	F	0.117	F	0.571	250	G	2008
(630) Stage Coach Dr	1.35	40	R													03/17/2003
(631) Indian Hill Rd	0.30	6	R													09/11/2006
(631) Indian Hill Rd	0.40	60	R													09/11/2006
(632) Crizer's Gap	0.55	20	R													09/11/2006

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Bath County</b>																	
(633)	2.50	30	R													09/11/2006	
			From:	Rockbridge County Line													
			To:	2.50 MN of CL													
(633)	1.82	210	R													03/17/2003	
			From:	08-665 Cabin Draft													
			To:	08-635 Walker Rd													
(633)	0.79	680	R													03/17/2003	
			From:	08-635 Walker Rd													
			To:	SR 42 Gap													
(633)	4.30	170	R													09/11/2006	
			From:	SR 39 Gap													
			To:	4.30 MN SR 39													
(633)	3.70	50	R													09/11/2006	
			From:	08-629													
			To:	08-629													
(634)	Sugar Hollow	0.65	30	R												09/11/2006	
			From:	Dead End													
			To:	08-633													
(635)	Walker Rd	1.68	950	G	96%	1%	1%	0%	1%	0%	C	0.131	F	0.517	980	G	2008
			From:	08-633													
			To:	SR 39													
(635)		3.84	120	R												03/13/2003	
			From:	SR 39													
			To:	3.84 MN SR 39													
(635)		1.26	60	R												03/13/2003	
			From:	08-640 Mill Creek Rd													
			To:	08-640 Mill Creek Rd													
(636)		0.20	70	R												09/11/2006	
			From:	08-633													
			To:	08-635 S, Walker Rd													
(636)		0.40	50	R												09/11/2006	
			From:	08-635 N, Walker Rd													
			To:	08-637 Lower Yard													
(637)	Lower Yard	0.45	100	R												03/17/2003	
			From:	08-665 Cabin Draft													
			To:	08-691 Forbe's Hollow													
(637)	Lower Yard	0.45	60	R												09/21/2006	
			From:	08-636													
			To:	08-636													
(637)	Lower Yard	0.35	20	R												09/11/2006	
			From:	Dead End													
			To:	Dead End													
(638)	Jonestown Rd	0.70	80	R												03/24/2003	
			From:	08-633													
			To:	08-635 Walker Rd													
(639)	Kiser Lane	0.60	30	R												09/27/2006	
			From:	08-635													
			To:	Dead End													
(640)	Mill Creek Rd	0.91	220	R												03/13/2003	
			From:	SR 39; SR 42													
			To:	08-654													
(640)	Mill Creek Rd	2.50	150	R												09/11/2006	
			From:	08-654													
			To:	08-635													
(640)	Mill Creek Rd	3.40	80	R												03/13/2003	
			From:	08-635													
			To:	3.40 MN 08-635													
(640)	Mill Creek Rd	2.60	50	R												06/26/2003	
			From:	3.40 MN 08-635													
			To:	08-629													
(641)	Bright Hollow	1.40	30	R												09/11/2006	
			From:	08-629													
			To:	Dead End													

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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(642) Pond Gap Rd	0.25	150	R											NA		09/19/2006
(643) Campbell Hollow	0.45	10	R											NA		09/11/2006
(644) Broadhead School Rd	0.10	10	R											NA		09/21/2006
(645)	0.05	70	R											NA		09/19/2006
(645)	0.20	1100	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.619	1100	G	2008
(646) Gibbs Rd	0.30	160	R											NA		03/27/2003
(647) Perry Hollow	0.27	100	R											NA		09/21/2006
(647) Perry Hollow	0.30	220	R											NA		09/21/2006
(648) Lotts Rd	0.44	300	R											NA		03/27/2003
(649) McClures Mill	0.40	150	R											NA		09/19/2006
(649) McClures Mill	0.70	90	R											NA		03/24/2003
(650) Lee Roy Rd	0.10	40	R											NA		09/21/2006
(650) Lee Roy Rd	0.05	160	R											NA		03/27/2003
(650) Lee Roy Rd	0.21	120	R											NA		09/21/2006
(651) Stagger Lane	0.15	60	R											NA		03/27/2003
(652) Elk's Camp Rd	0.72	49	R											NA		03/24/2003
(653) Rose Lane	0.12	70	R											NA		09/21/2006
(654)	0.74	30	R											NA		09/11/2006
(655) Mimrod Dr	0.31	30	R											NA		09/11/2006
(655) Mimrod Dr	0.34	20	R											NA		03/17/2003

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(656) Mt Horeb Rd	0.05	70	R								NA			NA		03/27/2003
(656) Mt Horeb Rd	0.30	170	R								NA			NA		09/19/2006
(657) Pheasanty Hollow	0.50	50	R								NA			NA		09/19/2006
(658) Park Lane	0.18	1700	R								NA			NA		03/27/2003
(659) Park Dr	0.08	170	R								NA			NA		09/21/2006
(660) Fairview Lane	0.24	170	R								NA			NA		09/19/2006
(661) Kingtown Lane	0.13	140	R								NA			NA		09/19/2006
(662) Edgewood Lane	0.12	90	R								NA			NA		03/24/2003
(662) Edgewood Lane	0.10	30	R								NA			NA		09/19/2006
(663) Simon Hollow	0.85	10	R								NA			NA		09/11/2006
(664) Sitlington Dr	0.33	20	R								NA			NA		09/11/2006
(665) Cabin Draft	0.05	10	R								NA			NA		09/11/2006
(665) Cabin Draft	0.25	80	R								NA			NA		03/24/2003
(666) Church St	0.10	30	R								NA			NA		09/21/2006
(666) Church St	0.20	530	R								NA			NA		03/02/2000
(666) Church St	0.22	210	R								NA			NA		03/24/2003
(667) Clarkson Lane	0.16	50	R								NA			NA		03/17/2003
(668) High St	0.10	420	R								NA			NA		03/17/2003
(669) Wilkinson Avenue	0.15	170	R								NA			NA		03/27/2003
(670) Robert's Rd	0.16	60	R								NA			NA		09/19/2006

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(671) Hileman Lane	0.09	20	R													09/21/2006
(672) Sanger's Lane	0.36	30	R													09/19/2006
(673) Massie's Dr	0.23	40	R													03/24/2003
(674) Mill Race Lane	0.09	60	R													09/21/2006
(675) Bee Town Rd	0.39	60	R													09/19/2006
(676) Gatewood Dr	0.35	30	R													03/27/2003
(677) McClintic Heights	0.09	40	R													03/24/2003
(678) Indian Draft	1.48	240	R													03/17/2003
(678) Indian Draft	4.78	280	R													09/11/2006
(678) Indian Draft	0.94	250	G	93%	0%	2%	3%	2%	0%	C	0.116	F	0.6	260	G	2008
(678) Indian Draft	4.20	130	R													03/17/2003
(678) Indian Draft	2.26	290	R													09/19/2006
(678) Indian Draft	3.65	200	R													03/17/2003
(678) Indian Draft	0.45	100	R													09/19/2006
(679) Riner's Lane	0.09	20	R													09/27/2006
(679) Riner's Lane	0.03	100	R													09/27/2006
(679) Riner's Lane	0.03	40	R													03/24/2003
(680) Chimney Run Rd	0.73	120	R													09/19/2006
(681) Mountain View Rd	0.21	45	R													03/27/2003
(682) Charger Lane	0.30	1000	R													03/24/2003
(683) Blue Grass Hollow	1.80	20	R													09/19/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(684) Incubator Hollow Rd	0.30	190	R								NA			NA		09/21/2006
(685) Methodist Lane	0.25	260	R								NA			NA		09/21/2006
(685) Methodist Lane	0.08	60	R								NA			NA		03/27/2003
(686) Wildwood Lane	0.08	10	R								NA			NA		09/27/2006
(687) Jackson River Turnpike	5.68	1000	G	98%	1%	1%	0%	1%	0%	F	0.106	F	0.708	1100	G	2008
(687) Jackson River Turnpike	2.04	390	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.684	400	G	2008
(687) Jackson River Turnpike	3.71	630	G	98%	1%	1%	0%	1%	0%	C	0.089	F	0.576	640	G	2008
(688) Wild Cat School Rd	0.39	20	R								NA			NA		09/19/2006
(689) Little Gibraltar	0.15	60	R								NA			NA		09/11/2006
(690) Windy Cove Rd	0.11	50	R								NA			NA		09/11/2006
(691) Forbe's Hollow	0.10	20	R								NA			NA		09/21/2006
(691) Forbe's Hollow	0.15	20	R								NA			NA		09/21/2006
(692) Old Germantown Rd	0.09	810	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.632	830	G	2008
(692) Old Germantown Rd	0.26	170	G								NA			170	G	2008
(693) Draft Avenue	1.19	80	R								NA			NA		03/27/2003
(694) Little Valley	2.45	80	R								NA			NA		09/19/2006
<b>Highland County</b>																
(694) Little Valley	0.10	80	N								NA			NA		09/19/2006
<b>Bath County</b>																
(695) Cave Hill Rd	0.25	NA									NA			NA		
(696) Mountain Avenue	0.31	200	R								NA			NA		03/27/2003

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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
(697) Laurel Lane	0.15	70	R			From: 08-696 Mountain Avenue					NA			NA		09/21/2006
						To: 08-611 College Lane										
(698) Christian Lane	0.12	170	R			From: 08-633					NA			NA		09/21/2006
						To: 08-635 Walker Rd										
(699) Carlover Lane	0.12	170	R			From: 08-700 Carlover Village Drive					NA			NA		03/27/2003
						To: US 220 Ingalls Boulevard										
(700) Carlover Village Dr	0.23	120	R			From: Dead End					NA			NA		09/21/2006
						To: 08-699 Carlover Lane										
(701) Lake View Dr	0.09	90	R			From: Dead End					NA			NA		03/24/2003
						To: 08-679 Riner's Lane										
(702) Long View Dr	0.09	120	R			From: 08-687 Jackson River Turnpike					NA			NA		09/27/2006
						To: Dead End										
(703) Airport Rd	4.96	70	R			From: Alleghany County Line					NA			NA		03/27/2003
						To: Dead End										
(704) Huffman Hill	0.12	20	R			From: Dead End					NA			NA		09/21/2006
						To: 0.12 MN Dead End										
(704) Huffman Hill	0.08	20	R			From: 08-637 Lower Yard					NA			NA		09/21/2006
						To: 08-600 Big Back Cr										
(705)	0.30	140	R			From: Dead End					NA			NA		03/24/2003
						To: Dead End										
(706)	0.17	20	R			From: Dead End					NA			NA		03/27/2003
						To: 08-696 Mountain Avenue										
(707)	0.04	200	R			From: 08-637 Lower Yard					NA			NA		03/17/2003
						To: 08-633										
(708)	0.10	140	R			From: Cul-de-Sac					NA			NA		03/27/2003
						To: 08-611 College Lane										
(710) Millboro Industrial Park	0.35	100	R			From: 08-635 Walker Rd					NA			NA		09/21/2006
						To: Dead End										
(711)	0.30	49	R			From: Dead End					NA			NA		03/17/2003
						To: 08-633										
(714)	0.20	160	R			From: US 220 Ingalls Boulevard					NA			NA		09/21/2006
						To: Dead End										
(715)	0.25	NA				From: 08-682; 08-9584					NA			NA		
						To: Dead End										
(724)	0.10	90	R			From: Dead End					NA			NA		03/27/2003
						To: 08-684 Incubator Hollow Road										
(1001)	3.77	190	R			From: Dead End					NA			NA		04/03/2003
						To: Douthat State Park										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Bath County</b>																
1025	0.04	NA				From: 08-633					NA			NA		
						To: 08-1026										
1026	0.28	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
9584	0.17	540	R			From: 08-682 Charger Lane					NA			NA		09/19/2006
						To: New Valley High Sch										
9930	0.20	750	R			From: SR 220					NA			NA		03/27/2003
						To: Valley Elem School										