

2001

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

Jurisdiction Report

08

Bath County

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

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

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th 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
Bypas - 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
Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
Bath County																	
				From:	West Virginia State Line												
39	4.59	430	G		92%	1%	3%	1%	3%	0%	F	46	G	440	G	2001	
				To:	W 08-600												
39	9.94	530	G		92%	1%	2%	1%	3%	0%	F	60	G	540	G	2001	
				To:	08-687 West of Warm Springs												
39	2.97	1400	G		92%	1%	2%	1%	3%	0%	F	130	G	1400	G	2001	
				To:	US 220 Warm Springs												
39 220	0.19	2600	G		86%	3%	5%	2%	3%	0%	F	260	G	2700	G	2001	
				To:	US 220 N OF WARM SPRINGS												
39	4.38	1500	G		92%	1%	4%	1%	2%	0%	F	140	G	1500	G	2001	
				To:	08-630												
39	8.67	1500	G		92%	1%	4%	1%	2%	0%	F	150	G	1600	G	2001	
				To:	SR 42 Millboro Springs												
39	5.73	1700	G		92%	1%	4%	1%	2%	0%	F	160	G	1700	G	2001	
				To:	Rockbridge County Line												
				From:	Alleghany County Line												
42	6.03	750	G		86%	0%	3%	5%	5%	0%	F	70	G	770	G	2001	
				To:	08-632												
42	5.54	820	G		86%	0%	3%	5%	5%	0%	F	90	G	830	G	2001	
				To:	SR 39 Millboro Springs												
				From:	SR 39												
42 39	5.73	1700	G		92%	1%	4%	1%	2%	0%	F	160	G	1700	G	2001	
				To:	Rockbridge County Line												
				From:	Alleghany County Line												
220	7.49	2500	G		90%	1%	2%	4%	2%	0%	F	260	G	2600	G	2001	
				To:	08-658 Hot Springs												
220	5.43	4000	G		90%	1%	2%	4%	2%	0%	F	380	G	4100	G	2001	
				To:	SR 39 Warm Springs												
220	0.19	2600	G		86%	3%	5%	2%	3%	0%	F	260	G	2700	G	2001	
				To:	SR 39 North of Warm Springs												
220	4.17	910	G		86%	3%	5%	2%	4%	0%	F	100	G	930	G	2001	
				To:	08-614												
220	5.56	670	G		86%	3%	5%	2%	3%	0%	F	70	G	680	G	2001	
				To:	08-623												
220	4.11	580	G		86%	3%	5%	2%	3%	0%	F	70	G	590	G	2001	
				To:	Highland County Line												
				From:	08-603												
600	7.50	90	R									NA		NA		1997	
				To:	SR 39 SOUTH												
				From:	SR 39 NORTH												
600	14.48	150	G		88%	5%	1%	3%	3%	0%	C	30	G	150	G	2001	
				To:	Highland County Line												
				From:	SR 39												
601	3.29	60	R									NA		NA		03/23/2000	
				To:	3.29 MN SR 39												
601	2.31	30	R									NA		NA		03/23/2000	
				To:	Dead End												
				From:	SR 42 SOUTH												
602	0.51	20	R									NA		NA		03/06/2000	
				To:	SR 42 NORTH												
				From:	08-600												
603	3.57	40	R									NA		NA		03/27/2000	
				To:	3.57 MN 08-600												
603	3.91	50	R									NA		NA		03/27/2000	
				To:	7.48 MN 08-600												

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
603	0.07	60	R			7.48 MN 08-600					NA		NA		03/27/2000
603	0.40	130	R			08-607					NA		NA		1997
605	1.60	40	R			Alleghany County Line					NA		NA		03/23/2000
605	0.80	50	R			1.60 MN OF CL					NA		NA		1997
606	1.40	440	R			Alleghany County Line					NA		NA		03/23/2000
607	0.30	20	R			08-687					NA		NA		03/27/2000
607	3.70	20	R			0.30 MN 08-687					NA		NA		03/27/2000
608	0.40	100	R			Dead End					NA		NA		1997
609	2.68	180	R			SR 39					NA		NA		03/06/2000
609	3.70	60	R			08-624					NA		NA		05/04/2000
609	3.90	70	R			3.70 MN 08-624					NA		NA		1997
609	0.80	120	R			08-670					NA		NA		03/06/2000
609	2.60	140	G	91%	3%	3%	2%	1%	0%	C	20	G	140	G	2001
610	0.11	30	R			Dead End					NA		NA		1997
611	1.11	530	R			US 220					NA		NA		1997
612	0.08	360	R			US 220					NA		NA		03/23/2000
612	0.85	230	R			08-613					NA		NA		1997
613	0.55	280	R			08-612					NA		NA		03/23/2000
614	9.30	200	G	91%	1%	1%	1%	5%	0%	C	20	G	200	G	2001
614	0.35	130	R			08-609					NA		NA		03/06/2000
614	3.75	90	R			08-672					NA		NA		03/06/2000
						08-657									

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 Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail						
Bath County															
614	0.80	80	R								NA		NA		1997
614	0.53	80	R								NA		NA		1997
615	1.42	1200	G	95%	0%	2%	3%	0%	0%	F	120	G	1200	G	2001
615	0.67	1300	G	95%	0%	2%	3%	0%	0%	F	130	G	1300	G	2001
615	0.79	2100	G	95%	0%	2%	3%	0%	0%	C	190	G	2200	G	2001
616	0.20	250	R								NA		NA		1997
617	0.35	240	R								NA		NA		03/23/2000
618	3.00	45	R								NA		NA		03/16/2000
618	0.60	70	R								NA		NA		03/16/2000
618	0.70	90	R								NA		NA		03/16/2000
619	0.20	1400	G	98%	0%	1%	0%	0%	0%	C	160	G	1400	G	2001
619	0.35	300	R								NA		NA		03/13/2000
620	1.35	20	R								NA		NA		1997
620	0.20	150	R								NA		NA		03/16/2000
621	2.93	210	R								NA		NA		1997
622	0.90	40	R								NA		NA		03/13/2000
623	1.70	80	R								NA		NA		03/13/2000
623	0.27	80	R								NA		NA		1997
624	5.50	40	R								NA		NA		1997
625	7.60	150	R								NA		NA		03/09/2000

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Bath Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
(626)	0.40	30	R			From: 08-629 To: Dead End					NA		NA		03/06/2000
(627)	5.10	45	R			From: 08-629 To: 08-678					NA		NA		03/09/2000
(628)	0.50	20	R			From: Dead End To: 0.50 MN Dead End					NA		NA		03/06/2000
(628)	0.30	40	R			From: 0.50 MN Dead End To: 08-614					NA		NA		1997
(629)	2.94	450	G	94%	0%	2%	2%	2%	0%	C	49	G	460	G	2001
(629)	11.19	170	G	94%	0%	2%	2%	2%	0%	F	20	G	170	G	2001
(629)	1.29	320	G	94%	0%	2%	2%	2%	0%	F	40	G	330	G	2001
(629)	0.57	340	G	88%	4%	2%	1%	6%	0%	F	40	G	350	G	2001
(629)	5.73	70	G	88%	4%	1%	0%	6%	0%	C	9	G	70	G	2001
(629)	5.58	140	G	88%	4%	2%	1%	6%	0%	F	20	G	140	G	2001
(629)	5.03	170	G	88%	4%	2%	1%	6%	0%	F	20	G	180	G	2001
(630)	1.35	50	R			From: SR 39 WEST To: SR 39 EAST					NA		NA		1997
(631)	0.30	20	R			From: Dead End To: 08-652					NA		NA		03/06/2000
(631)	0.40	70	R			From: 08-652 To: SR 42					NA		NA		03/06/2000
(632)	0.55	20	R			From: Dead End To: SR 42					NA		NA		03/06/2000
(633)	2.50	30	R			From: Rockbridge County Line To: 2.50 MN OF CL					NA		NA		03/06/2000
(633)	1.82	200	R			From: 2.50 MN OF CL To: 08-665					NA		NA		1997
(633)	0.79	620	R			From: 08-665 To: 08-635					NA		NA		1997
(633)	2.20	230	R			From: 08-635 To: SR 42 Gap Terminus SR 39 Gap Terminus					NA		NA		03/23/2000
(633)	4.30	190	R			From: SR 42 Gap Terminus SR 39 Gap Terminus To: 4.30 MN SR 39					NA		NA		03/06/2000
(633)	3.70	70	R			From: 4.30 MN SR 39 To: 08-629					NA		NA		03/06/2000
(634)	0.65	40	R			From: Dead End To: 08-633					NA		NA		03/02/2000

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 Bath Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail						
Bath County															
635	1.68	1200	G	92%	1%	4%	1%	2%	0%	C	120	G	1200	G	2001
635	3.84	110	R								NA		NA		1997
635	1.26	70	R								NA		NA		03/02/2000
636	0.20	60	R								NA		NA		03/02/2000
636	0.40	50	R								NA		NA		03/06/2000
637	0.45	100	R								NA		NA		1997
637	0.45	50	R								NA		NA		03/02/2000
637	0.35	30	R								NA		NA		03/02/2000
638	0.70	100	R								NA		NA		1997
639	0.60	20	R								NA		NA		03/02/2000
640	0.91	240	R								NA		NA		1997
640	2.50	160	R								NA		NA		03/06/2000
640	3.40	60	R								NA		NA		1997
640	2.60	60	R								NA		NA		05/04/2000
641	1.40	30	R								NA		NA		03/02/2000
642	0.25	180	R								NA		NA		03/23/2000
643	0.45	20	R								NA		NA		03/02/2000
644	0.10	10	R								NA		NA		03/23/2000
645	0.05	50	R								NA		NA		03/13/2000
645	0.20	1100	G	98%	0%	1%	0%	0%	0%	C	120	G	1200	G	2001
646	0.30	140	R								NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Bath County															
647	0.27	70	R			From: Dead End					NA	NA		03/16/2000	
647	0.30	190	R			From: 08-681					NA	NA		03/16/2000	
						To: US 220									
648	0.44	270	R			From: Dead End					NA	NA		1997	
						To: US 220									
649	0.40	110	R			From: 08-648					NA	NA		03/23/2000	
						To: 08-656									
649	0.70	50	R			From: 08-656					NA	NA		1997	
						To: US 220									
650	0.10	40	R			From: Dead End					NA	NA		03/23/2000	
						To: 08-616									
650	0.05	140	R			From: 08-616					NA	NA		1997	
						To: 08-610									
650	0.21	70	R			From: 08-610					NA	NA		03/23/2000	
						To: Dead End									
651	0.15	60	R			From: Dead End					NA	NA		1997	
						To: US 220									
652	0.72	80	R			From: Dead End					NA	NA		1997	
						To: 08-631									
653	0.12	60	R			From: US 220					NA	NA		03/16/2000	
						To: Dead End									
654	0.74	30	R			From: 08-640					NA	NA		03/06/2000	
						To: Dead End									
655	0.31	20	R			From: Dead End					NA	NA		03/06/2000	
						To: 0.31 ME Dead End									
655	0.34	10	R			From: 0.31 ME Dead End					NA	NA		1997	
						To: SR 42									
656	0.05	40	R			From: Dead End					NA	NA		1997	
						To: 08-649									
656	0.30	100	R			From: 08-649					NA	NA		03/16/2000	
						To: US 220									
657	0.50	20	R			From: Dead End					NA	NA		03/06/2000	
						To: 08-614									
658	0.18	1200	R			From: Dead End					NA	NA		1997	
						To: US 220									
659	0.08	270	R			From: Dead End					NA	NA		03/23/2000	
						To: 08-658									
660	0.24	130	R			From: US 220					NA	NA		03/23/2000	
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
661	0.13	160	R			From: Dead End					NA	NA			03/23/2000
						To: US 220									
662	0.12	90	R			From: SR 39					NA	NA			1997
						To: 08-675									
662	0.10	20	R			From: Dead End					NA	NA			03/13/2000
						To: 08-678									
663	0.85	10	R			From: Dead End					NA	NA			03/06/2000
						To: SR 42									
664	0.33	30	R			From: Dead End					NA	NA			03/06/2000
						To: 08-633									
665	0.05	9	R			From: 08-637					NA	NA			03/02/2000
						To: Dead End									
665	0.25	30	R			From: Dead End					NA	NA			1997
						To: 08-668									
666	0.10	20	R			From: 0.10 ME Dead End					NA	NA			03/02/2000
						To: 08-668									
666	0.22	160	R			From: 08-633					NA	NA			1997
						To: 08-666									
667	0.16	60	R			From: 08-633					NA	NA			1997
						To: 08-666									
668	0.10	430	R			From: 08-633					NA	NA			1997
						To: Dead End									
669	0.15	80	R			From: US 220					NA	NA			1997
						To: Dead End									
670	0.16	50	R			From: 08-609					NA	NA			03/23/2000
						To: 08-633									
671	0.09	20	R			From: Dead End					NA	NA			03/02/2000
						To: 08-614									
672	0.36	30	R			From: SR 39					NA	NA			03/09/2000
						To: 08-662									
673	0.23	30	R			From: 08-644					NA	NA			03/16/2000
						To: Dead End									
674	0.09	80	R			From: 08-662					NA	NA			03/23/2000
						To: 08-620									
675	0.39	60	R			From: SR 39 WEST					NA	NA			03/13/2000
						To: SR 39 EAST									
676	0.35	30	R			From: SR 39 WEST					NA	NA			1997
						To: SR 39 EAST									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Bath County																
(677)	0.09	30	R								NA	NA			1997	
				From:	Dead End											
				To:	US 220											
(678)	1.48	130	R								NA	NA			1997	
				From:	SR 39											
(678)	4.78	200	R								NA	NA			03/09/2000	
				From:	08-663											
(678)	0.94	240	G	84%	1%	5%	3%	6%	0%	C	20	G	240	G	2001	
				To:	08-629 WEST											
				From:	0.94 M FRM 08-629											
(678)	4.20	140	R								NA	NA			1997	
				To:	08-625											
(678)	2.26	220	R								NA	NA			03/09/2000	
				From:	08-627											
(678)	3.65	150	R								NA	NA			1997	
				To:	08-614 NORTH											
(678)	0.45	120	R								NA	NA			03/06/2000	
				From:	Highland County Line											
				To:	08-687 WEST											
(679)	0.09	20	R								NA	NA			03/16/2000	
				From:	08-701											
(679)	0.03	80	R								NA	NA			03/16/2000	
				To:	08-687 MID											
(679)	0.03	30	R								NA	NA			1997	
				From:	08-687 EAST											
(680)	0.73	130	R								NA	NA			03/13/2000	
				From:	US 220											
				To:	Dead End											
(681)	0.21	60	R								NA	NA			1997	
				From:	08-647											
				To:	Dead End											
(682)	0.30	930	R								NA	NA			1997	
				From:	Dead End											
				To:	US 220											
(683)	1.80	20	R								NA	NA			03/06/2000	
				From:	08-629											
				To:	SR 39											
(684)	0.30	170	R								NA	NA			03/16/2000	
				From:	Dead End											
				To:	US 220											
(685)	0.25	220	R								NA	NA			03/23/2000	
				From:	Dead End											
				To:	US 220											
(685)	0.08	80	R								NA	NA			1997	
				From:	08-613											
				To:	Dead End											
(686)	0.08	10	R								NA	NA			03/23/2000	
				From:	Dead End											
				To:	SR 39											
(687)	5.68	980	G	94%	1%	4%	1%	1%	0%	F	110	G	990	G	2001	
				From:	Alleghany County Line											
				To:	08-615											
(687)	2.04	370	G	94%	1%	4%	1%	1%	0%	F	40	G	380	G	2001	
				From:	08-615											
				To:	08-618											

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
687	3.71	330	G	94%	1%	4%	1%	1%	0%	C	47	G	340	G	2001	
				From:	08-618											
				To:	SR 39											
688	0.39	20	R								NA		NA		03/06/2000	
				From:	SR 39 WEST											
				To:	SR 39 EAST											
689	0.15	70	R								NA		NA		03/02/2000	
				From:	08-633											
				To:	SR 39 SR 42											
690	0.11	40	R								NA		NA		03/06/2000	
				From:	SR 39											
				To:	08-678											
691	0.10	20	R								NA		NA		03/02/2000	
				From:	Dead End											
691	0.15	40	R								NA		NA		03/02/2000	
				From:	0.10 MN Dead End											
				To:	08-637											
692	0.09	840	G	98%	0%	1%	0%	0%	0%	C	90	G	860	G	2001	
				From:	SR 39 WEST											
				To:	08-645											
692	0.26	190	R								NA		NA		1997	
				From:	08-687											
				To:	SR 39 EAST											
693	1.19	70	R								NA		NA		1997	
				From:	08-687											
				To:	Dead End											
694	2.45	60	R								NA		NA		09/14/2000	
				From:	Dead End											
				To:	Highland County Line											
Highland County																
694	0.10	60	N								NA		NA		09/14/2000	
				From:	Highland County Line											
				To:	08-607											
Bath County																
696	0.31	150	R								NA		NA		1997	
				From:	Dead End											
				To:	08-611											
697	0.15	80	R								NA		NA		03/23/2000	
				From:	08-696											
				To:	08-611											
698	0.12	170	R								NA		NA		03/02/2000	
				From:	08-633											
				To:	08-635											
699	0.12	200	R								NA		NA		1997	
				From:	08-700											
				To:	US 220											
700	0.18	120	R								NA		NA		03/16/2000	
				From:	Dead End											
				To:	08-699											
701	0.09	50	R								NA		NA		1997	
				From:	Dead End											
				To:	08-679											
702	0.09	100	R								NA		NA		03/16/2000	
				From:	08-687											
				To:	Dead End											
703	4.96	30	R								NA		NA		1997	
				From:	Alleghany County Line											
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Bath County															
(704)	0.12	20	R			From: Dead End					NA		NA		03/02/2000
(704)	0.08	20	R			From: 0.12 MN Dead End					NA		NA		03/02/2000
(705)	0.30	110	R			To: 08-637					NA		NA		1997
(706)	0.17	NA				From: 08-600					NA		NA		
(706)						To: Dead End					NA		NA		
(707)	0.04	NA				From: 08-696					NA		NA		
(707)						To: 08-637					NA		NA		
(708)	0.10	NA				From: 08-633					NA		NA		
(708)						To: Cul-de-Sac					NA		NA		
(710)	0.35	120	R			From: 08-611					NA		NA		03/02/2000
(710)						To: 08-635					NA		NA		
(711)	0.30	NA				From: Dead End					NA		NA		
(711)						To: Dead End/					NA		NA		
(714)	0.20	120	R			From: 08-00633(B)/					NA		NA		
(714)						To: US 220					NA		NA		03/16/2000
(724)	0.10	NA				From: Dead End					NA		NA		
(724)						To: 08-684					NA		NA		
(1001)	3.77	100	R			From: Dead End					NA		NA		1997
(1001)						To: DOUTHAT STATE PARK					NA		NA		
(9584)	0.17	470	R			From: 08-682					NA		NA		03/16/2000
(9584)						To: NEW VALLEY HIGH SCH					NA		NA		
(9930)	0.20	570	R			From: SR 220					NA		NA		1997
(9930)						To: VALLEY ELEM SCH					NA		NA		