

**2004**

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

where available

**Jurisdiction Report**

**22**

Craig County  
Town of New Castle

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.

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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 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

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

**QK:** Quality of the Peak Hour 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 Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Craig Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
18	Craig County	From: SR 311 Paint Bank	5.12	220	G	97%	1%	1%	0%	0%	0%	F	0.123	F	0.558	220	G
		To: Alleghany County Line															
42	Craig County	From: Giles County Line	3.67	1100	G	94%	1%	4%	0%	1%	0%	F	0.115	F	0.665	1100	G
		To: 22-629															
42	Craig County	From: 22-626	7.93	500	G	94%	1%	4%	0%	1%	0%	C	0.113	F	0.529	500	G
		To: 22-626															
42	Craig County	From: 22-645 Loony	8.99	510	G	94%	1%	4%	0%	1%	0%	F	0.115	F	0.657	520	G
		To: 22-645 Loony															
42	Town of New Castle (Maint: 22)	From: SCL New Castle	0.43	830	N	94%	1%	4%	0%	1%	0%	N	0.102	N	0.568	850	N
		To: SR 311; 22- 615															
311	Craig County	From: Roanoke County Line	9.38	4400	G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.691	4500	G
		To: SCL New Castle															
311	Town of New Castle (Maint: 22)	From: SR 42 New Castle	0.18	4400	N	96%	0%	1%	1%	1%	0%	N	0.095	N	0.691	4500	N
		To: SR 42 New Castle															
311	Town of New Castle (Maint: 22)	From: NCL New Castle	0.18	2000	G	92%	1%	5%	1%	1%	0%	F	0.094	F	0.656	2000	G
		To: NCL New Castle															
311	Craig County	From: 22-658 Near Craig Springs	5.02	2000	N	92%	1%	5%	1%	1%	0%	N	0.094	N	0.656	2000	N
		To: 22-658 Near Craig Springs															
311	Craig County	From: 22-602	7.40	430	G	92%	1%	5%	1%	1%	0%	F	0.103	F	0.539	440	G
		To: 22-602															
311	Craig County	From: SR 18 Paint Bank	3.66	390	G	92%	1%	5%	1%	1%	0%	C	0.093	F	0.605	400	G
		To: SR 18 Paint Bank															
311	Craig County	From: West Virginia State Line	3.39	270	G	92%	1%	5%	1%	1%	0%	F	0.103	F	0.702	270	G
		To: West Virginia State Line															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Castle</b>																
(42) (615) Main Street	0.14	2400	G	96%	1%	2%	1%	1%	0%	F	0.12	F	0.553	2400	G	2004
				From:	SR 311; 22-615											
				To:	22-616											
(42) (615) Main Street	0.14	1300	G	96%	1%	2%	1%	1%	0%	F	0.109	F	0.621	1300	G	2004
				From:	22-1004											
(42) (615)	0.04	4700	G	96%	1%	2%	1%	1%	0%	F	0.098	F	0.519	4700	G	2004
				To:	ECL New Castle											
<b>Craig County</b>																
(42) (615)	0.12	4500	G	96%	1%	2%	1%	1%	0%	C	0.098	F	0.533	4600	G	2004
				From:	ECL New Castle											
				To:	22-638											
(42) (615)	0.16	4000	G	94%	2%	3%	1%	1%	0%	F	0.115	F	0.529	4100	G	2004
				From:	22-617											
				To:	22-653											
(42) (615)	0.27	3400	G	94%	2%	3%	1%	1%	0%	F	0.133	F	0.554	3500	G	2004
				From:	22-655											
				To:	22-649											
(42) (615)	0.40	2900	G	94%	2%	3%	1%	1%	0%	F	0.148	F	0.555	3000	G	2004
				From:	22-689											
(42) (615)	0.94	2600	G	94%	2%	3%	1%	1%	0%	C	0.158	F	0.579	2700	G	2004
				From:	22-686 WEST											
				To:	22-686 EAST											
(42) (615)	0.83	1800	G	94%	2%	3%	1%	1%	0%	F	0.102	F	0.594	1800	G	2004
				From:	22-609											
				To:	22-682											
(42) (615)	1.10	1100	G	94%	2%	3%	1%	1%	0%	F	0.095	F	0.623	1100	G	2004
				From:	22-614											
				To:	22-610											
(42) (615)	1.57	620	G	94%	2%	3%	1%	1%	0%	F	0.092	F	0.604	630	G	2004
				From:	22-606											
				To:	22-611											
(42) (615)	1.05	400	R										NA	NA		1999
				From:	22-643											
(42) (615)	0.80	210	R										NA	NA		1999
				From:	22-612											
(42) (615)	0.80	190	R										NA	NA		1999
				To:	Craig County Line											
(600)	3.24	200	R										NA	NA		1999
				From:	West Virginia State Line											
				To:	SR 311											
(601)	2.40	8	R										NA	NA		02/14/2002
				From:	Giles County Line											
				To:	22-632											
(602)	0.70	30	R										NA	NA		02/14/2002
				From:	West Virginia State Line											
				To:	SR 311											
(603)	1.90	30	R										NA	NA		1999
				From:	SR 311											
				To:	Dead End											
(604)	1.30	60	R										NA	NA		02/19/2002
				From:	22-605											
				To:	22-611											
(605)	0.42	30	R										NA	NA		02/19/2002
				From:	Dead End											
				To:	22-604											



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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>Craig County</b>																
(605)	1.20	80	R													1999
(606)	2.53	480	G	93%	1%	2%	3%	1%	0%	F	0.095	F	0.565	490	G	2004
(606)	1.98	260	G	93%	1%	2%	3%	1%	0%	C	0.106	F	0.704	260	G	2004
(607)	0.30	10	R													02/14/2002
(608)	0.03	20	R													02/19/2002
(608)	0.57	10	R													1999
(609)	2.18	490	R													1999
(610)	0.20	50	R													02/19/2002
(611)	5.00	200	R													1999
(611)	3.20	300	R													1999
(611)	1.28	210	R													1999
(611)	0.09	50	R													02/19/2002
(611)	2.50	60	R													02/19/2002
(612)	1.40	60	R													02/19/2002
(612)	0.15	10	R													02/19/2002
(612)	1.05	20	R													02/19/2002
(613)	0.62	6	R													02/19/2002
(614)	2.25	130	R													1999
(614)	0.64	40	R													02/19/2002
(614)	0.50	7	R													02/19/2002
(614)	0.53	90	R													1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Castle</b>																
(615) Main Street	0.14	2400	G	96%	1%	From: SR 42; SR 311 To: 22-616				F	0.12	F	0.553	2400	G	2004
(615) Main Street	0.14	1300	G	96%	1%	From: 22-616 To: 22-1004				F	0.109	F	0.621	1300	G	2004
(615)	0.04	4700	G	96%	1%	From: 22-1004 To: ECL New Castle				F	0.098	F	0.519	4700	G	2004
<b>Craig County</b>																
(615)	0.12	4500	G	96%	1%	From: ECL New Castle To: 22-638				C	0.098	F	0.533	4600	G	2004
(615)	0.16	4000	G	94%	2%	From: 22-638 To: 22-653				F	0.115	F	0.529	4100	G	2004
(615)	0.27	3400	G	94%	2%	From: 22-653 To: 22-649				F	0.133	F	0.554	3500	G	2004
(615)	0.40	2900	G	94%	2%	From: 22-649 To: 22-689				F	0.148	F	0.555	3000	G	2004
(615)	0.94	2600	G	94%	2%	From: 22-689 To: 22-686 WEST				C	0.158	F	0.579	2700	G	2004
(615)	0.83	1800	G	94%	2%	From: 22-686 WEST To: 22-609				F	0.102	F	0.594	1800	G	2004
(615)	1.10	1100	G	94%	2%	From: 22-609 To: 22-614				F	0.095	F	0.623	1100	G	2004
(615)	1.10	700	G	94%	2%	From: 22-614 To: 22-610				F	0.101	F	0.606	710	G	2004
(615)	1.57	620	G	94%	2%	From: 22-610 To: 22-606				F	0.092	F	0.604	630	G	2004
(615)	1.05	400	R			From: 22-606 To: 22-643				NA			NA	NA		1999
(615)	0.80	210	R			From: 22-643 To: 22-612				NA			NA	NA		1999
(615)	0.80	190	R			From: 22-612 To: Botetourt County Line, 11-615				NA			NA	NA		1999
<b>Town of New Castle</b>																
(616)	0.05	340	R			From: 22-1004 To: 22-615				NA			NA	NA		1999
(616)	0.06	800	R			From: 22-615 To: 22-1003				NA			NA	NA		1999
(616)	0.06	400	R			From: 22-1003 To: ECL New Castle				NA			NA	NA		1999
<b>Craig County</b>																
(616)	1.07	400	N			From: ECL New Castle To: 22-690				NA			NA	NA		1999
(616)	0.82	50	R			From: 22-690 To: Dead End				NA			NA	NA		1999
(617)	0.13	550	R			From: 22-615 To: 22-637				NA			NA	NA		1999
(617)	0.35	300	R			From: 22-637 To: 22-669				NA			NA	NA		1999
(617)	0.18	100	R			From: 22-669 To: 0.18 MN 22-669				NA			NA	NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(617)	3.87	50	R			From: 0.18 MN 22-669					NA			NA		02/19/2002
(617)	9.65	230	R			From: 22-611					NA			NA		1999
						To: Alleghany County Line										
(618)	4.05	50	R			From: SR 311					NA			NA		02/19/2002
						To: Dead End										
(619)	0.23	20	R			From: Dead End					NA			NA		02/19/2002
						To: SR 311										
(620)	2.23	20	R			From: Roanoke County Line					NA			NA		02/19/2002
(620)	0.11	20	R			From: 2.23 MN Roanoke County Line					NA			NA		02/19/2002
						To: 22-621										
(621)	5.89	160	R			From: Montgomery County Line					NA			NA		1999
(621)	0.73	320	R			From: 22-651					NA			NA		1999
(621)	3.21	500	R			From: 22-620					NA			NA		1999
						To: SR 311										
(622)	3.60	40	R			From: SR 42 WEST					NA			NA		1999
						To: SR 42 EAST										
(623)	1.00	50	R			From: 22-624					NA			NA		1999
						To: 22-645										
(624)	13.18	100	R			From: SR 42 WEST					NA			NA		1999
						To: SR 42 EAST										
(625)	2.20	50	R			From: SR 42					NA			NA		1999
						To: 22-624										
(626)	1.60	50	R			From: SR 42					NA			NA		1999
						To: 22-624										
(627)	1.10	30	R			From: 22-628					NA			NA		02/14/2002
						To: 22-629										
(628)	0.70	30	R			From: 22-629					NA			NA		02/14/2002
						To: 22-627										
(628)	0.91	90	R			From: SR 42					NA			NA		1999
						To: SR 42										
(629)	0.60	180	R			From: SR 42					NA			NA		1999
						To: 22-630										
(629)	0.55	110	R			From: 0.55 ME 22-630					NA			NA		1999
						To: 22-628										
(629)	0.76	20	R			From: 22-628					NA			NA		02/14/2002
						To: 22-627										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
629	1.70	100	R			From: 22-627					NA		NA			1999
						To: 22-667										
630	0.71	110	R			From: SR 42					NA		NA			1999
						To: 22-675										
630	2.50	50	R			From: 22-629					NA		NA			1999
						To: SR 42										
631	0.54	20	R			From: Dead End					NA		NA			02/14/2002
						To: 22-629										
<b>Giles County</b>																
632	0.25	10	R			From: Dead End					NA		NA			02/14/2002
						To: Giles County Line										
632	0.25	20	R			From: 22-601					NA		NA			02/14/2002
						To: 22-633										
632	2.90	50	R			From: 22-658 WEST					NA		NA			1999
						To: 22-658 MID										
632	1.30	70	R			From: 22-658 EAST					NA		NA			1999
						To: 22-658 WEST										
632	0.80	130	R			From: 22-658 MID					NA		NA			1999
						To: 22-658 EAST										
632	9.56	70	R			From: 22-658 WEST					NA		NA			1999
						To: 22-658 EAST										
<b>Craig County</b>																
633	0.70	7	R			From: Dead End					NA		NA			02/14/2002
						To: 22-632										
634	0.12	180	R			From: SR 311					NA		NA			1999
						To: 22-650										
635	0.80	40	R			From: 22-658					NA		NA			1999
						To: 22-658										
636	2.00	30	R			From: West Virginia State Line					NA		NA			02/14/2002
						To: 22-639										
636	1.50	50	R			From: 22-658					NA		NA			1999
						To: 22-658										
637	0.29	110	R			From: 22-638					NA		NA			1999
						To: 22-655										
637	0.18	40	R			From: 22-649					NA		NA			1999
						To: 22-649										
638	0.27	70	R			From: Dead End					NA		NA			1999
						To: 22-1009										
638	0.71	490	R			From: 22-615					NA		NA			1999
						To: 22-615										
638	0.06	210	R			From: 22-659					NA		NA			1999
						To: 22-659										
639	0.32	10	R			From: Dead End					NA		NA			02/14/2002
						To: 22-636										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(640)	0.46	700	R			From: SR 42						NA		NA		1999
						To: 22-650										
(641)	1.00	30	R			From: Dead End						NA		NA		02/14/2002
						To: SR 42										
(642)	0.64	30	R			From: Dead End						NA		NA		02/14/2002
						To: SR 42										
(643)	1.35	110	R			From: Dead End						NA		NA		02/19/2002
						To: 22-615										
(644)	0.43	50	R			From: Dead End						NA		NA		1999
(644)	0.27	180	R			To: 22-646						NA		NA		1999
						To: SR 42										
(645)	0.46	60	R			From: SR 42 WEST						NA		NA		1999
						To: SR 42 EAST										
(646)	0.50	520	R			From: 22-644						NA		NA		1999
						To: SR 311 NORTH										
(646)	0.33	200	R			From: SR 311						NA		NA		1999
						To: Dead End										
(647)	0.50	100	R			From: 22-606						NA		NA		1999
						To: Dead End										
(648)	0.08	20	R			From: Dead End						NA		NA		1999
(648)	0.34	140	R			To: 22-646						NA		NA		1999
						To: SR 42										
(649)	0.26	170	R			From: 22-659						NA		NA		1999
						To: 22-654										
(650)	0.62	350	R			From: 22-646						NA		NA		1999
						To: ECL New Castle										
<b>Town of New Castle</b>																
(650)	0.16	700	R			From: ECL New Castle						NA		NA		1999
						To: 22-1004										
(650)	0.07	50	R			From: Dead End						NA		NA		1999
						To: Dead End										
<b>Craig County</b>																
(651)	0.76	30	R			From: Dead End						NA		NA		02/19/2002
						To: 22-621										
(652)	0.13	190	R			From: 22-665						NA		NA		1999
						To: 22-640										
(652)	0.21	150	R			From: 22-678						NA		NA		1999
						To: ECL New Castle										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(653)	0.06	48	R			From: 22-659						NA		NA		1999
(653)	0.34	300	R			To: 22-615						NA		NA		1999
(653)	0.03	100	R			From: 22-684						NA		NA		02/19/2002
						To: Dead End										
(654)	0.09	30	R			From: 22-653						NA		NA		1999
(654)	0.18	80	R			To: 22-655						NA		NA		1999
						To: 22-649										
(655)	0.06	40	R			From: 22-659						NA		NA		1999
(655)	0.27	320	R			To: 22-615						NA		NA		1999
						To: 22-673										
(656)	0.27	110	R			From: 22-646						NA		NA		1999
						To: 22-678										
(657)	0.30	6	R			From: Dead End						NA		NA		02/19/2002
						To: 22-612										
(658)	0.50	200	R			From: SR 42						NA		NA		1999
(658)	3.70	100	R			To: 22-662						NA		NA		1999
						To: 22-632 WEST										
						From: 22-632 MID										
(658)	0.40	130	R									NA		NA		1999
						To: 22-636										
(658)	6.81	110	R			From: 22-635						NA		NA		1999
(658)	1.90	170	R			To: 22-635						NA		NA		1999
						From: 22-632 EAST										
(658)	4.67	270	R			To: SR 311						NA		NA		1999
						From: 22-638										
(659)	0.44	160	R			To: 22-649						NA		NA		1999
						From: Dead End										
(660)	0.25	10	R			To: SR 42						NA		NA		02/14/2002
						From: SR 311 SOUTH										
(661)	0.15	30	R			To: SR 311 NORTH						NA		NA		1999
						From: SR 42										
(662)	1.87	50	R			To: 22-658						NA		NA		1999
						From: SR 42 WEST										
(663)	0.70	30	R			To: SR 42 EAST						NA		NA		02/14/2002
						From: 22-611										
(664)	1.27	48	R			To: Dead End						NA		NA		02/19/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(665)	0.38	400	R			From: 22-677						NA		NA		1999
						To: 22-650										
(666)	0.25	10	R			From: Dead End						NA		NA		02/14/2002
						To: SR 42										
(667)	0.06	80	R			From: SR 42 WEST						NA		NA		1999
						To: SR 42 EAST										
(668)	0.22	70	R			From: Dead End						NA		NA		1999
						To: 22-674										
(669)	0.37	70	R			From: 22-638						NA		NA		1999
						To: 22-617										
(670)	0.10	20	R			From: 22-617						NA		NA		1999
						To: 22-653										
(670)	0.10	40	R			From: 22-655						NA		NA		1999
						To: Dead End										
(671)	0.19	100	R			From: 22-646						NA		NA		1999
						To: 22-644										
(672)	0.06	45	R			From: Dead End						NA		NA		1999
						To: 22-646										
(672)	0.11	70	R			From: 22-646						NA		NA		1999
						To: 22-644										
(673)	0.18	70	R			From: 22-653						NA		NA		1999
						To: 22-693										
(674)	0.19	140	R			From: 22-648						NA		NA		1999
						To: SR 311										
(675)	0.13	30	R			From: Dead End						NA		NA		02/14/2002
						To: 22-630										
(676)	0.20	90	R			From: 22-615						NA		NA		1999
						To: Dead End										
(677)	0.20	70	R			From: 22-646						NA		NA		1999
						To: 22-671										
(678)	0.22	230	R			From: 22-656						NA		NA		1999
						To: 22-679										
(679)	0.10	60	R			From: 22-678						NA		NA		1999
						To: 22-650										
(680)	0.06	50	R			From: 22-659						NA		NA		1999
						To: 22-615										
(681)	0.31	80	R			From: 22-614						NA		NA		1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(682)	0.13	50	R			From: 22-615						NA		NA		1999
						To: Dead End										
(683)	0.03	10	R			From: Dead End						NA		NA		1999
						To: 22-650										
(684)	0.13	30	R			From: 22-617						NA		NA		1999
						To: 22-653										
(684)	0.05	8	R			From: 22-653						NA		NA		1999
						To: Dead End										
(685)	0.12	90	R			From: 22-611						NA		NA		1999
						To: 22-608										
(685)	1.44	70	R			From: 22-608						NA		NA		1999
						To: 22-687										
(685)	0.15	30	R			From: 22-687						NA		NA		02/19/2002
						To: Dead End										
(686)	0.35	30	R			From: 22-615 WEST						NA		NA		1999
						To: 22-615 EAST										
						From: Dead End										
(687)	0.17	40	R			From: Dead End						NA		NA		02/19/2002
						To: 0.17 ME Dead End										
(687)	0.35	40	R			From: 0.17 ME Dead End						NA		NA		02/19/2002
						To: 22-685										
						From: Dead End										
(688)	0.18	60	R			From: Dead End						NA		NA		1999
						To: SR 311										
(689)	0.46	200	R			From: 22-615						NA		NA		1999
						To: 22-694										
						From: Dead End										
(690)	0.38	50	R			From: Dead End						NA		NA		02/19/2002
						To: 22-616										
(691)	0.25	90	R			From: SR 311						NA		NA		02/19/2002
						To: Dead End										
(692)	0.25	10	R			From: SR 311						NA		NA		1999
						To: Dead End										
(693)	0.08	47	R			From: 22-654						NA		NA		1999
						To: 22-673										
(693)	0.12	20	R			From: 22-673						NA		NA		1999
						To: Dead End										
(694)	0.61	140	R			From: 22-689						NA		NA		1999
						To: Dead End										
(695)	0.10	30	R			From: 22-694						NA		NA		1999
						To: Dead End										
(696)	0.30	30	R			From: 22-615						NA		NA		02/19/2002
						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(697)	0.10	70	R			From: 22-617					NA		NA			1999
						To: Dead End										
(699)	0.20	NA				From: Dead End					NA		NA			
						To: 22-00609(B)/										
(1001)	0.06	90	R			From: Dead End					NA		NA			1999
						To: SCL New Castle										
<b>Town of New Castle</b>																
(1001)	0.11	90	N			From: SCL New Castle					NA		NA			1999
						To: SR 42										
(1002)	0.17	160	R			From: SR 42					NA		NA			1999
						To: SR 311										
(1003)	0.14	580	R			From: SR 311					NA		NA			1999
						To: 22-616										
(1003)	0.06	10	R			From: 22-616					NA		NA			1999
						To: NCL New Castle										
(1004)	0.07	3300	R			From: SR 311					NA		NA			1999
						To: 22-650										
(1004)	0.07	2500	R			From: 22-650					NA		NA			1999
						To: 22-616										
(1004)	0.07	2700	R			From: 22-616					NA		NA			1999
						To: 22-615										
(1005)	0.14	40	R			From: Dead End					NA		NA			1999
						To: SR 42										
<b>Craig County</b>																
(1006)	0.18	70	R			From: 22-638					NA		NA			1999
						To: 22-1008										
(1007)	0.35	60	R			From: Dead End					NA		NA			1999
						To: SR 42										
(1008)	0.12	20	R			From: 22-1006					NA		NA			1999
						To: 22-638										
(1009)	0.07	130	R			From: 22-1010					NA		NA			1999
						To: 22-638										
(1010)	0.04	120	R			From: 22-1009					NA		NA			1999
						To: 22-1011										
(1010)	0.03	30	R			From: 22-1011					NA		NA			1999
						To: Dead End										
(1011)	0.06	80	R			From: Dead End					NA		NA			1999
						To: 22-1010										
(1012)	0.10	60	R			From: 22-1008					NA		NA			1999
						To: 22-638										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
⑩1013	0.20	60	R	From:	22-646					NA			NA			1999
				To:	Dead End											
⑩1020	0.33	60	R	From:	Cul-de-Sac					NA			NA			1999
				To:	SR 311											
⑩9120	0.15	250	R	From:	22-615					NA			NA			1999
				To:	McCleary Elem School											