

**2002**

**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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> 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
- F 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



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 - 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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(18)	5.12	220	F	97%	1%	SR 311 Paint Bank				F	0.132	F	0.686	220	F	2002
						Allegany County Line										
(42)	3.67	1100	F	94%	1%	Giles County Line				F	0.116	F	0.665	1100	F	2002
						22-629										
(42)	7.93	490	F	94%	1%	4%	0%	1%	0%	C	0.113	F	0.529	490	F	2002
						22-626										
(42)	8.99	510	F	94%	1%	4%	0%	1%	0%	F	0.116	F	0.657	510	F	2002
						22-645 Loony										
(42)	4.31	820	F	94%	1%	4%	0%	1%	0%	F	0.102	F	0.568	830	F	2002
						SCL New Castle										
<b>Town of New Castle</b>																
(42)	0.43	820	N	94%	1%	4%	0%	1%	0%	N	0.102	N	0.568	830	N	2002
						SR 311; 22-615										
(42) (615)	0.07	2300	F	96%	1%	2%	1%	1%	0%	F	0.12	F	0.553	2400	F	2002
						22-650										
(42) (615)	0.07	2200	F	96%	1%	2%	1%	1%	0%	F	0.105	F	0.507	2200	F	2002
						22-616										
(42) (615)	0.14	1300	F	96%	1%	2%	1%	1%	0%	F	0.109	F	0.621	1300	F	2002
						22-1004										
(42) (615)	0.04	4600	F	96%	1%	2%	1%	1%	0%	F	0.098	F	0.519	4700	F	2002
						ECL New Castle										
<b>Craig County</b>																
(42) (615)	0.12	4500	F	96%	1%	2%	1%	1%	0%	C	0.098	F	0.533	4500	F	2002
						22-638										
(42) (615)	0.06	4000	F	94%	2%	3%	1%	1%	0%	F	0.115	F	0.529	4000	F	2002
						22-617										
(42) (615)	0.10	3600	F	94%	2%	3%	1%	1%	0%	F	0.126	F	0.549	3600	F	2002
						22-653										
(42) (615)	0.09	3400	F	94%	2%	3%	1%	1%	0%	F	0.133	F	0.554	3400	F	2002
						22-655										
(42) (615)	0.09	3100	F	94%	2%	3%	1%	1%	0%	F	0.142	F	0.55	3100	F	2002
						22-680										
(42) (615)	0.09	3000	F	94%	2%	3%	1%	1%	0%	F	0.143	F	0.558	3100	F	2002
						22-649										
(42) (615)	0.40	2900	F	94%	2%	3%	1%	1%	0%	F	0.147	F	0.555	2900	F	2002
						22-689										
(42) (615)	0.94	2600	F	94%	2%	3%	1%	1%	0%	C	0.158	F	0.579	2600	F	2002
						22-686 WEST										
(42) (615)	0.34	1800	F	94%	2%	3%	1%	1%	0%	F	0.102	F	0.594	1800	F	2002
						22-686 EAST										
(42) (615)	0.08	1700	F	94%	2%	3%	1%	1%	0%	F	0.104	F	0.628	1800	F	2002
						22-696										
(42) (615)	0.41	1700	F	94%	2%	3%	1%	1%	0%	F	0.099	F	0.607	1800	F	2002
						22-609										
(42) (615)	0.25	1100	F	94%	2%	3%	1%	1%	0%	F	0.095	F	0.623	1100	F	2002
						22-682										
(42) (615)	0.20	1100	F	94%	2%	3%	1%	1%	0%	F	0.099	F	0.621	1100	F	2002
						22-676										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Craig County</b>																	
(42) (615)	0.65	850	F	94%	2%	3%	1%	1%	0%	F	0.09	F	0.592	860	F	2002	
				From:	22-676												
				To:	22-614												
(42) (615)	1.10	690	F	94%	2%	3%	1%	1%	0%	F	0.101	F	0.606	700	F	2002	
				From:	22-610												
(42) (615)	0.23	610	F	94%	2%	3%	1%	1%	0%	F	0.092	F	0.604	620	F	2002	
				From:	22-611												
(42) (615)	0.49	550	F	94%	2%	3%	1%	1%	0%	F	0.092	F	0.551	550	F	2002	
				From:	22-608												
(42) (615)	0.85	530	F	94%	2%	3%	1%	1%	0%	F	0.097	F	0.569	540	F	2002	
				From:	22-606												
(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												
(311)	9.38	4400	F	94%	0%	3%	1%	1%	0%	F	0.095	F	0.691	4400	F	2002	
				From:	Roanoke County Line												
				To:	SCL New Castle												
<b>Town of New Castle</b>																	
(311)	0.18	4400	N	94%	0%	3%	1%	1%	0%	N	0.095	N	0.691	4400	N	2002	
				From:	SCL New Castle												
(311)	0.18	2000	F	92%	1%	5%	1%	1%	0%	F	0.093	F	0.685	2000	F	2002	
				From:	SR 42 New Castle												
				To:	NCL New Castle												
<b>Craig County</b>																	
(311)	5.02	2000	N	92%	1%	5%	1%	1%	0%	N	0.093	N	0.685	2000	N	2002	
				From:	NCL New Castle												
(311)	7.40	420	F	92%	1%	5%	1%	1%	0%	F	0.103	F	0.539	430	F	2002	
				From:	22-658 Near Craig Springs												
(311)	3.66	390	F	92%	1%	5%	1%	1%	0%	F	0.093	F	0.605	390	F	2002	
				From:	22-602												
(311)	3.39	260	F	92%	1%	5%	1%	1%	0%	F	0.104	F	0.702	270	F	2002	
				From:	SR 18 Paint Bank												
				To:	West Virginia State 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	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
605	1.20	80	R								NA		NA			1999
606	2.53	480	F	93%	1%	2%	3%	1%	0%	F	0.094	F	0.565	480	F	2002
606	1.98	260	F	93%	1%	2%	3%	1%	0%	C	0.106	F	0.704	260	F	2002
607	0.30	10	R								NA		NA			02/14/2002
608	0.03	20	R								NA		NA			02/19/2002
608	0.57	10	R								NA		NA			1999
609	2.18	490	R								NA		NA			1999
610	0.20	50	R								NA		NA			02/19/2002
611	5.00	200	R								NA		NA			1999
611	3.20	300	R								NA		NA			1999
611	1.28	210	R								NA		NA			1999
611	0.09	50	R								NA		NA			02/19/2002
611	2.50	60	R								NA		NA			02/19/2002
612	1.40	60	R								NA		NA			02/19/2002
612	0.15	10	R								NA		NA			02/19/2002
612	1.05	20	R								NA		NA			02/19/2002
613	0.62	6	R								NA		NA			02/19/2002
614	2.25	130	R								NA		NA			1999
614	0.64	40	R								NA		NA			02/19/2002
614	0.50	7	R								NA		NA			02/19/2002
614	0.53	90	R								NA		NA			1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Castle</b>																
615	0.07	2300	F	96%	1%	From: SR 42; SR 311 To: 22-650				F	0.12	F	0.553	2400	F	2002
615	0.07	2200	F	96%	1%	From: 22-650 To: 22-616				F	0.105	F	0.507	2200	F	2002
615	0.14	1300	F	96%	1%	From: 22-616 To: 22-1004				F	0.109	F	0.621	1300	F	2002
615	0.04	4600	F	96%	1%	From: 22-1004 To: ECL New Castle				F	0.098	F	0.519	4700	F	2002
<b>Craig County</b>																
615	0.12	4500	F	96%	1%	From: ECL New Castle To: 22-638				C	0.098	F	0.533	4500	F	2002
615	0.06	4000	F	94%	2%	From: 22-638 To: 22-617				F	0.115	F	0.529	4000	F	2002
615	0.10	3600	F	94%	2%	From: 22-617 To: 22-653				F	0.126	F	0.549	3600	F	2002
615	0.09	3400	F	94%	2%	From: 22-653 To: 22-655				F	0.133	F	0.554	3400	F	2002
615	0.09	3100	F	94%	2%	From: 22-655 To: 22-680				F	0.142	F	0.55	3100	F	2002
615	0.09	3000	F	94%	2%	From: 22-680 To: 22-649				F	0.143	F	0.558	3100	F	2002
615	0.40	2900	F	94%	2%	From: 22-649 To: 22-689				F	0.147	F	0.555	2900	F	2002
615	0.94	2600	F	94%	2%	From: 22-689 To: 22-686 WEST				C	0.158	F	0.579	2600	F	2002
615	0.34	1800	F	94%	2%	From: 22-686 WEST To: 22-686 EAST				F	0.102	F	0.594	1800	F	2002
615	0.08	1700	F	94%	2%	From: 22-686 EAST To: 22-696				F	0.104	F	0.628	1800	F	2002
615	0.41	1700	F	94%	2%	From: 22-696 To: 22-609				F	0.099	F	0.607	1800	F	2002
615	0.25	1100	F	94%	2%	From: 22-609 To: 22-682				F	0.095	F	0.623	1100	F	2002
615	0.20	1100	F	94%	2%	From: 22-682 To: 22-676				F	0.099	F	0.621	1100	F	2002
615	0.65	850	F	94%	2%	From: 22-676 To: 22-614				F	0.09	F	0.592	860	F	2002
615	1.10	690	F	94%	2%	From: 22-614 To: 22-610				F	0.101	F	0.606	700	F	2002
615	0.23	610	F	94%	2%	From: 22-610 To: 22-611				F	0.092	F	0.604	620	F	2002
615	0.49	550	F	94%	2%	From: 22-611 To: 22-608				F	0.092	F	0.551	550	F	2002
615	0.85	530	F	94%	2%	From: 22-608 To: 22-606				F	0.097	F	0.569	540	F	2002
615	1.05	400	R			From: 22-606 To: 22-643				NA				NA		1999
615	0.80	210	R			From: 22-643 To: 22-612				NA				NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(615)	0.80	190	R			From: 22-612					NA		NA			1999
						To: Botetourt County Line, 11-615										
<b>Town of New Castle</b>																
(616)	0.05	340	R			From: 22-1004					NA		NA			1999
(616)	0.06	800	R			From: 22-615					NA		NA			1999
(616)	0.06	400	R			From: 22-1003					NA		NA			1999
						To: ECL New Castle										
<b>Craig County</b>																
(616)	1.07	400	N			From: ECL New Castle					NA		0	N		1999
(616)	0.82	50	R			From: 22-690					NA		NA			1999
						To: Dead End										
(617)	0.13	550	R			From: 22-615					NA		NA			1999
(617)	0.35	300	R			From: 22-637					NA		NA			1999
(617)	0.18	100	R			From: 22-669					NA		NA			1999
(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										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(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	100	R			From: 22-630					NA		NA			1999
						To: 0.55 ME 22-630										
(629)	2.11	80	R			From: 22-628					NA		NA			02/14/2002
						To: 22-628										
(629)	0.76	20	R			From: 22-627					NA		NA			02/14/2002
						To: 22-627										
(629)	1.70	100	R			From: 22-667					NA		NA			1999
						To: 22-667										
(630)	0.71	100	R			From: SR 42					NA		NA			1999
						To: 22-675										
(630)	2.50	50	R			From: 22-629					NA		NA			1999
						To: 22-629										
(631)	0.54	20	R			From: SR 42					NA		NA			02/14/2002
						To: Dead End										
<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: 22-601										
(632)	2.90	50	R			From: 22-633					NA		NA			1999
						To: 22-633										
(632)	1.30	70	R			From: 22-658 WEST					NA		NA			1999
						To: 22-658 WEST										
(632)	0.80	120	R			From: 22-658 MID					NA		NA			1999
						To: 22-658 MID										
(632)	9.56	70	R			From: 22-658 EAST					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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
635	0.80	40	R			From: 22-632					NA		NA			1999
						To: 22-658										
636	2.00	30	R			From: West Virginia State Line					NA		NA			02/14/2002
636	1.50	50	R			From: 22-639					NA		NA			1999
						To: 22-658										
637	0.29	110	R			From: 22-638					NA		NA			1999
637	0.18	40	R			From: 22-655					NA		NA			1999
						To: 22-649										
638	0.27	60	R			From: Dead End					NA		NA			1999
638	0.71	490	R			From: 22-1009					NA		NA			1999
638	0.06	200	R			From: 22-615					NA		NA			1999
						To: 22-659										
639	0.32	10	R			From: Dead End					NA		NA			02/14/2002
						To: 22-636										
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			From: 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
						To: 22-646										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(648)	0.34	140	R			From: 22-646					NA		NA			1999
						To: SR 42										
(649)	0.26	160	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										
(653)	0.06	48	R			From: 22-659					NA		NA			1999
						To: 22-615										
(653)	0.34	300	R			From: 22-684					NA		NA			1999
						To: Dead End										
(653)	0.03	100	R			From: Dead End					NA		NA			02/19/2002
						To: Dead End										
(654)	0.09	30	R			From: 22-653					NA		NA			1999
						To: 22-655										
(654)	0.18	80	R			From: 22-649					NA		NA			1999
						To: 22-649										
(655)	0.06	40	R			From: 22-659					NA		NA			1999
						To: 22-615										
(655)	0.27	320	R			From: 22-673					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
						To: 22-662										
(658)	3.70	100	R			From: 22-632 WEST					NA		NA			1999
						To: 22-632 MID										
(658)	0.40	130	R			From: 22-636					NA		NA			1999
						To: 22-636										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(658)	6.81	110	R			From: 22-636					NA		NA			1999
(658)	1.90	160	R			To: 22-635					NA		NA			1999
(658)	4.67	270	R			From: 22-632 EAST					NA		NA			1999
						To: SR 311										
(659)	0.44	160	R			From: 22-638					NA		NA			1999
						To: 22-649										
(660)	0.25	10	R			From: Dead End					NA		NA			02/14/2002
						To: SR 42										
(661)	0.15	30	R			From: SR 311 SOUTH					NA		NA			1999
						To: SR 311 NORTH										
(662)	1.87	50	R			From: SR 42					NA		NA			1999
						To: 22-658										
(663)	0.70	20	R			From: SR 42 WEST					NA		NA			02/14/2002
						To: SR 42 EAST										
(664)	1.27	48	R			From: 22-611					NA		NA			02/19/2002
						To: Dead End										
(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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(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	60	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										
(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: 22-617					NA		NA			1999
						To: Dead End										
(685)	0.12	80	R			From: 22-611					NA		NA			1999
						To: 22-608										
(685)	1.44	60	R			From: 22-611					NA		NA			1999
						To: 22-687										
(685)	0.15	30	R			From: 22-611					NA		NA			02/19/2002
						To: Dead End										
(686)	0.35	30	R			From: 22-615 WEST					NA		NA			1999
						To: 22-615 EAST										
(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: 22-611					NA		NA			02/19/2002
						To: 22-685										
(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										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Craig County</b>																
(690)	0.38	50	R			From: Dead End					NA		NA			02/19/2002
						To: 22-616										
(691)	0.25	80	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										
(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		0	N		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										

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						2Axle	3+Axle	1Trail	2Trail							
<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: Dead End					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										
(1013)	0.20	60	R			From: 22-646					NA		NA			1999
						To: Dead End										
(1020)	0.33	60	R			From: Cul-de-Sac					NA		NA			1999
						To: SR 311										
(9120)	0.15	250	R			From: 22-615					NA		NA			1999
						To: McCleary Elem School										