

2001

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

Jurisdiction Report

22

Craig County
Town of New Castle

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
 Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
(18)	5.12	190	G	94%	0%	3%	1%	2%	0%	F	20	G	190	G	2001
				From:	SR 311 Paint Bank										
				To:	Alleghany County Line										
(42)	3.67	1100	G	91%	2%	5%	0%	2%	0%	F	120	G	1100	G	2001
				From:	Giles County Line										
(42)	7.93	460	G	91%	2%	5%	0%	2%	0%	F	60	G	460	G	2001
				From:	22-629										
(42)	8.99	460	G	91%	2%	5%	0%	2%	0%	F	50	G	460	G	2001
				From:	22-626										
(42)	4.31	820	G	91%	2%	5%	0%	2%	0%	F	90	G	820	G	2001
				From:	22-645 Loony										
				To:	SCL New Castle										
Town of New Castle															
(42)	0.43	820	N	91%	2%	5%	0%	2%	0%	N	90	N	820	N	2001
				From:	SCL New Castle										
(42) (615)	0.07	2500	G	93%	1%	3%	2%	1%	0%	F	NA		2600	G	2001
				From:	SR 311; 22- 615										
(42) (615)	0.07	2700	G	93%	1%	3%	2%	1%	0%	F	NA		2700	G	2001
				From:	22-650										
(42) (615)	0.14	1300	G	93%	1%	2%	2%	1%	0%	F	NA		1300	G	2001
				From:	22-616										
(42) (615)	0.04	NA		93%	1%	3%	2%	1%	0%	F	NA		NA		2001
				From:	22-1004										
				To:	ECL New Castle										
Craig County															
(42) (615)	0.12	4300	G	93%	1%	3%	2%	1%	0%	C	NA		4300	G	2001
				From:	ECL New Castle										
(42) (615)	0.06	3500	G	92%	2%	2%	2%	1%	0%	F	NA		3600	G	2001
				From:	22-638										
(42) (615)	0.10	3200	G	92%	2%	2%	2%	1%	0%	F	NA		3300	G	2001
				From:	22-617										
(42) (615)	0.09	3000	G	92%	2%	2%	2%	1%	0%	F	NA		3000	G	2001
				From:	22-653										
(42) (615)	0.09	2700	G	92%	2%	2%	2%	1%	0%	F	NA		2800	G	2001
				From:	22-655										
(42) (615)	0.09	2600	G	92%	2%	2%	2%	1%	0%	F	NA		2700	G	2001
				From:	22-680										
(42) (615)	0.40	2500	G	92%	2%	2%	2%	1%	0%	F	NA		2600	G	2001
				From:	22-649										
(42) (615)	0.94	2800	G	92%	2%	2%	2%	1%	0%	C	NA		2800	G	2001
				From:	22-689										
(42) (615)	0.34	1700	G	92%	2%	2%	2%	1%	0%	F	NA		1800	G	2001
				From:	22-686 WEST										
(42) (615)	0.08	1700	G	92%	2%	2%	2%	1%	0%	F	NA		1700	G	2001
				From:	22-686 EAST										
(42) (615)	0.41	1600	G	92%	2%	2%	2%	1%	0%	F	NA		1700	G	2001
				From:	22-696										
(42) (615)	0.25	1000	G	92%	2%	2%	2%	1%	0%	F	NA		1100	G	2001
				From:	22-609										
(42) (615)	0.20	980	G	92%	2%	2%	2%	1%	0%	F	NA		1000	G	2001
				From:	22-682										
				To:	22-676										

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 Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
(42) (615)	0.65	860	G	92%	2%	2%	2%	1%	0%	F	NA	880	G	2001	
(42) (615)	1.10	670	G	92%	2%	2%	2%	1%	0%	F	NA	690	G	2001	
(42) (615)	0.23	600	G	92%	2%	2%	2%	1%	0%	F	NA	620	G	2001	
(42) (615)	0.49	530	G	92%	2%	2%	2%	1%	0%	F	NA	550	G	2001	
(42) (615)	0.85	560	G	92%	2%	2%	2%	1%	0%	F	NA	570	G	2001	
(42) (615)	1.05	400	R								NA	NA		1999	
(42) (615)	0.80	210	R								NA	NA		1999	
(42) (615)	0.80	190	R								NA	NA		1999	
(311)	9.38	4000	G	94%	0%	3%	1%	1%	0%	F	880	G	4000	G	2001
Town of New Castle															
(311)	0.18	4000	N	94%	0%	3%	1%	1%	0%	N	880	N	4000	N	2001
(311)	0.18	1200	G	95%	0%	3%	1%	2%	0%	F	110	G	1200	G	2001
Craig County															
(311)	5.02	1200	N	95%	0%	3%	1%	2%	0%	N	110	N	1200	N	2001
(311)	7.40	390	G	94%	0%	3%	1%	2%	0%	F	40	G	390	G	2001
(311)	3.66	410	G	94%	0%	3%	1%	2%	0%	F	48	G	410	G	2001
(311)	3.39	220	G	95%	0%	3%	1%	2%	0%	F	20	G	220	G	2001
(600)	3.24	200	R								NA	NA		1999	
(601)	2.40	8	R								NA	NA		02/14/2002	
(602)	0.70	30	R								NA	NA		02/14/2002	
(603)	1.90	30	R								NA	NA		1999	
(604)	1.30	60	R								NA	NA		02/19/2002	
(605)	0.42	30	R								NA	NA		02/19/2002	

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						2Axle	3+Axle	1Trail	2Trail						
Craig County															
605	1.20	80	R								NA		NA		1999
606	2.53	340	G	94%	0%	1%	3%	1%	0%	F	NA		340	G	2001
606	1.98	300	G	94%	0%	1%	3%	1%	0%	C	NA		300	G	2001
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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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of New Castle															
615	0.07	2500	G	93%	1%	3%	2%	1%	0%	F	NA	2600	G	2001	
				From:	SR 42; SR 311										
				To:	22-650										
615	0.07	2700	G	93%	1%	3%	2%	1%	0%	F	NA	2700	G	2001	
				From:	22-616										
				To:	22-1004										
615	0.14	1300	G	93%	1%	2%	2%	1%	0%	F	NA	1300	G	2001	
				From:	ECL New Castle										
				To:											
Craig County															
615	0.12	4300	G	93%	1%	3%	2%	1%	0%	C	NA	4300	G	2001	
				From:	ECL New Castle										
				To:	22-638										
615	0.06	3500	G	92%	2%	2%	2%	1%	0%	F	NA	3600	G	2001	
				From:	22-617										
				To:	22-653										
615	0.09	3000	G	92%	2%	2%	2%	1%	0%	F	NA	3000	G	2001	
				From:	22-655										
				To:	22-680										
615	0.09	2600	G	92%	2%	2%	2%	1%	0%	F	NA	2700	G	2001	
				From:	22-649										
				To:	22-689										
615	0.40	2500	G	92%	2%	2%	2%	1%	0%	F	NA	2600	G	2001	
				From:	22-686 WEST										
				To:	22-686 EAST										
615	0.08	1700	G	92%	2%	2%	2%	1%	0%	F	NA	1700	G	2001	
				From:	22-696										
				To:	22-609										
615	0.41	1600	G	92%	2%	2%	2%	1%	0%	F	NA	1700	G	2001	
				From:	22-682										
				To:	22-676										
615	0.25	1000	G	92%	2%	2%	2%	1%	0%	F	NA	1100	G	2001	
				From:	22-614										
				To:	22-610										
615	0.20	980	G	92%	2%	2%	2%	1%	0%	F	NA	1000	G	2001	
				From:	22-611										
				To:	22-608										
615	0.65	860	G	92%	2%	2%	2%	1%	0%	F	NA	880	G	2001	
				From:	22-606										
				To:											
615	1.10	670	G	92%	2%	2%	2%	1%	0%	F	NA	690	G	2001	
				From:	22-612										
				To:											
615	0.23	600	G	92%	2%	2%	2%	1%	0%	F	NA	620	G	2001	
				From:											
				To:											
615	0.49	530	G	92%	2%	2%	2%	1%	0%	F	NA	550	G	2001	
				From:											
				To:											
615	0.85	560	G	92%	2%	2%	2%	1%	0%	F	NA	570	G	2001	
				From:											
				To:											
615	1.05	400	R								NA	NA		1999	
				From:											
				To:											
615	0.80	210	R								NA	NA		1999	
				From:											
				To:											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
615	0.80	190	R			From: 22-612					NA		NA		1999
						To: Botetourt County Line, 11-615									
Town of New Castle															
616	0.05	340	R			From: 22-1004					NA		NA		1999
						To: 22-615									
616	0.06	800	R			From: 22-615					NA		NA		1999
						To: 22-1003									
616	0.06	400	R			From: 22-1003					NA		NA		1999
						To: ECL New Castle									
Craig County															
616	1.07	400	N			From: ECL New Castle					NA		NA		1999
						To: 22-690									
616	0.82	50	R			From: 22-690					NA		NA		1999
						To: Dead End									
						From: 22-615									
617	0.13	550	R			From: 22-615					NA		NA		1999
						To: 22-637									
617	0.35	300	R			From: 22-637					NA		NA		1999
						To: 22-669									
617	0.18	100	R			From: 22-669					NA		NA		1999
						To: 0.18 MN 22-669									
617	3.87	50	R			From: 0.18 MN 22-669					NA		NA		02/19/2002
						To: 22-611									
617	9.65	230	R			From: 22-611					NA		NA		1999
						To: Alleghany County Line									
						From: SR 311									
618	4.05	50	R			From: SR 311					NA		NA		02/19/2002
						To: Dead End									
						From: Dead End									
619	0.23	20	R			From: Dead End					NA		NA		02/19/2002
						To: SR 311									
						From: Roanoke County Line									
620	2.23	20	R			From: Roanoke County Line					NA		NA		02/19/2002
						To: 2.23 MN Roanoke County Line									
620	0.11	20	R			From: 2.23 MN Roanoke County Line					NA		NA		02/19/2002
						To: 22-621									
						From: Montgomery County Line									
621	5.89	160	R			From: Montgomery County Line					NA		NA		1999
						To: 22-651									
621	0.73	320	R			From: 22-651					NA		NA		1999
						To: 22-620									
621	3.21	500	R			From: 22-620					NA		NA		1999
						To: SR 311									
						From: SR 42 WEST									
622	3.60	40	R			From: SR 42 WEST					NA		NA		1999
						To: SR 42 EAST									
						From: 22-624									
623	1.00	50	R			From: 22-624					NA		NA		1999
						To: 22-645									
						From: SR 42 WEST									
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	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
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: 22-627					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: 0.55 ME 22-630					NA		NA		02/14/2002
						To: 22-628									
629	0.76	20	R			From: 22-628					NA		NA		02/14/2002
						To: 22-627									
629	1.70	100	R			From: 22-627					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: 22-675					NA		NA		1999
						To: 22-629									
631	0.54	20	R			From: SR 42					NA		NA		02/14/2002
						To: Dead End									
Giles County															
632	0.25	10	R			From: Dead End					NA		NA		02/14/2002
						To: Giles County Line									
632	0.25	20	R			From: Giles County Line					NA		NA		02/14/2002
						To: 22-601									
632	2.90	50	R			From: 22-601					NA		NA		1999
						To: 22-633									
632	1.30	70	R			From: 22-633					NA		NA		1999
						To: 22-658 WEST									
632	0.80	120	R			From: 22-658 WEST					NA		NA		1999
						To: 22-658 MID									
632	9.56	70	R			From: 22-658 MID					NA		NA		1999
						To: 22-658 EAST									
Craig County															
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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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
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
646	0.33	200	R			From: SR 311 NORTH 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	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
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									
Town of New Castle															
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									
Craig County															
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: 22-653					NA		NA		02/19/2002
						To: Dead End									
654	0.09	30	R			From: 22-655					NA		NA		1999
						To: 22-649									
654	0.18	80	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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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
(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: 22-644					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						
Craig County															
(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: 22-653					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: 22-608					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									
(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									
(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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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
(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									
(1001)	0.06	90	R			From: Dead End					NA		NA		1999
						To: SCL New Castle									
Town of New Castle															
(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									
Craig County															
(1006)	0.18	70	R			From: 22-638					NA		NA		1999
						To: 22-1008									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Craig County															
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									
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									