

2007

**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
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2007
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	From: SR 311 Paint Bank															
	Craig County	5.12	140	G	94%	0%	1%	2%	1%	0%	F	0.131	F	0.674	150	G
42	To: Alleghany County Line															
	From: Giles County Line															
42	Craig County	3.67	900	G	95%	1%	1%	1%	1%	0%	F	0.114	F	0.708	930	G
	To: 22-629															
42	Craig County	7.93	400	G	95%	1%	1%	1%	1%	0%	C	0.121	F	0.643	410	G
	To: 22-626															
42	Craig County	8.99	450	G	95%	1%	1%	1%	1%	0%	F	0.123	F	0.511	470	G
	To: 22-645 Loony															
42	Craig County	4.31	630	G	95%	1%	1%	1%	1%	0%	F	0.103	F	0.720	650	G
	To: SCL New Castle															
42 Main St	Town of New Castle (Maint: 22)	0.43	630	N	95%	1%	1%	1%	1%	0%	N	0.103	N	0.720	650	N
	To: SR 311; 22-615															
311	From: Roanoke County Line															
	Craig County	9.38	3400	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.757	3500	G
311 Salem Ave	To: SCL New Castle															
	Town of New Castle (Maint: 22)	0.18	3400	N	97%	0%	1%	1%	1%	0%	N	0.100	N	0.757	3500	N
311 Salem Ave	To: SR 42 New Castle															
	Town of New Castle (Maint: 22)	0.18	1600	G	93%	1%	1%	4%	1%	0%	F	0.106	F	0.694	1700	G
311	To: NCL New Castle															
	Craig County	5.02	1600	N	93%	1%	1%	4%	1%	0%	N	0.106	N	0.694	1700	N
311	To: 22-658 Near Craig Springs															
	Craig County	7.40	330	G	93%	1%	1%	4%	1%	0%	F	0.116	F	0.546	340	G
311	To: 22-602															
	Craig County	3.66	270	G	93%	1%	1%	4%	1%	0%	C	0.113	F	0.581	280	G
311	To: SR 18 Paint Bank															
	Craig County	3.39	180	G	93%	1%	1%	4%	1%	0%	F	0.126	F	0.510	180	G
	To: West Virginia State Line															

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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							
Town of New Castle																
(42) (615) Main St	0.14	1600	G	96%	1%	From: SR 311; 22-615 To: 22-616				F	0.146	F	0.566	1700	G	2007
(42) (615) Main St	0.14	950	G	96%	1%	From: 22-616 To: 22-1004				F	0.104	F	0.546	980	G	2007
(42) (615)	0.04	4300	G	96%	1%	From: 22-1004 To: ECL New Castle				F	0.112	N	0.540	4300	G	2007
Craig County																
(42) (615)	0.12	4300	G	96%	1%	From: ECL New Castle To: 22-638				C	0.112	F	0.540	4500	G	2007
(42) (615)	0.16	3800	G	94%	1%	From: 22-638 To: 22-653				F	0.127	F	0.548	4000	G	2007
(42) (615)	0.27	3300	G	94%	1%	From: 22-653 To: 22-649				F	0.141	F	0.548	3400	G	2007
(42) (615)	0.40	2900	G	94%	1%	From: 22-649 To: 22-689				F	0.161	F	0.561	3000	G	2007
(42) (615)	0.94	2700	G	94%	1%	From: 22-689 To: 22-686 WEST				C	0.177	F	0.578	2700	G	2007
(42) (615)	0.83	1800	G	94%	1%	From: 22-686 WEST To: 22-609				F	0.092	F	0.56	1800	G	2007
(42) (615)	1.10	990	G	94%	1%	From: 22-609 To: 22-614				F	0.116	F	0.56	1000	G	2007
(42) (615)	1.10	700	G	94%	1%	From: 22-614 To: 22-610				F	0.096	F	0.65	720	G	2007
(42) (615)	1.57	590	G	94%	1%	From: 22-610 To: 22-606				F	0.098	F	0.617	610	G	2007
(42) (615)	1.05	320	R			From: 22-606 To: 22-643					NA		NA		04/13/2005	
(42) (615)	0.80	150	R			From: 22-643 To: 22-612					NA		NA		04/13/2005	
(42) (615)	0.80	140	R			From: 22-612 To: Botetourt County Line					NA		NA		04/13/2005	
(600)	3.24	190	R			From: West Virginia State Line To: SR 311					NA		NA		03/28/2005	
(601)	2.40	10	R			From: SR 311 To: Giles County Line					NA		NA		03/30/2005	
(602)	0.70	30	R			From: Giles County Line To: 22-632					NA		NA		03/28/2005	
(603)	1.90	20	R			From: 22-632 To: West Virginia State Line					NA		NA		03/28/2005	
(604)	1.30	60	R			From: West Virginia State Line To: SR 311					NA		NA		03/28/2005	
(605)	0.42	40	R			From: SR 311 To: Dead End					NA		NA		03/28/2005	
(605)	1.20	90	R			From: Dead End To: 22-605					NA		NA		04/11/2005	
(605)	1.20	90	R			From: 22-605 To: 22-611					NA		NA		04/11/2005	

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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							
Craig County																
606	2.53	290	G	97%	0%	1%	2%	1%	0%	F	0.122	F	0.737	300	G	2007
606	1.98	240	G	97%	0%	1%	2%	1%	0%	C	0.144	F	0.771	240	G	2007
607	0.30	10	R								NA		NA			03/28/2005
608	0.03	20	R								NA		NA			04/11/2005
608	0.57	20	R								NA		NA			04/11/2005
609	2.18	440	R								NA		NA			04/13/2005
610	0.20	50	R								NA		NA			04/13/2005
611	5.00	210	R								NA		NA			04/11/2005
611	3.20	320	R								NA		NA			04/11/2005
611	1.28	220	R								NA		NA			04/11/2005
611	0.09	50	R								NA		NA			04/13/2005
611	2.50	60	R								NA		NA			04/13/2005
612	1.40	60	R								NA		NA			04/13/2005
612	0.15	10	R								NA		NA			04/13/2005
612	1.05	20	R								NA		NA			04/13/2005
613	0.62	8	R								NA		NA			04/13/2005
614	2.25	140	R								NA		NA			04/13/2005
614	0.64	40	R								NA		NA			04/13/2005
614	0.50	7	R								NA		NA			04/13/2005
614	0.53	80	R								NA		NA			04/13/2005
Town of New Castle																
615 Main St	0.14	1600	G	96%	1%	1%	2%	1%	0%	F	0.146	F	0.566	1700	G	2007

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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							
Town of New Castle																
(615) Main St	0.14	950	G	96%	1%	1%	2%	1%	0%	F	0.104	F	0.546	980	G	2007
(615)	0.04	4300	G	96%	1%	1%	2%	1%	0%	F	0.112	N	0.540	4300	G	2007
Craig County																
(615)	0.12	4300	G	96%	1%	1%	2%	1%	0%	C	0.112	F	0.540	4500	G	2007
(615)	0.16	3800	G	94%	1%	1%	3%	1%	0%	F	0.127	F	0.548	4000	G	2007
(615)	0.27	3300	G	94%	1%	1%	3%	1%	0%	F	0.141	F	0.548	3400	G	2007
(615)	0.40	2900	G	94%	1%	1%	3%	1%	0%	F	0.161	F	0.561	3000	G	2007
(615)	0.94	2700	G	94%	1%	1%	3%	1%	0%	C	0.177	F	0.578	2700	G	2007
(615)	0.83	1800	G	94%	1%	1%	3%	1%	0%	F	0.092	F	0.56	1800	G	2007
(615)	1.10	990	G	94%	1%	1%	3%	1%	0%	F	0.116	F	0.56	1000	G	2007
(615)	1.10	700	G	94%	1%	1%	3%	1%	0%	F	0.096	F	0.65	720	G	2007
(615)	1.57	590	G	94%	1%	1%	3%	1%	0%	F	0.098	F	0.617	610	G	2007
(615)	1.05	320	R								NA		NA		04/13/2005	
(615)	0.80	150	R								NA		NA		04/13/2005	
(615)	0.80	140	R								NA		NA		04/13/2005	
Town of New Castle																
(616) Court St	0.05	350	R								NA		NA		04/06/2005	
(616) Court St	0.06	850	R								NA		NA		04/06/2005	
(616) Court St	0.06	430	R								NA		NA		04/06/2005	
Craig County																
(616)	1.07	430	N								NA		NA		04/06/2005	
(616)	0.82	70	R								NA		NA		04/06/2005	
(617)	0.13	580	R								NA		NA		04/11/2005	
(617)	0.35	380	R								NA		NA		04/11/2005	
(617)	0.18	100	R								NA		NA		04/11/2005	
(617)	3.87	50	R								NA		NA		04/11/2005	

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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							
Craig County																
(617)	9.65	240	R				22-611				NA		NA		04/11/2005	
							Alleghany County Line									
(618)	4.05	50	R				SR 311				NA		NA		04/06/2005	
							Dead End									
(619)	0.23	20	R				Dead End				NA		NA		04/04/2005	
							SR 311									
(620)	2.23	20	R				Roanoke County Line				NA		NA		04/04/2005	
							2.23 MN Roanoke County Line									
(620)	0.11	20	R				22-621				NA		NA		04/04/2005	
							Montgomery County Line									
(621)	5.89	310	R				22-651				NA		NA		04/06/2005	
							22-620									
(621)	0.73	430	R				SR 311				NA		NA		04/06/2005	
							SR 42 WEST									
(622)	3.60	30	R				SR 42 EAST				NA		NA		04/04/2005	
							22-624									
(623)	1.00	60	R				22-645				NA		NA		04/04/2005	
							SR 42 WEST									
(624)	13.18	110	R				SR 42 EAST				NA		NA		04/04/2005	
							SR 42									
(625)	2.20	50	R				22-624				NA		NA		04/04/2005	
							SR 42									
(626)	1.60	60	R				22-624				NA		NA		04/04/2005	
							22-628									
(627)	1.10	30	R				22-629				NA		NA		03/30/2005	
							22-629									
(628)	0.70	40	R				22-627				NA		NA		03/30/2005	
							SR 42									
(628)	0.91	100	R				SR 42				NA		NA		03/30/2005	
							SR 42									
(629)	0.60	200	R				22-630				NA		NA		03/30/2005	
							0.55 ME 22-630									
(629)	0.55	110	R				22-628				NA		NA		03/30/2005	
							22-627									
(629)	0.76	30	R				22-667				NA		NA		03/30/2005	
							22-667									

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(630)	0.71	110	R											NA		03/30/2005
(630)	2.50	47	R											NA		03/30/2005
(631)	0.54	20	R											NA		03/30/2005
Giles County																
(632)	Hutchinson Rd	0.25	10	R										NA		03/30/2005
(632)		0.25	20	R										NA		03/30/2005
(632)		2.90	60	R										NA		03/30/2005
(632)		1.30	80	R										NA		03/30/2005
(632)		0.80	150	R										NA		03/30/2005
(632)		9.56	70	R										NA		03/30/2005
Craig County																
(633)		0.70	6	R										NA		03/30/2005
(634)		0.12	210	R										NA		04/06/2005
(635)		0.80	30	R										NA		03/30/2005
(636)		2.00	30	R										NA		03/30/2005
(636)		1.50	60	R										NA		03/30/2005
(637)		0.29	140	R										NA		04/11/2005
(637)		0.18	40	R										NA		04/06/2005
(638)		0.27	80	R										NA		04/11/2005
(638)		0.71	680	R										NA		04/11/2005
(638)		0.06	220	R										NA		04/06/2005
(639)		0.32	10	R										NA		03/30/2005
(640)	Conrad St	0.46	780	R										NA		04/04/2005

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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							
Craig County																
(641)	1.00	30	R								NA			NA		04/04/2005
(642)	0.64	40	R								NA			NA		03/30/2005
(643)	1.35	110	R								NA			NA		04/04/2005
(644) Cumberland Ave	0.43	50	R								NA			NA		04/04/2005
(644) Cumberland Ave	0.27	180	R								NA			NA		04/04/2005
(645)	0.46	60	R								NA			NA		04/04/2005
(646)	0.50	460	R								NA			NA		04/04/2005
(646) Allen St	0.33	210	R								NA			NA		04/06/2005
(647)	0.50	80	R								NA			NA		04/13/2005
(648) Herndon Ave	0.08	30	R								NA			NA		04/04/2005
(648) Herndon Ave	0.34	110	R								NA			NA		04/04/2005
(649)	0.26	220	R								NA			NA		04/06/2005
(650) Marshall Ave	0.62	300	R								NA			NA		04/06/2005
Town of New Castle																
(650) Market St	0.16	650	R								NA			NA		04/06/2005
(650) Middle St	0.07	730	R								NA			NA		04/06/2005
Craig County																
(651)	0.76	40	R								NA			NA		04/04/2005
(652) Holcombe Ave	0.13	110	R								NA			NA		04/06/2005
(652) Holcombe Ave	0.21	230	R								NA			NA		04/06/2005
(653)	0.06	50	R								NA			NA		04/06/2005

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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							
Craig County																
(653)	0.34	380	R								NA		NA			04/11/2005
(653)	0.03	100	R								NA		NA			04/11/2005
(654)	0.09	30	R								NA		NA			04/11/2005
(654)	0.18	80	R								NA		NA			04/06/2005
(655)	0.06	50	R								NA		NA			04/06/2005
(655)	0.27	370	R								NA		NA			04/06/2005
(656) Woodman Ave	0.27	100	R								NA		NA			04/04/2005
(657)	0.30	8	R								NA		NA			04/13/2005
(658)	0.50	250	R								NA		NA			03/30/2005
(658)	3.70	140	R								NA		NA			03/30/2005
(658)	0.40	130	R								NA		NA			03/30/2005
(658)	6.81	110	R								NA		NA			03/30/2005
(658)	1.90	180	R								NA		NA			03/30/2005
(658)	4.67	280	R								NA		NA			03/28/2005
(659)	0.44	90	R								NA		NA			04/06/2005
(660)	0.25	10	R								NA		NA			04/04/2005
(661)	0.15	20	R								NA		NA			03/28/2005
(662)	1.87	40	R								NA		NA			03/30/2005
(663)	0.70	20	R								NA		NA			03/30/2005
(664)	1.27	50	R								NA		NA			04/11/2005
(665) Kanawha St	0.38	280	R								NA		NA			04/06/2005

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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							
Craig County																
(666)	0.25	10	R											NA		03/30/2005
(667)	0.06	70	R											NA		03/30/2005
(668)	Boyd Ave	0.22	50	R										NA		04/04/2005
(669)		0.37	80	R										NA		04/11/2005
(670)		0.10	20	R										NA		04/11/2005
(670)		0.10	20	R										NA		04/06/2005
(671)	Penns Ave	0.19	100	R										NA		04/04/2005
(672)	Meadow Ave	0.06	60	R										NA		04/04/2005
(672)		0.11	70	R										NA		04/04/2005
(673)		0.18	70	R										NA		04/11/2005
(674)	Chilton Ave	0.19	160	R										NA		04/04/2005
(675)		0.13	30	R										NA		03/30/2005
(676)		0.20	100	R										NA		04/13/2005
(677)	Scott Ave	0.20	60	R										NA		04/04/2005
(678)	Brooks St	0.22	300	R										NA		04/06/2005
(679)		0.10	50	R										NA		04/06/2005
(680)		0.06	70	R										NA		04/06/2005
(681)		0.31	80	R										NA		04/13/2005
(682)		0.13	40	R										NA		04/13/2005

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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							
Craig County																
683	0.03	6	R											NA		04/06/2005
684	0.13	40	R											NA		04/11/2005
684	0.05	6	R											NA		04/11/2005
685	0.12	100	R											NA		04/11/2005
685	1.44	70	R											NA		04/11/2005
685	0.15	40	R											NA		04/11/2005
686	0.35	20	R											NA		04/13/2005
687	0.17	50	R											NA		04/11/2005
687	0.35	50	R											NA		04/11/2005
688	0.18	30	R											NA		04/04/2005
689	0.46	210	R											NA		04/13/2005
690	0.38	50	R											NA		04/06/2005
691	0.25	100	R											NA		04/04/2005
692	0.25	8	R											NA		04/04/2005
693	0.08	60	R											NA		04/06/2005
693	0.12	30	R											NA		04/06/2005
694	0.61	140	R											NA		04/13/2005
695	0.10	30	R											NA		04/13/2005
696	0.30	30	R											NA		04/13/2005
697	0.10	70	R											NA		04/11/2005

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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							
Craig County																
(699)	0.20	190	R											NA		04/13/2005
(1001) Boyd Ave	0.06	40	R											NA		04/04/2005
Town of New Castle																
(1001) Boyd Ave	0.11	40	N											NA		04/04/2005
(1002) Caldwell St	0.17	140	R											NA		04/04/2005
(1003) Walnut St	0.14	660	R											NA		04/06/2005
(1003) Walnut St	0.06	20	R											NA		04/06/2005
(1004) Market St	0.07	3500	R											NA		04/06/2005
(1004) Market St	0.07	3100	R											NA		04/06/2005
(1004) Market St	0.07	3000	R											NA		04/06/2005
(1005) Mitchell Dr	0.14	30	R											NA		04/04/2005
Craig County																
(1006)	0.18	60	R											NA		04/11/2005
(1007)	0.35	40	R											NA		04/04/2005
(1008)	0.12	30	R											NA		04/11/2005
(1009)	0.07	90	R											NA		04/11/2005
(1010)	0.04	80	R											NA		04/11/2005
(1010)	0.03	20	R											NA		04/11/2005
(1011)	0.06	48	R											NA		04/11/2005
(1012)	0.10	60	R											NA		04/11/2005
(1013)	0.20	50	R											NA		04/06/2005

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
⑩1020	0.33	70	R	From: Cul-de-Sac				NA	NA	04/04/2005						
				To: SR 311												
⑨9120	0.15	600	R	From: 22-615				NA	NA	04/13/2005						
				To: McCleary Elem School												