2011

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

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	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 Maintainenance 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

2011 Annual Average Daily Traffic Volume Estimates By Section of Route Craig Maintenance Area

	1		107 01	4	_		Tru	ıck			K	014	Dir	A A) A (D.T.	0144
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 311	Paint Bank												
(18) Potts Creek Rd	Craig County		230 F	92%	0%	0%	4%	4%	0%	F	0.126	F		240	F
<u> </u>	To:	Alleghany	y County Line												
	From:		County Line							_		_			_
(42) Cumberland Gap Rd	Craig County	3.67 1	1100 F	96%	2%	1%	1%	0%	0%	F	0.100	F		1100	F
	To: From:		ugar Hill Rd												
(42) Cumberland Gap Rd	Craig County	7.93	390 F	96%	2%	1%	1%	0%	0%	С	0.110	F		400	F
<u> </u>	To: From:	22-626 Bet	thel Church Rd												
42 Cumberland Gap Rd	Craig County	8.99	410 F	96%	2%	1%	1%	0%	0%	F	0.117	F		420	F
<u> </u>	To- From:	22-645 Lo	ony School Rd			<u> </u>									
42 Cumberland Gap Rd	Craig County		710 F	96%	2%	1%	1%	0%	0%	F	0.113	F		730	F
\bigcirc	To	SCL N	New Castle												
42 Main St	Town of New Castle (Maint: 22)		710 N	96%	2%	1%	1%	0%	0%	Ν	0.113	Ν		730	Ν
42)	To:	SR 31	11; 22-615												
	From:	Roanoke	County Line												
311 Craig Valley Dr	Craig County	9.38 3	3700 F	97%	0%	1%	1%	1%	0%	F	0.092	F		3800	F
\smile	То	SCLN	New Castle												
311)Salem Ave	Town of New Castle (Maint: 22)		3700 N	97%	0%	1%	1%	1%	0%	Ν	0.092	Ν		3800	Ν
	To	SD 421	New Castle												
311)Salem Ave	Town of New Castle (Maint: 22)		1600 F	95%	1%	1%	1%	2%	0%	F	0.086	F		1700	F
311)	Te														
311)	Craig County		New Castle	95%	1%	1%	1%	2%	0%	N	0.086	N		1700	N
311)	To:		ar Craig Springs	3070	170	Ti	170	270	070	.,	0.000	.,		1700	.,
	From:		hns Creek Rd												
311) Paint Bank Rd	Craig County	7.40	310 F	95%	1%	1%	1%	2%	0%	F	0.104	F		320	F
	To- From:	22-602 Ba	ack Valley Rd			\lnot									
311) Paint Bank Rd	Craig County	3.66	330 F	95%	1%	1%	1%	2%	0%	С	0.131	F		350	F
\smile	To-	SR 18 P:	aint Bank Rd												
311)Potts Creek Rd	Craig County		250 F	95%	1%	1%	1%	2%	0%	F	0.114	F		260	F
	To:		inia State Line												

4/26/2012 7

						raig Maintenand	e Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle			1							. 20101		. 20.01			
Main St	0.14	1300		97%	1%	SR 311; 22-61 1% 1%	5 1%	0%	F	0.096	F		1300	F	2011
42 615 Main St	0.14	1300	. F	9170	170		170	0%	Г	0.096	Г		1300	Г	2011
(42) (615) Main St	0.14	810 From	F	97%	1%	22-616 1% 1%	1%	0%	F	0.13	F		840	F	2011
		To From				22-1004									
(42) (615) Main St	0.04	4600 To	G	97%	1%	1% 1% ECL New Cast	1%	0%	F	0.109	N		4700	G	2011
Craig County						Deb new cust				ı					
	0.12	4300		97%	1%	ECL New Cast 1% 1%	1%	0%	С	0.109	F		4400	F	2011
42 (615) Craigs Creek Rd	0.12	4300 To	<u> </u>	31 /0	1 /0		1 /0	0 70		0.103	'		4400	'	2011
(42) (615) Craigs Creek Rd	0.16	3500 From	F	96%	1%	22-638 1% 1%	1%	0%	F	0.133	F		3600	F	2011
		To				22-653									
42 (615) Craigs Creek Rd	0.27	3300	F	96%	1%	1% 1%	1%	0%	F	0.14	F		3400	F	2011
		To From	:			22-649									
(42) (615) Craigs Creek Rd	0.40	3200	F	96%	1%	1% 1%	1%	0%	F	0.149	F		3300	F	2011
Croige Crook Dd	0.04	From		060/	10/	22-689	10/	00/		0 171			2700		2011
(42) (615) Craigs Creek Rd	0.94	2600	F	96%	1%	1% 1%	1%	0%	С	0.174	F		2700	F	2011
42 615 Craigs Creek Rd	0.83	1700		96%	1%	22-686 WEST	<u>г</u> 1%	0%	F	0.096	F		1700	F	2011
42 615 Craigs Creek Rd	0.00	To		3070	170	22-609	170	070	•	<u> </u>			1700		2011
(42) (615) Craigs Creek Rd	1.10	950	F	96%	1%	1% 1%	1%	0%	F	0.111	F		980	F	2011
		To	-			22-614				—					
(42) (615) Craigs Creek Rd	1.10	600 From	F	96%	1%	1% 1%	1%	0%	F	0.114	F		620	F	2011
		To From				22-610									
(42) (615) Craigs Creek Rd	1.57	550	F	96%	1%	1% 1%	1%	0%	F	0.107	F		570	F	2011
	4.05	From				22-606				\supset			NIA		04/42/2005
42 (615)	1.05	320	R							NA			NA		04/13/2005
	0.80	150 From	R			22-643				NA			NA		04/13/2005
42 (615)	0.00	130 To	<u>. </u>			22-612							IVA		04/10/2003
(42) (615)	0.80	140 From	R			22-012				NA			NA		04/13/2005
		To	:			Botetourt County	Line								
\bigcirc		From				West Virginia State	e Line			Щ.,					00/00/000
(600)	3.24	190 To	R			SR 311				NA			NA		03/28/2005
		From	:			Giles County Li	ine								
(601) Rocky Gap Trail	2.40	20	R			,				NA			NA		03/12/2008
<u> </u>		To				22-632 Johns Cree									
Pauls Valley Dd	0.70	From	Ļ			West Virginia State	e Line						NIA		00/44/0000
602 Back Valley Rd	0.70	20	R			SR 311				NA T			NA		03/14/2008
		From	-			SR 311									
(603)	1.90	20	R							NA			NA		03/28/2005
		To				Dead End									
604) Sage Brush Lane	1.30	10	R			22-605 Red Brush	h Rd			NA			NA		03/19/2008
604) Sage Brush Lane	1.30	To				22-611							INA		03/13/2000
		From	:			Dead End									
(605) Red Brush Rd	0.42	50	R							NA			NA		03/14/2008
$\frac{\mathcal{C}}{\mathcal{C}}$		To From				22-604 Sage Brush	Lane								
(605)	1.20	90	R							NA			NA		04/11/2005
$\overline{}$		To	<u> </u>			22-611									

								enan										
Route	Length	AADT	QA	4Tire	Bus				ruck e 1Tra			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County													. 4010.					
606) Caldwell Mtn Rd	2.53	270		96%	1%		615 Cra %	igs Cre 1%	ek Rd 1%	09	0/_	F	 0.115	F		270	F	2011
(606) Caldwell Mtn Rd	2.55	270		30 70	1 70					0	70	'	0.113	'		210	'	2011
(606) Caldwell Mtn Rd	1.98	240 From	- F	96%	1%		12 Scen %	1%	w Lane 1%	09	%	С	0.122	F		250	F	2011
000) Garanen mini ta		Ti-		0070	.,,		tetourt (, 0			•			•	
		Fron	r:				Dea	d End										
607) Old Mountain Rd	0.30	20	R										NA			NA		03/19/200
$\overline{}$		Tr					SF	R 18										
Mill Occasion and	0.00	From				22-68	35 Fenw	vick M	ines Rd							NIA		00/4.4/00/
608) Mill Creek Lane	0.03	20	R										NA			NA		03/14/200
Mill Crook Long	0.57	Pron			0.03	3 ME 1	17-685	Fenwio	ck Mines	Rd						NA		03/14/200
608 Mill Creek Lane	0.57	20	R				22	-615					NA T			INA		03/14/200
		Fron	n:			22-6	515 Cra		ek Rd									
609) Sand Plant Rd	2.18	440	R				<i>310</i> C14	ago ore	on ru				NA			NA		04/13/200
		To	00			22-61	1 Peace	eful Va	alley Rd									
<u> </u>		Fron	n:				22	-615										
610 Crossroads Blvd	0.20	90 Tr	R			22 61	1 Dagge	oful Vo	alley Rd				NA			NA		03/14/200
		Fron				22-01			aney Ka				<u> </u>					
611) Peaceful Valley Rd	5.00	210	R				SK	311					NA			NA		04/11/20
611)		т.					22 617	7 WES	т									
611) Peaceful Valley Rd	3.20	320 From	R				22-017	/ WES	1				NA			NA		04/11/20
011)		ть				22	-609 Sa	ınd Plar	nt Rd									
611)	1.28	220 From	R			22-	-009 Ba	uiu i iai	iii Ku				NA			NA		04/11/20
		To					22.	-615										
611) Peaceful Valley Rd	0.09	40 From	R					010					NA			NA		03/14/200
\bigcirc		Tr Fron				22-6	510 Cro	ssroads	s Blvd									
611) Peaceful Valley Rd	2.50	50	R										NA			NA		03/14/200
\bigcup		To	:			22-	-614 Ha	awkins	Lane									
O		From					22-	-606										
612) Pike Lane	1.40	50	R										NA 			NA		03/14/200
	0.45	From				22-6	13 Scen	nic Vie	w Lane							NIA		00/4.4/00/
612) Angus Lane	0.15	8	R										NA			NA		03/14/200
Coopie View Lone	1.05	Fron				22	2-657 A	Angus L	ane							NΙΔ		02/44/20
612) Scenic View Lane	1.05	20	R				22	-615					NA			NA		03/14/200
		Fron	n:		2	2-612			Pike Lane	<u>,</u>								
613) Scenic View Lane	0.62	10	R										NA			NA		03/14/200
		To	00				Dea	d End										
$\overline{}$		Fron	n:				22	-615										
614)	2.25	140	R										NA			NA		04/13/200
<u> </u>		Fron					2.25 M	E 22-6	15				⊒⊢					
614)	0.64	40	R										NA			NA		04/13/200
O Hamilton I	0.50	Fron	Ę			22-61	1 Peace	eful Va	alley Rd				<u> </u>			A.1.0		00/4 4/00
614) Hawkins Lane	0.50	8	R										NA 			NA		03/14/200
$\overline{}$	0.50	From					22	-681								N 1 A		04/40/00
(614)	0.53	80	R				າາ	-606					NA T			NA		04/13/200
Town of New Castle																		
COM OTTION CAPIT		Fron	1:	97%		S	R 311 S	Salem A										
(615) Main St	0.14	1300	F		1%		%	1%	1%		%	F	0.096	F		1300	F	2011

					С	raig Mai	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle		-	1								1					
615) Main St	0.14	810 Te	F	97%	1%	1%	16 Court S 1% 5 Market S	1%	0%	F	0.13	F		840	F	2011
615) Main St	0.04	4600 To	G	97%	1%	22-100 1%	04 Middle 1% New Castl	St 1%	0%	F	0.109	N		4700	G	2011
Craig County						202	Tion Case									
615) Craigs Creek Rd	0.12	4300 To	F	97%	1%	1%	New Castl 1% 22-638	le 1%	0%	С	0.109	F		4400	F	2011
615) Craigs Creek Rd	0.16	3500	F	96%	1%		538, 6th St 1%	1%	0%	F	0.133	F		3600	F	2011
615) Craigs Creek Rd	0.27	3300 From	F	96%	1%	22-0 1%	553, 5th St 1%	1%	0%	F	0.14	F		3400	F	2011
615) Craigs Creek Rd	0.40	3200 From	F	96%	1%	1%	22-649 1%	1%	0%	F	0.149	F		3300	F	2011
615) Craigs Creek Rd	0.94	2600 To	F	96%	1%	1%	1%	1%	0%	С	0.174	F		2700	F	2011
(615) Craigs Creek Rd	0.83	1700	F	96%			Alleghand , Alleghan 1%		0%	F	0.096	F		1700	F	2011
(615) Craigs Creek Rd	1.10	950	F	96%	1%	22-609 1%	Sand Plant 1%	1%	0%	F	0.111	F		980	F	2011
(615) Craigs Creek Rd	1.10	600 From	F	96%	1%	22-614 1%	Hawkins 1%	Ln 1%	0%	F	0.114	F		620	F	2011
(615) Craigs Creek Rd	1.57	550 From	F	96%	1%	1%	Prossroads	1%	0%	F	0.107	F		570	F	2011
<u>(615)</u>	1.05	From 320	R				aldwell M 22-606	tn Rd			NA			NA		04/13/2005
<u>615</u>	0.80	150 From	R		,	22-643 Ho	ward Hani	nah Rd			NA			NA		04/13/2005
<u>(615)</u>	0.80	140 From	R			22-612 Sc	cenic View	Lane			NA			NA		04/13/2005
		To	c.			Botetou	rt County l	Line								
Town of New Castle		Fron				22-100	04 Market	St								
616) Court St	0.05	350	R			22.5	1537: 0				NA			NA		04/06/2005
616) Court St	0.06	850 From	R				15 Main S				NA			NA		04/06/2005
616) Court St	0.06	430 From	R				03 Walnut New Castl				NA			NA		04/06/2005
Craig County																
616)	1.07	430	N			ECL	New Castl	le			NA			NA		04/06/2005
616)	0.82	70 From	R				aggie Maw	v Lane			NA			NA		04/06/2005
		Fron					ead End 22-615									
617)	0.13	580	R				22-637				NA			NA		04/11/2005
617)	0.35	380 From	R								NA			NA		04/11/2005
617)	0.18	100 From	R				22-669 MN 22-66	9			NA			NA		04/11/2005
-		TC.	<u> </u>			0.18	IVIIN 22-66	7								

Route	Length	AADT	QA	4Tire			Truck		QC	K	QK	Dir	AAWDT	QW	Year
Craig County			_			2Axle	3+Axle 1Tra	ail 21 rail		Factor		Factor			
617	3.87	From 50	R			0.18 M	IN 22-669			 NA			NA		04/11/2005
<u>(617)</u>	0.0.	To				2	2-611								0 .,, 2000
617)	9.65	240 From	R				2-011			NA			NA		04/11/2005
01)		To				Alleghany	County Line								
		From	:			SI	R 311								
618)	4.05	50 Tra	R							NA			NA		04/06/2009
			1				ad End								
619) Coleys Cliff Rd	0.23	20	R			Dea	ad End			 NA			NA		03/12/2008
(619) Coleys Cliff Rd	0.20	To				SI	R 311			\exists			IVA		03/12/200
		From	:				County Line			Ì					
620) Miller Cove	2.23	9	R							NA			NA		03/12/2008
		To			2	.23 MN Roa	noke County Lin	ie							
(620) Miller Cove	0.11	9 From	R							NA			NA		03/12/2008
		To	:			22	2-621								
		From	<u> </u>			Montgome	ry County Line								
621)	5.89	310	R							NA			NA		04/06/200
		To From				22	2-651								
621)	0.73	430	R							NA			NA		04/06/2005
		To From				22-620 1	Miller Cove			\exists					
621)	3.21	530	R							NA			NA		04/06/2009
<u> </u>		To					R 311								
\bigcirc	0.00	From				SR 4:	2 WEST								0.4/0.4/0.00
622)	3.60	30 Tro	R			CD A	2 EAST			NA			NA		04/04/200
		From													
(000)	1.00	60	R			2.	2-624			 NA			NA		04/04/200
623	1.00	To	<u> </u>			22	2-645			┪``			1471		0-1/0-1/2000
		From	:			SR 4:	2 WEST								
(624)	13.18	110	R							NA			NA		04/04/200
		To	:			SR 4	2 EAST								
		From				S	R 42								
(625)	2.20	50	R							NA			NA		04/04/200
		To					2-624								
	1.60	From	R			S	R 42			NIA			NA		04/04/200
(626)	1.60	60	- K			2	2-624			NA			INA		04/04/200
		From					nmonsville Rd								
(627) Valley Roller Mill Rd	1.10	30	R			22 020 511	illionsville red			NA			NA		03/12/2008
,		To	:			22-629 N	Northside Rd								
		From	:			22-629 N	Northside Rd								
(628) Simmonsville Rd	0.70	40	R							NA			NA		03/12/2008
<u> </u>		To From				22-627 Valle	y Roller Mill Ro	i		_					
628)	0.91	100	R							NA			NA		03/30/2005
<u> </u>		To	c			S	R 42								
\bigcirc		From				S	R 42			<u>ا</u>					
629	0.60	200	R							NA 			NA		03/30/2005
	• ==	From				22	2-630			<u> </u>					00/00/
629	0.55	110	R							NA			NA		03/30/2005
		From				0.55 N	ME 22-630			_					
(629)	2.11	80	R							NA			NA		03/30/2005
<u> </u>		From				22-628 Sin	nmonsville Rd			\exists —					
(629) Northside Rd	0.76					20.50====	D 11 2			NA			NA		03/12/2008
Northside Rd	0.76	40 To	R				y Roller Mill Ro	1		NA			NA		03/1:

Route	Length	AADT	QA	4Tire	Bus			ance Area Truck Axle 1Tra			QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Craig County		From								Пап		racioi		racioi			
(629)	1.70	60	R			22-627 V	/alley Ro	ller Mill R	d			 NA			NA		03/30/2009
(029)		To					22-66	7									
		From					SR 42	2									
(630)	0.71	110	R									NA			NA		03/30/2005
\bigcirc		From				22-675	Walnut	Tree Lane				<u> </u>					00/00/000
(630)	2.50	47	R				22-629	<u> </u>				NA			NA		03/30/200
		From	I				SR 42					<u>_</u>					
(631) Cloverhollow Trail	0.54	30	R				5IX 42	•				NA			NA		03/12/200
		To					Dead E	nd									
Giles County																	
(632) Hutchinson Rd	0.25	20 From	R				Dead E	nd				 NA			NA		03/12/2008
(632) Hutchinson Rd	0.23	20													INA		03/12/2000
(632) Johns Creek Rd	0.25	From From	R			Gil	es Count	y Line				NA			NA		03/12/2008
(632) Johns Creek Rd	0.23	20				22.50		a m ::							INA		03/12/2000
(20)	2.90	From	R			22-60	1 Rocky	Gap Trail				NA			NA		03/30/2005
(632)	2.00	To				22.60	22 D. 1 D	m :1							1471		00/00/2000
(22)	1.30	80 From	R			22-63	33 Red B	arn Trail				NA			NA		03/30/200
632)	1.00	To	·``			2	2 (50 11)	ECT									00/00/2000
(622)	0.80	150 From	R				2-658 W	ESI				NA			NA		03/30/200
632	0.00	To					22-658 N	MID.									00,00,200
632	9.56	70 From	R				22-036 N	ш				NA			NA		03/30/200
032)		To				2	22-658 E	AST									
Craig County																	
	0.70	From	<u> </u>				Dead E	nd				٦					00/40/000
633) Red Barn Trail	0.70	20	R				22-63	2				NA			NA		03/12/2008
		From					SR 31										
(634)	0.12	210	R				SK 31	1				NA			NA		04/06/200
004)		To				22-6	50 Marsl	nall Ave									
		From					22-63	2									
(635)	0.80	30	R									NA			NA		03/30/2005
<u> </u>		To					22-65										
(636) Waiteville Rd	2.00	From 50	R			West \	Virginia :	State Line				NIA			NA		03/19/2008
(636) Waiteville Rd	2.00	30										NA			INA		03/19/2000
600	1.50	From	R			22-6	39 South	side Rd				NA			NA		03/30/2005
(636)	1.50	To	<u> </u>				22-65	3				\exists			11/5		03/30/2000
		From					22-63					Ì					
637)	0.29	140	R									NA			NA		04/11/2005
		To. From	-				22-65	5									
637)	0.18	40 From	R									NA			NA		04/06/2005
<u> </u>		To					22-64	9									
\bigcirc		From					Dead E	nd]					
638)	0.27	80	R									NA			NA		04/11/2005
<u> </u>	2 = :	From	匸				22-100	9				<u> </u>					04/44/225
638)	0.71	680	R									NA —			NA		04/11/2005
	2.55	From					22-61:	5				<u> </u>					04/00/225
638)	0.06	220	R				22 65)				NA			NA		04/06/2005
		From	<u> </u>				22-65					+					
639) Southside Rd	0.32	10	R				Dead E	nd				NA			NA		03/19/2008
(639) Southside Rd	0.02	To				22.5		ville Rd							1 11/7		00/10/2000

Length	AADT	QA	4Tire	Bus				QC	K	QK	Dir	AAWDT	QW	Year
. 3					2Axle 3+A	Axle 1Trail	2Trail		Factor		Factor			
0.40	From:	<u> </u>			SR 42				<u> </u>					0.4/0.4/0.00
0.46	780	R			22-650 March	nall Ave			NA T			NA		04/04/200
	From:	<u> </u>												
1.00	40	R			Dead L	iiu			NA			NA		03/12/200
	To:				SR 42									
	From				Dead E	nd								
0.64		R			GD 12				NA			NA		03/12/20
1 35		R			Dead E	na			NA			NA		03/14/20
1.00	To:	· ·			22-615	5			–			14/1		00/14/20
	From:				Dead E	nd								
0.43	50	R							NA			NA		04/04/20
	To				22-646	5								
0.27	180	R							NA			NA		04/04/20
	To:				SR 42									
0.10	From:				SR 42 WI	EST								0.4/0.4/0.5
0.46		R			SD 42 E /	CT			NA			NA		04/04/20
0.50		R			22-644 Cumber	rland Ave			NA			NA		04/04/20
0.00	To				CD 211 C:- X	7-11 D.:								0 ./ 0 ./ 20
0.33	210 From:	R			SR 311 Craig	valley Dr			NA			NA		04/06/20
	To:				Dead E	nd								,
	From				22-606	5								
0.50	80	R							NA			NA		04/13/20
	To:				Dead E	nd								
0.00		<u> </u>			Dead E	nd			<u> </u>					0.4/0.4/0.0
0.08	30								NA —			NA		04/04/20
0.04	From:	<u> </u>			22-646	5						NIA		0.4/0.4/0.0
0.34	11U To:	K			SR 42 Ma	in St			NA			NA		04/04/20
	From													
0.26	220	R			22-03,	,			NA			NA		04/06/20
	To				22-654	1								
	From:				22-646 All	en St								
0.62	300	R							NA			NA		04/06/20
	To:				ECL New 0	Castle								
	From	1			ECL New (Tactle.								
0.16		R			ECL New (castic			NA			NA		04/06/20
	To				22-1004 Ma	rket St								
0.07	730 From	R			22-100+ Ma	rect St			NA			NA		04/06/20
	To				Dead E	nd								
0.70		Ļ			Dead E	nd						N1A		02/40/00
0.76	48 To:	K			22-621	1			INA			NΑ		03/12/20
	From	 !							\dashv					
0.13		R			22-003 Kana	wild St			NA			NA		04/06/20
	To:				22-640 Con	rad St								
	From:								<u>ا</u>					0.4/05/-
0.21	230	R							NA			NA		04/06/20
	0.46 1.00 0.64 1.35 0.43 0.27 0.46 0.50 0.33 0.50 0.08 0.34 0.26	0.46	0.46	0.46	0.46	Carrell	Company	SR 42 SR 4	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Carrell AADI	Company Comp	Company Comp	Company Comp	Length AAD1 GA 41 re Bus 2Asile 3+Asile 1Trail 2Trail C Factor GR Factor AAV101 GW

Douts	1	AADT	0.1	AT:			aintenan T	ruck		QC	K	011	Dir	A A \ A \ C =	0147	Vac
Route	Length	AADT	QA	4Tire	Bus	2Axl	e 3+Ax	le 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv	Year
Craig County		From					22-659									
653) 5th St	0.06	50	R								NA			NA		04/06/2005
<u></u>	0.34	380 From	R				22-615				NA			NA		04/11/2005
(653)	0.34	300					22 604							INA		04/11/2000
(653)	0.03	80 From	R				22-684				NA			NA		03/14/2008
000)		То					Dead End									
		From					22-653									
654)	0.09	30	R								NA			NA		04/11/2005
	0.40	From	Ļ				22-655				\supset			NIA		0.4/0.0/0.00
654)	0.18	80 To	R				22-649				NA			NA		04/06/2005
		From	:				22-659									
(655)	0.06	50	R				22 037				NA			NA		04/06/2005
		To From	_				22-615									
(655)	0.27	370	R								NA			NA		04/06/2005
\bigcirc		То					22-673									
N/andman Aus	0.07	From	Ļ				22-646							NIA		04/04/000
656 Woodman Ave	0.27	100 To	R			22-6	678 Brook	s St			NA			NA		04/04/2005
		From					Dead End	3 51								
(657) Angus Lane	0.30	10	R				Dead End				NA			NA		03/14/2008
		То	-		22-612	2 Scenic	View Lan	e; Angus La	me							
		From					SR 42									
(658)	0.50	250	R								NA			NA		03/30/2005
\bigcirc	0.70	From					22-662				⊒					00/00/000
(658)	3.70	140 To	R			22	-632 WES	T.			NA			NA		03/30/2005
_		From					2-632 MII									
(658)	0.40	130	R								NA			NA		03/30/2005
<u> </u>		From					22-636									
658	6.81	110	R								NA			NA		03/30/2005
		To From					22-635				⊒ —					
(658)	1.90	180	R								NA			NA		03/30/2005
\bigcap	4.07	From	<u> </u>			22	2-632 EAS	Т						NIA		00/00/000
658)	4.67	280 To	R				SR 311				NA			NA		03/28/2005
		From	-1				22-638									
(659)	0.44	90	R				22 000				NA			NA		04/06/2005
		To					22-649									
<u> </u>		From					Dead End									
660 Stonewall Lane	0.25	40 To	R				SR 42				NA			NA		03/12/2008
		From	l			CD	311 SOU	TII								
(661)	0.15	20	R			ж	311 300	111			NA			NA		03/28/2005
		To				SR	311 NOR	TH								
		From					SR 42									
662	1.87	40	R				22				NA			NA		03/30/2005
		To					22-658				 					
(663) Gravel Hill Rd	0.70	From	R			SI	R 42 WES	I'			NA			NA		03/12/2008
(663) Gravel Hill Rd	0.70	To	_			S	R 42 EAS	Т						INA		30/12/2000
		From	:				22-611									
(664) Wrights Branch Rd	1.27	80	R								NA			NA		03/12/2008
$\overline{}$		To					Dead End									

						raig Maintei								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	.i			22 (77 (-					
665) Kanawha St	0.38	280	R			22-677 Sc	ott Ave		NA			NA		04/06/2009
003) * *********************************		To				22-650 Mar	shall Ave							
		From	:			Dead l	End							
666) Huffman Store Dr	0.25	20	R						NA			NA		03/12/2008
<u> </u>		То	ı			SR 4								
	0.06	70	R			SR 42 V	VEST		NA			NA		03/30/2009
667)	0.00	To				SR 42 E	EAST					INA		03/30/200
		From	:			Dead 1			İ					
668) Boyd Ave	0.22	50	R						NA			NA		04/04/200
		То				22-674 Chi	lton Ave							
$\overline{}$		From				22-6	38							
669	0.37	80	R			22.6	17		NA			NA		04/11/200
		From	1			22-6								
	0.10	20	R			22-6	17		NA			NA		04/11/200
670	0.10	To				22-6	53					INA		04/11/200
$\widehat{}$		From				22-6								
670)	0.10	20	R						NA			NA		04/06/200
		10				Dead l								
671) Penns Ave	0.19	100	R			22-6	46		NA			NA		04/04/200
671) Penns Ave	0.19	To				22-644 Cumb	erland Ave					INA		04/04/200
		From	:			Dead 1			i i					
672) Meadow Ave	0.06	60	R			Detta	End		NA			NA		04/04/200
		To	_			22-6	46							
672)	0.11	70 From	R			22 0	10		NA			NA		04/04/200
		To				22-644 Cumb	erland Ave							
		From	:			22-6	53							
(673)	0.18	70	R						NA			NA		04/11/200
<u> </u>		То				22-6								
674) Chilton Ave	0.19	160	R			22-648 Hen	ndon Ave					NA		04/04/200
674) Chilton Ave	0.19	To				SR 3	11		NA T			INA		04/04/200
		From	: :			Dead 1			i i					
675) Walnut Tree Lane	0.13	40	R			Dead	Liid		NA			NA		03/12/200
<u></u>		To	:			22-6	30							
		From				22-6	15							
676)	0.20	100	R						NA			NA		04/13/200
		To	<u> </u>			Dead 1	End							
O 2 " 1	2.22	From	<u> </u>			22-6	46		<u>ا</u>					0.4/0.4/0.00
677 Scott Ave	0.20	60 To	R			22-671 Per	-ma Ava		NA			NA		04/04/200
		From												
678) Brooks St	0.22	300	R			22-656 Woo	dman Ave		NA			NA		04/06/200
678) Brooks St	0.22	To	r Ì			22-6	79		–			10.		0 1/00/200
		From	:			22-678 Br			Ī					
679)	0.10	50	R						NA			NA		04/06/200
\bigcirc		То				22-650 Mar	shall Ave							
$\overline{}$		From				22-6	59							
680	0.06	70	R						NA			NA		04/06/200
			1			22-6								
	0.24	From	<u> </u>			22-614 Haw	kins Lane		 N/A			NΙΛ		04/42/202
681)	0.31	80 To	R			Dead 1	End		NA			NA		04/13/200
		-	1			Dedu	LIIU							

								ice Area							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From								-					
682	0.13	40	R				22-615			NA			NA		04/13/200
		To					Dead End	i							
\bigcirc		From					Dead End	i							
683)	0.03	6 To	R			22.6	50 M1	11. 4		NA			NA		04/06/200
		From				22-03	50 Marsha 22-617	II Ave							
684)	0.13	40	R				22-017			NA			NA		04/11/200
<u> </u>		Ta					22-653								
684)	0.05	6	R							NA			NA		04/11/20
		То					Dead End	1							
O =		From					22-611			Ц.,					
685 Fenwick Mines Rd	0.12	100	R							NA			NA		04/11/20
	4 44	From	_			22-608	8 Mill Cree	ek Lane					NIA		04/44/00
685	1.44	70	R							NA —			NA		04/11/20
	0.15	40 From	R			22	-687 Draft	Rd		NA			NA		03/14/20
685)	0.15	40 To					Dead End	1					INA		03/14/20
		From					2-615 WE								
686)	0.35	20	R							NA			NA		04/13/20
		To				2	2-615 EAS	ST							
$\widehat{}$		From					Dead End	i							
Draft Rd	0.17	50	R							NA			NA		03/14/20
<u> </u>		To From				0.17	ME Dead	d End							
687 Draft Rd	0.35	50	R				22-685			NA			NA		03/14/20
		From						1		<u> </u>					
688)	0.18	30	R				Dead End	1		NA			NA		04/04/20
000)		To					SR 311								
_		From					22-615								
689)	0.46	210	R							NA			NA		04/13/20
<u> </u>		To					22-694								
Maggio Mayy Lana	0.38	60 From	R				Dead End	<u>i</u>		NA			NA		03/14/20
690) Maggie Maw Lane	0.36	To	<u> </u>				22-616						INA		03/14/20
		From					SR 311			Ī					
691) Mountain Breeze Lane	0.25	120	R							NA			NA		03/12/20
		То					Dead End	i							
$\widehat{}$		From					SR 311								
692)	0.25	8	R				Dead End	1		NA			NA		04/04/20
		From	<u> </u>					1							
603	0.08	60	R				22-654			NA			NA		04/06/20
693)	0.00	To					22-673								0 1/00/20
693	0.12	30 From	R				22-073			NA			NA		04/06/20
393)		To					Dead End	i							
		From					22-689								
694)	0.61	140	R							NA			NA		04/13/20
		То					Dead End	1							
$\overline{}$	0.40	From		-			22-694						NIA		04/42/02
695)	0.10	30 _{To}	R				Dead End	1		NA			NA		04/13/20
		From					22-615			<u> </u>					
696) Old Railroad Ave	0.30	40	R				22-013			NA			NA		03/14/20
		To					Dead End	1							0

						raig IVI	laintena	ance Area	1							
Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tra		α	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From					22-617	7			1					
(697)	0.10	70	R				22-01				NA			NA		04/11/2005
		То					Dead E	nd								
\bigcirc		From	Ļ				Dead E	nd			<u> </u>					
699)	0.20	190 To	R				22-609)			NA			NA		04/13/200
		From					Dead E									
(1001) Boyd Ave	0.06	40	R				Dodd Di				NA			NA		04/04/200
$\overline{}$		То				SC	L New (Castle								
Town of New Castle		From				SC	L New (Tactle								
(1001) Boyd Ave	0.11	40	N			50	LINCW	Lasuc			NA			NA		04/04/200
		To				SR	42 Main	Street								
(1002) Caldwell St		140				SI	R 42 Ma	in St								04/04/2005
	0.17		R			CD ′	211 Colo	Avia			NA			NA		
		From	<u> </u>				311 Sale				<u> </u>					
(1003) Walnut St	0.14	660	R			SK.	311 Sale	m Ave			NA			NA		04/06/2005
		To				22	2-616 Co	urt St					144		0 1/00/2000	
(1003) Walnut St	0.06	20 From	R			44	-010 CO	int St			NA			NA		04/06/200
		To				NC	CL New 0	Castle								
(1004) Market St (1004) Market St		Fron				SR 3	311 Sale	m Ave								
	0.07	3500	R								NA			NA		04/06/2009
		Fron				22-	650 Mid	dle St			<u></u>			-	04/00/000	
	0.07	3100	R								NA			NA		04/06/2005
Market 0	0.07	3000	<u> </u>			22	2-616 Co	art St						NΛ		0.4/0.0/0.00
1004 Market St		3000 To	R			22	2-615 Ra	re St			NA	·/^		NA		04/06/2005
(1005) Mitchell Dr	0.14	From	1				Dead E						NA			
		30	R				Detta El	id			NA				04/04/2005	
		То				SI	R 42 Ma	in St								
Craig County		From					22.626				1					
(1006)	0.18	60	R				22-638	3			NA			NA		04/11/200
	0.10	То					22-100	8								0 1/1 1/2000
		From					Dead E	nd								
(1007)	0.35	40	R								NA		N.	NA		04/04/2005
		То					SR 42									
	0.12	From	R				22-100	6			NA			NA		04/11/200
1008	0.12	30 To	<u> </u>				22-638	3						INA		04/11/2003
		From	!				22-101									
1009	0.07	90	R								NA			NA		04/11/2005
		To					22-638	3								
\bigcirc		From					22-100	9								
(1010)	0.04	80	R								NA			NA		04/11/2005
(1010)	2.22	From	Ļ				22-101	1						* 14		04/44/0000
	0.03	20	R				Dead E	nd			NA			NA		04/11/2005
		From	-				Dead E									
(1011)	0.06	48	R				Dead El	IU			NA			NA		04/11/2005
		То					22-101	0								
		From					22-100	8								
1012	0.10	60	R								NA			NA		04/11/2005
$\overline{}$		To					22-638	3								

						**							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County			_										
		Fron	1:			22-646 Allen St							
(1013)	0.20	50	R					NA			NA		04/06/2005
		Т	»·			Dead End							
		Fron	1:			Cul-de-Sac							
(1020)	0.33	70	R					NA			NA		04/04/2005
\cup		T):			SR 311							
		Fron	1:			22-615							
(9120)	0.15	600	R					NA			NA		04/13/2005
		T):			McCleary Elem School							