2010

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.

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK		AAWDT	QW
From:	SR 31	1 Paint Ban	ık												
Craig County	5.12	150	G	88%	0%	0%	6%	6%	0%	F	0.098	F	0.629	160	G
То:	Allegha	ny County L	Line												
From:	Giles	County Line	ie												
Craig County	3.67	900	G	96%	1%	1%	2%	1%	0%	F	0.107	F	0.774	940	G
To: From:	22-629	Lugar Hill I	Rd												
Craig County	7.93	370	G	96%	1%	1%	2%	1%	0%	С	0.119	F	0.575	390	G
To:	22-626 B	ethel Church	h Rd												
Craig County	8.99	410	G	96%	1%	1%	2%	1%	0%	F	0.105	F	0.625	430	G
Tou	22 645 I	oony Schoo	d Dd												
Craig County				96%	1%	1%	2%	1%	0%	F	0.100	F	0.671	730	G
To															
Town of New Castle (Maint: 22)				06%	10/_	10/	2%	10/	0%	N	0.100	NI	0.671	730	Ν
To:				30 /6	1 /0	170	270	1 /0	076	IN	0.100	IN	0.07 1	730	11
From															
Craig County				97%	0%	1%	1%	1%	0%	F	0.098	F	0.781	4100	G
To									-,-						
Town of New Castle (Maint: 22)				07%	0%	10/-	10/_	10/	0%	NI	0.008	NI	0.781	4100	N
Town of New Gastie (Maint. 22)				31 70	070	170	170	1 /0	070	14	0.000	14	0.701	4100	
Town of New Coatle (Maint 20)				070/	40/	-00/	00/	20/	00/		0.407		0.700	4700	
Town of New Castle (Maint: 22)	0.18	1600	G	97%	1%	0%	0%	2%	0%	г	0.107	г	0.702	1700	G
To: From:															
Craig County				97%	1%	0%	0%	2%	0%	N	0.107	N	0.702	1700	N
From:															
Craig County				97%	1%	0%	0%	2%	0%	F	0.124	F	0.721	330	G
Tel											-		-		
Craig County				97%	1%	0%	0%	2%	0%	C	0.103	F	0.605	370	G
orang County				31 /0	1 /0	0 /0	070	2 /0	070	J	0.100	'	0.000	370	0
Track From:				070/	40/		00/	00/	00/		0.407		0.700	000	
Craig County				9/%	1%	0%	0%	2%	0%	F	0.127	۲	0.709	220	G
	Craig County To From: Craig County To From: Craig County To From: Craig County	SR 3 Craig County 5.12 Allegha	SR 311 Paint Bar	SR 311 Paint Bank Craig County 5.12 150 G To-	SR 311 Paint Bank SR 311 Paint Bank SR 311 Paint Bank SI 2 150	SR 311 Paint Bank Craig County 5.12 150 G 88% 0%	Craig County 5.12 150 G 88% 0% 0% 0%	SR 311 Paint Bank	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Second	SR 311 Paint Bank Craig County 5.12 150 G 88% 0% 0% 6% 6% 0% F	Length AADT QA 4Tire Bus 2Axle 17rail 2Trail QC Factor	Length AADT QA 4Tire Bus 2Axde 3+Axde 1Trail 2Trail 2Trail QC Factor QK	Second	Second Process Seco

					C	raig Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle															
(42) (615) Main St	0.14	1300	G	96%	1%	SR 311; 22-61 0% 2%	5 1%	0%	F	0.111	F		1400	G	2010
42 (615) Main St	0.14	1300	_	3070	1 70		1 /0	070		0.111	'		1400	J	2010
42 615 Main St	0.14	890 From	G	96%	1%	22-616 0% 2%	1%	0%	F	0.14	F	0.577	940	G	2010
42 (615) Main St	0.14		—	0070	170		170			- O.1-	•	0.077	040	Ü	2010
(42) (615) Main St	0.04	4600 From	G	96%	1%	22-1004 0% 2%	1%	0%	F	0.115	N		4700	G	2010
42 (615) Main St	0.01	To		0070	170	ECL New Cas		070							2010
Craig County															
		Fron	1:			ECL New Cas									
42 615 Craigs Creek Rd	0.12	4300	G	96%	1%	0% 2%	1%	0%	С	0.115	F		4500	G	2010
		Fron	1:	2.121		22-638	407			<u> </u>	_				
(42) (615) Craigs Creek Rd	0.16	3700	G	94%	2%	1% 2%	1%	0%	F	0.127	F	0.551	3900	G	2010
		From	1.			22-653				<u> </u>					
42 615 Craigs Creek Rd	0.27	3100	G	94%	2%	1% 2%	1%	0%	F	0.151	F	0.625	3300	G	2010
		Fron	1:	2.101		22-649	404			<u> </u>					
(42) (615) Craigs Creek Rd	0.40	3000	G	94%	2%	1% 2%	1%	0%	F	0.156	F	0.609	3100	G	2010
		Fron	1:			22-689				<u> </u>					
(42) (615) Craigs Creek Rd	0.94	2600	G	94%	2%	1% 2%	1%	0%	С	0.173	F	0.601	2700	G	2010
<u> </u>		To From				22-686 WES									
(42) (615) Craigs Creek Rd	0.83	2100	G	94%	2%	1% 2%	1%	0%	F	0.089	F	0.589	2200	G	2010
		To From	J.			22-609									
(42) (615) Craigs Creek Rd	1.10	1000	G	94%	2%	1% 2%	1%	0%	F	0.093	F	0.571	1100	G	2010
0 0		To From	1:			22-614									
(42) (615) Craigs Creek Rd	1.10	620	G	94%	2%	1% 2%	1%	0%	F	0.124	F	0.571	650	G	2010
$\overline{}$		To From	1:			22-610									
(42) (615) Craigs Creek Rd	1.57	570	G	94%	2%	1% 2%	1%	0%	F	0.120	F	0.537	600	G	2010
		Tr. Fron	1:			22-606									
(42) (615)	1.05	320	R							NA			NA		04/13/200
		To Fron	1:			22-643									
(42) (615)	0.80	150	R							NA			NA		04/13/200
		Tr Fron	1:			22-612									
(42) (615)	0.80	140	R							NA			NA		04/13/200
		To):			Botetourt County									
	0.04	From				West Virginia Stat	e Line						NIA		00/00/000
(600)	3.24	190	R .			SR 311				NA			NA		03/28/200
		Fron													
(601) Rocky Gap Trail	2.40	20	R			Giles County L	ine			NA			NA		03/12/2008
(601) Trooky Cap Train	2.10	To	:			22-632 Johns Cree	ek Rd			– i"`			147.		00/12/200
		Fron	1:			West Virginia Stat	e Line								
(602) Back Valley Rd	0.70	20	R			, , , , , , , , , , , , , , , , , , ,				NA			NA		03/14/200
$\overline{}$		To):			SR 311									
		Fron	1:			SR 311									
(603)	1.90	20	R			<u> </u>				NA			NA		03/28/200
		To	1			Dead End				_					
604) Sage Brush Lane	1 20	10	`L			22-605 Red Brus	h Rd			NA			NA		03/19/2008
604) Sage Brush Lane	1.30	1U Tr	R			22-611				INA			INA		03/19/2008
		Fron	1:			Dead End				<u> </u>					
(605) Red Brush Rd	0.42	50	R			Deau Ellu				NA			NA		03/14/2008
		Tr				22-604 Sage Brush	Lana								
		From	1:			22-00+ Sage Drusi	Lanc								
(605)	1.20	90	R							NA			NA		04/11/2005

					`	Jiaig IVI	aintenan	oc Aica								
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County																
606) Caldwell Mtn Rd	2.52	From 340	G	039/	0%	22-615 2%	Craigs Cre 4%	ek Rd 1%	0%	F	0.109	F	0.538	360	G	2010
(606) Caldwell Mtn Rd	2.53	340		93%	0%				076	Г	0.109	г	0.556	300	G	2010
606) Caldwell Mtn Rd	1.98	280	G	93%	0%	22-612 2 2%	Scenic Vie 4%	w Lane 1%	0%	С	0.12	F	0.543	290	G	2010
(606) Caldwell Mtn Rd	1.90	200	_	93 /0	0 /6		urt County		076		0.12	-	0.545	290	G	2010
		From	1:				Dead End				1					
(607) Old Mountain Rd	0.30	20	R				Deua Ena				NA			NA		03/19/2008
		To	o-				SR 18									
		From	1:			22-685 I	enwick M	ines Rd								
(608) Mill Creek Lane	0.03	20	R								NA			NA		03/14/2008
0		To From			0.03	ME 17-	685 Fenwi	ck Mines R	d							
(608) Mill Creek Lane	0.57	20	R								NA			NA		03/14/2008
		То					22-615									
Cond Dlant Dd	0.40	From				22-615	Craigs Cre	ek Rd						NIA		04/40/000
609 Sand Plant Rd	2.18	440 To	R			22-611 F	eaceful Va	illev Rd			NA			NA		04/13/200
		From	1:			22-0111	22-615	mcy Ru								
610) Crossroads Blvd	0.20	90	R				22-013				NA			NA		03/14/2008
(010)		To				22-611 F	eaceful Va	alley Rd								
		From	n:				SR 311									
(611) Peaceful Valley Rd	5.00	210	R								NA			NA		04/11/200
		To From	-			22	-617 WES	T			— —					
(611) Peaceful Valley Rd	3.20	320	R								NA			NA		04/11/200
		To	-			22-60	Sand Pla	nt Rd			—					
611)	1.28	220 From	R								NA			NA		04/11/2005
\bigcirc		To					22-615									
(611) Peaceful Valley Rd	0.09	40 From	R								NA			NA		03/14/2008
		To				22-610	Crossroad	s Blvd			_					
611) Peaceful Valley Rd	2.50	50 From	R			22 010	Crossroud	, DIVU			NA			NA		03/14/2008
		То):			22-61	4 Hawkins	Lane								
		From	1:				22-606									
(612) Pike Lane	1.40	50	R								NA			NA		03/14/2008
		To From	1			22-613	Scenic Vie	w Lane			\Box					
(612) Angus Lane	0.15	8	R								NA			NA		03/14/2008
		To From				22-6	57 Angus I	ane			— —					
(612) Scenic View Lane	1.05	20	R								NA			NA		03/14/2008
		То):				22-615									
		From	n:		2	2-612 An	gus Lane; l	Pike Lane								
(613) Scenic View Lane	0.62	10 To	R								NA			NA		03/14/2008
							Dead End									
	0.05	From					22-615							NΙΔ		04/42/2004
(614)	2.25	140	R								NA			NA		04/13/2005
$\overline{}$	0.04	From				2.2	5 ME 22-6	15						NIA.		04/40/000
(614)	0.64	40	R								NA —			NA		04/13/2005
() Have the state	0.50	From				22-611 F	eaceful Va	alley Rd						NIA.		00/4 4/222
614) Hawkins Lane	0.50	8	R								NA			NA		03/14/2008
\bigcirc	• ==	From					22-681				<u> </u>					04/:0/==
(614)	0.53	80	R				22.606				NA			NA		04/13/2005
The Carl		10	1				22-606									
Town of New Castle		From	n:			SR 3	11 Salem	Ave								
(615) Main St	0.14	1300	G	96%	1%	0%	2%	1%	0%	F	0.111	F		1400	G	2010
		To	:			22-	616 Court	St								

					C	raig Mair	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle		Fron	J								-					
(615) Main St	0.14	Fron 890	G	96%	1%	0%	6 Court St 2%	1%	0%	F	0.14	F	0.577	940	G	2010
(615) Main St	0.11	т		0070	170		Market S		070		<u> </u>	•	0.077	0.10		2010
○ w : o:	0.04	Fron	1:	2001	407		4 Middle S		00/					4700	_	2012
615) Main St	0.04	4600 _{To}	G	96%	1%	0%	2% New Castle	1%	0%	F	0.115	N		4700	G	2010
~ . ~						ECL	New Castio	5								
Craig County		Fron	1:			ECL N	New Castle									
(615) Craigs Creek Rd	0.12	4300	G	96%	1%	0%	2%	1%	0%	С	0.115	F		4500	G	2010
		Te):				2-638									
615) Craigs Creek Rd	0.16	3700	"L	94%	2%	22-63 1%	38, 6th St 2%	1%	0%	F	0.127	F	0.551	3900	G	2010
(615) Craigs Creek Rd	0.10	3700		3470	2 /0			1 /0	070	'	0.127	'	0.551	3900	G	2010
Craiga Crack Pd	0.27	Fron		049/	20/		53, 5th St	10/	00/	F	0.151	F	0.625	2200		2010
615 Craigs Creek Rd	0.27	3100	G	94%	2%	1%	2%	1%	0%	Г	0.151	Г	0.625	3300	G	2010
Consinus Consuls Rel	0.40	Fron		0.40/	20/		2-649	40/	00/		0.450		0.000	2400		2040
615) Craigs Creek Rd	0.40	3000	G	94%	2%	1%	2%	1%	0%	F	0.156	F	0.609	3100	G	2010
0.1.0.101	0.04	Fron	<u>:</u>	0.407		22-689 Car	_		00/				0.004	0700		2010
615 Craigs Creek Rd	0.94	2600 To	G	94%	2%	1% 2-686 West	2%	1%	0%	С	0.173	F	0.601	2700	G	2010
		Fron	1.			-686 West,										
(615) Craigs Creek Rd	0.83	2100	G	94%	2%	1%	2%	1%	0%	F	0.089	F	0.589	2200	G	2010
		т				22-609 S	and Plant	Rd								
(615) Craigs Creek Rd	1.10	1000	G	94%	2%	1%	2%	1%	0%	F	0.093	F	0.571	1100	G	2010
		т				22 614	Hawkins I	n								
(615) Craigs Creek Rd	1.10	620 From	G	94%	2%	1%	2%	1%	0%	F	0.124	F	0.571	650	G	2010
(013)		т.								-						
(615) Craigs Creek Rd	1.57	570 From	G	94%	2%	1%	ossroads I 2%	1%	0%	F	0.120	F	0.537	600	G	2010
(015) Grange Green Ha		To	:	0.70		22-606 Ca			0,0			•	0.00.		Ū	_0.0
\bigcirc		Fron	1:			2	2-606									
(615)	1.05	320	R								NA			NA		04/13/2005
<u> </u>		To Fron				22-643 Hov	ward Hann	ah Rd								
(615)	0.80	150	R								NA			NA		04/13/2005
		Fron	n:			22-612 Sce	enic View	Lane			ightharpoons					
(615)	0.80	140	R								NA			NA		04/13/2005
		Te):			Botetour	t County L	ine								
Town of New Castle		Fron	1:			22 100	4 Montrat 6	74								
(616) Court St	0.05	350	R			22-100	4 Market S	St			NA			NA		04/06/2005
010		т				22.61	7.34 : C.									,,
616) Court St	0.06	850 From	R			22-01	5 Main St				NA			NA		04/06/2005
(616) Court St	0.00					22 100	2 111 1	٧.						10.		0 1/00/2000
616) Court St	0.06	430 From	R			22-100.	3 Walnut S	ot			NA			NA		04/06/2005
(616) Court St	0.00	To				ECL N	New Castle				—			147.		0-1/00/2000
Craig County																
Craig County		Fron	1:			ECL N	New Castle)								
(616)	1.07	430	N								NA			NA		04/06/2005
$\overline{}$		Trop				22-690 Ma	ggie Maw	Lane			_					
(616)	0.82	70	R								NA			NA		04/06/2005
$\overline{}$		Tr).			De	ad End				ユ					
		Fron				2	2-615									
(617)	0.13	580	R								NA			NA		04/11/2005
		To Fron): 1:			2	2-637				_					
(617)	0.35	380	R								NA			NA		04/11/2005
		Fron	1:			2	2-669									
617)	0.18	100	R								NA			NA		04/11/2005
$\overline{}$		Te):			0.18 N	AN 22-669)								

						Craig Mair	ntenance Area	a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		E													
617)	3.87	50	R			0.18 N	/IN 22-669			NA			NA		04/11/2005
	0.05	From				2:	2-611			\supset					0.4/4.4/0.005
617)	9.65	240 To	R			Alleghany	y County Line			NA			NA		04/11/2005
		From					R 311								
(618)	4.05	50	R							NA			NA		04/06/2005
		To				De	ad End								
<u> </u>		From	<u> </u>			De	ad End			J					
619 Coleys Cliff Rd	0.23	20	R			C	R 311			NA —			NA		03/12/2008
_		From													
(620) Miller Cove	2.23	9	R			Roanoke	County Line			NA			NA		03/12/2008
020)		To			2	23 MN Pos	noke County Lin	Δ							
(620) Miller Cove	0.11	9 From	R		2	23 WIN KOA	noke County Lin	<u> </u>		NA			NA		03/12/2008
020		То				2:	2-621								
		From				Montgome	ry County Line								
621)	5.89	310	R							NA			NA		04/06/2005
		To From				2	2-651								
621)	0.73	430	R							NA			NA		04/06/2005
		To From				22-620	Miller Cove			_					
621)	3.21	530	R							NA			NA		04/06/2005
		То	<u> </u>				R 311								
	3.60	From	R			SR 4	2 WEST						NA		04/04/2005
622	3.00	3 U				SR 4	12 EAST			NA			INA		04/04/2003
		From					2-624								
623)	1.00	60	R				2 02 1			NA			NA		04/04/2005
		To				2:	2-645								
		From				SR 4	2 WEST								
(624)	13.18	110 To	R							NA			NA		04/04/2005
		From					12 EAST			_					
605	2.20	50	R			S	SR 42			NA			NA		04/04/2005
625)	2.20	To				2:	2-624						IVA		04/04/2003
		From				S	SR 42								
(626)	1.60	60	R							NA			NA		04/04/2005
$\overline{}$		То				2:	2-624								
<u> </u>		From				22-628 Sir	nmonsville Rd								
627) Valley Roller Mill Rd	1.10	30	R			22 (20)	Yandarida D.d			NA			NA		03/12/2008
		From					Northside Rd								
628) Simmonsville Rd	0.70	40	R			22-629 N	Northside Rd			NA			NA		03/12/2008
628) Simmonsville Rd	0.70	-10				0 (05 1) 11	D 11 1511D						1471		00/12/2000
(620)	0.91	100 From	R		2	22-627 Valle	ey Roller Mill Ro	l		NA			NA		03/30/2005
(628)	0.0.	To				S	SR 42			TÎ.					00/00/2000
		From	1			S	SR 42								
629	0.60	200	R							NA			NA		03/30/2005
		To From				2	2-630			\neg —					
629	0.55	110	R							NA			NA		03/30/2005
		To From				0.55 N	ME 22-630			\supset					
629	2.11	80	R							NA			NA		03/30/2005
		To From				22-628 Sir	nmonsville Rd			_					
(629) Northside Rd	0.76	40	R							NA			NA		03/12/2008
$\overline{}$		To			2	22-627 Valle	y Roller Mill Ro	l							

					С			ance Ar									
Route	Length	AADT	QA 4T	Tire	Bus			-Truck- Axle 1T			QC	K Factor	QK	Dir Factor	AAWDī	QW	Year
Craig County		Fron			2	2-627 V:	allev Ro	oller Mill l	Rd								
(629)	1.70	60	R			2 027 10	arcy rec	nici ivini i	· ·			NA			NA		03/30/2005
		Tr	•				22-66	7									
\bigcirc	0.74	Fron					SR 42	2							NIA		00/00/000
(630)	0.71	110	R 									NA —			NA		03/30/2005
(000)	2.50	47	<u>+</u> R			22-675 V	Walnut	Tree Lane	•			NA			NA		03/30/2005
(630)	2.50	To					22-629	9							IVA		03/30/2000
		Fron	:				SR 42	2									
631) Cloverhollow Trail	0.54	30	R									NA			NA		03/12/2008
<u> </u>		To	c .				Dead E	nd									
Giles County		From	·			,	Dead E	nd									
632) Hutchinson Rd	0.25	20	R									NA			NA		03/12/2008
\bigcirc		To From	:			Gile	s Count	y Line									
632 Johns Creek Rd	0.25	20	R									NA			NA		03/12/2008
$\widehat{}$		To From				22-601	Rocky	Gap Trail									
632)	2.90	60	R									NA			NA		03/30/2009
	4.00	Fron				22-633	Red B	arn Trail				╗┈					00/00/000
632	1.30	80	R									NA			NA		03/30/2005
	0.80	150 From	R			22	-658 W	EST				NA			NA		03/30/2005
632	0.00	130													INA		03/30/2000
(632)	9.56	70 From	R			2:	2-658 N	AID				NA			NA		03/30/2009
(032)	0.00	To	:			22	2-658 E	AST									00/00/2000
Craig County																	
O	0.70	20	R				Dead E	nd				NIA			NA		03/12/2008
(633) Red Barn Trail	0.70	20	:				22-63	2				NA T			INA		03/12/2000
		Fron					SR 31										
634)	0.12	210	R									NA			NA		04/06/2009
\bigcirc		To	C			22-65	0 Marsl	nall Ave									
	0.00	From	<u> </u>				22-63	2							NIA		02/20/2001
635)	0.80	30	R				22-65	8				NA			NA		03/30/200
		Fron				West V		State Line									
636) Waiteville Rd	2.00	50	R			Trest T	ngiina i	State Enic				NA			NA		03/19/2008
<u> </u>		Tr	-			22-63	9 South	side Rd									
636)	1.50	60	R									NA			NA		03/30/2009
<u> </u>		Te	c				22-65	8									
\bigcirc	0.00	From					22-63	8							NIA		04/44/000/
(637)	0.29	140	R									NA			NA		04/11/2005
207	0.18	40 From	R R				22-65	5				NA			NA		04/06/2005
637)	0.10	-10					22-64	9							INA		04/00/2000
		Fron	:				Dead E	nd				i					
638)	0.27	80	R									NA			NA		04/11/2005
		To From					22-100	19				_					
638	0.71	680	R		_					_		NA			NA		04/11/2005
		Tron Fron					22-61:	5				\exists					
(638)	0.06	220 Tr	R				22	2				NA			NA		04/06/2005
<u> </u>			1				22-65										
639) Southside Rd	0.32	10	R				Dead E	nd				NA			NA		03/19/2008
029 200110100 170	0.02	To				22-63	6 Waite	ville Rd							14/7		00/10/2000

							interiance Are							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr	(JC)	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From:							-					
640) Conrad St	0.46	780	R				SR 42		NA			NA		04/04/200
040		To				22-650	Marshall Ave							
O		From				D	ead End							
641 Sinking Spring Hollow	1.00	40 To:	R				SR 42		NA			NA		03/12/20
		From:					ead End							
642) Stevers Gap Trail	0.64	40	R				oud End		NA			NA		03/12/20
		To:					SR 42							
<u> </u>	4.05	From				D	ead End							00/4.4/00
643 Howard Hannah Rd	1.35	120 To:	R				22-615		NA			NA		03/14/20
		From:					ead End							
644) Cumberland Ave	0.43	50	R				cad End		NA			NA		04/04/20
		To:					22-646							
644) Cumberland Ave	0.27	180	R						NA			NA		04/04/20
\bigcup		To					SR 42							
\bigcirc	0.40	From:				SR	42 WEST					NIA		0.4/0.4/0.0
645)	0.46	60 To:	R			SR	42 EAST		NA			NA		04/04/20
		From:					Cumberland Ave							
646)	0.50	460	R			22=044 C	umberiand Ave		NA			NA		04/04/20
9.09		To:					11 NORTH							
646) Allen St	0.33	210	R			SR 3	11 SOUTH		NA			NA		04/06/20
Allen St	0.00	To:				D	ead End					14/3		04/00/20
		From					22-606							
647)	0.50	80	R						NA			NA		04/13/20
		To:				D	ead End							
O Hamada a Asia	0.00	From	_			D	ead End					NIA		0.4/0.4/0.0
648 Herndon Ave	0.08	30	R						NA —			NA		04/04/20
648) Herndon Ave	0.24	110	R				22-646		NA			NA		04/04/20
648 Herndon Ave	0.34	To:	<u> </u>			SR 4	42 Main St					INA		04/04/20
		From					22-659							
649)	0.26	220	R						NA			NA		04/06/20
		To					22-654							
O		From:				22-6	46 Allen St							
650 Marshall Ave	0.62	300 To:	R			ECI	New Castle		NA			NA		04/06/20
C 6 N C41-						ECL	New Castle		<u> </u>					
Town of New Castle		From:				ECL	New Castle							
650) Middle St	0.16	650	R						NA			NA		04/06/20
<u> </u>		To:				22-100	04 Market St							
650) Middle St	0.07	730	R						NA			NA		04/06/20
		To:				D	ead End							
Craig County		From				D	ead End							
651)	0.76	48	R				**		NA			NA		03/12/20
<u> </u>		To:					22-621							
		From:		_		22-665	5 Kanawha St	_	<u> </u>					0.1/5 = "
652 Holcombe Ave	0.13	110	R			22.64	10 Connod St		NA			NA		04/06/20
		From					10 Conrad St 78 Brooks St							
652) Holcombe Ave	0.21	230	R						NA			NA		04/06/20
$\overline{}$		To:				ECL	New Castle							

					<u> </u>	aig iviainie	nance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		()()	< ctor	QK	Dir Factor	AAWDī	QW	Year
Craig County		From				22-0	550		1						
653) 5th St	0.06	50	R			22-1	159		N	Α			NA		04/06/2005
		To From				22-0	515								
653	0.34	380	R						N	Α			NA		04/11/2005
		From				22-0	584								
653	0.03	80 To	R			Dead	End		N	Α			NA		03/14/2008
		From				22-0									
654)	0.09	30	R			22-(155		N	Α			NA		04/11/200
	0.40	From				22-0	555								0.4/0.0/0.00
654)	0.18	80 To	R			22-0	5/10		N N	Α			NA		04/06/200
		From				22-0			Ī						
655)	0.06	50	R			22-()39		N	Α			NA		04/06/200
		To				22-0	515		1						
655)	0.27	370 From	R				,15			Α			NA		04/06/200
		To				22-0	573								
<u> </u>		From				22-0	546								
656) Woodman Ave	0.27	100	R						N	Α			NA		04/04/200
<u> </u>		То				22-678 B									
Angua Lana	0.30	10	R			Dead	End			Α			NA		03/14/200
657) Angus Lane	0.30	To	ĸ		22-612	Scenic View	Lane; Angus L	ane		А			INA		03/14/200
		From				SR									
658)	0.50	250	R			SK	72		N	Α			NA		03/30/200
		To				22-0	562		1						
658)	3.70	140 From	R				502			Α			NA		03/30/200
		То				22-632									
	0.40	From				22-632	MID			. ^			NΙΔ		02/20/200
658	0.40	130	R							Α			NA		03/30/200
$\overline{}$	6.01	From				22-0	536			Λ.			NΙΛ		02/20/200
658)	6.81	110	R							Α			NA		03/30/200
$\overline{}$	1.90	180	R			22-0	535			Α			NA		02/20/200
658	1.90	100	ĸ							А			INA		03/30/200
	4.67	280 From	R			22-632	EAST			Α			NA		03/28/200
658)	4.67	200 To	ĸ			SR	311		ı,	А			INA		03/20/2009
		From				22-0									
659)	0.44	90	R				550			Α			NA		04/06/200
		To				22-0	549								
		From				Dead	End								
660) Stonewall Lane	0.25	40	R						N	Α			NA		03/12/2008
<u> </u>		To				SR									
	0.45	From	_			SR 311 3	SOUTH								00/00/000
661)	0.15	20	R			SR 311 I	NORTH		N	Α			NA		03/28/200
		From				SR									
662)	1.87	40	R			SK	42			Α			NA		03/30/200
		То				22-0	558								
		From				SR 42									
663) Gravel Hill Rd	0.70	10	R	<u> </u>					N	Α			NA		03/12/2008
\smile		То				SR 42	EAST								
\sim		From				22-0	511								
664) Wrights Branch Rd	1.27	80	R						N	Α			NA		03/12/2008
\sim		To				Dead	End								

						Oralg IV	nan ito i	ance Area								
Route	Length	AADT	QA	4Tire	Bus	:		-Truck Axle 1Tra		()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County									2114		- dotoi		1 40101			
665) Kanawha St	0.38	From 280	R			22-	-677 Sco	t Ave			NA			NA		04/06/20
(665) Kanawha St	0.50	200	Ė			22-6	50 Marsh	all Ave						IVA		04/00/20
		From	1				Dead E									
666) Huffman Store Dr	0.25	20	R								NA			NA		03/12/20
<u> </u>		To					SR 42									
\sim		From				S	SR 42 WI	EST								
667)	0.06	70	R				~~	-			NA			NA		03/30/20
							SR 42 E <i>A</i>									
Poud Avo	0.22	From 50	R				Dead E	ıd			 NA			NA		04/04/20
668 Boyd Ave	0.22	JU To				22-6	674 Chilt	on Ave						INA		04/04/20
		From														
669)	0.37	80	R				22-638	,			NA			NA		04/11/20
009)	0.07	To					22-617	7			–					0 .,,
		From					22-617	7								
670)	0.10	20	R								NA			NA		04/11/20
<u></u>		То					22-653	}								
	0.40	From	ᄂ				22-655	<u> </u>						NIA		04/00/00
670)	0.10	20	R				Dead E	nd			NA			NA		04/06/20
		From	1								<u> </u>					
671) Penns Ave	0.19	100	R				22-646)			NA			NA		04/04/20
Penns Ave	0.10	То	Ė			22-64	4 Cumber	rland Ave			— "``			1471		0-1/0-1/20
		From					Dead E				i					
672) Meadow Ave	0.06	60	R				Detta E	Id			NA			NA		04/04/20
512		To					22-646									
672)	0.11	70 From	R				22-040	<u>'</u>			NA			NA		04/04/20
072)	• • • • • • • • • • • • • • • • • • • •	To				22-64	4 Cumber	rland Ave			Ī					
		From					22-653	3								
673)	0.18	70	R								NA			NA		04/11/20
		To					22-693	}								
_		From				22-6	48 Herno	on Ave								
674) Chilton Ave	0.19	160	R								NA			NA		04/04/20
<u> </u>		То					SR 31	Ĺ								
<u> </u>		From	L				Dead E	nd			<u> </u>					
675) Walnut Tree Lane	0.13	40	R				22, 620				NA			NA		03/12/20
							22-630									
	0.20	100	R				22-615	<u>, </u>			NA			NA		04/13/20
676)	0.20	To					Dead E	nd						INA		04/13/20
		From					22-646									
677) Scott Ave	0.20	60	R				22-040	,			NA			NA		04/04/20
077)		To				22-	-671 Penr	ıs Ave								
		From					56 Woods				Ī					
678) Brooks St	0.22	300	R								NA			NA		04/06/20
		То					22-679)								
_		From				22	-678 Bro	oks St								
679	0.10	50	R								NA			NA		04/06/20
<u> </u>		То				22-6	50 Marsh	all Ave]					
$\overline{}$		From					22-659)								
680	0.06	70	R								NA			NA		04/06/20
		То	<u> </u>				22-615									
\bigcirc		From	L			22-6	14 Hawki	ns Lane		-					· <u></u>	
681)	0.31	80	R				D :=	- 4			NA			NA		04/13/20
		To	<u> </u>				Dead E	10								

Route	Length	AADT	QA	4Tire	Bus			ruck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From					22-615			-					
(682)	0.13	40	R				22-013			NA			NA		04/13/200
\bigcup		To					Dead End								
\bigcirc	0.00	From					Dead End						NIA		0.4/00/000
683	0.03	6 To	R			22-65	50 Marshal	1 Ave		NA T			NA		04/06/200
		From				22 00	22-617								
684)	0.13	40	R							NA			NA		04/11/200
		To From					22-653								
684)	0.05	6	R							NA			NA		04/11/200
<u> </u>		10					Dead End								
685) Fenwick Mines Rd	0.12	From 100	R				22-611			NA			NA		04/11/200
685) Fenwick Mines Rd	0.12	100	١,			22.600) MILE	1 7					INA		04/11/200
685)	1.44	70 From	R			22-008	3 Mill Cree	k Lane		NA			NA		04/11/200
685		To	 			22.	-687 Draft	Rd							
685)	0.15	40 From	R			<u> </u>	-007 Dian	Ku		NA			NA		03/14/200
		To					Dead End								
		From				22	2-615 WES	ST							
(686)	0.35	20	R			-	2 515 E 16			NA			NA		04/13/200
		From					2-615 EAS								
(687) Draft Rd	0.17	50	R				Dead End			NA			NA		03/14/200
687) Brait Nd	0.17	JU To				0.17		. .					INA		03/14/200
(687) Draft Rd	0.35	50 From	R			0.17	ME Dead	End		NA			NA		03/14/200
007) Dian 113	0.00	То					22-685			– i"`					00/1 1/200
		From					Dead End								
(688)	0.18	30	R							NA			NA		04/04/200
<u> </u>		То					SR 311								
\bigcirc	0.40	From	R				22-615						NIA		0.4/4.0/000
689	0.46	210 To	K				22-694			NA T			NA		04/13/200
		From					Dead End								
(690) Maggie Maw Lane	0.38	60	R							NA			NA		03/14/200
		То					22-616								
$\overline{}$		From					SR 311								
691) Mountain Breeze Lane	0.25	120 To	R				D 1E 1			NA			NA		03/12/200
		From					Dead End								
(692)	0.25	8	R				SR 311			NA			NA		04/04/200
(092)		To					Dead End								
		From					22-654								
693)	80.0	60	R							NA			NA		04/06/200
_		From					22-673								
(693)	0.12	30	R							NA			NA		04/06/200
<u> </u>		То					Dead End								
	0.61	140	R				22-689			NA			NA		04/13/200
694)	0.01	14U	I.				Dead End			INA			INA		U-1/13/2003
		From					22-694								
695)	0.10	30	R							NA			NA		04/13/200
		То					Dead End								
^		From					22-615								
(696) Old Railroad Ave	0.30	40	R							NA			NA		03/14/200
<u> </u>		To					Dead End								

					C			nce Area							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From													
(697)	0.10	70	R				22-617			NA			NA		04/11/2005
091)		To				Ι	Dead End	1							
		From	:			Ι	Dead End	1							
699	0.20	190	R							NA			NA		04/13/2005
		To					22-609								
(1001) Boyd Ave	0.06	40	R			1	Dead End	<u> </u>		NA			NA		04/04/2005
1001) Boya 7 We	0.00	To	:			SCL	. New Ca	astle					1471		04/04/2000
Town of New Castle															
	0.44	From	Ļ.,			SCL	L New Ca	astle					NIA		0.4/0.4/0.00
1001 Boyd Ave	0.11	40	N			SD A	2 Main S	Street		NA			NA		04/04/2005
		From	1 7												
(1002) Caldwell St	0.17	140	R			ж	42 Main	131		NA			NA		04/04/200
	0	To				SR 31	11 Salem	n Ave		T.					0 ., 0 ., 2000
		From	:				11 Salem								
(1003) Walnut St	0.14	660	R							NA			NA		04/06/2005
		To	:			22-6	616 Cour	t St		_					
(1003) Walnut St	0.06	20	R							NA			NA		04/06/2005
		To				NCL	L New Ca	astle							
\sim		From				SR 31	11 Salem	n Ave							
(1004) Market St	0.07	3500	R							NA			NA		04/06/2005
<u> </u>		To From				22-63	50 Midd	le St		ightharpoons					
(1004) Market St	0.07	3100	R							NA			NA		04/06/2005
<u> </u>		Fron				22-6	616 Cour	t St							
(1004) Market St	0.07	3000 To	R					~		NA			NA		04/06/2005
							615 Race								
(1005) Mitchell Dr	0.14	From	R			Ι	Dead End	1		NA			NA		04/04/2005
	0.14	To	:			SR	42 Main	ı St					INA		04/04/2000
Craig County										•					
Crang County		From					22-638								
1006	0.18	60 To	R				** ***			NA			NA		04/11/2005
			<u> </u>				22-1008			<u> </u>					
1007	0.35	40 From	R			Ι	Dead End	1		NA		NA		04/04/2005	
	0.33	40 To					SR 42						INA		04/04/2000
		From	:				22-1006			i					
1008	0.12	30	R				22 1000			NA			NA		04/11/2005
		To					22-638								
(1009)		From	:				22-1010								
	0.07	90	R							NA			NA		04/11/2005
		То					22-638								
\bigcirc		From					22-1009								
(1010)	0.04	80	R							NA 			NA		04/11/2005
(1010)	0.00	From					22-1011						A 1 A		04/44/000
	0.03	20	R			г	Dead End	1		NA			NA		04/11/2005
		From								<u> </u>					
(1011)	0.06	48	R			1	Dead Enc	1		NA			NA		04/11/2005
	0.00	To					22-1010			¬,,,					5.,11,2000
		From	:				22-1008								
(1012)	0.10	60	R							NA			NA		04/11/2005
		То	:				22-638								

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County															
		Fron				22-640	6 Allen St								
(1013)	0.20	50	R							NA			NA		04/06/2005
$\overline{}$		Т).			De	ad End								
		Fron	1:			Cul	-de-Sac								
1020	0.33	70	R							NA		NA	NA		04/04/2005
		T):			SI	R 311								
		Fron	1:			22	2-615								
9120)	0.15	600	R	•	·	•	•	 ·		NA			NA		04/13/2005
$\overline{}$		T):			McCleary	Elem School								