2008

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	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 3	311 Paint B	ank												
(18)	Craig County	5.12	150	F	88%	0%	0%	6%	6%	0%	F	0.098	F	0.629	160	F
<u> </u>	To:	Allegh	nany County	Line												
	From:		es County L													
(42)	Craig County	3.67	900	F	96%	1%	1%	2%	1%	0%	F	0.107	F	0.774	940	F
	To: From:		22-629													
42	Craig County	7.93	370	F	96%	1%	1%	2%	1%	0%	С	0.119	F	0.575	390	F
	To: From		22-626													
42	Craig County	8.99	410	F	96%	1%	1%	2%	1%	0%	F	0.105	F	0.625	430	F
\bigcirc	Ta	2:	2-645 Loon	v												
42	Craig County	4.31	700	F	96%	1%	1%	2%	1%	0%	F	0.100	F	0.671	730	F
	To:	SC	L New Cas	tlo.												
42) Main St	Town of New Castle (Maint: 22)	0.43	700	N	96%	1%	1%	2%	1%	0%	N	0.100	Ν	0.671	730	Ν
42)	То:		R 311; 22-61			.,,	Ť	_,,	.,,	-,-						
	From	Roand	oke County	Line												
311)	Craig County	9.38	3900	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.781	4100	F
311)	To:	SC	L New Cas	tlo.												
311) Salem Ave	Town of New Castle (Maint: 22)	0.18	3900	N N	97%	0%	1%	1%	1%	0%	N	0.098	Ν	0.781	4100	N
311) •	Tolling Transfer Capture (Manual 22)				0.70			. , ,	.,,	0,0	•	0.000		0		
311)Salem Ave	Town of New Castle (Maint: 22)	0.18	42 New Cas 1600	stle F	97%	1%	0%	0%	2%	0%	F	0.107	F	0.702	1700	F
311 Salem Ave	Town of New Castle (Maint. 22)				91 /6	1 /0	U /6	0 /6	2/0	076		0.107	-	0.702	1700	
	From		L New Cas		070/	407		201	00/	201		0.407		0.700	4700	
311)	Craig County	5.02	1600	N	97%	1%	0%	0%	2%	0%	N	0.107	Ν	0.702	1700	Ν
	To: From:		Near Craig													
311)	Craig County	7.40	310	F	97%	1%	0%	0%	2%	0%	F	0.124	F	0.721	330	F
	Te: From:	22-602	2 Back Valle	ey Rd												
311)	Craig County	3.66	350	F	97%	1%	0%	0%	2%	0%	С	0.103	F	0.605	370	F
\smile	To:	SR	18 Paint Ba	nk			<u> </u>									
311)	Craig County	3.39	210	F	97%	1%	0%	0%	2%	0%	F	0.127	F	0.709	220	F
	To:	West V	/irginia Stat	te Line												

					_	naig iviairitei	idi ioo i	00								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle		Fron				~~ ~					1					
(42) (615) Main St	0.14	1300	"	96%	1%	SR 311; 2	22-615 2%	1%	0%	F	0.111	F		1400	F	2008
42 (615) Main St	0.11	TO TO TO		0070	170	22-6		170	070		<u> </u>	•		1 100		2000
42 (615) Main St	0.14	890 From	F	96%	1%		2%	1%	0%	F	0.14	F	0.577	940	F	2008
\bigcirc		Fron	1:			22-10										
42 (615)	0.04	5000	G	96%	1%	0% 2 ECL New	2% Castle	1%	0%	F	0.115	N		5100	G	2008
Craig County		Fron														
(42) (615)	0.12	4300	F	96%	1%	ECL New	Castle 2%	1%	0%	С	0.115	F		4500	F	2008
$\frac{\circ}{\circ}$		Fron	1:			22-63										
(42) (615)	0.16	3700	F	94%	2%		2%	1%	0%	F	0.127	F	0.551	3900	F	2008
	0.07	Fron	-	0.40/	20/	22-65		40/	00/		0454		0.005	2200		2000
42 (615)	0.27	3100	F	94%	2%	1% 2	2%	1%	0%	F	0.151	F	0.625	3300	F	2008
(42) (615)	0.40	3000 From	F	94%	2%		2%	1%	0%	F	0.156	F	0.609	3100	F	2008
		Fron	1:			22-68	89									
(42) (615)	0.94	2600	F	94%	2%		2%	1%	0%	С	0.173	F	0.601	2700	F	2008
	0.00	Fron	1:	0.40/	00/	22-686 V		40/	00/	_			0.500	0000		0000
42 615	0.83	2100	F	94%	2%		2%	1%	0%	F	0.089	F	0.589	2200	F	2008
(42) (615)	1.10	1000	;: F	94%	2%	22-60 1% 2	09 2%	1%	0%	F	0.093	F	0.571	1100	F	2008
42 019		To				22-6										
42 615	1.10	620 From	F	94%	2%	1% 2	2%	1%	0%	F	0.124	F	0.571	650	F	2008
(42) (615)	1.57	570 Fron	F	94%	2%	1% 2	10 2%	1%	0%	F	0.120	F	0.537	600	F	2008
		Fron	1:			22-60	06									
42 (615)	1.05	320	R								NA —			NA		04/13/200
	0.80	150 Fron	R			22-6-	43				NA			NA		04/13/200
42 (615)	0.00	Т	2.			22-6	12							INA		04/13/200
(42) (615)	0.80	140 From	R			22-0	12				NA			NA		04/13/200
42) 019		To				Botetourt Co	ounty Lin	ne								
	3.24	From	R			West Virginia	State Li	ine			NA			NA		03/28/200
(600)	3.24	1 90	·			SR 3	11							INA		03/20/200
		Fron	1:			Giles Cour										
(601) Rocky Gap Trail	2.40	20	R								NA			NA		03/12/2008
		Te):			22-632 Johns										
(602) Back Valley Rd	0.70	Fron	·L			West Virginia	State Li	ine			 NA			NA		03/14/200
(602) Back Valley Rd	0.70	20	_			SR 3	11							INA		03/14/200
		Fron	1:			SR 3										
(603)	1.90	20	R								NA			NA		03/28/200
		Te):			Dead l										
(604) Sage Brush Lane	1.30	10	· R			22-605 Red	Brush R	d			NA			NA		03/19/2008
(604) Sage Brush Lane	1.50	TO TO	_			22-6	11							13/5		
		Fron	1:			Dead l										
(605) Red Brush Rd	0.42	50	R								NA			NA		03/14/2008
$\frac{\circ}{\circ}$		To Fron	1:			22-604 Sage I	Brush La	ne								
(605)	1.20	90	R								NA			NA		04/11/200
		Tr	n.			22-6	11									

Route	Length	AADT	QA	4Tire	Bus		T	ruck		QC	K	QK	Dir	AAWDT	QW	Year
Craig County				-		2Ax	e 3+Axl	e 1Trail	2Trail		Factor		Factor			
	2.53	340	F	93%	0%	2%	22-615 4%	1%	0%	F	0.109	F	0.538	360	F	2008
(606)	۷.٥٥	To		JJ /0	U /0		612 Pike L		0 /0	1	0.108	1	0.000	300	1	2000
(606)	1.98	280 From	F	93%	0%	2%		1%	0%	С	0.12	F	0.543	290	F	2008
		To				Boteto	ourt County	Line								
607) Old Mountain Rd	0.20	From 20	R				Dead End							NA		03/19/200
(607) Old Mountain Rd	0.30	20					SR 18				NA 			INA		03/19/200
		From	n:			22-685	Fenwick M	ines Rd								
608 Mill Creek Lane	0.03	20	R								NA			NA		03/14/200
Mill Creek Land	0.57	From			0.03	ME 17-	685 Fenwi	ck Mines F	Rd					NIA		00/44/000
608 Mill Creek Lane	0.57	20	R				22-615				NA T			NA		03/14/200
		From	1:				22-615									
(609)	2.18	440	R								NA			NA		04/13/200
$\overline{}$		To					22-611									
610) Crossroads Blvd	0.20	90	* R				22-615				 NA			NA		03/14/200
(610) Crossroads Blvd	0.20	90 To	_			22-6111	Peaceful Va	alley Rd						INA		
		From	n:				SR 311									
(611)	5.00	210	R								NA			NA		04/11/200
<u> </u>		To From	1:			22	2-617 WES	T								
(611)	3.20	320	R								NA			NA		04/11/200
	1.00	From					22-609							NA		04/44/200
(611)	1.28	220	R								NA			NA		04/11/200
611) Peaceful Valley Rd	0.09	From	R				22-615				NA			NA		03/14/200
(011) - 6406-41 - 74116) - 14	0.00	To				22-610) Crossroad	e Blvd			¬ <u> </u>					00/11/200
611) Peaceful Valley Rd	2.50	50 From	R			22-010	Clossidad	S DIVU			NA			NA		03/14/200
		To):			22-61	4 Hawkins	Lane								
O 511 1	4.40	From					22-606									00/44/000
612) Pike Lane	1.40	50	R								NA			NA		03/14/200
612) Angus Lane	0.15	From	R			22-613	Scenic Vie	w Lane			NA			NA		03/14/200
012) Aligus Laile	0.10	To				22.1	57 America	000						IN/A		00/14/200
612) Scenic View Lane	1.05	20 From	R			22-6	57 Angus I	ane			NA			NA		03/14/200
		To					22-615									
O 0 1 1 1 1	•	From			22	2-612 Aı	ngus Lane;	Pike Lane								00/::/
613) Scenic View Lane	0.62	10 To	R				Dead End				NA			NA		03/14/200
		From	1:				22-615									
(614)	2.25	140	R				010				NA			NA		04/13/200
		To From	1:			2.2	5 ME 22-6	15								
614)	0.64	40	R								NA			NA		04/13/200
<u> </u>	_	From				22-6111	Peaceful Va	alley Rd			\supset					
(614) Hawkins Lane	0.50	8	R								NA 			NA		03/14/200
\bigcirc	0.50	From					22-681							NIA		04/42/202
(614)	0.53	80	R				22-606				NA T			NA		04/13/200
Town of New Castle			•				. 230				•					
		From	n:				R 42; SR 31				<u> </u>	_			_	
(615) Main St	0.14	1300	F	96%	1%	0%	2%	1%	0%	F	0.111	F		1400	F	2008

615) 1.05 320 R NA NA NA 615) 0.80 150 R NA NA NA	2008
615) Main St 0.14 890 F 96% 11% 0% 2% 1% 0% F 0.14 F 0.577 940 F 22-1004 Market St	2008
Crair County Color	2008
615 0.04 5000 G 96% 1% 0% 2% 1% 0% F 0.115 N 5100 G Craip County	
Craig County Color	
Columbia	
(615) 0.16 3700 F 94% 2% 1% 2% 1% 0% F 0.127 F 0.551 3900 F 22-635 sh St 22-635 sh St 23-635 sh	2008
615) 0.27 3100 F 94% 2% 1% 2% 1% 0% F 0.151 F 0.625 3300 F 615) 0.40 3000 F 94% 2% 1% 22-649 615) 0.94 2600 F 94% 2% 1% 22-689 615) 0.83 2100 F 94% 2% 1% 2% 1% 0% F 0.156 F 0.601 2700 F 615) 0.83 2100 F 94% 2% 1% 2% 1% 0% F 0.089 F 0.589 2200 F 615) 1.10 1000 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 615) 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.124 F 0.571 650 F 615) 1.05 320 R 1.08 150 R 1.09 22-643 Howard Hannah Rd 1.08 150 R 1.09 150 S S S S S S S S S S S S S S S S S S S	2008
615 0.40 3000 F 94% 2% 1% 22-689 0.94 2600 F 94% 2% 1% 22-689 0.83 2100 F 94% 2% 1% 22-686 0.83 2100 F 94% 2% 1% 22-686 0.83 2100 F 94% 2% 1% 22-699 0.83 2100 F 94% 2% 1% 22-699 0.83 2100 F 94% 2% 1% 22-699 0.83 2100 F 94% 2% 1% 22-609 0.83 2100 F 94% 2% 1% 22-609 0.83 2100 F 94% 2% 1% 22-609 0.84 0.85 0	2008
615 0.40 3000 F 94% 2% 1% 2% 1% 0% F 0.156 F 0.609 3100 F 615 0.94 2600 F 94% 2% 1% 2% 1% 0% C 0.173 F 0.601 2700 F 615 0.83 2100 F 94% 2% 1% 2% 1% 0% F 0.089 F 0.089 F 0.589 2200 F 615 1.10 1000 F 94% 2% 1% 2% 1% 0% F 0.089 F 0.089 F 0.589 2200 F 615 1.10 620 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 615 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 615 1.57 570 F 94% 2% 1% 0% F 0.093 F 0.571 650 F 615 0.80 F 0.80 F 0.571 650 F 1.57 570 F 94% 2% 1% 0% F 0.093 F 0.571 650 F 615 0.80 F 0.80	
615 0.94 2600 F 94% 2% 1% 0% C 0.173 F 0.601 2700 F 615 0.83 2100 F 94% 2% 1% 22-686 WEST 22-686 WEST 22-609 615 1.10 1000 F 94% 2% 1% 2% 1% 0% F 0.089 F 0.589 2200 F 615 1.10 620 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 615 1.10 620 F 94% 2% 1% 22-614 615 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 650 F 615 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.124 F 0.571 650 F 615 1.57 570 F 94% 2% 1% 0% F 0.571 650 F 615 1.57 570 F 94% 2% 1% 0% F 0.537 600 F 615 0.80 1.57 570 F 94% 2% 1% 0% F 0.537 600 F 615 0.80 NA NA NA	2008
615 0.83 2100 F 94% 2% 1% 2% 1% 0% F 0.089 F 0.589 2200 F 1.10 1000 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 1.10 620 F 94% 2% 1% 2% 1% 0% F 0.124 F 0.571 650 F 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.120 F 0.537 600 F 615 1.05 320 R NA NA NA 1.05 320 R NA NA NA	2008
615	
615 1.10 1000 F 94% 2% 1% 2% 1% 0% F 0.093 F 0.571 1100 F 615 1.10 620 F 94% 2% 1% 22-614	2008
615 1.10 620 F 94% 2% 1% 2% 1% 0% F 0.124 F 0.571 650 F 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.120 F 0.537 600 F 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.120 F 0.537 600 F 1.57 570 F 94% 2% 1% 2% 1% NA NA 1.57 570 R 94% 2% 1% 2% 1% NA NA 1.05 320 R NA NA NA NA 1.05 320 R NA NA NA NA	2008
615) 1.57 570 F 94% 2% 1% 2% 1% 0% F 0.120 F 0.537 600 F 1.05 320 R NA NA 615) 0.80 150 R NA NA NA 62-612 Scenic View Lane	2008
615) 1.05 320 R NA NA NA 615) 0.80 150 R NA NA NA	2008
Column C	04/13/2005
From: 22-612 Scenic View Lane	04/13/2005
0.00 440 B	
0.80 140 R NA NA To: Botetourt County Line	04/13/2005
Town of New Castle	
616) Court St 0.05 350 R NA NA	04/06/2005
Tac	04/06/2005
616) Court St 0.06 430 R NA NA	04/06/2005
To: ECL New Castle	0 1/00/2000
Craig County ECL New Castle	
(616) 1.07 430 N NA NA	04/06/2005
616) 0.82 70 R NA NA	04/06/2005
To: Dead End	
(617) 0.13 580 R NA NA	04/11/2005
617) 0.35 380 R NA NA	
617) 0.18 100 R NA NA	04/11/2005
Tis 0.18 MN 22-669	
(617) 3.87 50 R NA NA NA To: 22-611	04/11/2005

					С	raig Maintenan	ice Area							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		\circ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	1						-					
(617)	9.65	240	R			22-611			NA			NA		04/11/2005
(617)	0.00	To				Alleghany Count	y Line							0 17 1 17 2000
		From				SR 311								
(618)	4.05	50	R						NA			NA		04/06/2005
		То				Dead End								
619) Coleys Cliff Rd	0.22	From	R			Dead End						NA		03/12/2008
(619) Coleys Cliff Rd	0.23	20	<u> </u>			SR 311			NA T			INA		03/12/2006
		From				Roanoke County	v Line							
(620) Miller Cove	2.23	9	R			roundie county	, Estite		NA			NA		03/12/2008
		To			2.2	23 MN Roanoke Co	ounty Line							
(620) Miller Cove	0.11	9 From	R				·		NA			NA		03/12/2008
		То				22-621								
\sim		From				Montgomery Cour	nty Line							
(621)	5.89	310	R						NA			NA		04/06/2005
$\overline{\bigcirc}$		To From				22-651								
621)	0.73	430	R						NA			NA		04/06/2005
		From				22-620 Miller (Cove		<u> </u>					
621	3.21	530 To	R			CD 211			NA			NA		04/06/2005
		From	I			SR 311	T.							
(622)	3.60	30	R			SR 42 WES	1		NA			NA		04/04/2005
622	0.00	То				SR 42 EAS	T							0 1/0 1/2000
		From				22-624								
623)	1.00	60	R						NA			NA		04/04/2005
$\overline{}$		То				22-645								
\bigcirc		From	<u> </u>			SR 42 WES	T							/ /
624	13.18	110 To	R			SR 42 EAS	т		NA			NA		04/04/2005
		From					1							
(625)	2.20	50	R			SR 42			NA			NA		04/04/2005
(023)	0	То				22-624								0 1/0 1/2000
		From				SR 42								
626	1.60	60	R						NA			NA		04/04/2005
$\overline{}$		То				22-624								
		From	<u> </u>			22-628 Simmonsv	ville Rd							
627 Valley Roller Mill Rd	1.10	30	R			22-629 Northsic	do D.d		NA			NA		03/12/2008
		From				22-629 Northsic								
628) Simmonsville Rd	0.70	40	R			22-629 NORINSIC	ie Kū		NA			NA		03/12/2008
(626) Girminonovino rta	0.70	To			2	2 627 Valley Della	M:11 D.4							00/12/2000
(628)	0.91	100 From	R		<u> </u>	2-627 Valley Rolle	ri Willi Ku		NA			NA		03/30/2005
020		То				SR 42								
		From	1			SR 42								
629	0.60	200	R						NA			NA		03/30/2005
$\overline{}$		To				22-630			_					
629	0.55	110	R						NA			NA		03/30/2005
$\overline{}$		To From				0.55 ME 22-6	530							
629	2.11	80	R						NA			NA		03/30/2005
		From				22-628 Simmonsv	ville Rd							
629 Northside Rd	0.76	40	R						NA			NA		03/12/2008
$\overline{}$		To			2:	2-627 Valley Rolle	er Mill Rd							
(629)	1.70	60	R						NA			NA		03/30/2005
$\overline{}$		То				22-667								

					C	Craig Mainter		 						
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		-	J						- 1					
630)	0.71	110	R			SR 4		 	NA			NA		03/30/2005
(30)	2.50	Fron	R			22-675 Walnut	Tree Lane		NA			NA		03/30/2005
(630)	2.00	Tr.				22-62	29					1471		00/00/2000
		Fron				SR 4	2							
631 Cloverhollow Trail	0.54	30 Tr	R			Dead I	End		NA			NA		03/12/2008
Giles County		Fron				D 11	3 1							
632) Hutchinson Rd	0.25	20	R			Dead I	end		NA			NA		03/12/2008
632) Johns Creek Rd	0.25	7. From	R			Giles Cour	ity Line		NA			NA		03/12/2008
(632) Johns Creek Rd	0.20	т	4			22-601 Rocky	Gan Trail					14/-4		03/12/2000
632)	2.90	60 From	R			22 001 Rock)	Сир Тиш		NA			NA		03/30/2005
	1.30	70 From	R			22-633 Red I	Barn Trail		NA			NA		03/30/2005
(632)	1.00	Ti-	-			22-658 V	VEST							00/00/2000
(632)	0.80	150 From	R			22 000 1	, 101		NA			NA		03/30/2005
	0.56	Fron	B			22-658	MID					NΛ		03/30/3006
632	9.56	70	R			22-658 F	EAST		NA			NA		03/30/2005
Craig County														
(633) Red Barn Trail	0.70	20 Fron	 R			Dead I	End		NA			NA		03/12/2008
(633) Red Barn Trail	0.70	20				22-63	32					IVA		03/12/2000
_		Fron	n:			SR 3	11							
(634)	0.12	210 To	R			22 550 14			NA			NA		04/06/2005
		Fron				22-650 Mars								
(635)	0.80	30	R			22-63	32		NA			NA		03/30/2005
(033)		To				22-65	58							
		Fron	١٠			West Virginia	State Line							
(636) Waiteville Rd	2.00	50	R						NA			NA		03/19/2008
\bigcirc		Fron				22-639 Sout	hside Rd		⊒					
(636)	1.50	60 Te	R			22-65	ξQ		NA			NA		03/30/2005
		Fron	1:			22-63			+					
(637)	0.29	140	R			22-0.	, o		NA			NA		04/11/2005
		т				22-65	55							
(637)	0.18	40 From	R				-		NA			NA		04/06/2005
		Te	:			22-64	19							
\bigcirc		Fron	1:			Dead I	End							
(638)	0.27	80	R						NA			NA		04/11/2005
$\overline{\bigcirc}$	0.74	Fron				22-10	09		\supset			NIA		0.4/4.4/0.000
(638)	0.71	680	R						NA			NA		04/11/2005
(20)	0.06	220 From	R			22-61	15		NA			NA		04/06/2005
(638)	0.00	Te				22-65	59					IVA		04/00/2000
		Fron	1:			Dead I								
(639) Southside Rd	0.32	10	R						NA			NA		03/19/2008
$\overline{}$		Tr	h.			22-636 Wait	eville Rd							
O		Fron				SR 4	2							
640 Conrad St	0.46	780	R			22 650 34	shall Arra		NA			NA		04/04/2005
		10				22-650 Mars	snan Ave							

					C	raig l	Vlainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus			Truck 		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County																
(641) Sinking Spring Hollow	1.00	40	R				Dead E	nd			 NA			NA		03/12/2008
641) Siriking Spring Hollow	1.00	To:					SR 42	2						INA		03/12/2000
		From					Dead E	nd								
(642) Stevers Gap Trail	0.64	40	R								NA			NA		03/12/2008
<u> </u>		To:					SR 42	2								
(643) Howard Hannah Rd	1 25	From:	R				Dead E	nd			NIA			NA		03/14/2008
(643) Howard Hannah Rd	1.35	120					22-61:	5			NA T			INA		03/14/2006
		From:					Dead E									
(644) Cumberland Ave	0.43	50	R								NA			NA		04/04/200
$\overline{}$		To: From:					22-64	6			\exists —					
(644) Cumberland Ave	0.27	180	R								NA			NA		04/04/200
		To:					SR 42									
	0.46	From:	R				SR 42 W	EST						NIA		04/04/2001
645)	0.46	60 To:					SR 42 E	AST			NA T			NA		04/04/200
		From						rland Ave								
(646)	0.50	460	R								NA			NA		04/04/200
		To:					R 311 NO									
(646) Allen St	0.33	210	R			5	R 311 SC	OUTH			NA			NA		04/06/2005
(040) /	0.00	To:					Dead E	nd								0 1/00/200
		From:					22-60	6								
(647)	0.50	80	R								NA			NA		04/13/200
		To:					Dead E	nd								
Llaradan Ava	0.00	From:	<u> </u>				Dead E	nd						NIA		04/04/2004
(648) Herndon Ave	0.08	30	R								NA			NA		04/04/2005
(648) Herndon Ave	0.34	110	R				22-64	6			NA			NA		04/04/2005
(648) Herndon Ave	0.54	To:					SR 42 Ma	in St						INA		04/04/2000
		From					22-65									
(649)	0.26	220	R								NA			NA		04/06/200
<u> </u>		To:					22-65	4								
Adams Is all Asses	0.00	From	_			2	2-646 All	en St						NIA		0.4/0.0/0.00
650 Marshall Ave	0.62	300 To:	R			E	CL New	Castle			NA			NA		04/06/2009
Town of New Castle							CLITCW	Castic								
		From				Е	CL New	Castle								
(650) Market St	0.16	650	R								NA			NA		04/06/2005
<u> </u>		From:				22	-1004 Ma	rket St			\neg					
650 Middle St	0.07	730 To:	R				Dead E	m.d			NA			NA		04/06/2005
							Deau E	IIG								
Craig County		From:					Dead E	nd								
(651)	0.76	48	R								NA			NA		03/12/2008
<u> </u>		To:					22-62	1								
Holosma Aus	0.40	From:				22-	-665 Kana	wha St			NIA			NI A		04/06/0004
(652) Holcombe Ave	0.13	110 To:	R			22	2-640 Cor	rad St			NA T			NA		04/06/2005
		From					2-678 Bro									
(652) Holcombe Ave	0.21	230	R				~~	~ :			NA			NA		04/06/2008
		To:	1			Е	CL New									
(653) 5th St	0.06	50 From:	R				22-65	9			 NA			NA		04/06/2009
(653) 5th St	0.00	JU To:					22-61:	5						14/4		U-100/2000

Route	Length	AADT	QA	4Tire	Bus			Truck +Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	i				22-6					-					
653	0.34	380	R				22-0	515				NA			NA		04/11/2005
_	2.22	From					22-6	584				⇉┈					00/4/4/000
653	0.03	80 To	R				Dead	End				NA			NA		03/14/2008
		From															
654)	0.09	30	R				22-6	000				NA			NA		04/11/200
	0.18	From 80	R				22-6	555				NA			NA		04/06/2009
654)	0.10	To					22-6	549							INA		04/00/200
		From					22-6	559									
655	0.06	50	R									NA			NA		04/06/200
655)	0.27	370 From	R				22-6	515				NA			NA		04/06/200
000)		То					22-6	573									
		From	Ī				22-6	546				1					
656) Woodman Ave	0.27	100	R									NA			NA		04/04/200
<u> </u>		То				2	22-678 B	rooks St									
<u> </u>		From					Dead	End									
657) Angus Lane	0.30	10 To	R		22.61	10.0		T A	· ·			NA			NA		03/14/200
		From	<u> </u>		22-61	12 Sce		Lane; An	gus Lane)							
250	0.50	250	R				SR	42				NA			NA		03/30/200
658)	0.50	230													INA		03/30/200
	3.70	140	R				22-6	562				NA			NA		03/30/200
658)	3.70	1 40					22-632	WEST							INA		03/30/200
_		From					22-632										
658)	0.40	130	R									NA			NA		03/30/200
		To From					22-6	536				_					
658)	6.81	110	R									NA			NA		03/30/200
		To From					22-6	535									
658	1.90	180	R									NA			NA		03/30/200
		To From					22-632	EAST									
658)	4.67	280	R									NA			NA		03/28/200
<u> </u>		То					SR 3	311									
	0.44	From	ᄂ				22-6	538							NIA		04/00/000
(659)	0.44	90	R				22-6	540				NA			NA		04/06/200
		From	l				Dead					1					
660) Stonewall Lane	0.25	40	R				Deau	Liiu				NA			NA		03/12/200
000) eterremain zame	0.20	To					SR	42				1					00/ 12/200
		From					SR 311 S	SOUTH									
661)	0.15	20	R									NA			NA		03/28/200
<u> </u>		То					SR 311 N	NORTH									
<u> </u>		From					SR	42									
662)	1.87	40	R									NA			NA		03/30/200
<u> </u>			<u> </u>				22-6										
663) Gravel Hill Rd	0.70	From	R				SR 42 V	WEST				NA			NA		03/12/2008
G63 Gravel Hill Rd	0.70	To					SR 42	EAST							INA		03/12/2000
		From	 I				22-6					<u> </u>					
664) Wrights Branch Rd	1.27	80	R				22-(/11				NA			NA		03/12/200
		То					Dead	End									
		From				2	22-677 S	cott Ave									
665) Kanawha St	0.38	280	R									NA			NA		04/06/200
\bigcirc		To				22	-650 Ma	rshall Ave		_							

Route	l enath	AADT	QΔ	4Tire			Mainten	Truck			QC	K	QK	Dir	AAWDT	O\\\	Year
	Lengur	AADI	QА	41116	Dus	2A	xle 3+	Axle 1	Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV	i c ai
Craig County		From	:				Dead E	End									
(666) Huffman Store Dr	0.25	20	R									NA			NA		03/12/2008
		To	<u> </u>				SR 4										
667	0.06	70	R				SR 42 W	EST				 NA			NA		03/30/2005
(667)	0.00	To					SR 42 E	AST							IVA		03/30/2000
		From					Dead E	End									
(668) Boyd Ave	0.22	50	R									NA			NA		04/04/2005
$\overline{}$		To	:			22	-674 Chil	ton Ave									
\bigcirc	0.07	From					22-63	8									0.4/4.4/0.004
669	0.37	80	R				22-61	7				NA			NA		04/11/2005
		From	:				22-61										
(670)	0.10	20	R				22-01	. /				NA			NA		04/11/2005
670		To	:				22-65	3									
	0.40	From	<u> </u>				22-65	5							N.1.A		0.4/0.0/0.00
670	0.10	20	R				Dead E	end.				NA			NA		04/06/2005
		From	:I				22-64					1					
(671) Penns Ave	0.19	100	R				22-04	-0				NA			NA		04/04/2005
(67)	• • • • • • • • • • • • • • • • • • • •	To				22-6	44 Cumbe	rland Av	e								
		From	:				Dead E	End									
672 Meadow Ave	0.06	60	R									NA			NA		04/04/2005
\bigcirc		To From					22-64	-6				_					
(672)	0.11	70	R									NA			NA		04/04/2005
$\overline{}$		To				22-6	44 Cumbe	erland Av	e								
\bigcirc		From					22-65	3									
(673)	0.18	70	R				22-69	12				NA			NA		04/11/2005
		From				22											
(674) Chilton Ave	0.19	160	R			22-	-648 Hern	don Ave				NA			NA		04/04/2005
674) 611116117110	0.10	To					SR 31	1				i)			10.		0 1/0 1/2000
		From	:				Dead E										
(675) Walnut Tree Lane	0.13	40	R									NA			NA		03/12/2008
		To	:				22-63	0									
\sim		From					22-61	5									
(676)	0.20	100	R				D 11					NA			NA		04/13/2005
		From	<u> </u> .r				Dead E										
(677) Scott Ave	0.20	60	R				22-64	-6				NA			NA		04/04/2005
677) 60011710	0.20	To				22	2-671 Pen	ns Ave				Π΄			1471		0-1/0-1/2000
		From	:				656 Wood		;								
(678) Brooks St	0.22	300	R									NA			NA		04/06/2005
		To					22-67	'9									
		From				2	2-678 Bro	ooks St									
679	0.10	50	R									NA			NA		04/06/2005
		To				22-	650 Mars										
<u></u>	0.06	70	R				22-65	9				 NA			NA		04/06/2005
(680)	0.00	To					22-61	5							INA		U-1/UU/ZUUS
		From	:			22-	614 Hawk					+					
(681)	0.31	80	R				11UWP	Lanc				NA			NA		04/13/2005
		To					Dead E	End									
_		From					22-61	5									<u> </u>
682	0.13	40	R									NA			NA		04/13/2005
$\overline{}$		To					Dead E	End									

					C		intenand			1/		D:			
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	ī												
(683)	0.03	6	R				Dead End			NA			NA		04/06/200
		To				22-650	Marshall	Ave							
\sim		From					22-617								
(684)	0.13	40	R							NA			NA		04/11/200
$\overline{\bigcirc}$	0.05	From	Ļ				22-653			\supset			NIA		0.4/4.4/0.00
684)	0.05	6 To	R			D	Dead End			NA			NA		04/11/200
		From	:				22-611			ì					
(685) Fenwick Mines Rd	0.12	100	R				22 011			NA			NA		04/11/200
		To	-			22-608 N	Mill Creek	Lane		— —					
685)	1.44	70	R							NA			NA		04/11/200
		To	:			22-6	87 Draft F	Rd		_					
685	0.15	40	R							NA			NA		03/14/200
\bigcirc		To				D	Dead End								
\bigcirc		From				22-0	615 WES	Γ							
(686)	0.35	20	R			22	C15 E A C2			NA			NA		04/13/200
		From]				615 EAST	<u> </u>		1					
687) Draft Rd	0.17	50	R			L	Dead End			 NA			NA		03/14/200
(687) Draft Rd	0.17												14/1		00/14/2000
687) Draft Rd	0.35	50 From	R			0.17 N	ME Dead l	End		NA			NA		03/14/2008
(687) Draft Rd	0.00	То	Ė				22-685			– "			1471		00/14/200
		From	:			D	Dead End			Ī					
(688)	0.18	30	R							NA			NA		04/04/200
<u> </u>		To					SR 311								
\bigcirc		From					22-615								
(689)	0.46	210 To	R				22 (04			NA			NA		04/13/200
			1				22-694								
(690) Maggie Maw Lane	0.38	From	R			D	Dead End			 NA			NA		03/14/200
(690) Maggie Maw Lane	0.50	То					22-616			- '`			14/3		03/14/200
		From					SR 311								
(691) Mountain Breeze Lane	0.25	120	R							NA			NA		03/12/2008
		То	:			D	Dead End								
\bigcirc		From					SR 311								
(692)	0.25	8	R							NA			NA		04/04/200
		To					Dead End								
	0.08	From	R				22-654			 NA			NA		04/06/2009
693	0.00												INA		04/00/200
	0.12	30 From	R				22-673			NA			NA		04/06/200
693)	0.12	To				D	Dead End						INA		04/00/200
		From	:				22-689								
694)	0.61	140	R				22 00)			NA			NA		04/13/200
		To				D	Dead End								
$\widehat{}$		From					22-694								
(695)	0.10	30	R							NA			NA		04/13/200
		To	1				Dead End								
696) Old Railroad Ave	0.30	From	<u> </u>				22-615			 NI ^			NA		03/14/200
696) Old Railroad Ave	0.30	40 To	R			Г	Dead End			NA			INA		03/14/200
		From	1				22-617			+					
(697)	0.10	70	R				<i>22</i> -01/			NA			NA		04/11/200
		To				D	Dead End								
															

						raid iviaint	enance Area							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		Fron	r:			Dea	d End		1					
(699)	0.20	190	R			Bea	a Ena		NA			NA		04/13/200
		Tr				22-	-609							
O Barrel Arra	0.00	Fron				Dea	d End					N10		0.4/0.4/0.00
1001) Boyd Ave	0.06	40 To	R			SCL Ne	w Castle		NA T			NA		04/04/200
Town of New Castle			1			BELITE	w cusuc							
		Fron				SCL Ne	ew Castle							
1001 Boyd Ave	0.11	40	N			SD 42 M	Iain Street		NA			NA		04/04/200
		Fron	1:				Main St		<u>_</u>					
(1002) Caldwell St	0.17	140	R			SK 42	Maii St		NA			NA		04/04/200
		To	:			SR 311 S	Salem Ave							
		Fron				SR 311 S	Salem Ave							
(1003) Walnut St	0.14	660	R						NA			NA		04/06/200
<u> </u>		Fron				22-616	Court St		<u> </u>					0.1/0.0/0.00
1003 Walnut St	0.06	20	R			NCL N	ew Castle		NA			NA		04/06/200
		From	1.				Salem Ave		<u></u>					
(1004) Market St	0.07	3500	R			SK 311 S	alciii Avc		NA			NA		04/06/200
		To	_			22-650 1	Market St							
(1004) Market St	0.07	3100 From	R			22 000 1	- Tarret St		NA			NA		04/06/200
$\overline{\bigcirc}$		Te Fron				22-616	Court St		_					
1004 Market St	0.07	3000 From	R						NA			NA		04/06/200
		Te	:			22-615	Main St							
(1005) Mitchell Dr	0.14	70 To				Dea	d End					NA		04/04/2005
			R			SD 42	Main St		NA					
Craig County			1			5K 42	Main St							
Craig County		Fron	i:			22-	-638							
(1006)	0.18	60	R						NA			NA		04/11/200
		To					1008							
(1007)	0.35	40	R			Dea	d End		 NA			NA		04/04/200
	0.00	To				SR	2 42		–			1471		04/04/200
		Fron	ı:			22-	1006							
(1008)	0.12	30	R						NA			NA		04/11/200
		Te					-638							
(1009)	0.07	90	R			22-	1010		 NA			NA		04/11/200
	0.07	90	$\overline{}$			22-	-638					INA		04/11/200
		From	r				1009		İ					
(1010)	0.04	80	R						NA			NA		04/11/200
		Te Fron	:			22-	1011		—					
(1010)	0.03	20	R						NA			NA		04/11/200
		To					d End							
(1011)	0.06	From				Dea	d End					NI A		04/44/202
	0.06	48 To	R			22-	1010		NA T			NA		04/11/200
		From					1008							
(1012)	0.10	60	R			22-			NA			NA		04/11/200
		To	:			22-	-638							
_		Fron				22-646	Allen St							
1013	0.20	50	R			ъ	d End		NA			NA		04/06/200
		10	1			Dea	d End		_1					

Route Craig County	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
(1020)	0.33	From 70	R			Cul-de-Sac SR 311		NA			NA		04/04/2005
9120)	0.15	From 600	R			22-615 McCleary Elem School		NA			NA		04/13/2005