2007

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

22

Craig County
Town of New Castle

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

| 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 : | 311 Paint B | ank | | | | | | | | | | | | |
| (18) | Craig County | 5.12 | 140 | G | 94% | 0% | 1% | 2% | 1% | 0% | F | 0.131 | F | 0.674 | 150 | G |
| <u> </u> | To: | Allegh | nany County | Line | | | | | | | | | | | | |
| | From: | | es County L | | | | | | | | | | | | | |
| (42) | Craig County | 3.67 | 900 | G | 95% | 1% | 1% | 1% | 1% | 0% | F | 0.114 | F | 0.708 | 930 | G |
| | To: From: | | 22-629 | | | | | | | | | | | | | |
| 42 | Craig County | 7.93 | 400 | G | 95% | 1% | 1% | 1% | 1% | 0% | С | 0.121 | F | 0.643 | 410 | G |
| | To- From: | | 22-626 | | | | <u> </u> | | | | | | | | | |
| 42 | Craig County | 8.99 | 450 | G | 95% | 1% | 1% | 1% | 1% | 0% | F | 0.123 | F | 0.511 | 470 | G |
| | Tax | 2 | 2-645 Loon | v | | | <u> </u> | | | | | | | | | |
| 42 | Craig County | 4.31 | 630 | G | 95% | 1% | 1% | 1% | 1% | 0% | F | 0.103 | F | 0.720 | 650 | G |
| | To: | SC | L New Cas | tla | | | | | | | | | | | | |
| (42) Main St | Town of New Castle (Maint: 22) | 0.43 | 630 | N | 95% | 1% | 1% | 1% | 1% | 0% | N | 0.103 | Ν | 0.720 | 650 | Ν |
| 42 | To: | SF | R 311; 22-61 | 15 | | | | | | | | | | | | |
| | From | Roan | oke County | Line | | | | | | | | | | | | |
| 311) | Craig County | 9.38 | 3400 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.100 | F | 0.757 | 3500 | G |
| | То: | SC | L New Cas | tle | | | | | | | | | | | | |
| 311) Salem Ave | Town of New Castle (Maint: 22) | 0.18 | 3400 | N | 97% | 0% | 1% | 1% | 1% | 0% | N | 0.100 | Ν | 0.757 | 3500 | Ν |
| 311) | Too | | 42 New Cas | | | | | | | | | | | | | |
| 311)Salem Ave | Town of New Castle (Maint: 22) | 0.18 | 42 New Cas 1600 | G | 93% | 1% | 1% | 4% | 1% | 0% | F | 0.106 | F | 0.694 | 1700 | G |
| 311 Galein Ave | Town of New Gastie (Maint. 22) | | | | 3370 | 1 /0 | 170 | 470 | 170 | 070 | • | 0.100 | ' | 0.054 | 1700 | J |
| | Too: | | L New Cas | | 020/ | 40/ | 40/ | 40/ | 40/ | 00/ | N.I. | 0.400 | N.I | 0.004 | 4700 | |
| 311) | Craig County | 5.02 | 1600 | N | 93% | 1% | 1% | 4% | 1% | 0% | N | 0.106 | N | 0.694 | 1700 | N |
| | To: From: | | Near Craig | | | | | | | | | | _ | | | |
| 311 | Craig County | 7.40 | 330 | G | 93% | 1% | 1% | 4% | 1% | 0% | F | 0.116 | F | 0.546 | 340 | G |
| | To: From: | | 22-602 | | | | | | | | | | | | | |
| 311 | Craig County | 3.66 | 270 | G | 93% | 1% | 1% | 4% | 1% | 0% | С | 0.113 | F | 0.581 | 280 | G |
| | To: From: | SR | 18 Paint Ba | ınk | | | \neg \vdash | | | | | | | | | |
| 311) | Craig County | 3.39 | 180 | G | 93% | 1% | 1% | 4% | 1% | 0% | F | 0.126 | F | 0.510 | 180 | G |
| \smile | To: | West V | /irginia Stat | te Line | | | | | | | | | | | | |

| From 1600 950 From 4300 From 4300 To From 4300 3800 | G G G | 96% 96% 96% | 1% 1% | 2Axle SR 1% 1% | 22-616 2% 22-1004 2% | e 1Trail | | QC F | K Factor 0.146 | QK F | Dir Factor 0.566 | AAWDT | QW G | Year 2007 |
|--|---|-----------------------|--------------------------|---|---|-------------|-----|--|---|---|---|---|--|--|
| 1600 950 From 4300 R 4300 To 4300 To 4300 To From 4300 From 5800 | G G G | 96% | 1% | 1% 1% | 2% 22-616 2% 22-1004 2% | 1% | | | 0.146 | F | | 1700 | G | 2007 |
| 1600 950 From 4300 R 4300 To 4300 To 4300 To From 4300 From 5800 | G G G | 96% | 1% | 1% 1% | 2% 22-616 2% 22-1004 2% | 1% | | | <u> </u> | F | 0.566 | 1700 | G | 2007 |
| 950 From 4300 From 4300 To From 4300 To From 4300 To From 5800 | G G G | 96% | 1% | 1% | 22-616 2% 22-1004 2% | | | | <u> </u> | | 0.000 | 1700 | Ū | 2007 |
| 950 4300 Tr From 4300 3800 | G G G | 96% | | 1% | 2% 22-1004 2% | 1% | 0% | F | | | | | | |
| From 4300 Trom 3800 | G | | 1% | 1% | 2% | | | | 0.104 | F | 0.546 | 980 | G | 2007 |
| From 4300 Trom 3800 | G | | 1% | 1% | 2% | | | | <u> </u> | | | | | |
| 4300 To From 3800 | G | 96% | | ECI | | 1% | 0% | F | 0.112 | Ν | 0.540 | 4300 | G | 2007 |
| 4300 Fron 3800 | n: | 96% | | | L New Cast | tle | | | | | | | | |
| 3800 Te | n: | 96% | | FCI | L New Cast | tle | | | | | | | | |
| 3800 From | | | 1% | 1% | | 1% | 0% | С | 0.112 | F | 0.540 | 4500 | G | 2007 |
| 3800 From | | | | | 22-638 | | | | | | | | | |
| 3300 From | G | 94% | 1% | 1% | 3% | 1% | 0% | F | 0.127 | F | 0.548 | 4000 | G | 2007 |
| 3300 | a- | | | | 22-653 | | | | \supset | | | | | |
| | G | 94% | 1% | 1% | 3% | 1% | 0% | F | 0.141 | F | 0.548 | 3400 | G | 2007 |
| Fron | 1: | | | | 22-649 | | | | | | | | | |
| 2900 | G | 94% | 1% | 1% | 3% | 1% | 0% | F | 0.161 | F | 0.561 | 3000 | G | 2007 |
| From | | 0.49/ | 10/ | 10/ | 22-689 | 10/ | 00/ | | 0 177 | | 0.579 | 2700 | | 2007 |
| 2700 | | 94% | 170 | | | | 0% | C | 0.177 | Г | 0.576 | 2700 | G | 2007 |
| 1800 | G | 94% | 1% | | | | 0% | F | 0.092 | F | 0.56 | 1800 | G | 2007 |
| то то | | 0+70 | 170 | 170 | | 170 | 070 | | 0.002 | <u> </u> | 0.00 | 1000 | | 2001 |
| 990 From | | 94% | 1% | 1% | | 1% | 0% | F | 0.116 | F | 0.56 | 1000 | G | 2007 |
| To | | | | | | .,, | | | | | | | | |
| 700 From | G | 94% | 1% | 1% | | 1% | 0% | F | 0.096 | F | 0.65 | 720 | G | 2007 |
| Tr. | : | | | | 22-610 | | | | 1 | | | | | |
| 590 | G | 94% | 1% | 1% | | 1% | 0% | F | 0.098 | F | 0.617 | 610 | G | 2007 |
| To Fron | 1 | | | | 22-606 | | | | \Box — | | | | | |
| 320 | R | | | | | | | | NA | | | NA | | 04/13/200 |
| Fron | 1: | | | | 22-643 | | | | | | | | | |
| 150 | R | | | | | | | | NA | | | NA | | 04/13/200 |
| Fron | | | | | 22-612 | | | | ⊒— | | | | | |
| | | | | Boteto | urt County | I ine | | | NA T | | | NA | | 04/13/200 |
| | | | | | | | | | | | | | | |
| 190 | R | | | TT CSt T | irginia otac | c Eme | | | NA | | | NA | | 03/28/200 |
| To | 00 | | | | SR 311 | | | | | | | | | |
| From | : | | | Gile | s County Li | ine | | | | | | | | |
| | | | | | 22 632 | | | | NA | | | NA | | 03/30/200 |
| Fron | 1: | | | West V | | a I ina | | | | | | | | |
| 30 | R | | | WCSL V | ngina Stao | C LIIIC | | | NA | | | NA | | 03/28/200 |
| | : | | | | SR 311 | | | | | | | | | |
| Fron | 1: | | | | SR 311 | | | | | | | | | |
| | | | | 1 | Dood End | | | | NA | | | NA | | 03/28/2005 |
| From | | | | | | | | | - | | | | | |
| 60 | R | | | | 22'003 | | | | NA | | | NA | | 04/11/200 |
| Tr | | | | | 22-611 | | | | | | | | | |
| | | | |] | Dead End | | | | | | | | | |
| 40 | R | | | | | | | | NA | | | NA | | 04/11/200 |
| Fron | | | | | 22-604 | | | | <u> </u> | | | | | 04/44/225 |
| | | | | | | | | | NA | | | NA | | 04/11/200 |
| | 2700 1800 1800 990 700 590 590 150 140 140 170 170 170 170 170 170 170 170 170 17 | 2700 G Tab From: | 2700 G 94% Too From | 2700 G 94% 1% 1800 G 94% 1% 1% 1% 1% 1% 1% 1% 1% | 2700 G 94% 1% 1% To From: 990 G 94% 1% 1% 700 G 94% 1% 1% 700 G 94% 1% 1% 590 G 94% 1% 1% 150 R To From: 140 R To Boteto From: From: From: From: From: 10 R To West V 10 R To West V | Total Prome | To | Transport Tran | 2700 G 94% 1% 1% 3% 1% 0% C | 2700 G 94% 1% 1% 3% 1% 0% C 0.177 | 2700 G 94% 1% 1% 3% 1% 0% C 0.177 F | 1800 G 94% 1% 1% 3% 1% 0% C 0.177 F 0.578 | 2700 G 94% 1% 1% 3% 1% 0% C 0.177 F 0.578 2700 | 2700 G 94% 1% 1% 3% 1% 0% C 0.177 F 0.578 2700 G |

| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tı e 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|--------------------|----|-------|-----|-------|---------------------|---------------|--------|----|-------------|----|---------------|-------|----|--------------|
| Craig County | | From | | | | | 22-615 | | | | 1 | | | | | |
| (606) | 2.53 | 290 | G | 97% | 0% | 1% | | 1% | 0% | F | 0.122 | F | 0.737 | 300 | G | 2007 |
| | 1.98 | 240 From | G | 97% | 0% | 1% | 22-612 2% | 1% | 0% | С | 0.144 | F | 0.771 | 240 | G | 2007 |
| (606) | 1.50 | Z-To | | 31 70 | 070 | | urt County | | 070 | | 0.144 | ' | 0.771 | 240 | | 2001 |
| \bigcirc | 0.00 | From | | | |] | Dead End | | | | | | | NIA | | 00/00/000 |
| (607) | 0.30 | 10 To | R | | | | SR 18 | | | | NA | | | NA | | 03/28/2005 |
| $\overline{}$ | | From | | | | | 22-685 | | | | <u> </u> | | | | | |
| 608 | 0.03 | 20 | R | | | 0.00 | NE 17.6 |) F | | | NA | | | NA | | 04/11/2005 |
| 608) | 0.57 | From Prom | R | | | 0.03 | 8 ME 17-68 | 35 | | | NA | | | NA | | 04/11/2005 |
| | | То | | | | | 22-615 | | | | | | | | | |
| (600) | 2.18 | From 440 | R | | | | 22-615 | | | | NA | | | NA | | 04/13/2005 |
| 609 | | То | | | | | 22-611 | | | | | | | | | |
| | 0.00 | From | _ | | | | 22-615 | | | | | | | NIA | | 0.4/4.0/0000 |
| 610 | 0.20 | 50 ™ | R | | | | 22-611 | | | | NA | | | NA | | 04/13/2005 |
| | | From | | | | | SR 311 | | | | | | | | | |
| 611) | 5.00 | 210 | R | | | | | | | | NA | | | NA | | 04/11/2005 |
| (A) | 3.20 | 320 | R | | | 22- | -617 WES | Γ | | | NA | | | NA | | 04/11/2005 |
| <u>611</u> | 3.20 | | | | | | 22-609 | | | | | | | INA | | 04/11/2000 |
| 611) | 1.28 | 220 From | R | | | | 22 00) | | | | NA | | | NA | | 04/11/2005 |
| | | From | | | | | 22-615 | | | | \supset | | | | | |
| (611) | 0.09 | 50 | R | | | | | | | | NA | | | NA | | 04/13/2005 |
| <u>(611)</u> | 2.50 | From From | R | | | | 22-610 | | | | NA | | | NA | | 04/13/2005 |
| 011) | | То | | | | | 22-614 | | | | | | | | | |
| | 1.40 | From 60 | R | | | | 22-606 | | | | NA | | | NA | | 04/13/2005 |
| <u>(612)</u> | 1.40 | To | | | | | 22-613 | | | | | | | INA | | 04/13/2000 |
| (612) | 0.15 | 10 From | R | | | | 22-013 | | | | NA | | | NA | | 04/13/2005 |
| $\frac{\bigcirc}{\bigcirc}$ | | To From | | | | | 22-657 | | | | | | | | | |
| (612) | 1.05 | 20 | R | | | | 22-615 | | | | NA | | | NA | | 04/13/2005 |
| | | From | | | | | 22-612 | | | | l | | | | | |
| 613) | 0.62 | 8 | R | | | | | | | | NA | | | NA | | 04/13/2005 |
| | | To From | | | | | 22-615 | | | | | | | | | |
| (614) | 2.25 | 140 | R | | | | 22-013 | | | | NA | | | NA | | 04/13/2005 |
| $\frac{\bigcirc}{\bigcirc}$ | | To From | | | | 2.25 | 5 ME 22-61 | .5 | | | | | | | | |
| 614) | 0.64 | 40 | R | | | | | | | | NA | | | NA | | 04/13/2005 |
| <u>(614)</u> | 0.50 | 7 From | R | | | | 22-611 | | | | NA | | | NA | | 04/13/2005 |
| 014) | | To | | | | | 22-681 | | | | | | | | | |
| 614) | 0.53 | 80 From | R | | | | 22-606 | | | | NA | | | NA | | 04/13/2005 |
| Town of New Castle | | | L | | | | | | | | | | | | | |
| | 0.44 | From | | 060/ | 40/ | | . 42; SR 31 | | 00/ | Г | 0.440 | _ | 0.500 | 4700 | | 2007 |
| 615) Main St | 0.14 | 1600 _{To} | G | 96% | 1% | 1% | 2% 616 Court S | 1% St | 0% | F | 0.146 | F | 0.566 | 1700 | G | 2007 |

| | | | | | С | raig Ma | intenance | e Area | | | | | | | | |
|----------------------------------|--------|------------------|--------|-------|-----|-----------|------------------------|---------|--------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of New Castle | | From | : | | | 22-6 | 16 Court S | t | | | 1 | | | | | |
| 615) Main St | 0.14 | 950 To | G | 96% | 1% | 1% | 2% | 1% | 0% | F | 0.104 | F | 0.546 | 980 | G | 2007 |
| 615) | 0.04 | 4300 From | G | 96% | 1% | 1% | 04 Market 2% New Castl | 1% | 0% | F | 0.112 | N | 0.540 | 4300 | G | 2007 |
| Craig County | | | | | | | | | | | Į. | | | | | |
| 615) | 0.12 | 4300 | G | 96% | 1% | ECL 1% | New Castl 2% | e 1% | 0% | С | 0.112 | F | 0.540 | 4500 | G | 2007 |
| 615) | 0.16 | 3800 | G | 94% | 1% | 1% | 22-638 3% | 1% | 0% | F | 0.127 | F | 0.548 | 4000 | G | 2007 |
| <u>(615)</u> | 0.27 | 3300 From | G | 94% | 1% | 1% | 22-653 3 % | 1% | 0% | F | 0.141 | F | 0.548 | 3400 | G | 2007 |
| <u>(615)</u> | 0.40 | 2900 | G | 94% | 1% | 1% | 22-649 3% | 1% | 0% | F | 0.161 | F | 0.561 | 3000 | G | 2007 |
| <u>615</u> | 0.94 | From 2700 | G | 94% | 1% | 1% | 22-689 | 1% | 0% | С | 0.177 | F | 0.578 | 2700 | G | 2007 |
| | | To From | | | | | -686 West | | | | | | | | | |
| 615) | 0.83 | 1800 | G | 94% | 1% | 1% | 3% 22-609 | 1% | 0% | F | 0.092 | F | 0.56 | 1800 | G | 2007 |
| 615) | 1.10 | 990 From | G | 94% | 1% | 1% | 3% | 1% | 0% | F | 0.116 | F | 0.56 | 1000 | G | 2007 |
| 615) | 1.10 | 700 From | G | 94% | 1% | 1% | 22-614 3 % | 1% | 0% | F | 0.096 | F | 0.65 | 720 | G | 2007 |
| 615) | 1.57 | 590 From | G | 94% | 1% | 1% | 22-610 3% | 1% | 0% | F | 0.098 | F | 0.617 | 610 | G | 2007 |
| <u>(615)</u> | 1.05 | 320 From | R | | | | 22-606 | | | | NA | | | NA | | 04/13/2005 |
| 615) | 0.80 | 150 From | R | | | | 22-643 | | | | NA | | | NA | | 04/13/2005 |
| (615) | 0.80 | 140 From | R | | | | 22-612 | | | | NA | | | NA | | 04/13/2005 |
| | | To | c | | | Botetou | rt County I | Line | | | | | | | | |
| Town of New Castle 616 Court St | 0.05 | 350 | R | | | 22-10 | 04 Market | St | | | NA | | | NA | | 04/06/2005 |
| 616) Court St | 0.06 | From 850 | R | | | 22-615 | 5 Main Stre | eet | | | NA | | | NA | | 04/06/2005 |
| 616) Court St | 0.06 | 430 | R | | | 22-10 | 03 Walnut | St | | | NA | | | NA | | 04/06/2005 |
| $\overline{}$ | | To | : | | | ECL | New Castl | e | | | | | | | | |
| Craig County | 1.07 | From | N | | | ECL | New Castl | e | | | NA | | | NA | | 04/06/2005 |
| <u>(616)</u> | 0.82 | 70 | R | | | | 22-690 | | | | NA | | | NA NA | | 04/06/2005 |
| (616) | 0.02 | To | : | | | D | ead End | | | | | | | INA | | 04/00/2003 |
| 617) | 0.13 | 580 | R | | | | 22-615 | | | | NA | | | NA | | 04/11/2005 |
| 617) | 0.35 | 380 | R | | | | 22-637 | | | | NA | | | NA | | 04/11/2005 |
| | | To From | | | | | 22-669 | | | | \Box | | | | | |
| 617 | 0.18 | 100 | R : | | | 0.18 | MN 22-669 | 9 | | | NA | | | NA | | 04/11/2005 |
| (617) | 3.87 | 50 | R | | | | 22-611 | | | | NA | | | NA | | 04/11/2005 |
| | | - | ı | | | | <u>~</u> 2-011 | | | | | | | | | |

| | | | | | C | | | ance Area | | | | | | | |
|---------------------|--------|------------|----|-------|-----|---------|----------|--------------------|---|-------------|----|---------------|-------|----|--------------|
| Route Craig County | Length | AADT | QA | 4Tire | Bus | | | ·Truck xle 1Tra | | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| | 0.05 | From | | | | | 22-611 | | | | | | NIA | | 04/44/0005 |
| (617) | 9.65 | 240 | R | | | Allegh | nany Cou | nty Line | | NA T | | | NA | | 04/11/2005 |
| | | Fron | n: | | | . mog. | SR 311 | | | | | | | | |
| (618) | 4.05 | 50 | R | | | | DIC 51. | | | NA | | | NA | | 04/06/2005 |
| | | To | 00 | | | | Dead E | nd | | | | | | | |
| | | Fron | | | | | Dead Er | nd | | | | | | | |
| 619 | 0.23 | 20 | R | | | | SR 311 | | | NA | | | NA | | 04/04/2005 |
| | | Fron | 1: | | | Poan | oke Cou | | | | | | | | |
| 620 | 2.23 | 20 | R | | | Round | oke cour | ity Line | | NA | | | NA | | 04/04/2005 |
| | | Te Fron | | | 2.2 | 23 MN F | Roanoke | County Lin | e | | | | | | |
| 620 | 0.11 | 20 | R | | | | | | | NA | | | NA | | 04/04/2005 |
| \bigcirc | | To | : | | | | 22-621 | | | | | | | | |
| \bigcirc | | Fron | | | | Montgo | mery Co | unty Line | | <u> </u> | | | | | |
| 621) | 5.89 | 310 | R | | | | | | | NA | | | NA | | 04/06/2005 |
| | 0.70 | Fron | | | | | 22-651 | | | ᆜ ; | | | | | 0.4/0.0/0.00 |
| (621) | 0.73 | 430 | R | | | | | | | NA — | | | NA | | 04/06/2005 |
| | 3.21 | 530 From | R | | | | 22-620 | 1 | | NA | | | NA | | 04/06/2005 |
| 621) | 3.21 | 330 To | | | | | SR 311 | | | | | | INA | | 04/00/2003 |
| | | Fron | n: | | | S | R 42 WI | | | | | | | | |
| (622) | 3.60 | 30 | R | | | | | | | NA | | | NA | | 04/04/2005 |
| \bigcirc | | Te | : | | | S | R 42 EA | ST | | | | | | | |
| \bigcirc | | Fron | | | | | 22-624 | | |] | | | | | |
| 623 | 1.00 | 60 | R | | | | 22-645 | | | NA | | | NA | | 04/04/2005 |
| | | Fron | 1: | | | C | R 42 WI | | | | | | | | |
| (624) | 13.18 | 110 | R | | | 3 | K 42 WI | .51 | | NA | | | NA | | 04/04/2005 |
| 024) | | To | | | | S | R 42 EA | ST | | | | | | | |
| | | Fron | n: | | | | SR 42 | | | | | | | | |
| 625) | 2.20 | 50 | R | | | | 22.52 | | | NA | | | NA | | 04/04/2005 |
| | | Fron | 1 | | | | 22-624 | | | | | | | | |
| 626 | 1.60 | 60 | R | | | | SR 42 | | | NA | | | NA | | 04/04/2005 |
| 626 | | To | | | | | 22-624 | | | | | | | | 0 1/0 1/2000 |
| | | Fron | n: | | | | 22-628 | | | | | | | | |
| (627) | 1.10 | 30 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| | | To | 1 | | | | 22-629 | | | | | | | | |
| | 0.70 | From | | | | | 22-629 | | | | | | NIA | | 02/20/2005 |
| 628) | 0.70 | 40 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| (a) | 0.91 | 100 From | R | | | | 22-627 | | | NA | | | NA | | 03/30/2005 |
| 628 | 0.51 | To | | | | | SR 42 | | | | | | IVA | | 03/30/2000 |
| | | Fron | n: | | | | SR 42 | | | | | | | | |
| 629 | 0.60 | 200 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| | | To From | | | | | 22-630 | ı | | \neg | | | | | |
| 629 | 0.55 | 110 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| | | To From | 1: | | | 0.5 | 55 ME 22 | -630 | | | | | | | |
| 629 | 2.11 | 80 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| _ | | Fron | 1: | | | | 22-628 | | | | | | | | |
| 629 | 0.76 | 30 | R | | | | | | | NA | | | NA | | 03/30/2005 |
| | | From | | | | | 22-627 | | | <u> </u> | | | | | 00/05/ |
| 629 | 1.70 | 60 To | R | | | | 22 665 | | | NA | | | NA | | 03/30/2005 |
| | | IC | 1 | | | | 22-667 | | | | | | | | |

| | | | | | | | ntenance A | | | | | | | | |
|---------------------|--------|-----------------|----------|-------|-----|----------|-------------------|---|--|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck 3+Axle 1 | | | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Craig County | | Fron | 1: | | | | SR 42 | | | - | | | | | |
| 630 | 0.71 | 110 | R | | | | | | | NA | | | NA | | 03/30/2008 |
| | 2.50 | From | <u> </u> | | | | 22-675 | | | NA | | | NA | | 03/30/200 |
| 630 | 2.50 | 4/ | R | | | | 22-629 | | | | | | INA | | 03/30/2003 |
| | | Fron | n: | | | | SR 42 | | | | | | | | |
| (631) | 0.54 | 20 | R | | | | 15.1 | | | NA | | | NA | | 03/30/200 |
| Giles County | | | 1 | | | | ead End | | | | | | | | |
| (632) Hutchinson Rd | 0.25 | 10 | R | | | D | ead End | | | NA | | | NA | | 03/30/300 |
| (632) Hutchinson Rd | 0.25 | IU To | | | | C:1 | G . I . | | | | | | INA | | 03/30/200 |
| (632) | 0.25 | 20 From | R | | | Giles | County Line | | | NA | | | NA | | 03/30/200 |
| (002) | | Тъ | | | | | 22-601 | | | | | | | | |
| 632 | 2.90 | 60 From | R | | | · | | | | NA | | | NA | | 03/30/200 |
| <u> </u> | | Tr. Fron | 1: | | | | 22-633 | | | _ | | | | | |
| 632 | 1.30 | 80 | R | | | | | | | NA | | | NA | | 03/30/200 |
| | 2.22 | From | | | | 22-6 | 558 WEST | | | ⇉┈ | | | | | 00/00/000 |
| 632 | 0.80 | 150 | R | | | | | | | NA — | | | NA | | 03/30/200 |
| (20) | 9.56 | 70 From | R | | | 22- | 658 MID | | | NA | | | NA | | 03/30/200 |
| (632) | 9.50 | 7 0 | | | | 22-0 | 558 EAST | | | | | | INA | | 03/30/200 |
| Craig County | | | | | | | | | | | | | | | |
| | 0.70 | From | | | | D | ead End | | | | | | NIA | | 02/20/200 |
| (633) | 0.70 | 6 To | R | | | | 22-632 | | | NA T | | | NA | | 03/30/200 |
| | | Fron | 1: | | | | SR 311 | | | l | | | | | |
| (634) | 0.12 | 210 | R | | | | | | | NA | | | NA | | 04/06/200 |
| <u> </u> | | To | : | | | | 22-650 | | | <u> </u> | | | | | |
| (25) | 0.80 | 30 From | " R | | | | 22-632 | | | NA | | | NA | | 03/30/200 |
| (635) | 0.00 | Te | | | | | 22-658 | | | <u> </u> | | | 147. | | 00/00/200 |
| | | From | h- | | | West Vir | ginia State Lin | e | | | | | | | |
| (636) | 2.00 | 30 | R | | | | | | | NA | | | NA | | 03/30/200 |
| <u> </u> | | Fron | 1: | | | | 22-639 | | |] | | | | | |
| 636 | 1.50 | 60 To | R | | | | 22-658 | | | NA | | | NA | | 03/30/200 |
| | | Fron | 1: | | | | 22-638 | | | | | | | | |
| (637) | 0.29 | 140 | R | | | | 22 030 | | | NA | | | NA | | 04/11/200 |
| | | To From | | | | | 22-655 | | | _ | | | | | |
| 637) | 0.18 | 40 | R | | | | | | | NA | | | NA | | 04/06/200 |
| | | To | <u> </u> | | | | 22-649 | | | | | | | | |
| | 0.27 | From 80 | ··L | | | D | ead End | | | NA | | | NA | | 04/11/200 |
| (638) | 0.27 | 00 | | | | | 2 1000 | | | | | | INA | | 04/11/200 |
| 639) | 0.71 | 680 From | R | | | | 22-1009 | | | NA | | | NA | | 04/11/200 |
| 638) | | ъ | | | | | 22-615 | | | | | | | | |
| 638) | 0.06 | 220 From | R | | | | 22 013 | | | NA | | | NA | | 04/06/200 |
| \bigcirc | | To | : | | | | 22-659 | | | <u> </u> | | | | | |
| \bigcirc | 2.22 | Fron | | | | D | ead End | | | J | | | | | 00/00/00= |
| (639) | 0.32 | 10 Tr | R | | | | 22-636 | | | NA | | | NA | | 03/30/200 |
| | | From | 1: | | | | SR 42 | | | 1 | | | | | |
| (640) Conrad St | 0.46 | 780 | R | | | | <u></u> | | | NA | | | NA | | 04/04/200 |
| \bigcirc | | To |): | | | | 22-650 | | | | | | | | |

| | | | | | | | | ance Are | | | | | | | | |
|----------------------|--------|------------|----------|-------|-----|------|------------------|--------------------|---|----|-------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | -Truck Axle 1Tr | (| QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Craig County | | From | | | | | Dead E | d | | | 1 | | | | | |
| (641) | 1.00 | 30 | R | | | | Dead E | iiu | | | NA | | | NA | | 04/04/2005 |
| | | To | | | | | SR 42 | | | | | | | | | |
| | | From | | | | | Dead E | nd | | | | | | | | |
| (642) | 0.64 | 40 | R | | | | CD 42 | | | | NA | | | NA | | 03/30/2005 |
| | | From | <u> </u> | | | | SR 42 | | | | | | | | | |
| (643) | 1.35 | 110 | R | | | | Dead E | ııu | | | NA | | | NA | | 04/04/2005 |
| 040 | | To | | | | | 22-615 | 5 | | | | | | | | |
| | | From | | | | | Dead E | nd | | | | | | | | |
| (644) Cumberland Ave | 0.43 | 50 | R | | | | | | | | NA | | | NA | | 04/04/200 |
| <u> </u> | | To From | | | | | 22-646 | 5 | | | \supset | | | | | |
| (644) Cumberland Ave | 0.27 | 180 | R | | | | | | | | NA | | | NA | | 04/04/200 |
| | | To | <u> </u> | | | | SR 42 | | | | | | | | | |
| | 0.46 | From | R | | | | SR 42 WI | EST | | | NA | | | NA | | 04/04/2005 |
| 645) | 0.40 | To | | | | | SR 42 E <i>A</i> | AST | | | | | | INA | | 04/04/2000 |
| | | From | 1 | | | | | rland Ave | | | | | | | | |
| (646) | 0.50 | 460 | R | | | | | | | | NA | | | NA | | 04/04/2005 |
| | | To | | | | | R 311 NC | | | | | | | | | |
| (646) Allen St | 0.33 | 210 | R | | | S. | R 311 SO | UTH | | | NA | | | NA | | 04/06/2005 |
| (646) Allen St | 0.55 | To | | | | | Dead E | nd | | | Τ̈́ | | | IVA | | 04/00/2000 |
| | | From | | | | | 22-606 | | | | | | | | | |
| (647) | 0.50 | 80 | R | | | | | | | | NA | | | NA | | 04/13/2005 |
| | | То | | | | | Dead E | nd | | | | | | | | |
| \bigcirc | | From | | | | | Dead E | nd | | | | | | | | |
| (648) Herndon Ave | 0.08 | 30 | R | | | | | | | | NA | | | NA | | 04/04/2005 |
| <u> </u> | | From | | | | | 22-646 | 5 | | | ⊒ | | | | | |
| 648 Herndon Ave | 0.34 | 110 To | R | | | | CD 42 | | | | NA | | | NA | | 04/04/2005 |
| | | From | | | | | SR 42 | | | | | | | | | |
| (649) | 0.26 | 220 | R | | | | 22-659 |) | | | NA | | | NA | | 04/06/2005 |
| 049) | 0.20 | To | | | | | 22-654 | 1 | | | | | | | | 0 1/00/2000 |
| | | From | | | | 2 | 2-646 All | en St | | | | | | | | |
| (650) Marshall Ave | 0.62 | 300 | R | | | | | | | | NA | | | NA | | 04/06/2005 |
| | | То | | | | Е | CL New (| Castle | | | | | | | | |
| Town of New Castle | | From | | | | 17/ | CI Navy | Coatle | | | 1 | | | | | |
| (650) Market St | 0.16 | 650 | R | | | E | CL New (| castie | | | NA | | | NA | | 04/06/2005 |
| (650) | | To | | | | 22.1 | 004 Mark | at Straat | | | | | | | | |
| (650) Middle St | 0.07 | 730 From | R | | | 22-1 | 004 Mark | ct Succi | | | NA | | | NA | | 04/06/2005 |
| 000 | | To | | | | | Dead E | nd | | | | | | | | |
| Craig County | | | | | | | | | | | | | | | | |
| | 0.76 | From | <u> </u> | | | | Dead E | nd | | | | | | NIA | | 04/04/2005 |
| (651) | 0.76 | 40 To | R | | | | 22-621 | 1 | | | NA | | | NA | | 04/04/2005 |
| | | From | 1 | | | 22- | 665 Kana | | | | <u> </u> | | | | | |
| (652) Holcombe Ave | 0.13 | 110 | R | | | 22- | JOJ Kaila | mia Di | | | NA | | | NA | | 04/06/2005 |
| | | To | | | | 22 | 2-640 Con | | | | | | | | | |
| (652) Holcombe Ave | 0.21 | 720 | R | | | | 22-678 | 3 | | | NA | | | NIA | | 04/06/2005 |
| (652) Holcombe Ave | U.Z I | 230 To | | | | F | CL New (| Castle | | | TNA. | | | NA | | 04/00/2005 |
| | | From | · | | | | 22-659 | | | | l | | | | | |
| (653) | 0.06 | 50 | R | | | | 00, | | | | NA | | | NA | | 04/06/2005 |
| | | To | | | | | 22-615 | 5 | | | | | | | | |

| Route | Length | AADT | QA 4T | re Bus | 2Axle 3+/ | i ruck Axle 1Trail | CC: | K actor | ()K | Dir actor | AAWDT | QW | Year |
|------------------|--------|--------------|----------|--------|-----------|---|------|------------|------|--------------|-------|----|--------------|
| Craig County | | Fron | | | 22-61 | 5 | | 1 | | | | | |
| 653) | 0.34 | 380 | R | | | | | NA | | | NA | | 04/11/200 |
| | 0.00 | Fron | | | 22-68 | 4 | | <u> </u> | | | | | 0.4/4.4/0.00 |
| 653) | 0.03 | 100 | R | | Dead E | End | | NA 1 | | | NA | | 04/11/200 |
| | | Fron | | | 22-65 | | | <u></u> | | | | | |
| 654) | 0.09 | 30 | R | | 22-03 | 5 | | NA | | | NA | | 04/11/200 |
| | | Tron Fron | | | 22-65 | 55 | |] | | | | | |
| 654) | 0.18 | 80 | R | | 22-64 | .9 | | NA 1 | | | NA | | 04/06/20 |
| | | Fron | | | 22-65 | | | 1 | | | | | |
| 655 | 0.06 | 50 | R | | | | | NA | | | NA | | 04/06/20 |
| | 0.07 | From | | | 22-61 | 5 | | <u> </u> | | | NIA | | 0.4/0.0/0.0 |
| 655 | 0.27 | 370 | R | | 22-67 | '3 | | NA 1 | | | NA | | 04/06/20 |
| | | Fron | | | 22-64 | | | 1 | | | | | |
| 656) Woodman Ave | 0.27 | 100 | R | | 22-04 | -0 | | NA | | | NA | | 04/04/20 |
| | | To | | | 22-67 | 8 | | | | | | | |
| ^ | | Fron | | | Dead E | End | | | | | | | |
| 657) | 0.30 | 8 | R | | 22.51 | | | NA | | | NA | | 04/13/20 |
| | | Fron | | | 22-61 | | | 1 | | | | | |
| 250) | 0.50 | 250 | R | | SR 42 | 2 | | NA | | | NA | | 03/30/20 |
| 658 | 0.00 | 200 | · · · | | 22.66 | | ' | 1 | | | 147 (| | 00/00/20 |
| 558) | 3.70 | 140 From | R | | 22-66 | 02 | | NA | | | NA | | 03/30/20 |
| 658 | | To | | | 22-632 W | /EST | | 1 | | | | | |
| | 0.40 | Fron | | | 22-632 N | MID | | | | | NIA | | 00/00/00 |
| 658 | 0.40 | 130 | R | | | | | NA | | | NA | | 03/30/20 |
| | 6.04 | 110 | R | | 22-63 | 6 | | <u> </u> | | | NA | | 02/20/20 |
| 658) | 6.81 | 110 | N . | | | _ | | NA • | | | INA | | 03/30/20 |
| 250 | 1.90 | 180 From | R | | 22-63 | 15 | | NA NA | | | NA | | 03/30/20 |
| 558) | 1.00 | 100 To | | | 22 (22 F | A COT | | 1 | | | 1471 | | 00/00/20 |
| 658) | 4.67 | 280 From | R | | 22-632 E | ASI | | NA | | | NA | | 03/28/20 |
| 550 | | | | | SR 31 | 1 | | | | | | | |
| _ | | Fron | | | 22-63 | 8 | | | | | | | |
| 659) | 0.44 | 90 | R | | | | | NA | | | NA | | 04/06/20 |
| | | To | | | 22-64 | | | | | | | | |
| | 0.05 | From | | | Dead E | End | | <u> </u> | | | NΙΔ | | 04/04/20 |
| 660) | 0.25 | 10 | R | | SR 42 | 2 | | NA 1 | | | NA | | 04/04/20 |
| | | Fron | | | SR 311 SC | | | | | | | | |
| 661) | 0.15 | 20 | R | | BICSTED | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | NA | | | NA | | 03/28/20 |
| | | To | | | SR 311 NO | ORTH | | | | | | | |
| $\widehat{}$ | | Fron | | | SR 42 | 2 | | | | | | | |
| 662 | 1.87 | 40 | R | | 22.65 | 10 | | NA 1 | | | NA | | 03/30/20 |
| | | Fron | | | 22-65 | | | | | | | | |
| 663) | 0.70 | 20 | R | | SR 42 W | E91 | | J NA | | | NA | | 03/30/20 |
| | | Tr | | | SR 42 E | AST | | <u></u> | | | , | | |
| | | Fron | | | 22-61 | 1 | | | | | | | |
| 664) | 1.27 | 50 | R | | | | | NA | | | NA | | 04/11/20 |
| <u> </u> | | To | <u> </u> | | Dead E | | | <u> </u> | | | | | |
| | | From | | | 22-67 | 7 | _ |] | | | | | 04/05/- |
| 665) Kanawha St | 0.38 | 280 | R | | | | | NA | | | NA | | 04/06/20 |

| | | | | | | raig maii | ntenance Area | 4 | | | | | | | |
|------------------|--------|----------------|----------------|-------|-----|-----------|----------------------|-----------|----|-------------|----|---------------|--------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Truck 3+Axle 1Tra | il 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Craig County | | From | | | | De | ead End | | | 1 | | | | | |
| 666) | 0.25 | 10 | R | | | | Jua Zina | | | NA | | | NA | | 03/30/200 |
| | | To | | | | , | SR 42 | | | | | | | | |
| | | From | | | | SR 4 | 42 WEST | | | | | | | | |
| (667) | 0.06 | 70 | R | | | | | | | NA | | | NA | | 03/30/200 |
| | | To | | | | | 42 EAST | | | _ | | | | | |
| Royd Avo | 0.22 | From 50 | LR | | | De | ead End | | | NA | | | NA | | 04/04/200 |
| 668 Boyd Ave | 0.22 | To | | | | 2 | 22-674 | | | | | | INA | | 04/04/20 |
| | | From | | | | | 22-638 | | | | | | | | |
| 669) | 0.37 | 80 | R | | | | 22 030 | | | NA | | | NA | | 04/11/20 |
| | | To | | | | 2 | 22-617 | | | | | | | | |
| | | From | | | | 2 | 22-617 | | | | | | | | |
| 670) | 0.10 | 20 | R | | | | | | | NA | | | NA | | 04/11/20 |
| $\overline{}$ | | To | | | | | 22-653 | | | | | | | | |
| 670 | 0.10 | 20 | R | | | 2 | 22-655 | | | NA | | | NA | | 04/06/20 |
| 670) | 0.10 | To | Ė | | | De | ead End | | | -j'' | | | | | 0 1/00/20 |
| | | From | | | | 2 | 22-646 | | | | | | | | |
| 671) Penns Ave | 0.19 | 100 | R | - | | | 2 0.0 | | | NA | | | NA | | 04/04/20 |
| | | To | | | | 22-644 Cı | umberland Ave | | | | | | | | |
| | | From | | | | De | ead End | | | | | | | | |
| 672) Meadow Ave | 0.06 | 60 | R | | | | | | | NA | | | NA | | 04/04/20 |
| <u> </u> | | To From | | | | 2 | 22-646 | | | 1 | | | | | |
| 672) | 0.11 | 70 | R | | | | | | | NA | | | NA | | 04/04/20 |
| <u> </u> | | To | | | | 22-644 Cı | umberland Ave | | | | | | | | |
| | | From | | | , | 2 | 22-653 | | | | | | | | |
| 673) | 0.18 | 70 | R | | | | | | | NA | | | NA | | 04/11/20 |
| <u> </u> | | To | | | | 2 | 22-693 | | | | | | | | |
| O 01 111 A | 0.40 | From | | | | 22-648 | Herndon Ave | | | | | | | | 0.4/0.4/0.0 |
| 674) Chilton Ave | 0.19 | 160 | R | | | | SR 311 | | | NA | | | NA | | 04/04/20 |
| _ | | From | | | | | | | | | | | | | |
| 076 | 0.13 | 30 | R | | | De | ead End | | | NA | | | NA | | 03/30/20 |
| 675) | 0.10 | To | | | | 2 | 22-630 | | | | | | 14/3 | | 03/30/20 |
| | | From | | | | | 22-615 | | | | | | | | |
| 676) | 0.20 | 100 | R | | | | 22 013 | | | NA | | | NA | | 04/13/20 |
| | | To | | | | De | ead End | | | | | | | | |
| | | From | | | | 2 | 22-646 | | | | | | | | |
| 677) Scott Ave | 0.20 | 60 | R | | | | | | | NA | | | NA | | 04/04/20 |
| $\overline{}$ | | To | | | | 22-671 | Penns Ave | | | | | | | | |
| \sim | | From | | | | 22-656 V | Voodman Ave | | | | | | | | |
| 678) Brooks St | 0.22 | 300 Tro | R | | | | | | | NA | | | NA | | 04/06/20 |
| | | | <u> </u> | | | | 22-679 | | | | | | | | |
| \frown | 0.40 | From | <u> </u> | | | 22-678 | 8 Brooks St | | | | | | NIA | | 04/00/00 |
| 679 | 0.10 | 50 | R | | | 22 650 1 | Marshall Ave | | | NA | | | NA | | 04/06/20 |
| | | From | 1 | | | | | | | + | | | | | |
| 690) | 0.06 | 70 | R | | | 2 | 22-659 | | | NA | | | NA | | 04/06/20 |
| 680 | 0.00 | To | r ` | | | 2 | 22-615 | | | ¬```` | | | . 4/ 1 | | 5 1, 50, 20 |
| | | From | | | | | 22-614 | | | | | | | | |
| 681) | 0.31 | 80 | R | | | | | | | NA | | | NA | | 04/13/20 |
| | | To | | | | De | ead End | | | | | | - | | |
| | | From | | | | | 22-615 | | | | | | | | |
| 682 | 0.13 | 40 | R | | | | | | | NA | | | NA | | 04/13/20 |
| \bigcirc | | To | | | | De | ead End | | _ | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | 2Ax | le 3+A | Truck | ail 21 | Γrail | QC I | K actor | QK | Dir Factor | AAWDT | QW | Year |
|--------------|--------|----------------|----------|-------|-----|-------|----------|----------|--------|-----------|------|------------|----|---------------|-------|----|--------------|
| Craig County | | From | | | | | Dead Er | | | | | 1 | | | | | |
| (683) | 0.03 | 6 | R | | | | Detta El | IG | | | | NA | | | NA | | 04/06/200 |
| | | To | | | | 22-65 | 50 Marsh | | | | | <u> </u> | | | | | |
| 604 | 0.13 | 40 | R | | | | 22-617 | 1 | | | | NA | | | NA | | 04/11/2005 |
| 684) | 0.10 | -10 | | | | | 22-653 | ł | | | | ٦ | | | 1471 | | 0-11112000 |
| 684) | 0.05 | 6 | R | | | | 22-033 | , | | | | NA | | | NA | | 04/11/200 |
| | | To | | | | | Dead Er | nd | | | | <u> </u> | | | | | |
| | 0.12 | 100 | R | | | | 22-611 | | | | | NA | | | NA | | 04/11/200 |
| 685 | 0.12 | To | | | | | 22.600 | | | | | | | | INA | | 04/11/200 |
| 685) | 1.44 | 70 From | R | | | | 22-608 | 3 | | | | NA | | | NA | | 04/11/200 |
| 685 | | To | - | | | | 22-687 | , | | | | | | | | | |
| 685) | 0.15 | 40 From | R | | | | 22 007 | | | | | NA | | | NA | | 04/11/200 |
| | | To | | | | | Dead E | nd | | | | | | | | | |
| \bigcirc | 0.05 | From | | | | 22 | 2-615 WI | EST | | | |] | | | | | 0.4/4.0/0.00 |
| (686) | 0.35 | 20 | R | | | 2 | 2-615 EA | AST | | | | NA T | | | NA | | 04/13/200 |
| | | From | | | | | Dead Er | | | | | + | | | | | |
| 687) | 0.17 | 50 | R | | | | Dead El | Id | | | | NA | | | NA | | 04/11/2005 |
| | | To From | | | | 0.17 | ME Dea | ad End | | | | — | | | | | |
| 687) | 0.35 | 50 | R | | | 9.5.7 | | | | | | NA | | | NA | | 04/11/200 |
| \bigcirc | | To | | | | | 22-685 | i | | | | | | | | | |
| \bigcirc | 0.40 | From | | | | | Dead Er | nd | | | | | | | NIA | | 0.4/0.4/0.00 |
| 688 | 0.18 | 30 | R | | | | SR 311 | l | | | | NA T | | | NA | | 04/04/200 |
| | | From | | | | | 22-615 | | | | | i | | | | | |
| 689 | 0.46 | 210 | R | | | | 22 010 | | | | | NA | | | NA | | 04/13/200 |
| | | To | | | | | 22-694 | | | | | | | | | | |
| \bigcirc | 0.00 | From | | | | | Dead Er | nd | | | |] | | | NIA | | 0.4/0.0/0.00 |
| 690 | 0.38 | 50 | R | | | | 22-616 | i | | | | NA T | | | NA | | 04/06/200 |
| | | From | | | | | SR 311 | | | | | i | | | | | |
| (691) | 0.25 | 100 | R | | | | | | | | | NA | | | NA | | 04/04/200 |
| | | To | | | | | Dead E | nd | | | | | | | | | |
| \bigcirc | | From | | | | | SR 311 | | | | | J | | | | | / / |
| 692 | 0.25 | 8 | R | | | | Dead Er | nd. | | | | NA | | | NA | | 04/04/200 |
| | | From | | | | | 22-654 | | | | | + | | | | | |
| 693) | 0.08 | 60 | R | | | | 22 00 | | | | | NA | | | NA | | 04/06/2005 |
| | | To From | - | | | | 22-673 | 3 | | | | 1— | | | | | |
| 693) | 0.12 | 30 | R | | | | | | | | | NA | | | NA | | 04/06/2005 |
| | | To | | | | | Dead Er | | | | | <u> </u> | | | | | |
| | 0.61 | 140 | R | | | | 22-689 |) | | | | NA | | | NA | | 04/13/2005 |
| 694) | 0.61 | 140 To | | | | | Dead Er | nd | | | | | | | INA | | 04/13/2003 |
| | | From | | | | | 22-694 | | | | | | | | | | |
| 695) | 0.10 | 30 | R | | | | | | | | | NA | | | NA | | 04/13/2005 |
| | | To | | | | | Dead Er | | | | | <u> </u> | | | | | |
| <u>—</u> | 0.30 | From | <u> </u> | | | | 22-615 | <u> </u> | | | | | | | NIA | | 04/43/2004 |
| 696) | 0.30 | 30 | R | | | | Dead Er | nd | | | | NA T | | | NA | | 04/13/2005 |
| | | From | | | | | 22-617 | | | | | i | | | | | |
| 697) | 0.10 | 70 | R | | | | 017 | | | | | NA | | | NA | | 04/11/2005 |
| \bigcirc | | To | | | | | Dead Er | nd | | | | | | | | | |

| | | | | | U | raig Mair | | | | | | | | | |
|--------------------|-----------|-----------|--------|-------|-----|-----------|-------------|------------------|----|-------------|--------|---------------|-------|------------|--------------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | ruck e 1Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Craig County | | Fron | 1: | | | D | and End | | | 1 | | | | | |
| (699) | 0.20 | 190 | R | | | De | ead End | | | NA | | | NA | | 04/13/200 |
| 000 | | Tr | , | | | 2 | 22-609 | | | | | | | | |
| O = | | Fron | | | | De | ead End | | | | | | | | |
| 1001 Boyd Ave | 0.06 | 40 | R | | | SCL | New Cas | tla | | NA | | | NA | | 04/04/200 |
| Town of New Castle | | | | | | SCLI | ivew Cas | uc | | | | | | | |
| | | Fron | n: | | | SCL N | New Cas | tle | | | | | | | |
| (1001) Boyd Ave | 0.11 | 40 | N | | | CD 42 | M : 0. | | | NA | | | NA | | 04/04/200 |
| | | Fron | | | | | Main St | | | | | | | | |
| (1002) Caldwell St | 0.17 | 140 | R | | | SR 42 | Main St | reet | | NA | | | NA | | 04/04/200 |
| | | To |): | | | SR 311 | 1 Salem | Ave | | | | | | | |
| | | Fro | 1: | | | SR 311 | 1 Salem | Ave | | | | | | | |
| (1003) Walnut St | 0.14 | 660 | R | | | | | | | NA | | | NA | | 04/06/200 |
| | | Fron | 1: | | | 22-616 | Court St | treet | | <u> </u> | | | | | |
| (1003) Walnut St | 0.06 | 20 | R | | | NCL 1 | New Cas | et1a | | NA | | | NA | | 04/06/200 |
| | | Fron | 1. | | | | 1 Salem | | | <u></u> | | | | | |
| (1004) Market St | 0.07 | 3500 | R | | | SK 311 | 1 Saleili I | AVC | | NA | | | NA | | 04/06/2005 |
| | | т. | 1 | | | 22-650 1 | Market S | treet | | | | | | | |
| 004 Market St 0.07 | 3100 From | R | | | | | | | NA | | | NA | | 04/06/2005 | |
| <u> </u> | | Fro | | | | 22-616 | Court St | treet | | _ | | | | | |
| (1004) Market St | 0.07 | 3000 | R | | | | | | | NA | | | NA | | 04/06/200 |
| | | Te |): | | | 22-615 | Main St | reet | | | | | | | |
| (1005) Mitchell Dr | 0.14 | Fron | * R | | | De | ead End | | | | NA | | NA | | 04/04/2004 |
| | 0.14 | 30 | · | | | SR 42 | Main St | reet | | | 1 | | 14/7 | | 04/04/2005 |
| Craig County | | | | | | | | | | | | | | | |
| | | Fron | | | | 2 | 22-638 | | | | | | | | |
| (1006) | 0.18 | 60 Te | R | | | 2 | 2-1008 | | | NA | | | NA | | 04/11/200 |
| | | Fron | 1: | | | | ead End | | | | | | | | |
| (1007) | 0.35 | 40 | R | | | D(| cad Liid | | | NA | | | NA | | 04/04/200 |
| | | To |): | | | , | SR 42 | | | | | | | | |
| \bigcirc | | Fron | | | | 2: | 2-1006 | | | | | | | | |
| 1008 | 0.12 | 30 | R | | | 1 | 22-638 | | | NA | | | NA | | 04/11/200 |
| | | Fron | ı | | | | 22-1010 | | | 1 | | | | | |
| 1009 | 0.07 | 90 | R | | | | .2=1010 | | | NA | | | NA | | 04/11/200 |
| | | Tr | | | | 2 | 22-638 | | | | | | | | |
| (1010) | | Fron | | | | 2: | 2-1009 | | | | | | | | |
| | 0.04 | 80 | R | | | | | | | NA | | | NA | | 04/11/200 |
| | 2.22 | Fron | | | | 2: | 2-1011 | | | \supset | | | | | 0.4/4.4/0.004 |
| (1010) | 0.03 | 20 | R | | | D | ead End | | | NA | | | NA | | 04/11/200 |
| (1011) | | Fron | 1: | | | | ead End | | | | | | | | |
| | 0.06 | 48 | R | | | - 100 | - wa Liid | | | NA | | | NA | | 04/11/200 |
| | | To | | | | 2: | 2-1010 | | | | | | | | |
| $\overline{}$ | | Fron | | | | 2: | 2-1008 | | | | | | | | |
| 1012 | 0.10 | 60 Te | R | | | | 22 620 | | | NA | | | NA | | 04/11/200 |
| | | Fron | 1 | | | | 22-638 | C+ | | 1 | | | | | |
| 1013 | 0.20 | 50 | R | | | 22-64 | 46 Allen | DI. | | NA | | | NA | | 04/06/200 |
| | 3.23 | To | | | | De | ead End | | | \exists | | | . • • | | 3 2 J. 2 JO |

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Tra | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------|--------|------|----|-------|-----|----------------------------|----|-------------|----|---------------|-------|----|------------|
| Craig County | | Fron | .1 | | | 611.6 | | - | | | | | |
| | | | | | | Cul-de-Sac | | <u> </u> | | | | | |
| (1020) | 0.33 | 70 | R | | | | | NA | | | NA | | 04/04/2005 |
| | | Tr | | | | SR 311 | | | | | | | |
| | | From | : | | | 22-615 | | | | | | | |
| (9120) | 0.15 | 600 | R | | | | | NA | | | NA | | 04/13/2005 |
| | | To | : | | | McCleary Elem School | | | | | | | |