2016

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

where available

Jurisdiction Report

21

Clarke County Town of Berryville Town of Boyce

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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Traffic Engineering Division 2016

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

			interiance Are				Tru	ıck			K	Dir		—
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QV
	From:	Frederick	k County Line											
7 Harry Flood Byrd Hwy	Clarke County	3.80 2	7000 A	94%	1%	1%	0%	4%	0%	С	0.098	0.606	29000	Α
<u> </u>	To From	Bus SR 7 W	Vest of Berryville	;		\neg								
7 Harry Flood Byrd Hwy	Clarke County	1.45 2	7000 G	94%	1%	1%	0%	4%	0%	F	0.086	0.686	28000	G
\smile	To	US 340 No	orth of Berryville			\neg \vdash								
7 Harry Flood Byrd Hwy	Clarke County	1.65 2	3000 G	94%	1%	1%	0%	4%	0%	F	0.093	0.78	25000	G
\smile	Tot	Bus SR 7 E	East of Berryville											
7 Harry Flood Byrd Hwy	Clarke County		4000 G	96%	1%	1%	1%	2%	0%	F	0.093	0.799	27000	G
\mathcal{L}	To	21-60	6 River Rd											
7 Harry Flood Byrd Hwy	Clarke County		25000 G	96%	1%	1%	1%	2%	0%	F	0.098	0.83	28000	C
	To:	Loudour	n County Line											
Bus_	From:	SR 7 Wes	st of Berryville											
7 West Main St	Clarke County	0.80	6100 G	98%	1%	1%	0%	0%	0%	С	0.095	0.61	6400	G
	To: From:	WCL	Berryville			<u> </u>								
Bus 7 West Main St	Town of Berryville (Maint: 21)		6100 N	98%	1%	1%	0%	0%	0%	N	0.095	0.61	6400	١
/ West Main St	- Town or Berryvine (Maint. 21)			30 /6	1 /0	1 /0	0 /6	0 /6	0 /6	IN	0.033	0.01	0400	,
<u>Bus</u>	From:	US 34	0 Berryville											
7) East Main St	Town of Berryville (Maint: 21)	1.12	4700 G	95%	0%	1%	1%	3%	0%	С	0.094	0.68	4900	C
Ruc	To: From:	ECL	Berryville											
Bus 7 East Main St	Clarke County	0.27	4700 N	95%	0%	1%	1%	3%	0%	Ν	0.094	0.68	4900	Ν
	To:		st of Berryville											
	From:	Fauquier	r County Line											
17 \ \(\sum_{50} \) John S Mosby Hwy	Clarke County		4000 G	95%	1%	1%	1%	3%	0%	F	0.093	0.658	15000	C
~ ~	To:		ast of Millwood											
17 \ \(\) \(\) \(\) Millwood Pike	Clarke County		1000 G	95%	1%	1%	1%	3%	0%	С	0.098	0.658	12000	
17) [50] Millwood Pike	Glarke County			33 /6	1 /0	1 /0	1 /0	J /6	0 /6	O	0.030	0.030	12000	
17 \ \(\) \(\) \(\) Millwood Pike	Clarko County		3000 G	95%	1%	1%	1%	3%	0%	F	0.097	0.709	12000	(
17) (50) Millwood Pike	Clarke County			95%	1 70	1 70	1 70	3%	0%	Г	0.097	0.70	13000	
Millions and Pillon	To: From:		South of Boyce	050/	40/	10/	40/	00/	00/		0.000	0.00	14000	
17) (50) Millwood Pike	Clarke County		0000 G k County Line	95%	1%	1%	1%	3%	0%	F	0.098	0.636	11000	(
	From					+								
50 (17) Millwood Pike	Clarke County		k County Line 0000 G	95%	1%	1%	1%	3%	0%	F	0.098	0.636	11000	c
50) (17) Willwood 1 Inc	oranic oddiny			33 70	1 /0	1 70	1 /0	J /0	0 70	•	0.000	0.000	11000	
50 ()17 (Millwood Pike	Clarko County		3000 G	95%	1%	1%	1%	3%	0%	F	0.097	0.709	13000	C
50) (17) Millwood Pike	Clarke County			35%	1 70	1 70	1 70	370	U 70	Г	0.097	0.70	13000	Ċ
Millwood Dike	Clarks County		shop Meade Rd	OE0/	10/	10/	10/	20/	00/		0.000	0.05	10000	
50 17 Millwood Pike	Clarke County	1.97 1	1000 G	95%	1%	1%	1%	3%	0%	С	0.098	0.658	12000	G
~~~	To:		Millwood Rd						• • •	_				
50 (17) John S Mosby Hwy	Clarke County		4000 G	95%	1%	1%	1%	3%	0%	F	0.093	0.658	15000	G
~ ~	То:	Fauquier	r County Line											

## Virginia Department of Transportation Traffic Engineering Division 2016

## Annual Average Daily Traffic Volume Estimates By Section of Route Clarke Maintenance Area

								Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	aAWDT	QW
	From:		0 Millwood P	ike											
255) Bishop Meade Rd	Clarke County	0.79	1500	G	98%	1%	1%	0%	0%	0%	F	0.094	0.50	1600	G
<u> </u>	To: From:	21-723	3 N, Millwood	d Rd											
255 Bishop Meade Highway	Clarke County	3.05	2000	G	98%	1%	1%	0%	0%	0%	С	0.11	0.62	2100	G
<u> </u>	To:	US 340	Lord Fairfax	Hwy											
~~~~	From:		ren County Li		050/	40/	101	00/	100/	00/	•	0.000	0.54		_
340 522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	17000	G	85%	1%	1%	2%	12%	0%	С	0.092	0.54	7 18000	G
~~	To: From:		2 Double Toll												
340 Lord Fairfax Hwy	Clarke County	2.09	7900	G	91%	1%	1%	1%	6%	0%	С	0.1	0.62	4 8400	G
	To: From:	21-65	8 White Post	Rd											
340 Lord Fairfax Hwy	Clarke County	1.83	8000	G	91%	1%	1%	1%	6%	0%	F	0.099	0.61	8500	G
	To: From:	US 50	O South of Bo	усе											
340 Lord Fairfax Hwy	Clarke County	1.19	8600	G	91%	1%	1%	1%	6%	0%	С	0.097	0.59	9000	G
<u> </u>	To		SCL Boyce												
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81	8600	N	91%	1%	1%	1%	6%	0%	Ν	0.097	0.59	9000	Ν
	Toc	,	NCL Boyce												
340 Lord Fairfax Hwy	Clarke County	2.27	8600	N	91%	1%	1%	1%	6%	0%	Ν	0.097	0.59	9000	Ν
,	To:	SR 2	255 Old Chap	el											
~~~	From:		Bishop Mead												
340 Lord Fairfax Hwy	Clarke County	2.99	9900	G	91%	1%	1%	1%	6%	0%	F	0.096	0.58	10000	G
~	To: From:	S	CL Berryville												
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51	9900	N	91%	1%	1%	1%	6%	0%	Ν	0.096	0.58	10000	Ν
<u> </u>	To: From:	Bus	s SR 7 Main S	St			<u> </u>								
340 N Buckmarsh St	Town of Berryville (Maint: 21)	0.45	9700	G	91%	1%	1%	1%	6%	0%	F	0.090	0.53	10000	G
<u> </u>	To	N	CL Berryville	;			<b>—</b>  —								
340 Lord Fairfax Highway	Clarke County	0.24	9700	N	91%	1%	1%	1%	6%	0%	Ν	0.090	0.53	3 10000	Ν
<u> </u>	Toc		SR 7												
340 Lord Fairfax Hwy	Clarke County	1.29	17000	G	90%	1%	1%	1%	8%	0%	F	0.086	0.55	16000	G
,	To		Summit Poin	ot Dd											
340 Lord Fairfax Highway	Clarke County	2.82	13000	A	90%	1%	1%	1%	8%	0%	С	0.104	0.56	7 12000	Α
(340) =0.0 · aa.v · · · · · · · · · · · · · · · · · · ·	To:		Virginia State		0070	.,,		. , 0	0,0	0,0	Ū	0	0.00	000	
	From:	War	ren County Li	ine									,		
522 (340 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	17000	G	85%	1%	1%	2%	12%	0%	С	0.092	0.54	7 18000	G
	То	US 340. SR	277 Double	Toll G	ate										
522 Stonewall Jackson Hwy	Clarke County (Maint: 34)	0.32	14000	G	87%	1%	1%	1%	10%	0%	F	0.082	0.53	3 15000	G
,	To:		rick County I												

					Ci	arke Mai	ntenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	1			CD (	7. 21. 606									
(F709) Parker Lane	0.12	60	R			SK.	7; 21-606				NA			NA		04/11/2012
		To				De	ead End									
(F729) Trapp Hill Rd	1.74	120	R			SR 7:	Bus SR	7			NA			NA		05/03/2012
(F729) Trapp Hill Rd	1.74	To	ī			US 340 Lo	ord Fairfax	k Hwy						INA		03/03/2017
		From				De	ad End									
600 Liberty Hall Lane	0.65	10 To	R			IIC 50 I-1-	- C M1-				NA			NA		04/04/2012
		From				US 50 John JS 50, Loud										
(601) Blue Ridge Mountain R	Rd 6.29	1000	G	98%	0%	1%	1%	0%	0%	С	0.146		0.892	1100	G	2016
		To From				21-605 M	organs M	ill Rd			$\Box$					
601) Blue Ridge Mountain R	Rd 1.52	1400	G	96%	1%	1%	1%	1%	0%	F	0.122		0.803	1400	G	2016
Disco Distant Massache D	) -l 0.05	From	Ę	000/		1-650 W, M			00/	_			0.005	1000		0040
601) Blue Ridge Mountain R	(a 0.35	1500	G	96%	1%	1%	1%	1%	0%	F	0.121		0.685	1600	G	2016
(601) Blue Ridge Mountain R	Rd 1.76	1600	G	96%	2 1%	1-650 E, M 1%	lount Wea	ather Rd 1%	0%	F	0.112		0.663	1700	G	2016
001)		To					County I									
Loudoun County		From				· ·	a	, .								
(601) Blue Ridge Mountain R	Rd 1.12	1700	G	96%	1%	Loudour 1%	County I	1%	0%	С	0.108		0.631	1800	G	2016
001)		To	-			SR 7 Har		Hwv								
(601) Raven Rocks Rd	0.11	370 From	N	96%	2%	2%	0%	0%	0%	N	0.111		0.587	390	Ν	2016
<u> </u>		To	1			Loudour	County I	Line								
Clarke County		From	1			Loudour	County I	Line								
(601) Raven Rocks Rd	1.20	370	G	96%	2%	2%	0%	0%	0%	С	0.111		0.587	390	G	2016
		To				West Virg	ginia State	Line								
602) Wildcat Hollow Rd	0.89	47	R			De	ad End				NA			NA		04/04/2012
(602) Wildcat Hollow Rd	0.00	To To				0.80 M	N Dood E	74						14/4		04/04/2017
(602) Wildcat Hollow Rd	1.49	460 From	R			0.89 M	N Dead E	ena			NA			NA		04/15/2015
		То				US 50 John	n S Mosby	y Hwy								
Occations on Bd	0.40	From				21-612 Sh	epherds M	Iill Rd			$\Box$			NIA		04/40/004
603 Castleman Rd	0.10	140	R								NA			NA		04/13/2012
(603) Castleman Rd	0.70	90	L			0.10 1	ME 21-61	2			NA			NA		04/13/2012
(003)		To				21-663	Auburn I	Rd								
(603) Castleman Rd	1.33	100 From	R			21-003	7 tubum 1	. Cu			NA			NA		04/13/2012
		To From				1.33 N	ME 21-66	3			$\Box$					
603 Castleman Rd	1.24	240	R								NA			NA		04/06/2015
		To	1			SR 7 Harry										
(604) Ebenezer Rd	1.90	60	R			21-605 M	organs M	ill Ka			NA			NA		04/11/2012
004		То	-			21-607 Sa	w Mill H	ill Rd								
(604) Ebenezer Rd	3.17	120	R								NA			NA		04/06/2015
$\overline{\bigcirc}$		From			S	SR 7 Harry	Flood By	rd Hwy			$\Box$					
604)	0.30	<b>40</b>	R			01.650.5	Y C	- D.1			NA			NA		04/11/2012
		From	<u> </u>				Pine Grove									
(605) Morgans Mill Rd	0.50	30	R			Z1-649	Frogtown	Kű			NA			NA		04/11/2012
		To	_			21-604	Ebenezer	Rd			¬∟					
(605) Morgans Mill Rd	2.11	30 From	R								NA			NA		04/11/2012
$\overline{}$		To				21-601 Blu	e Ridge M	Atn Rd								

								Le Alea								
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	ı		,	LIS 50 Iol	ın S Mosb	v Hwy								
606 Mt Carmel Rd	2.94	600	G	96%	1%	1%	1%	0%	0%	F	0.113		0.653	630	G	2016
606 Feltner Rd	1.70	60 From:	R				S, Frogtow				NA			NA		04/11/201
606 Feltner Rd	0.70	270 From:	R			1.70	MN 21-64	19			NA			NA		04/11/201
606) River Rd	2.78	650 From:	G	96%	1%	21-649 N 1%	N, Frogtow 1%	n Rd 0%	0%	F	0.104		0.716	680	G	2016
606) River Rd	1.82	860 To	G	97%	1%	1%	aw Mill H	1%	0%	С	0.086		0.756	900	G	2016
607) Saw Mill Hill Rd	0.70	From:	R	SK	/ Harry	21-604	rd Hwy; Fl Ebenezer	Rd	ker Lane		NA			NA		04/11/201
$\bigcirc$	0.00	From:					06 River R 21-621	kd						NIA		04/11/00
608)	3.20	160 To:	R				ry Flood E ry Flood B				NA			NA		04/11/201
608)	1.81	570	R			21-612 Sł	nepherds M	Iill Rd			NA			NA		04/11/201
608	0.85	450	R				Cannon Ba				NA			NA		04/06/201
608)	0.70	410 From:	R				3 Auburn				NA			NA		04/06/20
608	0.73	370 To:	R				ginia State				NA			NA		04/06/201
609 Cannon Ball Rd	0.60	45	R				21-608	4:11 D.4			NA			NA		04/13/201
610 Clifton Rd	1.30	From:	R			US 340 L	ord Fairfa:	x Hwy			NA			NA		04/06/201
611) Summit Point Rd	2.87	1800 To:	G	98%	0%	US 340 L 1%	ord Fairfa 0%	x Hwy 1%	0%	С	0.110		0.764	1900	G	2016
612	1.10	From:	R				ead End				NA			NA		04/06/201
612	0.08	From: 680	R		SB		IN Dead E				NA			NA		07/23/201
612) Shepherds Mill Rd	2.10	1300	G	98%		7 W, Hai 1%	ry Flood I 0%	Byrd Hwy 0%	0%	С	0.138		0.852	1400	G	2016
612) Shepherds Mill Rd	2.63	1200 From	G	98%	1%	1%	Wickliffe 0% ord Fairfa	0%	0%	F	0.135		0.888	1200	G	2016
613 Lockes Mill Rd	0.39	210	R				21 Briggs F				NA			NA		04/13/20
613) Springsbury Rd	2.07	320	R				Lockes Mi				0.1		0.651	NA		04/07/200
$\sim$		_			_	1-647 Pos					_					

					CI	arke Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Facto	gK r	Dir Factor	AAWDT	QW	Year
Town of Berryville		From				~~~										
613) Springsbury Rd	0.03	550	L_N	98%	1%	1%	Berryville 0%	0%	0%	N	0.100	)	0.603	580	N	2016
010) 1 0 7		To					ck Enders	Blvd								
Assemblies Of	0.40	From	_			D	ead End							NIA		07/00/0045
614 Josephine St	0.48	760	R			21-616	, S Church	St			NA			NA		07/23/2015
		From					JS 7 Main S									
(615) 1st St	0.68	970	G	97%	1%	1%	0%	0%	0%	С	0.103	3	0.703	1000	G	2016
		То	1			NCL	Berryville									
Clarke County		From	1			NCL	Berryville									
(615) Boom Rd	1.97	550	G	97%	1%	1%	0%	0%	0%	F	0.108	3	0.667	580	G	2016
		То	1				Hollow Lan				1					
(616) S Church St	0.22	1700	L	99%	0%	JS 340 S, I 0%	Lord Fairfa: 0%	x Hwy 0%	0%	F	 0.109	)	0.788	1800	G	2016
616) 3 3 3 1 3 1	0.22	To	Č	0070	0 70		Berryville	070	070		0.100		0.700	1000	ď	2010
Town of Berryville																
616) S Church St	0.48	7100	G	99%	0%	SCL 0%	Berryville 0%	0%	0%	С	0.101		0.602	2200	G	2016
(616) S Church St	0.40	2100		99 /0	0 /6				0 /6	U	0.101		0.002	2200	G	2010
(616) S Church St	0.06	3000 From	G	99%	0%	0%	0% 0%	0%	0%	F	0.106	5	0.521	3200	G	2016
010)		То	-				us SR 7									
(616) N Church St	0.13	1600	G	99%	0%	0%	0%	0%	0%	F	0.106	5	0.640	1600	G	2016
		From				21-100	05 Liberty S	St			$\Box$					
(616) N Church St	0.25	1500	G	99%	0%	0%	0%	0%	0%	F	0.113	3	0.978	1600	G	2016
T an		10	1			US 340 N,	N Buckma	rsh St								
Town of Bovce		From				21-72	3, E Main S	St								
(617) Old Chapel Ave	0.20	350	R								NA			NA		04/15/2015
		From	_			21-666	Virginia A	ve			<u> </u>					
(617) Old Chapel Ave	0.18	<b>220</b>	R			FC	L Boyce				NA			NA		04/15/2015
Clarke County						150	L Boyce									
		From				EC	L Boyce									
617) Old Chapel Rd	0.83	200	R								NA			NA		04/15/2015
Old Chanal Dd	1 40	From	_			21-620 1	Browntown	Rd						NIA		04/15/0015
617) Old Chapel Rd	1.48	330	R 								NA			NA		04/15/2015
617) Briggs Rd	0.70	680	G	98%	1%	SR 255 Bis 1%	shop Meade	9 Hwy 0%	0%	С	0.111		0.6	720	G	2016
617) =990	00	To	_		. , ,		ime Marl I				¬_		0.0	. = 0		
(617) Briggs Rd	0.20	570 From	G	98%	1%	1%	0%	0%	0%	F	0.106	5	0.584	610	G	2016
		To From				21-618 I	ockes Mill	Rd			$\neg$ $\vdash$					
(617) Briggs Rd	1.20	130	R								NA			NA		04/15/2015
		To	1				l Elerslie R									
618) Lockes Mill Rd	1.20	350	 R			21-61	7 Briggs R	d			0.102	•	0.521	NA		04/11/2012
618) Lockes Willi 1 td	1.20	330 To	Ü			21-613 \$	Springsbury	Rd			0.102	•	0.521	INA		04/11/2012
		From				21-651	Clay Hill I	Rd								
619	0.20	30	R								NA			NA		04/06/2012
		From				Dead	d End; Gap				$\Box$					
619	0.75	<b>220</b>	R			21.61	7 Duine - P	4			NA			NA		04/15/2015
		From					7 Briggs Ro				<del></del>					
(620) Pyletown Rd	2.10	300	R			21-033 S	alem Churc	ıı Kü			NA			NA		04/06/2012
-		То				21-652 S	Summerville	Rd								

						iarke ivia	annenan	ce Alea								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	n-1			21.652	C:1	1- D.1			1					
620) Pyletown Rd	1.00	450	R			21-052	Summervil	ie Kū			NA			NA		04/15/201
620) Browntown Rd	1.40	260 From	G	99%	1%	US 340 I 0%	Lord Fairfa 0%	x Hwy 0%	0%	С	0.114		0.515	270	G	2016
<u> </u>		Т	0:			SR 255 B	ishop Mea	de Hwy								
	2.20	210	" <u> </u>			21-723	3 Millwood	Rd			NA			NA		04/04/20
621)	2.20	210	_ n			21.65	1 61 1111	D.1						INA		04/04/20
621)	2.00	60	R			21-65	1 Clay Hill	Rd			NA			NA		04/11/20
621)	1.30	80	R			21-6	17 Briggs I	Rd			NA			NA		04/11/20
_		From	o: n:			21-613	Lockes Mi	ll Rd								
621)	0.21	190	R								NA			NA		04/11/20
		From			0.2	21 ME 21	-613 Locke	s Mill Rd								
621)	0.29	190 T	R		0.4	50 ME 21	(12 I1-	- Mil Da			NA —			NA		04/11/20
		From	n:		0.:		-613 Locke ME 21-61									
621)	0.50	170	R								NA			NA		04/11/20
<u> </u>		From	n:				21-608				$\Box$					
621)	2.09	120	R								NA			NA		04/11/20
		From				2.09	ME 21-60	08			]_					
621)	2.31	450 T	_R			SD 7 Harr	y Flood By	ord Hww			NA			NA		04/11/20
		From	n:		-		Sugar Hil				<u> </u>					
Bordens Spring Rd	0.05	30	R			21-036	Sugar mii	ı Ku			NA			NA		04/04/20
1 0		Т	0:		0		1-658 Suga									
Bordens Spring Rd	1.75	47	" <u></u> R			0.05	ME 21-65	58			 NA			NA		04/04/20
622) Bordens Spring Rd	1.75	71					~							IVA		04/04/20
Bordens Spring Rd	0.60	60 From	R			21-627	Carters Lir	ie Rd			NA			NA		04/15/20
022) - 0.00 to 0 p.m.g v to		т				21.6	26 Nelson	Dd								- 1, 10, 20
622) Bordens Spring Rd	0.90	60 From	R			21-02	20 Neison	Ku			NA			NA		04/04/20
		т				21-62	4 Red Gate	Rd								
622) Swift Shoals Rd	0.60	130 From	R			21-02-	+ Red Gate	Ru			NA			NA		04/15/20
		T From				21-625	E, Kenne	l Rd								
622) Swift Shoals Rd	3.33	120	R				,				NA			NA		04/04/20
$\overline{}$		Т	0:			US 50 Jo	hn S Mosb	y Hwy								
Cauland Dd	0.05	From			1	US 340 E,	Lord Fairf	ax Hwy						NIA		04/10/00
623) Gaylord Rd	0.05	20	R								NA			NA		04/13/20
623) Gaylord Rd	0.15	10	R			Dea	nd End; Ga	p			NA			NA		04/13/20
623 Gaylord Rd	0.15	Т	0:		Ţ	JS 340 W	, Lord Fair	fax Hwy						INA		04/13/20
		From	n-				n County I									
624) Red Gate Rd	2.30	230	G	96%	2%	1%	1%	1%	0%	С	0.133		0.697	240	G	2016
		T	n.		21-622	Swift Shoa	als Rd; Boı	dens Spri	ng Rd		_					
624) Red Gate Rd	1.26	340	G	96%	2%	1%	1%	1%	0%	F	0.129		0.583	350	G	2016
$\sim$		From	n:				26 Nelson				_					
624) Red Gate Rd	0.50	530	G	96%	2%	1%	1%	1%	0%	F	0.116		0.544	560	G	2016
		T					Millwood	Pike								
605	0.10	10	" <u> </u> R			I	Dead End				NA			NA		04/04/20
625)	0.10	т	0:			21-622 W	, Swift Sh	oals Rd						INA		J-7/U-7/2U
O 14 15 1		From					, Swift Sho									
625 Kennel Rd	1.85	<b>250</b>	R			110.50	) ('11 '	D'I			NA			NA		04/15/20
		T	~			US 50	Millwood	rike								

Route	Length	AADT	QA	4Tire	Bus		Tru	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	4						LIIAII		I		1 40101			
625)	0.53	60	R			US 30 N	Iillwood Pi	ike			NA			NA		04/04/2012
		To	1			21-723	Millwood F	Rd								
O		From			2	21-622 Bo	rdens Sprin	ıg Rd								
626 Nelson Rd	0.70	80	R								NA —			NA		04/04/201
Nalaan Dd	0.00	From	ᄂ			21-628 E	erry Ferry	Rd						NA		04/04/001
626 Nelson Rd	0.90	290 To	R			21-624	Red Gate F	Rd			NA			INA		04/04/201
		From	4				rdens Sprin									
627) Carters Line Rd	1.90	120	R			21-022 DO	чена эрги	ig Ku			NA			NA		04/15/201
		To				21-658 V	Vhite Post	Rd								
		From					rd Fairfax									
628 Berry Ferry Rd	0.24	540	G	96%	1%	1%	1%	1%	0%	С	0.101		0.576	570	G	2016
<u> </u>		From				21-658 V	Vhite Post	Rd			$\Box$					
628 Berry Ferry Rd	2.60	400	R			21.62					NA			NA		04/15/201
		10	1				Nelson Ro									
629) Linden Rd	0.10	From 80	Ľ <u> </u>		S	R 255 Bis	hop Meade	Hwy			 NA			NA		07/23/201
629 Linden Rd	0.10	To	<u> </u>			De	ad End							INA		07/23/201
		From					ad End				Ť					
630) Iron Rail Rd	0.20	48	R				uu Enu				NA			NA		04/18/201
		To				US 50 M	Iillwood Pi	ike								
		From			2	21-723 Old	Wincheste	er Rd								
(631) Page Brook Lane	0.50	120	R								NA			NA		07/23/201
		To	1			De	ad End									
O T: 1 1 D1	0.05	From	Ļ	200/	00/		Senseny R		201	_			0.010	0000		0010
632 Triple J Rd	2.35	2200	G	98%	0%	1%	1%	0%	0%	С	0.110		0.619	2300	G	2016
Owwent Ohouseh Del	0.00	From	<u> </u>	070/			Flood Byro		00/				0.010	0000		0010
632 Crums Church Rd	2.66	1900	G	97%	1%	1%	1%	1%	0%	С	0.112		0.618	2000	G	2016
Course Charach Dd	1.50	From	Ļ	070/	10/		9 Allen Rd		00/				0.575	1000		0010
632 Crums Church Rd	1.56	1500 To	G	97%	1%	1%	1% Charles To	1%	0%	F	0.11		0.575	1600	G	2016
		From			21		1-652	wii Ku								
633) Annfield Rd	2.30	120	R			2	1-032				NA			NA		04/06/201
000)		To				US 340 Lo	rd Fairfax	Hwy								
		From	1			21-655	Opequan R	Rd								
634) Salem Church Rd	0.58	1900	R								NA			NA		04/06/201
$\bigcirc$		To				21-657	Senseny R	.d								
<u> </u>		From				De	ad End									
635) Moose Rd	1.15	400	R								NA			NA		04/06/201
<u> </u>		From			S	R 7 Harry	Flood Byro	l Hwy			$\supset$					
635) Pierce Rd	1.50	280 To	R			21.666	D 11 D				NA			NA		04/06/201
			1				Russell R									
(636) Westwood Rd	1.50	740	L	94%	3%	21-657 1%	Senseny R 0%	.d 1%	0%	С	0.162		0.678	780	G	2016
636) Westwood Rd	1.50	7 40 To		34 /0	3 /0		is SR 7	1 /0	0 /0		0.102		0.076	700	G	2010
		From					ad End				<del></del>					
(637)	0.15	20	R			D	and LAIU				NA			NA		04/03/2012
		To					Charles T									
<u> </u>	0.00	From	Ļ_		21-7	761 W, Ol	d Charles T	own Rd						N14		04/10/001
637)	0.30	49 To	R			D.	ad End				NA			NA		04/18/2012
		From									_					
(638) Howellsville Rd	3.41	2300	G	99%	0%	0%	County Lin	0%	0%	С	0.101		0.748	2400	G	2016
man i iomonamic Hu	U. <del>-1</del> I	_500	<u> </u>	JJ /6	J /0	U /0	U / U	U / O	J /0	J	0.101		0.770	<u>-</u> +00	u	2010

							annonan									
Route	Length	AADT	QA	4Tire	Bus	;	Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	1-			21-632 (	Crums Chur	ch Rd								
(639) Allen Rd	2.64	180	R			21 032 0	тать спа	en rea			NA			NA		04/13/2012
$\overline{}$		To From	1			21-611 5	Summit Poi	nt Rd								
639 Allen Rd	0.80	110	R								NA			NA		04/13/2012
639) Allen Rd	0.70	250 From	R			21-641	Lewisville	Rd			 NA			NA		04/13/2012
(639) Allen Rd	0.70	т.	· ·			West Vi	rginia State	e Line								0 17 10/2012
<u> </u>		Fron				21-632 C	Crums Chur	ch Rd								
640 Withers Larue Rd	2.20	390 _{то}	R			West Vi	rginia State	Line			NA T			NA		04/06/2015
		Fron	1:				ord Fairfa				1					
(641) Lewisville Rd	1.10	480	R			055.01	Jord Tuniu				NA			NA		04/06/201
<u> </u>		To Fron	17			21-61	10 Clifton I	Rd								
(641) Lewisville Rd	0.20	380 _т	R			21.6	20 Allon D	4			NA			NA		04/06/2015
		Fron	1:				39 Allen R									
(642) Chrismore Rd	1.10	310	R			Prederi	ck County	LIIIC			NA			NA		04/15/2015
		To	):			21-644	Gun Barre	ll Rd								
Detro et Dd	1.00	Fron				SR 7 Harr	y Flood By	rd Hwy						NIA		04/11/001
(643) Retreat Rd	1.30	1200	R			Ι	Dead End				NA			NA		04/11/2012
		From	1-				n County L	ine								
(644) Stone Bridge Rd	1.15	45	R								NA			NA		04/04/2012
		From	n.				S, Sugar Hi N, White Po									
(644) Featherbed Rd	2.00	80	R			21 0001	,, ,, mic 1	Joi Ita			NA			NA		04/04/2012
		Te From	1.			US 340 W, US 340 E,										
(644) Gun Barrell Rd	0.60	390	G	98%	1%		1%	0%	0%	F	0.122		0.612	420	G	2016
		To Fron	2			21-646 N	lations Spri	ing Rd			$\neg$ –					
644) Gun Barrell Rd	0.80	380	G	98%	1%	1%	1%	0%	0%	F	0.119		0.510	400	G	2016
O Paramell Dd	4.00	Fron		000/	40/		Chrismore		00/	_			0.505	000		0040
644) Gun Barrell Rd	1.30	600	G	98%	1%		1%	0%	0%	С	0.114		0.595	630	G	2016
(644) Ginns Rd	1.10	350 From	R			US 50	Millwood l	Pike			NA			NA		04/04/2012
(844) 6		To				21-6	55; Ford R	.d								0 1/0 1/2011
		Fron	1:			SR 7 Harry	y Flood By	rd Hwy								
645 Wrights Mill Rd	0.20	310	R								NA			NA		04/18/2012
(645) Wrights Mill Rd	0.00	From	- P			0.20	0 MN SR 7	7			NA			NA		04/18/2012
(645) Wrights Mill Rd	0.90	310	R			21.	((1)) "ID				INA			INA		04/10/2012
(645) Wrights Mill Rd	0.70	170 From	R			21-0	664 Neil Ro	<u>d</u>			NA			NA		04/18/2012
043) 3 12		To				21-66	60 Russell I	Rd								
		Fron	n:			Frederi	ck County	Line								
646 Nations Spring Rd	1.10	120	R			21.644	Gun Barre	11 D.4			NA			NA		04/04/2012
		From	1-				Dead End	II Ku								
(647) Possum Hollow Lane	0.51	110	R				ocad End				NA			NA		04/13/2015
<u> </u>		Tr	1.	•			Springsbur	y Rd	•							
(648) Lanham Lane	0.08	40	R			Ι	Dead End				NA			NA		07/23/201
(648) Lanham Lane	0.00	<b>40</b>	· n			SR 255 Bi	ishop Mead	de Hwy			INA			INA		01/20/2013
		Fron	1:		2	1-606 N, R										
(649) Frogtown Rd	2.00	440	G	96%	1%	1%	1%	0%	0%	С	0.104		0.694	460	G	2016
$\overline{}$		To	):			21-605 N	Morgans M	ill Rd								

						arno ma	menanc	7 11 Cu								
Route	Length	AADT	QA	4Tire	Bus		_	ıck 1Trail 2		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		F				21 (05)										
649) Frogtown Rd	1.07	430	L	96%	1%	21-605 M	lorgans Mi 1%		0%	F	0.11		0.65	450	G	2016
649) 1 109toW11 11d	1.07	т.		30 /0				Carmel Rd	0 70	'	7		0.03	430	a	2010
		From				1-601 S, B					i					
650 Mount Weather Rd	0.28	10	R								NA			NA		04/11/20
		To				21-	601 MID									
650 Mount Weather Rd	0.32	9 From	R								NA			NA		04/06/20
$\bigcup$		To			2	1-601 N, B	lue Ridge	Mtn Rd								
$\sim$		From				- 2	21-621									
651) Clay Hill Rd	0.50	150	R								NA			NA		04/15/20
<u> </u>		From					21-619									
651) Clay Hill Rd	1.00	290	R								NA			NA		04/06/20
		10				SR 255 Bis										
$\bigcirc$	1.00	From	L			21-620	Pyletown	Rd			NA			NA		04/15/20
652	1.00	280									11/4			INA		04/13/20
	1 40	From				21-633	Annfield l	Rd						NA		04/06/20
652	1.40	170	R			21-657	Senseny I	Rd			NA			NA		04/06/20
		From					rums Churc				+					
653) Kimble Rd	2.00	200	R			21-032 CI	unis Churc	UI Ku			NA			NA		04/13/20
030)		To				21 654	Stringtown	D.d.								
653) Kimble Rd	1.40	320 From	G	97%	2%	0%	0%	0%	0%	С	0.116		0.625	340	G	2016
033) ********		To		** /*		SR 7 Harry										
		From				21-65	3 Kimble F	Rd								
654) Stringtown Rd	1.70	170	R								NA			NA		04/13/20
$\overline{}$		То				21-611 S	ummit Poir	nt Rd								
O		From				21-64	14; Ford R	d								
655) Ginns Rd	0.60	370	R			1 722 6 6		. 7.1			NA			NA		04/06/20
		From				1-723 S, C										
655) Salem Church Rd	1.20	630	R			,					NA			NA		04/06/20
		To				21-620	Pyletown	Rd								
655) Salem Church Rd	1.26	760 From	R								NA			NA		04/04/20
		To					Opequan									
Opeguan Pd	0.84	From	L			21-634 Sa	alem Churc	ch Rd			NA			NA		04/06/20
655 Opequan Rd	0.04	1500 _{To}	R			Frederic	k County I	ine						INA		04/06/20
		From					21-659				<u> </u>					
656) Longmarsh Rd	0.80	410	R				21-039				NA			NA		04/06/20
000		To	_			21.67	4 Cather R	A								
656) Longmarsh Rd	1.30	370 From	R			21-07	4 Caulei K	.u			NA			NA		04/13/20
000		To				21-632 Cı	rums Churc	ch Rd								
		From				Frederic	k County I	Line								
657) Senseny Rd	1.02	2000	G	99%	0%	0%	0%	0%	0%	С	0.122		0.683	2100	G	2016
<u> </u>		To				21-634 Sa	alem Churc	ch Rd			$\neg$					
657) Senseny Rd	1.40	3000	G	99%	0%	0%	0%		0%	F	0.115		0.651	3200	G	2016
		To				21-632	2 Triple J F	Rd			$\neg$ —					
657) Senseny Rd	2.70	990 From	G	99%	0%	0%	0%		0%	F	0.119		0.618	1000	G	2016
$\overline{}$		To				21-636	Westwood	Rd			$\neg$ —					
657) Senseny Rd	1.20	1100 From	G	99%	0%	0%	0%	0%	0%	F	0.103		0.637	1200	G	2016
		To				US 340 L	ord Fairfax	Hwy								
		From				Warren	County L	ine								
658) Sugar Hill Rd	0.49	290	G	90%	1%	1%	0%	9%	0%	F	0.109		0.579	310	G	2016
$\bigcirc$		To				21-644 S,	Stone Brid	ge Rd								

Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	n-					Bridge Rd									
658) Sugar Hill Rd	0.10	300	G	90%	1%	1%				0%	F	0.103		0.514	310	G	2016
658) White Post Rd	2.40	570 From	G	90%	1%	21-622 1%		Spring Rd % 9%		0%	F	0.155		0.565	600	G	2016
658) White Post Rd	0.40	730 From	G	90%	1%	21-62		Line Rd % 9%	%	0%	С	0.122		0.602	770	G	2016
$\overline{\bigcirc}$		To From	-					Ferry Rd				_					
658) White Post Rd	0.25	590	G	90%	1%	1% US 340		% 9% irfax Hwy		0%	F	0.091		0.556	620	G	2016
659	1.40	160	R			21-	660 Russ	ell Rd				NA			NA		04/18/201
659)	1.00	320 From	R			21-65	6 Longn	narsh Rd				NA			NA		04/18/201
		T	0:					es Town R									
660) Russell Rd	1.10	640	R			SR 7 Ha	rry Flood	l Byrd Hw	'y			0.101		0.673	NA		04/18/201
660) Russell Rd	1.20	170 From	R			21-	674 Cath	ner Rd				NA			NA		04/18/201
$\overline{\bigcirc}$	0.00	From				21-	635 Pier	ce Rd							NIA		04/40/004
660 Russell Rd	0.22	170 	R 			21.6	50 Eighn	now Dd				NA			NA		04/18/201
660) Russell Rd	0.26	140 From	R				59 Fishp					NA			NA		04/06/201
		From	n:				Wrights 45; Rus	s Mill Rd sell Rd									
660 Wrights Mill Rd	0.43	<b>40</b>	R			Opequa	n Creek	Dead End	1			NA			NA		04/18/201
		From	n-		2			es Town R									
661) Wadesville Rd	1.80	<b>360</b>	R				72 Swin					NA			NA		04/06/201
		Fron	n:			21 0	Dead E										
662 Tannery Lane	0.07	<b>47</b>	R			SD 255	Richon	Meade Rd				NA			NA		04/25/201
		From	n:				3 Castle										
663) Auburn Rd	1.00	60	R			21 00						NA			NA		04/13/201
		From	o: n:			Erada	21-608	nty Line									
664) Neil Rd	0.30	20	R									NA			NA		04/18/201
<u> </u>		T						s Mill Rd									
665) Trenary Lane	0.03	150	* <u>L</u>			US 5	0 Millwo	od Pike				NA			NA		04/18/201
$\frac{\circ}{\circ}$		T. From				0.0	)3 MN U	JS 50									
665 Trenary Lane	0.17	10	R				Dead E	nd				NA			NA		07/23/201
Town of Bovce																	
666) Virginia Ave	0.22	110	R					apel Ave				NA			NA		04/18/2012
Clarks County		T	n.				NCL Boy	yce									
Clarke County	0.01	From			Ţ	JS 340 V	V, Lord I	Fairfax Hw	vy						NIA		04/19/201
667 Old Waterloo Rd	0.31	60	R			ī	JS 340 N	MD .				NA ———			NA		04/18/201
667) Old Waterloo Rd	0.50	90 From	R									NA			NA		04/18/201
		Т	0:		1			airfax Hw	/y								
(668) Old Waterloo Rd	0.31	60	··L			US 34	0 WEST	; 21-667				NA			NA		04/18/201
		Т			1	<u>US 3</u> 40 1	E, Lord F	airfax Hw	/y								

					C	iarke Ma	aıntenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County																
669 Highland Corners Rd	0.06	90	R				Lord Fairf				NA			NA		04/18/2012
(669) Highland Corners Rd	0.18	170 From	L			21-670 D	ouble Tol	lgate Rd			NA			NA		04/15/201
		То				US 522	Front Roy	al Pike								
(670) Double Tollgate Rd	0.26	100	R		2	21-669 Hi					NA			NA		04/04/2012
Town of Berryville		То	1			US 340 I	Lord Fairf	ax Hwy								
10wii oi berryviile		From				I	Dead End									
671) Battletown Dr	0.37	230	R								NA			NA		04/25/2012
671) Battletown Dr	0.08	460 From	R				20 Bel Vo	oi Dr			NA			NA		04/25/2012
Clarke County							bus SK /									
0:1.5	0.00	From		000/		21-761 Ok			00/	0			0.554	500	_	0040
672 Swimley Rd	2.98	560 To	G	96%	1%	1%	1%	1%	0%	С	0.114		0.551	590	G	2016
(672) Swimley Rd	0.05	800 From	R			21-661	Wadesvi	lle Rd			NA			NA		04/16/2009
		То				Frederi	ick County	y Line								
Town of Berryville		From	1			21-700 J	Jack Ende	rs Blvd								
673) Blue Ridge St	0.11	60	R								NA			NA		04/25/2012
Clarks County		10				I	Dead End									
Clarke County		From				21-66	60 Russell	l Rd								
(674) Cather Rd	0.80	210	R								NA			NA		04/06/2015
<u> </u>		To	1				Longmar				_					
(675) Garden Rd	0.28	40	L			21-632 E,	Crums C	hurch Rd			NA			NA		04/13/2012
0/3		To	-			2.1	1-632 MII	)								
(675) Garden Rd	0.31	45	R				002 1111				NA			NA		04/06/2015
		To	1		2	21-632 N,	Crums C	hurch Rd								
O -		From				21-67	7 Clarke	Lane								
(676) Donn Lane	0.09	180	R			21.6	15 Boom	D.I.			NA			NA		04/13/2015
		From	1													
677) Clarke Lane	0.20	140	R			21-67	76 Donn I	ane			NA			NA		07/23/201
677) Glarke Lane	0.20	To	Ë			I	Dead End							INA		07/20/2013
		From					Dead End				i					
(678) Rocky Bank Lane	0.13	70	R								NA			NA		04/25/2012
		To				SR 255 I	Bishop Me	eade Rd								
		From			SF	R 7 W, Ha	ırry Flood	Byrd Hwy								
(679) Pine Grove Rd	0.80	290	R								NA			NA		04/06/2015
$\bigcirc$		To From					21-604				$\neg$ —					
(679) Pine Grove Rd	0.75	230	R								NA			NA		04/11/2012
		To			S	R 7 E, Ha	rry Flood	Byrd Hwy								
		From				I	Dead End									
680 Smallwood Lane	0.34	60	R								NA			NA		04/06/2012
		From				0.34 N	MW Dead	End								
(680) Smallwood Lane	0.16	120	R			TIC 2 : 2					NA			NA		04/06/2012
		To	1			US 340 I	Lord Fairf	ax Hwy								
Town of Berryville		From	4			T	Dead End									
(681) Osborne St	0.07	48	R			1	Jeau Enu				NA			NA		04/25/2012
	<u> </u>	To				21-610	6, N Chur	ch St								
			_						_			_	_			

					Cla	arke Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	1			D	ead End				I					
(690) Manor Rd	0.57	1600	R			_					NA			NA		04/04/2012
		To					Howellsvill	le Rd								
700 Jack Enders Blvd	0.43	950 To	G	98%	1%	1%	ead End 0% Berryville	<b>0%</b>	0%	F	0.119		0.777	1000	G	2016
Town of Berryville																
Jack Enders Blvd	0.41	950	N	98%	1%	1%	Berryville 0%	0%	0%	N	0.119		0.777	1000	N	2016
700 Jack Enders Blvd	0.17	3000 From	G	98%	1%	1%	Blue Ridg 0% sus SR 7	ge St 0%	0%	F	0.105		0.576	3200	G	2016
Clarke County																
723) Millwood Rd	2.16	1100 To	G	97%	2%	1%	nn S Mosb 0% Bishop Me	0%	0%	F	0.112		0.659	1100	G	2016
723) Millwood Rd	1.73	760 To	G	SR 25		hop Mead			Meade Ro	d F	0.123		0.513	800	G	2016
Town of Boyce						30	L Boyce									
723 E Main St	0.29	1100 To	G	97%	2%	1%	CL Boyce 0% ord Fairfa	0% v Hww	0%	С	0.183		0.556	1100	G	2016
723) W Main St	0.47	1300 To	G	97%	2%	US 340 1%	Greenway 0%		0%	F	0.114		0.63	1400	G	2016
Clarks County		10	1			NC	CL Boyce									
Clarke County  (723) Old Winchester Rd	2.00	1200	G	97%	2%	NO 1%	CL Boyce 0%	0%	0%	F	0.113		0.601	1200	G	2016
723) Old Winchester Rd	0.57	920 From	G	97%	2% 2%	1%	Salem Chi 0% k County	0%	0%	F	0.113		0.502	970	G	2016
		From					ead End	LIIC								
750	0.55	<b>320</b>	R				Millwood l	Pike			NA			NA		04/04/2012
761) Old Charles Town Rd	3.00	1500	G	97%	1%	1%	ck County 0%	0%	0%	С	0.117		0.560	1500	G	2016
761) Old Charles Town Rd	1.33	1200 From	G	97%	1%	1%	rums Chur 0% rginia State	0%	0%	F	0.131		0.639	1300	G	2016
Town of Berryville											•					
(1001) Academy St	0.08	2200 To	R		ı		, N Church				NA			NA		04/09/2009
(1001) Academy St	0.12	300 From	R				N Buckm				NA			NA		05/03/2012
(1001) Academy St	0.06	180 From	R			21-1	004 Rice S	St			NA			NA		04/14/2009
(1001) Academy St	0.06	170 From	R				Academy 21-1003	Court			NA			NA		05/03/2012
		From	<u> </u>				Buckmars	sh St								
Treadwell St	0.08	60	R				004 Rice S				NA			NA		05/02/2012
(1002) Treadwell St	0.13	250 From	R								NA			NA		04/14/2009
		To				2	21-1003									

					Cla	arke Ma	intenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville		Fron	1-			2	1-1003									
Treadwell St	0.07	180	R								NA			NA		05/03/2012
(1002) Treadwell St	0.03	170 From	† <u> </u>			21-100	09 Crown S	t			NA			NA		05/03/2012
(1002) Treadwell St	0.00	т.	·			D	ead End							14/1		00/00/2012
		Fron	1.			2	1-1031									
1003	0.21	500	R								NA			NA		04/14/2009
(1003)	0.09	210 From	R			В	us SR 7				NA			NA		04/14/2009
(1003)	0.07	150 From	R				l Academy				NA			NA		04/14/2009
		Te	):			21-1002	2 Treadwell	St								
(1004) Rice St	0.09	260	 R			В	us SR 7				NA			NA		05/03/2012
<u> </u>		Fron	11			21-100	1 Academy	St								
Rice St	0.08	210	R			21-1002	? Treadwell	St			NA			NA		04/14/2009
1004 Rice St	0.11	120 From	R				0 Walnut S				NA			NA		05/03/2012
		Fron	1:			21-615 Fi	rst St, Boor	n Rd								
Liberty St	0.19	690	G	99%	0%	1%	0%	0%	0%	С	0.106		0.603	730	G	2016
(1005) Liberty St	0.01	2000 From	R				4 S, Page S				0.098		0.547	NA		05/03/2012
(1005) Liberty St	0.17	1900	G	99%	0%	1%	4 N, Page 5 0% N Church	0%	0%	F	0.098		0.547	2000	G	2016
		Fron	1					ડા								
(1006) Taylor St	0.14	230	R			D	ead End				NA			NA		04/09/2009
1006) 147.01 31	<b></b>	Te				US 340, S	S Buckmars	h St								0 170072000
(1006) Taylor St	0.09	180	R				S Buckmarc				NA			NA		04/09/2009
		Te	):			21-616	, S Church	St								
		Fron				D	ead End									
(1007) Chalmers Court	0.16	1400	R			D	CD 7				NA			NA		04/09/2009
			1				us SR 7									
(1008) Swan Ave	0.11	120	R			D	ead End				NA			NA		04/09/2009
		T. Fron	1			21-1013 F	Rosemont C	ircle								
(1008) Swan Ave	0.15	210	R			118 240 9	S Buckmars	h Ct			NA			NA		04/09/2009
(1008) Swan Ave	0.09	150 From	R			03 340, 1	5 Duckinais	ii st			NA			NA		04/09/2009
(1008)		Te				21-616	, S Church	St								,
		Fron	1-			21-1002	? Treadwell	St								
(1009) Crown St	0.08	49	R								NA			NA		05/03/2012
		Te	).			21-101	0 Walnut S	St								
		Fron	1:			US 340, N	N Buckmars	sh St								
(1010) Walnut St	0.03	700	R								NA			NA		04/14/2009
		Fron	1			21-10	004 Rice St				$\Box$					
(1010) Walnut St	0.20	280	R			21 10	00 C				NA			NA		04/14/2009
(1010) Walnut St	0.12	310 From	R			21-100	09 Crown S	ı.			NA			NA		04/14/2009
		Fron			_	21-102	24 Dorsey S	St			_					
(1010) Walnut St	0.08	<b>70</b>	R			NWC	L Berryville				NA			NA		04/14/2009
			1			NWC	L DerryVille	5								

Length	AADT	QA	4Tire	Bus	Truck	QC	K	QK	Dir	AAWDT	ΟW	Year
					2Axle 3+Axle 1Trail 2Trail		Factor		Factor		~	i cai
	F				AWYOU D		1					
0.02	70	R			NWCL Berryville		NA			NA		04/14/2009
	To				Dead End							
	From:				21 616 S Church St		I					
0.08	1300	R			21-010, S Church St		NA			NA		04/09/2009
	To:				US 340, S Buckmarsh St							
0.40	From:				Dead End							0.4/0.0/0.00
0.16	200 To:	К			21-616 S Church St		NA			NA		04/09/2009
	From:											
0.21	100	R					NA			NA		04/09/2009
	To:				21-1008 Swan Ave							
0.10	From:	1			Dead End					NIA		04/00/000
0.10	46U	К			21-1005 S. Liberty St		NA			NA		04/09/2009
	From:				21-1005 N, Liberty St							
0.06	1700	R					NA			NA		04/09/2009
0.05	From:	_			21-1021 Cameron St					NIA		04/00/0000
0.05	1200	К					NA			NA		04/09/2009
0.05	From:	R			21-1023 Moore Dr		NΑ			NΑ		04/09/2009
0.00	To				21 1026 F E-i Ct					IVA		04/03/2000
0.33	450	R			21-1026 East Fairtax St		NA			NA		05/02/2012
	To:				Cul-de-Sac							
	From:				21-1016 Rockcroft Dr							
0.06	290	R					NA			NA		05/03/2012
	To: From:				21-1017 Ridge Rd							0.4/0.0/0.00
0.08	320 To:	R			US 340 N Buckmarch St		NA			NA		04/09/2009
	From:						1					
0.09	30	R			21 1017 Ridge Rd		NA			NA		05/04/2012
	To:				21-1015 West Fairfax St							
0.05	From:				21-1015 West Fairfax St					NIA		05/04/004
0.05	130	R					NA —			NA		05/04/2012
0.04	From:	D			21-1016 Rockcroft Dr		NΔ			NΙΔ		04/14/2009
0.04	To:	n			21-1018 Circle Dr					INA		04/14/2003
	From:				Cul-de-Sac							
0.05	70	R					NA			NA		05/03/2012
	To:				21-1017 Ridge Rd							
	From:				Dead End		1					
0.47	810	R			Doug Line		NA			NA		04/06/2012
	To				Bus SR 7							
	From:				Dead End							
0.15	190	R			Deau Liiu		NA			NA		05/03/2012
	To:				21-671 Battletown Dr							
	From				Dead End							
0.10	300	R					NA —			NA		04/09/2009
	To				21-1014 Page St		$\neg$					
0.06	340 From:	R					NA			NA		04/13/2015
	0.08  0.16  0.21  0.10  0.06  0.05  0.03  0.06  0.08  0.09  0.05  0.04  0.05	0.08 1300 To  0.16 200 To  0.16 200 To  0.21 100 To  0.10 460 To  From  0.06 1700  0.05 1200  0.05 810  0.06 290  0.08 320 To  From  0.09 30 To  0.09 To  From  0.07 To  From  0.08 To  From  0.09 To  From  0.07 To  From  0.08 To  From  0.09 To  To  To  To  From  0.09 To  From  0.05 To  From  0.07 To  From  0.08 To  To  From  0.09 To  To  To  To  From  0.15 190 To		0.08 1300 R To T	0.08	Dead End	Dead End   Dead End	Dead End	Dead End   NA	Dead End   Dead End	Dead End	10.00

Length	AADT	QA	4Tire	Bus			•		QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
	From				21-1021	Cameron	St								
0.04	260	R			21 1021	Cumeron	ot .			NA			NA		04/13/2015
	To				21-102	3 Moore D	)r								
	From:				Cu	l-de-Sac				J					
0.06	200	R								NA _			NA		04/09/2009
0.04	From:				21-10	14 Page St							NIA		0.4/4.0/0.04
0.04	1/U To:	К			21-10	22 Ritter P	1						NA		04/13/201
	From:						1			+					
0.20	400	R			Б	is Six /				NA			NA		04/14/200
	To				21-101	0 Walnut S	St								
	From:				21-1001	Academy	St								
0.05		R								NA			NA		05/03/201
										<u> </u>					
0.22					21-10	14 Page St				NΑ			NΔ		04/13/201
0.22	390 To:	n			21-61:	5 Boom Ro	i			٦			INA		04/13/201
	From:									Ì					
0.21	190	R								NA			NA		04/09/200
	To:				21-100	6 Taylor S	t								
	From:				De	ad End									
0.30	180	R			21 1027 1		7 .			NA			NA		04/09/200
	F														
0.09		R			21-616,	S Church	St			NΑ			NΔ		04/25/201
0.00	Tor				**** *** *	15:0	**			¬			1471		04/20/201
0.97	1400	R			US 340 Lc	rd Fairfax	Hwy			114		0 588	NΑ		05/02/201
0.07	To:					SR 7				<u> </u>		0.000			00/02/201
	From:				Cu	l-de-Sac									
0.12	100	R								NA			NA		05/02/201
	To:				21-102	3 Dunlap Γ	)r								
	From:				De	ad End				]					0=1001001
0.36	610	R								NA			NA		05/02/201
0.07	From:	_			21-1029 I	Iermitage I	Blvd						NIA		05/00/004
0.07		R			2	1 1002				NA T			NA		05/02/201
										1					
0.05		R			Cu	-de-sac				J NA			NA		05/01/201
	To:				21-1029 H	Iermitage I	Blvd								
	From:				21-103	1 Tyson D	r								
0.09	150	R								NA			NA		05/02/201
0.40	From:	_			21-103	1 Tyson D	r						NIA		05/00/004
0.12	100 To:	К			Cui	I-de-Sac				NA T			NA		05/02/201
	From									+					
0.22	480	R			Cu	-uc-sac				 0.109		0.636	NA		04/25/201
	To			2	1-1041 Jac	kson Dr. 2	1-1044					-			
0.47	1800	G	98%	1%	0%	0%	0%	0%	С	 ).157		0.563	1900	G	2016
J. 71						Buckmars	sh St								
J.71	To:														
	To: From:				Cu	l-de-Sac									
0.47	From:	R								NA			NA		04/24/201
	70 To:	R			21-1035	Mosby Bl	vd			NA			NA		04/24/201
	From:	R			21-1035		vd			NA T NA			NA NA		04/24/201
	0.04  0.06  0.04  0.20  0.05  0.22  0.21  0.30  0.09  0.97  0.12  0.36  0.07  0.05	0.04 260 To From: 0.06 200  0.04 170  0.20 400 To T	0.04	0.04	0.04	Continue	Cul-de-Sac   Cul	Called Sac   Cal	10.04   260   R	Length   AADT   QA   4Tire   Bus   24xle 3+Axle   Trail   2Trail   QC   R	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   C   Factor	Column   C	Length   AADT	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   CTrail   CTrail	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   2Trail   C   Factor   CK   Factor   AAWDT   QW

					Cla	arke Mainte									
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville		From	d			Cul-de-	Sac								
(1038) Ashby Court	0.09	130	R			cui uc	Suc			NA			NA		07/23/201
$\bigcup$		Te				21-1035 Mo	sby Blvd								
	2.22	From				Cul-de-	-Sac								07/00/004
(1039) Archer Court	0.09	130	R			21-1035 Mo	eby Blyd			NA			NA		07/23/201
		From				Cul-de-				_					
(1040) Stuart Court	0.08	110	R			Cui-uc-	-Sac			NA			NA		07/23/201
		To				21-1035 Mc	sby Blvd								
$\overline{}$		From				Bus Sl									
1041 Jackson Dr	0.33	840	G	98%	2%		0%	0%	С	0.161		0.535	880	G	2016
_		From				21-1035 Mo									
(1042) Ewell Court	0.11	110	R			Cul-de-	-Sac			NA			NA		04/24/201
1042) = 11011 0 0 0 11		To	_			21-1041 Jac	ckson Dr								
Clarke County															
Calaran Carret	0.00	From				Dead l	End						NIA		04/04/001
1043 Edgar Court	0.06	60 To	R			21-1035 Mo	shy Blyd			NA			NA		04/24/201
Town of Berryville			1			21 1000 1.10	.50 j 21 v u								
10wii or berryyme		From				21-1035; 2	21-1041								
(1044)	0.14	140	R							NA			NA		04/25/201
		To				Cul-de-									
(1015)	0.14	140	 R			21-1035 Mo	sby Blvd			NA			NA		04/25/201
(1045)	0.14	To	<del>"</del>			Cul-de-	-Sac						INA		04/23/201
		From	i			21-1035 Mo	sby Blvd								
(1046)	0.14	100	R				•			NA			NA		04/25/201
$\overline{}$		Te				Cul-de-	-Sac								
$\bigcirc$	0.14	From				Cul-de-	-Sac						NIA		04/05/001
(1047)	0.14	130	R			21-1035 Mo	seby Blyd			NA			NA		04/25/201
		From	d			21-10									
(1048)	0.10	70	R			21 10	.,			NA			NA		04/25/201
		To				Cul-de-	-Sac								
$\bigcirc$		From				21-1031 T	yson Dr								
1050	0.14	140	R			21-1029 Hern	ite e Died			NA			NA		05/02/201
		From	]												
(1051)	0.13	120	R			21-1031 T	yson Dr			NA			NA		05/02/201
(1031)		To				Cul-de-	-Sac								
		From	ı			21-1026, East	Fairfax St								
(1055)	0.20	310	R							NA			NA		05/02/201
		To	c			Cul-de-									
	0.00	Prom	 R			21-1026, East	Fairfax St						NIA		05/00/001
1056	0.23	230 Tr	- K			Cul-de-	-Sac			NA			NA		05/02/201
		From	d			21-1014 F									
(1058)	0.13	150	R			21-10141	ugo Di			NA			NA		05/02/201
		To				21-10	55								
		From				Dead l	End								
(1059)	0.03	0	R							NA			NA		05/01/201
		To				21-1014 F				<del>_</del>					
(1005)	0.05	50	L			Cul-de-	-Sac			NA			NA		04/24/201
(1065)	0.00	To				21-616, S C	hurch St						INA		J-1/201
•						,	*								

					0	ATTIC IVI	annone	.1100 / 1101	^							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville		From	r			21.6		1.0								
	0.04	70	R			21-61	l6, S Chu	rch St			 NA			NA		05/03/201
(1066)	0.04	To	<del>''</del>				Cul-de-Sa	oc .						INA		03/03/2017
Clarke County			<u> </u>			`	our ue se	<u>-</u>								
		From					Dead End	i								
(1070) Vista Lane	0.33	130	R								NA			NA		07/23/201
<u> </u>		To				US 340	Lord Fair	fax Hwy								
		From			US	522 Stc	newall Ja	ackson Hw	y							
(1434)	0.04	500	R								NA			NA		04/04/201
$\bigcirc$		To			C	larke Co	ounty Line	e; 34-1434								
		From				21-630	6 Westwo	ood Rd								
9103)	0.08	300	R								NA			NA		04/13/201
$\bigcirc$					D G Co	oley Eler	n School									
Town of Berryville																
		From					SR 7									
(9104)	0.06	110	R								NA NA			NA		04/13/201
$\overline{}$		To				Berryv	ille High	School								
Clarke County																
<u> </u>		From	L			Jose	ephine Sc	hool								
(9105) Josephine School	0.12	350	R								NA			NA		04/13/201
		То				21-61	14 Joseph	ine St								
		From				21-636	6 Westwo	ood Rd								
(9106)	0.17	340	R								NA			NA		04/13/201
		To	1			Clark	e Cty Hig	gh Sch								
Town of Bovce			1													
	0.00	From	<u> </u>			21-72	23, W M	ain St						NIA		04/00/004
(9582)	0.09	360 To	R				0.1				NA			NA		04/08/2012
		10				В	oyce Sch	100								

## 2016

# 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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

## Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

## Virginia Department of Transportation Traffic Engineering Division 2016

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

						_		Tru	ıck			K	Dir		
Route	Jurisdiction	Length	AADT (	QA	4Tire	Bus		3+Axle			QC	Factor	K Factor	AAWDT	QV
_	From:	SR 31	1 Paint Bank	ζ.											
18) Potts Creek Rd	Craig County	5.12	230	G	93%	0%	1%	2%	3%	0%	F	0.148	0.6	240	G
<u> </u>	To:	Alleghar	ny County Li	ine											
	From:		County Line												
(42) Cumberland Gap Rd	Craig County	3.67	1100	G	95%	2%	1%	1%	2%	0%	F	0.1	0.745	1100	G
<u> </u>	To: From:	22-629	Lugar Hill R	Rd											
42) Cumberland Gap Rd	Craig County	7.93	390	G	95%	2%	1%	1%	2%	0%	С	0.12	0.609	400	C
$\smile$	To:	22-626 B	ethel Church	ı Rd			$\neg$ $\vdash$								
42) Cumberland Gap Rd	Craig County	8.99		G	95%	2%	1%	1%	2%	0%	F	0.145	0.578	480	C
	To	22-645 L	oony School	Rd											
42) Cumberland Gap Rd	Craig County	4.31		G	95%	2%	1%	1%	2%	0%	F	0.127	0.799	740	G
42)	To														
42) Main St	Town of New Castle (Maint: 22)	0.43	New Castle 700	N	95%	2%	1%	1%	2%	0%	N	0.127	0.799	740	١
42 Main St	To:	SR 311 Salem				270		1 /0	270	0 70	.,	0.127	0.700	7-10	
	From:		e County Li												
311)Craig Valley Dr	Craig County			G	95%	0%	1%	2%	2%	0%	F	0.102	0.771	4100	G
3 ,	To														
311)Salem Ave	Town of New Castle (Maint: 22)		New Castle 3900	N	95%	0%	1%	2%	2%	0%	N	0.102	0.771	4100	N
311) Galein Ave	Town of New Gastle (Maint. 22)				33 /6	0 70	1 70	270	2 /0	0 70	14	0.102	0.771	4100	
Calara Ava	Town of Nov. Coatle (Maint, CO)		New Castle		000/	10/	00/	10/	3%	0%	F	0.103	0.674	1000	_
Salem Ave	Town of New Castle (Maint: 22)	0.18	1700	G	93%	1%	2%	1%	3%	0%	Г	0.103	0.674	1800	G
	To: From:		New Castle												
311)	Craig County			N	93%	1%	2%	1%	3%	0%	Ν	0.103	0.674	1800	Ν
	From:		ear Craig Spr ohns Creek	_											
311)Paint Bank Rd	Craig County	7.40		G	93%	1%	2%	1%	3%	0%	F	0.118	0.776	300	G
	To	22 602 1	Back Valley												
311)Paint Bank Rd	Craig County	3.66		G	93%	1%	2%	1%	3%	0%	С	0.104	0.714	360	G
311)	- Tang Sounty				30 /0	. 75		. / 0	0,0	0 / 0	•	3.101	0.7.14	000	
Potto Crook Pd	Croig County	3.39	Paint Bank R 200	G G	93%	10/	20/	10/	20/	00/	F	0.11	0.650	210	
Potts Creek Rd	Craig County  Tol		ginia State L		JO 70	1%	2%	1%	3%	0%	Г	0.11	0.652	210	G

4/19/2017 7

					Ci	raig Maii	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle																
O Main O	0.44	From	پ	000/	40/		Salem A		00/				0.507	4000	_	0010
42 (615) Main St	0.14	1300	G	96%	1%	0%	1%	2%	0%	F	0.106		0.507	1300	G	2016
		To: From:					16 Court S									
(42) (615) Main St	0.14	770	G	96%	1%	0%	1%	2%	0%	F	0.111		0.586	810	G	2016
$\frac{\circ}{-}$		To:				22-100	4 Market	St								
(42) (615) Main St	0.04	5100	G	96%	1%	0%	1%	2%	0%	F	0.106		0.518	5200	G	2016
		To				ECL :	New Cast	le								
Craig County																
	0.40	From	<u> </u>	000/	40/		New Cast		201				0.540	4700	_	0010
(42) (615) Craigs Creek Rd	0.12	4500	G	96%	1%	0%	1%	2%	0%	С	0.106		0.518	4700	G	2016
		To:				2	22-638									
(42) (615) Craigs Creek Rd	0.16	3900	G	94%	1%	0%	1%	3%	0%	F	0.117		0.532	4100	G	2016
		To				22-0	553 5th St				$\neg$ —					
(42) (615) Craigs Creek Rd	0.27	3400 From:	G	94%	1%	0%	1%	3%	0%	F	0.131		0.564	3600	G	2016
42) 013) 3		To									_					
42 615 Craigs Creek Rd	0.40	From:		94%	1%	0%	22-649 1%	3%	0%	F	0.150		0.605	3400	G	2016
42 615 Craigs Creek Rd	0.40	3200	G	J4 70	1 70	U 7/0	1 70	J ⁷ /0	U 70		0.150		0.605	3400	G	2010
		From:					22-689									
(42) (615) Craigs Creek Rd	0.94	2900	G	94%	1%	0%	1%	3%	0%	С	0.155		0.614	3000	G	2016
		To:				22-6	86 WEST	1			$\Box$					
(42) (615) Craigs Creek Rd	0.83	1900	G	94%	1%	0%	1%	3%	0%	F	0.105		0.599	2000	G	2016
		To				22 600	Sand Plant	• D.4								
(42) (615) Craigs Creek Rd	1.10	970 From	G	94%	1%	0%	1%	3%	0%	F	0.124		0.672	1000	G	2016
42 615 Craigs Creek Rd	1.10	310		34 /6	1 /0	0 76	1 /0	3 /6	0 78	'	0.124		0.072	1000	ч	2010
		From:					22-614									
(42) (615) Craigs Creek Rd	1.10	680	G	94%	1%	0%	1%	3%	0%	F	0.108		0.53	710	G	2016
		To From				22-610 C	rossroads	Blvd			$\neg$ —					
(42) (615) Craigs Creek Rd	1.57	600	G	94%	1%	0%	1%	3%	0%	F	0.123		0.517	630	G	2016
		To				22-606 C	aldra all M	to Dd								
40 645	1.05	290 From:	R			22-000 C	aldwell M	ili Ku			NA			NA		01/10/201
42 615	1.00	230												14/4		01/10/201
		From	<u> </u>		2	22-643 Ho	ward Han	nah Rd			ᆣ					
(42) (615)	0.80	150	R								NA			NA		01/10/201
		To:				22-612 Sc	enic View	/ Lane			$\Box$					
42 (615)	0.80	120	R								NA			NA		01/10/201
		To				Botetou	t County	Line								
		From				West Vir	ginia State	Line								
(600)	3.24	260	R								NA			NA		12/29/201
		To					SR 311									
		From				Giles	County Li	ne								
(601) Rocky Gap Trail	2.40	20	R			Ones.	county Di				NA			NA		06/03/201
(601)		To				22-632 J	ohns Cree	k Rd			— i					
		From:				West Vir										
(602) Back Valley Rd	0.70	10	R			west vii	giiia State	Line			NA			NA		05/27/201
602) Back Valley Fla	0.70	To:	<del></del>				SR 311				$\neg$			11/1		03/21/201
		From	l								-					
	1.00		ᄂ				SR 311							NIA		10/00/001
(603)	1.90	<b>20</b>	R			-	and P. 1				NA			NA		12/29/201
							ead End				1					
0.000	4.00	From	<u> </u>			22-605	Red Brush	n Rd								05/07/00:
(604) Sage Brush Lane	1.30	40	R								NA			NA		05/27/201
		To	<u> </u>			22-611 Pe	aceful Val	ley Rd								
		From				D	ead End	•								_
(605) Red Brush Rd	0.42	20	R								NA			NA		05/27/201
$\overline{}$						22-604 S	age Brush	Lane			$\neg$ —					
(605)	1.20	100 From:	R			0010	o- 2-40II				NA			NA		12/09/201
	-	To			-	22-611 Pe	aceful Val	ley Rd								
							v dl	, INI								

					C	raig ivia	untenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County			_													
606) Caldwell Mtn Rd	2.52	360	G	97%	0%	22-615 0%	Craigs Cree 1%	ek Rd 1%	0%	F	0.124		0.614	370	G	2016
606 Caldwell Mtn Rd	2.53	300		9170	076				0%	Г	0.124		0.614	370	G	2016
606) Caldwell Mtn Rd	1.98	320 From	; <u> </u>	97%	0%	22-612 S 0%	Scenic View 1%	v Lane 1%	0%	С	0.135		0.674	330	G	2016
(606) Caldwell Mtn Rd	1.50	320 Te	<u>. G</u>	91 /6	0 /6		urt County		0 /6		0.133		0.074	330	G	2010
		Fron	1.				Dead End									
607) Old Mountain Rd	0.30	10	R				Jean Line				NA			NA		05/27/20
		Te	):				SR 18									
$\sim$		Fron				22-685 F	enwick Mi	nes Rd								
608 Mill Creek Lane	0.03	20	R								NA			NA		05/29/20
<u> </u>		Fron	17		0.03	ME 17-6	85 Fenwic	k Mines R	Rd		⊒⊢					
608 Mill Creek Lane	0.57	30	R				22.615				NA			NA		05/29/20
		10	0.				22-615									
609) Sand Plant Rd	2.10	Fron				22-615	Craigs Cre	ek Rd			 NA			NA		01/06/20
609 Sand Plant Rd	2.18	830 T	R			22-611 P	eaceful Va	llev Rd						INA		01/06/20
		Fron	1:				Craigs Cre									
610) Crossroads Blvd	0.20	80	R			22-013	Claigs Cle	CK KU			NA			NA		05/27/20
010)		Te	0:			22-611 P	eaceful Va	lley Rd								
		Fron	n:				SR 311									
611) Peaceful Valley Rd	5.00	230	R								NA			NA		12/09/20
<u> </u>		Te	0:				617 WEST									
611) Peaceful Valley Rd	3.20	420	R		22-	617 WES	T; Barbour	s Creek R	d		NA			NA		12/09/20
611) Peaceful Valley Rd	0.20	720												INA		12/03/20
611) Peaceful Valley Rd	1.28	260 From	R			22-609	Sand Plan	t Rd			NA			NA		12/09/20
611) Peaceful Valley Rd	1.20	<b>200</b>	· -			22-615	Craigs Cre	ek Rd						INA		12/03/20
<u> </u>		Fron	1.				22-615									
611) Peaceful Valley Rd	0.09	46	R								NA			NA		05/27/20
<u> </u>		Ta Fron	): 1:			22-610	Crossroads	Blvd								
611) Peaceful Valley Rd	2.50	120	R								NA			NA		05/27/20
<u> </u>		Te	0:			22-614	Hawkins 1	Lane								
Dilea Lana	1 10	Fron				22-606	Caldwell M	Itn Rd						NIA		05/00/00
612) Pike Lane	1.40	60	R								NA 			NA		05/29/20
	0.45	Fron				22-613 8	Scenic View	v Lane			ᆜ					05/00/00
612 Angus Lane	0.15	10	R								NA			NA		05/29/20
<u> </u>		Fron	11			22-65	7 Angus L	ane			⇉┈					
612 Scenic View Lane	1.05	<b>20</b>	R				22 615				NA			NA		05/29/20
		Fron				2 (12 )	22-615	··· v								
613) Scenic View Lane	0.62	10	"L R		2.	2-612 An	gus Lane; F	ike Lane			NA			NA		05/29/20
613) 666/116 116/11 24/16	0.02	T	o:			]	Dead End				—			100		00/20/20
		Fron	n:				Craigs Cre	ek Rd								
614)	2.25	120	R			22 012	erango ero	on rea			NA			NA		01/10/20
		Т	1			2.25	ME 22-61	15								
614)	0.64	50 Fran	R								NA			NA		01/10/20
		т	2			22-611 P	eaceful Va	llev Rd			<b>_</b>					
614) Hawkins Lane	0.50	<b>7</b> From	R			0.11	+ a	-,			NA			NA		05/27/20
		Т	n'				22-681									
614)	0.53	<b>70</b> From	R				22 001				NA			NA		01/10/20
		Te				22-606	Caldwell M	Itn Rd								
Town of New Castle																
		Fron					11 Salem A									
615 Main St	0.14	1300 Te	<u> </u>	96%	1%	0%	1%	2%	0%	F	0.106		0.507	1300	G	2016
		16	1			22-0	616 Court S	St.								

					C	raig Mair	ntenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Facto	QK	Dir Factor	AAWDT	QW	Year
Town of New Castle						ZAXIC	JTAXIC	TITAL	ZIIali		1 acto		i actor			
Main St	0.14	770	G	96%	1%	22-61 0%	6 Court St 1%	t 2%	0%	F	0.111		0.586	810	G	2016
615 Main St	0.14	7 7 U		90%	1 70		5 Market S		076	Г	0.111		0.566	010	G	2010
O		From				22-100	4 Middle	St								
615 Main St	0.04	5100	G	96%	1%	0%	1% New Castle	2%	0%	F	0.106		0.518	5200	G	2016
C						ECLI	New Casti									
Craig County		Fron	1:			ECL ì	New Castle									
(615) Craigs Creek Rd	0.12	4500	G	96%	1%	0%	1%	2%	0%	С	0.106		0.518	4700	G	2016
		Fron	1:				38 6th St 38, 6th St									
(615) Craigs Creek Rd	0.16	3900	G	94%	1%	0%	1%	3%	0%	F	0.117		0.532	4100	G	2016
$\overline{}$		T _e From				22-6	53, 5th St				$\neg$ $\vdash$					
(615) Craigs Creek Rd	0.27	3400	G	94%	1%	0%	1%	3%	0%	F	0.131		0.564	3600	G	2016
		Fron	1:				2-649 49 2nd St									
(615) Craigs Creek Rd	0.40	3200	G	94%	1%	0%	1%	3%	0%	F	0.150		0.605	3400	G	2016
		Te				22-689 Ca	mp Mitche	ell Rd								
(615) Craigs Creek Rd	0.94	2900 From	G	94%	1%	0%	1%	3%	0%	С	0.155		0.614	3000	G	2016
		To From	):			-686 West										
(615) Craigs Creek Rd	0.83	1900	L	94%	1%	-686 West, 0%	Alleghane	3%	0%	F	0.105		0.599	2000	G	2016
(813) Graige Greek rid	0.00	т.	.—	0170	1 70				070	•			0.000	2000	<u> </u>	2010
615) Craigs Creek Rd	1.10	970 From	G	94%	1%	0%	Sand Plant 1%	3%	0%	F	0.124		0.672	1000	G	2016
(013) crange creaming		T/					Hawkins l								-	
615) Craigs Creek Rd	1.10	680 From	G	94%	1%	0%	1%	3%	0%	F	0.108		0.53	710	G	2016
010		Te					rossroads									
(615) Craigs Creek Rd	1.57	600 From	G	94%	1%	0%	1%	3%	0%	F	0.123		0.517	630	G	2016
$\overline{}$		To From	2			22-606 Ca	ıldwell Mt	n Rd								
615	1.05	290	R								NA			NA		01/10/2012
$\bigcirc$		T _e From			2	22-643 Hov	ward Hann	ah Rd			$\neg$ $\vdash$					
(615)	0.80	150	R								NA			NA		01/10/2012
		To Fron	1			22-612 Sc	enic View	Lane								
(615)	0.80	120	R								NA			NA		01/10/2012
		10	).			Botetour	t County I	Line								
Town of New Castle		Fron	1:			22-100	4 Market	St								
(616) Court St	0.05	330	R								NA			NA		12/16/2011
		To From				22-61	5 Main St	i.			$\neg$					
(616) Court St	0.06	760	R								NA			NA		12/16/2011
		Fron				22-100	3 Walnut	St								
(616) Court St	0.06	380	R								NA			NA		12/16/2011
		To	):			ECL 1	New Castle	e								
Craig County		Fron	n:			ECL.1	New Castle	e.								
(616)	1.07	380	N			<u> </u>	ten casti	<u> </u>			NA			NA		12/16/2011
		т.	2			22-690 Ma	ggie Maw	Lane								
(616)	0.82	60 From	R				66				NA			NA		12/16/2011
$\bigcirc$		Tr	n.				ad End									
	0.10	Fron				2	2-615							NIA.		04/00/0045
617	0.13	490	R								NA			NA		01/06/2012
	0.05	From				2	2-637							NIA		04/00/0040
617)	0.35	370	R								NA			NA		01/06/2012
(617)	0.18	240 From	R			2	2-669				NA			NA		01/06/2012
617)	0.10	<b>∠4</b> U	, n			0.18 N	MN 22-669	9						INA		01/00/2012
						5.101	, 00,									

Route   Length   AADT   QA   ATIVE   Bus   CANCE   C						Cı		intenance									
1.18 MM 22:000   1.18		Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Section   Sect		3.87					0.18	MN 22-669	9			NA			NA		01/06/2012
SS 311	<u>(617)</u>	9.65	220 From	R		Ź						NA			NA		01/06/2012
F	<u> </u>		Te	0:					Line								
Coleys Cliff Rd	(618)	4.05										NA			NA		12/09/201
Second   S				"]								1					
	619 Coleys Cliff Rd	0.23	20	R								NA			NA		05/28/2014
Miller Cove   2,23   60   R									ina			1					
Miller Cave   0.11   60	620 Miller Cove	2.23										NA			NA		05/29/2014
Morrgoney County Line	620 Miller Cove	0.11	60	R								NA			NA		05/29/2014
Second   Compose   Compo																	
Second   Continue	(621) Upper Craig Creek Rd	5.89										NA			NA		12/09/2011
G21   Upper Craig Creek Rd   3.21   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460   460	(621) Upper Craig Creek Rd	0.73			98%	1%	0%	0%	0%	0%	F	0.105		0.683	420	G	2016
SR 42 WEST	(621) Upper Craig Creek Rd	3.21			98%	1%	0%	0%	0%	0%	С	0.120		0.673	490	G	2016
622 3.60 46 R SR 42 EAST			Fron	n:					уы			<u> </u>					
1.00   70   R	622	3.60	46									NA			NA		12/29/201
623   1.00   70   R			Fron	n-													
SR 42 WEST	623	1.00										NA			NA		12/29/201
13.18   90   R			Fron	n:													
SR 42	624)	13.18	<b>90</b>	R								NA			NA		12/29/201
R			Fron	n:													
SR 42	(625)	2.20	60	R								NA			NA		12/29/201
626	<u> </u>																
Company   Comp	(626)	1.60						SR 42				NA			NA		12/29/201
Column   C			Te	0:				22-624									
Company   Comp	Valley Beller Mill Bd	1 10					22-628 S	Simmonsvill	le Rd						NIA		06/02/201
Composition	(627) Valley Roller Mill Rd	1.10					22-629	Northside	Rd			NA			NA		06/03/2012
Column			Fron	n:													
628 0.91 110 R NA NA 12/29/2011    SR 42	628) Simmonsville Rd	0.70	48	R								NA			NA		12/29/2011
SR 42	(628)	0.91				22		_	Mill Rd			NA			NA		12/29/2011
629 0.60 220 R NA NA 12/29/2011  629 0.55 120 R NA NA 12/29/2011  629 2.11 90 R NA NA 12/29/2011  629 Northside Rd 0.76 46 R NA NA NA 06/03/2014			T	<u>" </u>													
629 0.55 120 R NA NA 12/29/2011  629 2.11 90 R NA NA 12/29/2011  629 Northside Rd 0.76 46 R NA NA NA NA 06/03/2014	629	0.60										NA			NA		12/29/2011
629 2.11 90 R NA 12/29/2011  Tale 22-628 Simmonsville Rd NA NA 06/03/2014  629 Northside Rd 0.76 46 R NA NA 06/03/2014	(629)	0.55						22-630				NA			NA		12/29/2011
Table     22-628 Simmonsville Rd	<u> </u>	2.11					0.55	ME 22-630	0			NA			NA		12/29/2011
**	<u> </u>		T. Fron	n:			22-628 S	Simmonsvill	le Rd			NA			NΑ		
	DZA MOLITISIOC FIO	0.70				22	2-627 Val	lley Roller l	Mill Rd								

				(										
Length	AADT	QA	4Tire	Bus	•			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From			,										
1.70	60	R			22-027 <b>v</b> ane	y Kollei Willi K	·u		NA			NA		12/29/2011
	To	1												
0.71		L			S	R 42			NA			NA		12/29/2011
	To				22-675 Wa	Inut Tree Lane								
2.50	50	R							NA			NA		12/29/2011
		1												
0.54	40	R			3	K 42			NA			NA		06/03/2014
	То	•			Dea	nd End								
	From	1			Dea	nd End								
0.25	20	R							NA			NA		06/03/2014
0.05					Giles C	ounty Line			$\supset$					00/00/004
0.25	20	R							NA			NA		06/03/2014
2.90	From	L			22-601 Ro	cky Gap Trail			NA			NA		12/29/2011
	To	_			22-633 Re	ed Barn Trail								
1.30	70	R							NA			NA		12/29/2011
0.00	From				22-65	8 WEST			⇉					10/00/0011
0.80	150								NA			NA		12/29/2011
9.56	60 From	L			22-6	58 MID			NA			NA		12/29/2011
	То				22-65	8 EAST								
	From	1			Day	d End								
0.70	10	R			Dea	id Elid			NA			NA		06/03/2014
	То				22	2-632								
0.12					SI	R 311			NA			NA		12/16/2011
	То				22-650 N	Iarshall Ave								,,
	From	<u> </u>			22	2-632								
0.80					20	2-658			NA			NA		12/29/2011
	From	1			West Virgi	nia State Line								
2.00	30	R							NA			NA		06/03/2014
4.50	From				22-639 S	outhside Rd			$\supset$					10/00/0011
1.50					22	2-658			NA			NA		12/29/2011
	From													
0.29	90	R							NA			NA		01/06/2012
0.10	From				22	2-655						NIA		01/06/2012
0.16	To	<u> </u>			22	2-649			INA			NA		01/06/2012
	From				Dea	ad End								
0.27	160	R							NA			NA		01/06/2012
n 71	730 From	L P			22	-1009			NIA			NΔ		01/06/2012
0.71	7 JU				22 615 C	nine Craal DA						INA		01/00/2012
0.06	170 From	R			22-013 Cli	ngo CICK KU			NA			NA		01/06/2012
	То													
	From	4												
0.32	20	R			Dea	ad End			NA			NA		06/03/2014
	1.70  0.71  2.50  0.54  0.25  0.25  2.90  1.30  0.80  9.56  0.70  0.12  0.80  2.00  1.50  0.29  0.18  0.27  0.71	0.71 100  2.50 50 To  0.54 40 To  0.25 20  0.25 20  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30 70  1.30	1.70 60 R  To From:  0.71 100 R  2.50 50 R  To From:  0.54 40 R  0.25 20 R  0.25 20 R  1.30 70 R  1.30 70 R  0.80 150 R  9.56 60 R  1.50 R	1.70 60 R  To   From	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   22-627 Valle	Length   AADT   QA   4Tire   Bus	1.70   60   R	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   QC   K   Factor   QK	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie   Trail   2Trail   C   Factor   C	Length   AADT   QA   4Tire   Bus   SAvie 3+Axie 1Trail 2Trail   QC   K   Factor   AAWDT   QW

						J. C. S.	iviaiii	toriai	ice Are	- u								
Route	Length	AADT	QA	4Tire	Bus	:			Fruck le 1Tra		QC	K Factor	QK	Dir Facto	A/	AWDT	QW	Year
Craig County		From	ı															
640) Conrad St	0.46	580	R				5	R 42				NA				NA		12/16/20
040) 0400		To				22	2-650 N	/arshal	ll Ave									
		From					Dea	ad End										
641) Sinking Spring Hollow	1.00	47	R									NA				NA		06/03/20
$\bigcup$		To					S	R 42										
O 0: 0 T !!		From					Dea	ad End				<u> </u>						
642 Stevers Gap Trail	0.64	60 To	R				C	D 42				NA				NA		12/29/20
		From						R 42										
643) Howard Hannah Rd	1.35	110	L R				Dea	ad End				NA				NA		05/29/20
043)		То	r				22	2-615				Ti.						00/20/20
		From						ad End										
644) Cumberland Ave	0.43	60	R									NA				NA		12/14/20
<u> </u>		To					22	2-646										
644) Cumberland Ave	0.27	190	R									NA				NA		12/14/20
<u> </u>		То					S	R 42										
		From					SR 4:	2 WES	T									
645)	0.46	80	R									NA				NA		12/29/20
<u> </u>		То						2 EAS										
	0.50	From	ᄂ			22-0	644 Cu	mberla	ind Ave							NA		10/14/00
646)	0.50	430	R									NA				NA		12/14/20
Allen Ct	0.00	From	<u> </u>			SR	311 Cr	raig Va	ılley Dr							NIA		10/14/00
Allen St	0.33	180	R				Des	ad End				NA				NA		12/14/20
		From	l			22.4			Mtn Rd			 						
647)	0.50	90	R			22-0	ooo Ca	idweii	Mill Ku			NA				NA		01/06/20
047)		То					Dea	ad End										
		From					Dea	ad End										
648) Herndon Ave	0.08	40	R									NA				NA		12/14/20
<u> </u>		To					22	2-646										
648) Herndon Ave	0.34	100	R									NA				NA		12/14/20
		To					SR 42	2 Main	St									
		From					22	2-659										
649)	0.26	230	R									NA				NA		01/06/20
<u> </u>		To						2-654										
Marchall Ava	0.60	From	<u> </u>				22-640	6 Allen	St							NIA		10/16/00
650 Marshall Ave	0.62	380 To	R				ECL N	lew Ca	stle			NA				NA		12/16/20
CNI CLA							LCLIV	iew cu	Stic									
Cown of New Castle		From					ECL N	lew Ca	stle									
650) Middle St	0.16	590	R									NA				NA		12/16/20
$\overline{}$		To				2	22-1004	4 Mark	et St			$\neg$						
650) Middle St	0.07	710	R									NA				NA		12/16/20
		То					Dea	ad End										
Craig County																		
651) Hall Rd	0.76	60	R			—	Dea	ad End				NA				NA		12/09/20
651) Hall Rd	0.76	To				22-621	1 Unner	r Craio	Creek R	Rd		7				INA		12/03/20
		From					2-665 I					_						
652) Holcombe Ave	0.13	90	R				.∠-00 <i>3</i> I	ixailaW	na ot			NA				NA		12/16/20
		To					22-640	Conra	d St									
<u> </u>		From					22-678											
(652) Holcombe Ave	0.21		R									NA				NA		12/16/20
(652) Holcombe Ave	0.21	210 To	R					Brook	s St			NA				NA		12/

					Cra	ig Ma	intenar	nce Are	a							
Route	Length	AADT	QA	4Tire E	Bus				ail 2Trail	$\circ$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	-				22-659				I					
653) 5th St	0.06	50	R								NA			NA		12/16/201
(653)	0.34	310 Fram	R				22-615				NA			NA		12/16/2011
653) 5th St	0.03	140 From	R				22-684				NA			NA		05/27/2014
		To				Γ	Dead End									
654)	0.09	40	R				22-653				NA			NA		01/06/2012
654)	0.18	70 From	R				22-655				NA			NA		01/06/2012
		From					22-649									
655	0.06	40	R				22-659				NA			NA		12/16/201
655)	0.27	280 From	R				22-615				NA			NA		12/16/201
		To					22-673									
656) Woodman Ave	0.27	120	R				22-646				NA			NA		12/14/201
		То				22-67	78 Brook	s St								
657) Angus Lane	0.30	10 To	R		2 (12 (		Dead End				NA			NA		05/29/2014
		From		2.				ne; Angus	Lane							
658) Happy Hollow Rd	0.50	230 To	R					d Gap Rd  Mountain	D.d		NA			NA		12/29/201
658) Johns Creek Mounta	nin R <b>đ</b> .70	150	R				Іарру Но		Ku		NA			NA		12/29/2011
030)		To				22 632	Johns Cr	aak Dd								
658) Dicks Creek Rd	0.40	130 From	R								NA			NA		12/29/201
658) Dicks Creek Rd	6.81	110 From	R			22-636	Rocky G	Sap Rd			NA			NA		12/29/201
<u> </u>		From			22	-635 Gı	rannys B	ranch Rd								
658 Dicks Creek Rd	1.90	170	R			22 622	Johns Cr	ook Dd			NA			NA		12/29/2011
		From					Johns Cr Dicks Cr									
658) Johns Creek Rd	4.67	260	R								NA			NA		12/29/2011
<u> </u>		To	<u> </u>				Paint Ba	ank Rd								
250	0.44	From 80	R				22-638				NA			NA		12/16/2011
659	0.44	To	_				22-649							INA		12/10/2011
		From					Dead End	1								
660) Stonewall Lane	0.25	30	R				year Ena				NA			NA		05/29/2014
		To					SR 42									
		From				SR 3	311 SOU	TH								
661)	0.15	40	R								NA			NA		12/29/2011
		То					311 NOR	TH								
	1.87	40	L				SR 42				NA			NA		12/20/2011
662	1.07	<b>→U</b>					22-658				INA			INA		12/29/2011
		From					42 WES	ST.								
663) Gravel Hill Rd	0.70	30	R								NA			NA		06/03/2014
		To	1				2 42 EAS									
(a) Wrighta Dramah Dal	1.07	From	<u> </u>		22	2-611 Pe	eaceful V	alley Rd						NI A		05/07/004
664 Wrights Branch Rd	1.27	40	R			г	Dead End	ı			NA T			NA		05/27/2014
						L	rau Ella	1								

Route	Length	AADT	QA	4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	K Factor	QK Dir Factor	AAWDT (	QW Year
Craig County		From	1	22-677 Scott Ave	-			
665) Kanawha St	0.38	240	R	22 or seed five	NA		NA	12/14/201
		т		22-650 Marshall Ave				
$\sim$		From		Dead End				
666 Huffman Store Dr	0.25	4	R	OD 42	NA		NA	06/03/201
			1	SR 42	_			
207	0.06	60	R	SR 42 WEST	 NA		NA	12/29/201
667)	0.00	т		SR 42 EAST	— ```		1 1 1	12/20/20
		Fron		Dead End				
668) Boyd Ave	0.22	60	R		NA		NA	12/14/20
		T	0	22-674 Chilton Ave				
$\widehat{}$		From		22-638				
669)	0.37	120	R		NA		NA	01/06/20
		1		22-617				
	0.10	From		22-617	 NA		NA	10/16/00
670	0.10	<b>30</b>	R	22-653			INA	12/16/20
_		From		22-655				
670)	0.10	30	R		NA		NA	12/16/20
$\overline{}$		T	c .	Dead End				
O		From		22-646	<u> </u>			
671) Penns Ave	0.19	110	R	22 (44 % . 1 . 1 . 1 .	NA		NA	12/14/20
			<u> </u>	22-644 Cumberland Ave				
672) Meadow Ave	0.06	100	R	Dead End	NΙΛ		NA	12/14/20
672) Meadow Ave	0.06	100			NA		INA	12/14/20
	0.11	80 From	 R	22-646	NA		NA	12/14/20
672	0.11	<b>6U</b>	- T	22-644 Cumberland Ave	NA		INA	12/14/20
		From		22-653				
673)	0.18	90	R	22-033	NA		NA	01/06/20
073)		Т		22-693				
		From		22-648 Herndon Ave				
674) Chilton Ave	0.19	200	R		NA		NA	12/14/20
		T	0	SR 311				
		From		Dead End				
675) Walnut Tree Lane	0.13	48	R		NA		NA	12/29/20
<u> </u>		Т	1	22-630				
	0.00	From		22-615			N 1 A	04/40/00
676)	0.20	90 T	R	Dead End	NA		NA	01/10/20
		From						
677) Scott Ave	0.20	50	R	22-646	NA		NA	12/14/20
677) 000117110	0.20	Т		22-671 Penns Ave	— <u>`</u> ``		1 1 1 1	12/14/20
		From		22-656 Woodman Ave				
678) Brooks St	0.22	340	R	22 000 WOOdhan 1110	NA		NA	12/16/20
		т		22-679				
		From		22-678 Brooks St				
679)	0.10	47	R		NA		NA	12/16/20
$\underline{\hspace{1cm}}$		T	<u> </u>	22-650 Marshall Ave				
$\overline{}$		From		22-659				
680	0.06	60 T	R	22.615	NA		NA	12/16/20
<u> </u>				22-615	<u> </u>			
	0.01	From		22-614 Hawkins Lane			NΙΛ	04/06/00
681	0.31	80	R	Dead End	NA		NA	01/06/20
		-	ı	Dead Elid				

					С	raig Mainte	enance Area	1							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County								2114		- 40101		1 40101			
(693)	0.13	50	`			22-	615			 NA			NA		01/06/201
(682)	0.10	т				Dead	d End						1471		01/00/201
		Fron	n:			Dead	d End								
(683)	0.03	20	R							NA			NA		12/14/201
		Te					arshall Ave								
	0.13	40	` <u>L</u>			22-	617			 NA			NA		12/16/201
684)	0.10	<b>40</b>					(50						INA		12/10/201
(604)	0.05	20 From	R			22-	653			NA			NA		12/16/201
(684)	0.00	Т-				Dead	d End								,
		Fron	n:			22-	611								
685) Fenwick Mines Rd	0.12	110	R							NA			NA		01/06/201
		Fron	1			22-608 Mill	Creek Lane								
685)	1.44	90	R							NA			NA		01/06/201
<u> </u>		T. Fron	12			22-687	Draft Rd			$\exists$ —					
685)	0.15	45	R							NA			NA		12/09/201
		Te					d End								
(a)	0.35	20	ER			22-615	WEST			 NA			NA		01/06/201
(686)	0.55	<b>20</b>				22-615	EAST						INA		01/00/201
		Fron	1.				d End								
687) Draft Rd	0.17	70	R				<u> </u>			NA			NA		05/27/201
		T. Fron	-			0.17 ME	Dead End								
687) Draft Rd	0.35	70	R							NA			NA		05/27/201
$\bigcirc$		Te	):			22-	685								
$\bigcirc$		Fron				Dead	d End			<u> </u>					
688)	0.18	60 TO	R			CD	311			NA			NA		12/09/201
		Fron	13				gs Creek Rd								
(689)	0.46	510	R			22-013 Crai	gs Creek Ru			NA			NA		01/06/201
000)		Te	o:			22-	694								
		Fron	n:			Dead	d End								
690) Maggie Maw Lane	0.38	140	R							NA			NA		05/29/201
<u> </u>			0:				616								
691) Mountain Breeze Lane	0.05	Fron				SR	311						NA		05/00/004
691 Mountain Breeze Lane	0.25	260 Te	R			Dead	d End			NA			NA		05/28/201
		Fron	1:				311								
692)	0.25	10	R			SK	511			NA			NA		12/09/201
<u> </u>		Te	):			Dead	d End								
		Fron				22-	654								
693	80.0	60	R							NA			NA		01/06/201
		Fron	1			22-	673								
693	0.12	40 T	R			ъ	1 End			NA			NA		12/16/201
		Fron	1				d End			<u> </u>					
(694)	0.61	410	" <u> </u>			22-	689			NA			NA		01/06/201
094)	0.01	710 Te				Dead	d End						INA		51/00/201
		Fron	n:				694			İ					
(695)	0.10	130	R							NA			NA		12/16/201
$\bigcup$		Te	):	_	_	Dead	d End								
O		Fron				22-	615								
696) Old Railroad Ave	0.30	140	R				1 F 1			NA			NA		05/29/201
		16	1			Dead	d End								

					C	raid Maintenance Area		I/		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County		From	1			22-617							
(697)	0.10	110	R			22 011		NA			NA		01/06/201
		To	1			Dead End							
(699)	0.20	250	R			Dead End		NA			NA		01/06/201
(039)		To				22-609 Sand Plant Rd							0.700720.
		From	i-			Dead End							
1001 Boyd Ave	0.06	60 To	R			SCL New Castle		NA			NA		12/16/201
Town of New Castle						SCLINEW Castle							
		From				SCL New Castle							
1001 Boyd Ave	0.11	60 To	N			SR 42 Main Street		NA			NA		12/16/201
		From				SR 42 Main St							
1002 Caldwell St	0.17	160	R			SK 42 Maii St		NA			NA		12/14/201
		To	:			SR 311 Salem Ave							
O		From				SR 311 Salem Ave							
1003 Walnut St	0.14	580	R					NA			NA		12/16/201
Walnut Ct	0.00	From				22-616 Court St					NIA		10/10/001
1003 Walnut St	0.06	<b>20</b>	R			NCL New Castle		NA			NA		12/16/201
		From				SR 311 Salem Ave		1					
1004) Market St	0.07	4400	R			SK 311 Sulcin 7110		NA			NA		12/16/201
		To				22-650 Middle St							
1004) Market St	0.07	4100	R					NA			NA		12/16/201
<u> </u>		From				22-616 Court St		<u> </u>					
1004 Market St	0.07	3900 _{To}	R			22-615 Race St		NA			NA		12/16/201
		From						_					
1005 Mitchell Dr	0.14	40	R			Dead End		NA			NA		12/14/201
		To	c			SR 42 Main St							
Craig County		From	J			22 (20							
(1006)	0.18	70	L R			22-638		NA			NA		01/06/201
(1006)		To				22-1008							
		From				Dead End							
(1007)	0.35	60	R					NA			NA		12/14/201
<u> </u>		To				SR 42							
1008)	0.12	From	L R			22-1006		NA			NA		01/06/201
1008)	02	To				22-638							0.700/20
_		From				22-1010							
1009	0.07	130	R					NA			NA		01/06/201
		To	1			22-638							
	0.04	120	L			22-1009		NA			NA		01/06/201
1010	U.U4					22 1011					19/7		J 1/00/201
1010	0.03	30	R			22-1011		NA			NA		12/16/201
		To	_			Dead End							
		From				Dead End							
1011)	0.06	70	R					NA			NA		12/16/201
$\overline{}$		To				22-1010							
(100)	0.10	70	R			22-1008		NA			NA		01/06/201
(1012)	0.10	7 U				22-638					IN/A		01/00/201
•						* *		-					

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Craig County													
		From				22-646 Allen St							
(1013)	0.20	100	R					NA			NA		12/14/2011
$\bigcirc$		To				Dead End							
		From				Cul-de-Sac							
(1020)	0.33	80	R					NA			NA		12/09/2011
		To				SR 311							
		From				22-615 Craigs Creek Rd							
9120)	0.15	980	R	•	·			NA			NA		05/29/2014
$\bigcirc$		To				McCleary Elem School							