

2008

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

where available

Jurisdiction Report

22

Craig County
Town of New Castle

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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





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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wve - Wve 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 Maintenance 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
 2008
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Craig Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
18	From: SR 311 Paint Bank															
	Craig County	5.12	150	F	88%	0%	0%	6%	6%	0%	F	0.098	F	0.629	160	F
42	To: Alleghany County Line															
	From: Giles County Line															
42	Craig County	3.67	900	F	96%	1%	1%	2%	1%	0%	F	0.107	F	0.774	940	F
	To: 22-629															
42	Craig County	7.93	370	F	96%	1%	1%	2%	1%	0%	C	0.119	F	0.575	390	F
	To: 22-626															
42	Craig County	8.99	410	F	96%	1%	1%	2%	1%	0%	F	0.105	F	0.625	430	F
	To: 22-645 Loony															
42	Craig County	4.31	700	F	96%	1%	1%	2%	1%	0%	F	0.100	F	0.671	730	F
	To: SCL New Castle															
42 Main St	From: Town of New Castle (Maint: 22)	0.43	700	N	96%	1%	1%	2%	1%	0%	N	0.100	N	0.671	730	N
	To: SR 311; 22-615															
311	From: Roanoke County Line															
	Craig County	9.38	3900	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.781	4100	F
311 Salem Ave	To: SCL New Castle															
	From: Town of New Castle (Maint: 22)	0.18	3900	N	97%	0%	1%	1%	1%	0%	N	0.098	N	0.781	4100	N
311 Salem Ave	To: SR 42 New Castle															
	From: Town of New Castle (Maint: 22)	0.18	1600	F	97%	1%	0%	0%	2%	0%	F	0.107	F	0.702	1700	F
311	To: NCL New Castle															
	From: Craig County	5.02	1600	N	97%	1%	0%	0%	2%	0%	N	0.107	N	0.702	1700	N
311	To: 22-658 Near Craig Springs															
	From: Craig County	7.40	310	F	97%	1%	0%	0%	2%	0%	F	0.124	F	0.721	330	F
311	To: 22-602 Back Valley Rd															
	From: Craig County	3.66	350	F	97%	1%	0%	0%	2%	0%	C	0.103	F	0.605	370	F
311	To: SR 18 Paint Bank															
	From: Craig County	3.39	210	F	97%	1%	0%	0%	2%	0%	F	0.127	F	0.709	220	F
311	To: West Virginia State Line															

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2008
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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of New Castle																
(42) (615) Main St	0.14	1300	F	96%	1%	From: SR 311; 22-615 To: 22-616				F	0.111	F		1400	F	2008
(42) (615) Main St	0.14	890	F	96%	1%	From: 22-616 To: 22-1004				F	0.14	F	0.577	940	F	2008
(42) (615)	0.04	5000	G	96%	1%	From: 22-1004 To: ECL New Castle				F	0.115	N		5100	G	2008
Craig County																
(42) (615)	0.12	4300	F	96%	1%	From: ECL New Castle To: 22-638				C	0.115	F		4500	F	2008
(42) (615)	0.16	3700	F	94%	2%	From: 22-638 To: 22-653				F	0.127	F	0.551	3900	F	2008
(42) (615)	0.27	3100	F	94%	2%	From: 22-653 To: 22-649				F	0.151	F	0.625	3300	F	2008
(42) (615)	0.40	3000	F	94%	2%	From: 22-649 To: 22-689				F	0.156	F	0.609	3100	F	2008
(42) (615)	0.94	2600	F	94%	2%	From: 22-689 To: 22-686 WEST				C	0.173	F	0.601	2700	F	2008
(42) (615)	0.83	2100	F	94%	2%	From: 22-686 WEST To: 22-609				F	0.089	F	0.589	2200	F	2008
(42) (615)	1.10	1000	F	94%	2%	From: 22-609 To: 22-614				F	0.093	F	0.571	1100	F	2008
(42) (615)	1.10	620	F	94%	2%	From: 22-614 To: 22-610				F	0.124	F	0.571	650	F	2008
(42) (615)	1.57	570	F	94%	2%	From: 22-610 To: 22-606				F	0.120	F	0.537	600	F	2008
(42) (615)	1.05	320	R			From: 22-606 To: 22-643						NA		NA		04/13/2005
(42) (615)	0.80	150	R			From: 22-643 To: 22-612						NA		NA		04/13/2005
(42) (615)	0.80	140	R			From: 22-612 To: Botetourt County Line						NA		NA		04/13/2005
(600)	3.24	190	R			From: West Virginia State Line To: SR 311						NA		NA		03/28/2005
(601) Rocky Gap Trail	2.40	20	R			From: Giles County Line To: 22-632 Johns Creek Rd						NA		NA		03/12/2008
(602) Back Valley Rd	0.70	20	R			From: West Virginia State Line To: SR 311						NA		NA		03/14/2008
(603)	1.90	20	R			From: SR 311 To: Dead End						NA		NA		03/28/2005
(604) Sage Brush Lane	1.30	10	R			From: 22-605 Red Brush Rd To: 22-611						NA		NA		03/19/2008
(605) Red Brush Rd	0.42	50	R			From: Dead End To: 22-604 Sage Brush Lane						NA		NA		03/14/2008
(605)	1.20	90	R			From: 22-604 Sage Brush Lane To: 22-611						NA		NA		04/11/2005

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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(606)	2.53	340	F	93%	0%	2%	4%	1%	0%	F	0.109	F	0.538	360	F	2008
						From: 22-615										
						To: 22-612 Pike Lane										
(606)	1.98	280	F	93%	0%	2%	4%	1%	0%	C	0.12	F	0.543	290	F	2008
						From: Botetourt County Line										
						To: Dead End										
(607)	Old Mountain Rd	0.30	20	R							NA			NA		03/19/2008
						From: SR 18										
						To: 22-685 Fenwick Mines Rd										
(608)	Mill Creek Lane	0.03	20	R							NA			NA		03/14/2008
						From: 0.03 ME 17-685 Fenwick Mines Rd										
(608)	Mill Creek Lane	0.57	20	R							NA			NA		03/14/2008
						From: 22-615										
						To: 22-615										
(609)		2.18	440	R							NA			NA		04/13/2005
						From: 22-615										
						To: 22-611										
(610)	Crossroads Blvd	0.20	90	R							NA			NA		03/14/2008
						From: 22-615										
						To: 22-611 Peaceful Valley Rd										
(611)		5.00	210	R							NA			NA		04/11/2005
						From: SR 311										
						To: 22-617 WEST										
(611)		3.20	320	R							NA			NA		04/11/2005
						From: 22-609										
(611)		1.28	220	R							NA			NA		04/11/2005
						From: 22-615										
(611)	Peaceful Valley Rd	0.09	40	R							NA			NA		03/14/2008
						From: 22-610 Crossroads Blvd										
(611)	Peaceful Valley Rd	2.50	50	R							NA			NA		03/14/2008
						From: 22-614 Hawkins Lane										
(612)	Pike Lane	1.40	50	R							NA			NA		03/14/2008
						From: 22-606										
(612)	Angus Lane	0.15	8	R							NA			NA		03/14/2008
						From: 22-613 Scenic View Lane										
(612)	Scenic View Lane	1.05	20	R							NA			NA		03/14/2008
						From: 22-657 Angus Lane										
						To: 22-615										
(613)	Scenic View Lane	0.62	10	R							NA			NA		03/14/2008
						From: 22-612 Angus Lane; Pike Lane										
						To: Dead End										
(614)		2.25	140	R							NA			NA		04/13/2005
						From: 22-615										
(614)		0.64	40	R							NA			NA		04/13/2005
						From: 2.25 ME 22-615										
(614)	Hawkins Lane	0.50	8	R							NA			NA		03/14/2008
						From: 22-611 Peaceful Valley Rd										
(614)		0.53	80	R							NA			NA		04/13/2005
						From: 22-681										
						To: 22-606										
Town of New Castle																
(615)	Main St	0.14	1300	F	96%	1%	0%	2%	1%	0%	F	0.111	F	1400	F	2008
						From: SR 42; SR 311										
						To: 22-616 Court St										

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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of New Castle																
(615) Main St	0.14	890	F	96%	1%	0%	2%	1%	0%	F	0.14	F	0.577	940	F	2008
(615)	0.04	5000	G	96%	1%	0%	2%	1%	0%	F	0.115	N		5100	G	2008
Craig County																
(615)	0.12	4300	F	96%	1%	0%	2%	1%	0%	C	0.115	F		4500	F	2008
(615)	0.16	3700	F	94%	2%	1%	2%	1%	0%	F	0.127	F	0.551	3900	F	2008
(615)	0.27	3100	F	94%	2%	1%	2%	1%	0%	F	0.151	F	0.625	3300	F	2008
(615)	0.40	3000	F	94%	2%	1%	2%	1%	0%	F	0.156	F	0.609	3100	F	2008
(615)	0.94	2600	F	94%	2%	1%	2%	1%	0%	C	0.173	F	0.601	2700	F	2008
(615)	0.83	2100	F	94%	2%	1%	2%	1%	0%	F	0.089	F	0.589	2200	F	2008
(615)	1.10	1000	F	94%	2%	1%	2%	1%	0%	F	0.093	F	0.571	1100	F	2008
(615)	1.10	620	F	94%	2%	1%	2%	1%	0%	F	0.124	F	0.571	650	F	2008
(615)	1.57	570	F	94%	2%	1%	2%	1%	0%	F	0.120	F	0.537	600	F	2008
(615)	1.05	320	R								NA			NA		04/13/2005
(615)	0.80	150	R								NA			NA		04/13/2005
(615)	0.80	140	R								NA			NA		04/13/2005
Town of New Castle																
(616) Court St	0.05	350	R								NA			NA		04/06/2005
(616) Court St	0.06	850	R								NA			NA		04/06/2005
(616) Court St	0.06	430	R								NA			NA		04/06/2005
Craig County																
(616)	1.07	430	N								NA			NA		04/06/2005
(616)	0.82	70	R								NA			NA		04/06/2005
(617)	0.13	580	R								NA			NA		04/11/2005
(617)	0.35	380	R								NA			NA		04/11/2005
(617)	0.18	100	R								NA			NA		04/11/2005
(617)	3.87	50	R								NA			NA		04/11/2005

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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(617)	9.65	240	R				22-611				NA			NA		04/11/2005
							Alleghany County Line									
(618)	4.05	50	R				SR 311				NA			NA		04/06/2005
							Dead End									
(619)	Coleys Cliff Rd	0.23	20	R			Dead End				NA			NA		03/12/2008
							SR 311									
(620)	Miller Cove	2.23	9	R			Roanoke County Line				NA			NA		03/12/2008
							2.23 MN Roanoke County Line									
(620)	Miller Cove	0.11	9	R			22-621				NA			NA		03/12/2008
							Montgomery County Line									
(621)		5.89	310	R			22-651				NA			NA		04/06/2005
							22-620 Miller Cove									
(621)		0.73	430	R			SR 311				NA			NA		04/06/2005
							SR 42 WEST									
(621)		3.21	530	R			SR 42 EAST				NA			NA		04/06/2005
							22-624									
(622)		3.60	30	R			22-645				NA			NA		04/04/2005
							SR 42 WEST									
(623)		1.00	60	R			SR 42 EAST				NA			NA		04/04/2005
							SR 42									
(624)		13.18	110	R			22-624				NA			NA		04/04/2005
							22-624									
(625)		2.20	50	R			SR 42				NA			NA		04/04/2005
							22-624									
(626)		1.60	60	R			SR 42				NA			NA		04/04/2005
							22-624									
(627)	Valley Roller Mill Rd	1.10	30	R			22-628 Simmonsville Rd				NA			NA		03/12/2008
							22-629 Northside Rd									
(628)	Simmonsville Rd	0.70	40	R			22-629 Northside Rd				NA			NA		03/12/2008
							22-627 Valley Roller Mill Rd									
(628)		0.91	100	R			SR 42				NA			NA		03/30/2005
							SR 42									
(629)		0.60	200	R			22-630				NA			NA		03/30/2005
							0.55 ME 22-630									
(629)		0.55	110	R			22-628 Simmonsville Rd				NA			NA		03/30/2005
							22-627 Valley Roller Mill Rd									
(629)	Northside Rd	0.76	40	R			22-628 Simmonsville Rd				NA			NA		03/12/2008
							22-627 Valley Roller Mill Rd									
(629)		1.70	60	R			22-667				NA			NA		03/30/2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(630)	0.71	110	R									NA		NA		03/30/2005
(630)	2.50	47	R									NA		NA		03/30/2005
(631) Cloverhollow Trail	0.54	30	R									NA		NA		03/12/2008
Giles County																
(632) Hutchinson Rd	0.25	20	R									NA		NA		03/12/2008
(632) Johns Creek Rd	0.25	20	R									NA		NA		03/12/2008
(632)	2.90	60	R									NA		NA		03/30/2005
(632)	1.30	80	R									NA		NA		03/30/2005
(632)	0.80	150	R									NA		NA		03/30/2005
(632)	9.56	70	R									NA		NA		03/30/2005
Craig County																
(633) Red Barn Trail	0.70	20	R									NA		NA		03/12/2008
(634)	0.12	210	R									NA		NA		04/06/2005
(635)	0.80	30	R									NA		NA		03/30/2005
(636) Waiteville Rd	2.00	50	R									NA		NA		03/19/2008
(636)	1.50	60	R									NA		NA		03/30/2005
(637)	0.29	140	R									NA		NA		04/11/2005
(637)	0.18	40	R									NA		NA		04/06/2005
(638)	0.27	80	R									NA		NA		04/11/2005
(638)	0.71	680	R									NA		NA		04/11/2005
(638)	0.06	220	R									NA		NA		04/06/2005
(639) Southside Rd	0.32	10	R									NA		NA		03/19/2008
(640) Conrad St	0.46	780	R									NA		NA		04/04/2005

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Craig Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(641) Sinking Spring Hollow	1.00	40	R								NA			NA		03/12/2008
(642) Stevers Gap Trail	0.64	40	R								NA			NA		03/12/2008
(643) Howard Hannah Rd	1.35	120	R								NA			NA		03/14/2008
(644) Cumberland Ave	0.43	50	R								NA			NA		04/04/2005
(644) Cumberland Ave	0.27	180	R								NA			NA		04/04/2005
(645)	0.46	60	R								NA			NA		04/04/2005
(646)	0.50	460	R								NA			NA		04/04/2005
(646) Allen St	0.33	210	R								NA			NA		04/06/2005
(647)	0.50	80	R								NA			NA		04/13/2005
(648) Herndon Ave	0.08	30	R								NA			NA		04/04/2005
(648) Herndon Ave	0.34	110	R								NA			NA		04/04/2005
(649)	0.26	220	R								NA			NA		04/06/2005
(650) Marshall Ave	0.62	300	R								NA			NA		04/06/2005
Town of New Castle																
(650) Market St	0.16	650	R								NA			NA		04/06/2005
(650) Middle St	0.07	730	R								NA			NA		04/06/2005
Craig County																
(651)	0.76	48	R								NA			NA		03/12/2008
(652) Holcombe Ave	0.13	110	R								NA			NA		04/06/2005
(652) Holcombe Ave	0.21	230	R								NA			NA		04/06/2005
(653) 5th St	0.06	50	R								NA			NA		04/06/2005

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(653)	0.34	380	R													04/11/2005
(653)	0.03	80	R													03/14/2008
(654)	0.09	30	R													04/11/2005
(654)	0.18	80	R													04/06/2005
(655)	0.06	50	R													04/06/2005
(655)	0.27	370	R													04/06/2005
(656) Woodman Ave	0.27	100	R													04/04/2005
(657) Angus Lane	0.30	10	R													03/14/2008
(658)	0.50	250	R													03/30/2005
(658)	3.70	140	R													03/30/2005
(658)	0.40	130	R													03/30/2005
(658)	6.81	110	R													03/30/2005
(658)	1.90	180	R													03/30/2005
(658)	4.67	280	R													03/28/2005
(659)	0.44	90	R													04/06/2005
(660) Stonewall Lane	0.25	40	R													03/12/2008
(661)	0.15	20	R													03/28/2005
(662)	1.87	40	R													03/30/2005
(663) Gravel Hill Rd	0.70	10	R													03/12/2008
(664) Wrights Branch Rd	1.27	80	R													03/12/2008
(665) Kanawha St	0.38	280	R													04/06/2005

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(666) Huffman Store Dr	0.25	20	R								NA		NA			03/12/2008
(667)	0.06	70	R								NA		NA			03/30/2005
(668) Boyd Ave	0.22	50	R								NA		NA			04/04/2005
(669)	0.37	80	R								NA		NA			04/11/2005
(670)	0.10	20	R								NA		NA			04/11/2005
(670)	0.10	20	R								NA		NA			04/06/2005
(671) Penns Ave	0.19	100	R								NA		NA			04/04/2005
(672) Meadow Ave	0.06	60	R								NA		NA			04/04/2005
(672)	0.11	70	R								NA		NA			04/04/2005
(673)	0.18	70	R								NA		NA			04/11/2005
(674) Chilton Ave	0.19	160	R								NA		NA			04/04/2005
(675) Walnut Tree Lane	0.13	40	R								NA		NA			03/12/2008
(676)	0.20	100	R								NA		NA			04/13/2005
(677) Scott Ave	0.20	60	R								NA		NA			04/04/2005
(678) Brooks St	0.22	300	R								NA		NA			04/06/2005
(679)	0.10	50	R								NA		NA			04/06/2005
(680)	0.06	70	R								NA		NA			04/06/2005
(681)	0.31	80	R								NA		NA			04/13/2005
(682)	0.13	40	R								NA		NA			04/13/2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(683)	0.03	6	R											NA		04/06/2005
(684)	0.13	40	R											NA		04/11/2005
(684)	0.05	6	R											NA		04/11/2005
(685) Fenwick Mines Rd	0.12	100	R											NA		04/11/2005
(685)	1.44	70	R											NA		04/11/2005
(685)	0.15	40	R											NA		03/14/2008
(686)	0.35	20	R											NA		04/13/2005
(687) Draft Rd	0.17	50	R											NA		03/14/2008
(687) Draft Rd	0.35	50	R											NA		03/14/2008
(688)	0.18	30	R											NA		04/04/2005
(689)	0.46	210	R											NA		04/13/2005
(690) Maggie Maw Lane	0.38	60	R											NA		03/14/2008
(691) Mountain Breeze Lane	0.25	120	R											NA		03/12/2008
(692)	0.25	8	R											NA		04/04/2005
(693)	0.08	60	R											NA		04/06/2005
(693)	0.12	30	R											NA		04/06/2005
(694)	0.61	140	R											NA		04/13/2005
(695)	0.10	30	R											NA		04/13/2005
(696) Old Railroad Ave	0.30	40	R											NA		03/14/2008
(697)	0.10	70	R											NA		04/11/2005

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
(699)	0.20	190	R											NA		04/13/2005
(1001) Boyd Ave	0.06	40	R											NA		04/04/2005
Town of New Castle																
(1001) Boyd Ave	0.11	40	N											NA		04/04/2005
(1002) Caldwell St	0.17	140	R											NA		04/04/2005
(1003) Walnut St	0.14	660	R											NA		04/06/2005
(1003) Walnut St	0.06	20	R											NA		04/06/2005
(1004) Market St	0.07	3500	R											NA		04/06/2005
(1004) Market St	0.07	3100	R											NA		04/06/2005
(1004) Market St	0.07	3000	R											NA		04/06/2005
(1005) Mitchell Dr	0.14	30	R											NA		04/04/2005
Craig County																
(1006)	0.18	60	R											NA		04/11/2005
(1007)	0.35	40	R											NA		04/04/2005
(1008)	0.12	30	R											NA		04/11/2005
(1009)	0.07	90	R											NA		04/11/2005
(1010)	0.04	80	R											NA		04/11/2005
(1010)	0.03	20	R											NA		04/11/2005
(1011)	0.06	48	R											NA		04/11/2005
(1012)	0.10	60	R											NA		04/11/2005
(1013)	0.20	50	R											NA		04/06/2005

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						2Axle	3+Axle	1Trail	2Trail							
Craig County																
⑩1020	0.33	70	R	From: Cul-de-Sac				NA	NA	04/04/2005						
				To: SR 311												
⑨120	0.15	600	R	From: 22-615				NA	NA	04/13/2005						
				To: McCleary Elem School												