2001

Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates Where available

Jurisdiction Report

22

Craig County
Town of New Castle

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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's Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

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

					Crai	g Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Craig County				_				TITALI	ZIIali		Houi				
(18)	5.12	190	G	94%	0%	SR 311 Pai 3%	nt Bank 1%	2%	0%	F	20	G	190	G	2001
				To:	A	lleghany Co	ounty Line								
	3.67	1100	G	91%	2%	Giles Cour	nty Line 0%	2%	0%	F	120	G	1100	G	2001
42)	3.01	1100		71 /0	270	22-62		270	7	'	120		1100		2001
(42)	7.93	460	G	91%	2%	5%	0%	2%	0%	F	60	G	460	G	2001
$\overline{}$				To: From:		22-62]						
(42)	8.99	460	G	91%	2%	5%	0%	2%	0%	F	50	G	460	G	2001
(42)	4.31	820	G	From: 91%	2%	22-645 I 5%	oony 0%	2%	0%	F	90	G	820	G	2001
(42)				To:		SCL New									
Town of New Castle				From:		GGL M	0.4		Ī						
(42)	0.43	820	N	91%	2%	SCL New 5%	Castle 0%	2%	0%	N	90	N	820	N	2001
42)				To: From:		SR 311; 2	2- 615								
(42) (615)	0.07	2500	G	93%	1%	3%	2%	1%	0%	F	NA		2600	G	2001
$\frac{\circ}{\circ}$				To: From:		22-65]						
42 615	0.07	2700	G	93%	1%	3%	2%	1%	0%	F	NA		2700	G	2001
	0.14	1300	G	From: 93%	1%	22-6 2%	16 2%	1%	0%	F	NA		1300	G	2001
42 615	0.14	1300		To	1 70	22-10		1 70	7	<u>'</u>	14/3		1500		2001
(42) (615)	0.04	NA		93%	1%	3%	2%	1%	0%	F	NA		NA		2001
				To:		ECL New	Castle								
Craig County				From:		ECL New	Castle		1						
(42) (615)	0.12	4300	G	93%	1%	3%	2%	1%	0%	С	NA		4300	G	2001
				To: From:		22-63]						
(42) (615)	0.06	3500	G	92%	2%	2%	2%	1%	0%	F	NA		3600	G	2001
	0.10	3200	G	From: 92%	2%	22-63 2%	17 2 %	1%	0%	F	NA		3300	G	2001
42 615	0.10	3200	G	92 /0	2 /0			1 /0	7	ı	INA		3300	G	2001
(42) (615)	0.09	3000	G	From: 92%	2%	22-65 2 %	2%	1%	0%	F	NA		3000	G	2001
				To: From:		22-63	55		—						
(42) (615)	0.09	2700	G	92%	2%	2%	2%	1%	0%	F	NA		2800	G	2001
	0.00			From:	00/	22-68		40/			NIA		0700		0004
42 615	0.09	2600	G	92%	2%	2%	2%	1%	0%	F	NA		2700	G	2001
(42) (615)	0.40	2500	G	From: 92%	2%	22-6 ² 2%	¹⁹ 2%	1%	0%	F	NA		2600	G	2001
42) 013)				To:		22-68			7						
(42) (615)	0.94	2800	G	92%	2%	2%	2%	1%	0%	С	NA		2800	G	2001
$\frac{\circ}{\circ}$				To: From:		22-686 V]						
(42) (615)	0.34	1700	G	92%	2%	2%	2%	1%	0%	F	NA		1800	G	2001
12 615	0.08	1700	G	From: 92%	2%	22-686 I 2%	EAST 2%	1%	0%	F	NA		1700	G	2001
(42) (615)	0.00	1700		To:	£ /0	22-69		1 /0	7		14/7		1700		2001
(42) (615)	0.41	1600	G	92%	2%	2%	2%	1%	0%	F	NA		1700	G	2001
				To: From:		22-60									
42 615	0.25	1000	G	92%	2%	2%	2%	1%	0%	F	NA		1100	G	2001
	2.22			From:	60/	22-68		407]		N/ A		4000		0004
42 615	0.20	980	G	92% To:	2%	2% 22-6	2%	1%	¬ 0%	F	NA		1000	G	2001
						22-0	7.0								

					Crai	Maintena									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Craig County						ZAXIE	3+Axie	1Trail	ZTraii		Hour				
	0.65	860	G	92%	2%	22-676 2 %	2%	1%	0%	F	NA		880	G	2001
42 615	0.03	000	<u> </u>	92 /0 To:	2 /0	22-614		1 /0	7	ı	INA		880	<u> </u>	2001
(42) (615)	1.10	670	G	92%	2%	2%	2%	1%	0%	F	NA		690	G	2001
	0.00	600		From:	20/	22-610		40/	<u> </u>		NIA		600		2004
42 615	0.23	600	G	92%	2%	2%	2%	1%	0%	F	NA		620	G	2001
(42) (615)	0.49	530	G	92%	2%	22-611 2%	2%	1%	0%	F	NA		550	G	2001
				To: From:		22-608	3]						
(42) (615)	0.85	560	G	92%	2%	2%	2%	1%	0%	F	NA		570	G	2001
(42) (615)	1.05	400	R	From:		22-606	5				NA		NA		1999
	0.80	240		To: From:		22-643	3				NA		NA		1999
42 615	0.80	210	R	т					_		NA		INA		1999
(42) (615)	0.80	190	R	From:		22-612	2				NA		NA		1999
				To:		Craig Count	y Line								
	9.38	4000	G	94%	0%	toanoke Cour	nty Line 1%	1%	0%	F	880	G	4000	G	2001
311)	9.30	4000	G	74 /0 To:	0 70	SCL New C		1 /0	7 0 7 0	ı	880	G	4000	G	2001
Town of New Castle									_						
244	0.18	4000	N	94%	0%	SCL New C	Castle 1%	1%	⅃ 0%	N	880	N	4000	N	2001
311)	0.10	+000		To:		SR 42 New		1 /0	¬	11	000	IN	4000	IN	2001
311)	0.18	1200	G	95%	0%	3%	1%	2%	0%	F	110	G	1200	G	2001
<u> </u>				To:		NCL New 0	Castle								
Craig County				From:		NCL New 0									
311)	5.02	1200	N	95%	0%	3%	1%	2%	0%	N	110	N	1200	N	2001
244	7.40	390	G	From: 94%	0%	658 Near Cra 3%	nig Springs 1%	2%	0%	F	40	G	390	G	2001
311)	7.40			To:	070	22-602		270	¬						2001
311)	3.66	410	G	94%	0%	3%	1%	2%	0%	F	48	G	410	G	2001
				To: From:		SR 18 Paint			<u> </u>						
311)	3.39	220	G	95% To:	0%	3% est Virginia S	1%	2%	0%	F	20	G	220	G	2001
				From:		est Virginia S									
600	3.24	200	R			est viiginia e	ytate Ellie		_		NA		NA		1999
				To:		SR 311	1								
	2.40	8	R	From:		Giles County	y Line				NA		NA		02/14/2002
601)	2.40	0	K	To:		22-632	2		1		INA		INA		02/14/2002
				From:	W	est Virginia S									
602	0.70	30	R	_					_		NA		NA		02/14/2002
				To: From:		SR 311									
603	1.90	30	R	110.11.		SR 311	<u> </u>				NA		NA		1999
				To:		Dead Er	nd								
	4.00			From:		22-605	5				NIA		NIA		02/40/2022
604)	1.30	60	R	To:		22-611	1		7		NA		NA		02/19/2002
				From:		Dead Er									
605)	0.42	30	R						_		NA		NA		02/19/2002
				To:		22-604	1								

Route	Length	AADT	QA	4Tire	Bus					QC	Design	Or	AAWDT	O\\\	Year
	Lengui	ו שא	ųА	71116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ųΛ	~~\V\D1	۷۷V	ı cai
Craig County				From:		22-604	ļ								
(605)	1.20	80	R	To:		22-611			_		NA		NA		1999
				From:		22-615			1						
606	2.53	340	G	94%	0%	1%	3%	1%	0%	F	NA		340	G	2001
606	1.98	300	G	From: 94%	0%	22-612 1%	3%	1%	0%	С	NA		300	G	2001
				To:		otetourt Cou									
	0.30	10	R	From:		Dead E	nd				NA		NA		02/14/2002
607	0.50	10		To:		SR 18					IVA		IVA		02/14/2002
$\overline{}$				From:		22-685	j								
608	0.03	20	R						_		NA		NA		02/19/2002
608)	0.57	10	R	From:		0.03 ME 17	7-685				NA		NA		1999
000)				To:		22-615	i								
\bigcirc	0.40	400	_	From:		22-615	j				NIA		NIA		4000
609	2.18	490	R	To:		22-611			1		NA		NA		1999
				From:		22-615									
610	0.20	50	R	To:		22 (11			_		NA		NA		02/19/2002
				From:		22-611 SR 311									
(611)	5.00	200	R	<u> </u>		510 511	•				NA		NA		1999
				To: From:		22-617 W	EST								
611)	3.20	300	R								NA		NA		1999
	1.28	210	R	From:		22-609)		_		NA		NA		1999
<u>(611)</u>	1.20			To:		22-615	;		7						1000
611)	0.09	50	R	From:							NA		NA		02/19/2002
				To: From:		22-610)]——						
<u>611</u>	2.50	60	R	To:		22-614	ı		1		NA		NA		02/19/2002
				From:		22-606									
612	1.40	60	R								NA		NA		02/19/2002
	0.45	40		To: From:		22-613	}				NIA		NIA		02/19/2002
(612)	0.15	10	R	To:		22.655			_		NA		NA		02/19/2002
(612)	1.05	20	R	From:		22-657	<u>'</u>				NA		NA		02/19/2002
<u> </u>				To:		22-615	j								
	0.62	6	R	From:		22-612	2				NA		NA		02/19/2002
613)	0.02	•	K	To:		Dead E	nd				INA		INA		02/19/2002
				From:		22-615	i								
614)	2.25	130	R	_					_		NA		NA		1999
<u>(614)</u>	0.64	40	R	From:		2.25 ME 22	2-615				NA		NA		02/19/2002
014)	J.0+	.,	••	To		22-611					14/1				J 10/2002
(614)	0.50	7	R	From:			•				NA		NA		02/19/2002
				To: From:		22-681									
614)	0.53	90	R	To:		22-606			7		NA		NA		1999
						22-000	,								

					Crai	g Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of New Castle								1114	2 maii		11001				
	0.07	2500	G	93%	1%	SR 42; S	R 311 2%	1%		F	NΙΔ		2600	G	2001
615)	0.07	2500	G	93%	170			1 70	0%	Г	NA		2000	G	2001
645	0.07	2700	G	93%	1%	22-65 3 %	2%	1%	0%	F	NA		2700	G	2001
615	0.07	2100	J	To:	170			1 70	7	•	14/ (2100	Ü	2001
615	0.14	1300	G	From: 93%	1%	22-61 2 %	2%	1%	0%	F	NA		1300	G	2001
615)	• • • • • • • • • • • • • • • • • • • •			To:	. , ,			. , ,	٦	•					
615)	0.04	NA		93%	1%	22-10 3%	2%	1%	0%	F	NA		NA		2001
013)				To:	.,,	ECL New]						
Craig County															
	2.12			From:	401	ECL New		10/							
615)	0.12	4300	G	93%	1%	3%	2%	1%	0%	С	NA		4300	G	2001
				From:		22-63			<u> </u>						
615)	0.06	3500	G	92%	2%	2%	2%	1%	0%	F	NA		3600	G	2001
				From:		22-61			<u> </u>						
615	0.10	3200	G	92%	2%	2%	2%	1%	0%	F	NA		3300	G	2001
<u> </u>				From:		22-65									
615)	0.09	3000	G	92%	2%	2%	2%	1%	0%	F	NA		3000	G	2001
				To: From:		22-65	55]						
615)	0.09	2700	G	92%	2%	2%	2%	1%	0%	F	NA		2800	G	2001
				To: From:		22-68	30		<u> </u>						
615	0.09	2600	G	92%	2%	2%	2%	1%	0%	F	NA		2700	G	2001
				To: From:		22-64	19		_						
615)	0.40	2500	G	92%	2%	2%	2%	1%	0%	F	NA		2600	G	2001
				To:		22-68	39		1						
615)	0.94	2800	G	92%	2%	2%	2%	1%	0%	С	NA		2800	G	2001
				To:		22-686 V	VEST		1						
615)	0.34	1700	G	92%	2%	2%	2%	1%	0%	F	NA		1800	G	2001
				To:		22-686 I	TAST		1						
615)	0.08	1700	G	92%	2%	2%	2%	1%	0%	F	NA		1700	G	2001
<u></u>				To:		22-69	06								
615)	0.41	1600	G	92%	2%	2%	2%	1%	0%	F	NA		1700	G	2001
019				To		22-60									
615)	0.25	1000	G	92%	2%	2%	2%	1%	0%	F	NA		1100	G	2001
013)				To:					¬						
615	0.20	980	G	92%	2%	22-68 2 %	2%	1%	0%	F	NA		1000	G	2001
615	0.20	000		To				. 70	¬ ~~	•					_00.
645	0.65	860	G	From: 92%	2%	22-67 2 %	^{/6} 2%	1%	0%	F	NA		880	G	2001
615)	0.00	000	·	- J	270			1 70	7	•	1471		000	O	2001
	1.10	670	G	From: 92%	2%	22-61 2%	2%	1%	0%	F	NA		690	G	2001
615)	1.10	070	G	32 /0	2 /0			1 70	¬ 0 /0	'	INA		090	O	2001
	0.23	600	G	From: 92%	2%	22-61	2%	1%	0%	F	NA		620	G	2001
615)	0.23	000	G	92 /0	2 /0	2%		1 /0	U /0		INA		020	G	2001
	0.40	520		From:	20/	22-61		40/			NΙΔ		550		2004
615)	0.49	530	G	92%	2%	2%	2%	1%	0%	F	NA		550	G	2001
	0.05	500		From:	00/	22-60		40/			N.A		F70		0001
615)	0.85	560	G	92%	2%	2%	2%	1%	0%	F	NA		570	G	2001
				To: From:		22-60)6]						
615	1.05	400	R								NA		NA		1999
				To: From:		22-64	13]—						
615	0.80	210	R						_		NA		NA		1999
				To:		22-61	12								

					Craig Mainte	enance Area	а						
Route	Length	AADT	QA	4Tire	Bus	True 3+Axle		 2Trail	QC	Design Hour	QK AAWE	T QV	V Year
Craig County				_			IIIali	ZIIali		Houi			
(615)	0.80	190	R	From:	22-6	512				NA	NA		1999
				To:	Botetourt Count	ty Line, 11-61	5						
Town of New Castle				From:	22-1	004							
616)	0.05	340	R	<u>-</u>				_		NA	NA		1999
616	0.06	800	R	From:	22-6	515				NA	NA		1999
616)	0.00			To	22-1	003		7		IVA	INA		1000
(616)	0.06	400	R	From:						NA	NA		1999
				To:	ECL Nev	w Castle							
Craig County				From:	ECL Nev	w Castle							
616)	1.07	400	N					_		NA	NA		1999
616)	0.82	50	R	From:	22-6	590				NA	NA		1999
<u> </u>				To:	Dead	End							
	0.13	550	R	From:	22-6	515				NA	NA		1999
617)	0.13	330	Κ	To	22-6	537		1		INA	INA		1999
617)	0.35	300	R	From:	22-(337				NA	NA		1999
				To: From:	22-0	569]					
617)	0.18	100	R					_		NA	NA		1999
617)	3.87	50	R	From:	0.18 MN	22-669				NA	NA		02/19/2002
				To: From:	22-6	611]					
617)	9.65	230	R	To:	Alleghany C	Country Line		7		NA	NA		1999
				From:	SR								
(618)	4.05	50	R					 		NA	NA		02/19/2002
				To: From:	Dead Dead			1					
619)	0.23	20	R		Dead	End		_		NA	NA		02/19/2002
				To:	SR :								
(620)	2.23	20	R	From:	Roanoke C	ounty Line				NA	NA		02/19/2002
				To: From:	2.23 MN Roano	ke County Lir	ne]					
620	0.11	20	R	To:				_ _		NA	NA		02/19/2002
				From:	22-6 Montgomery								
621)	5.89	160	R		monigomery	County Line				NA	NA		1999
	0.70			To: From:	22-6	551]		NIA	NIA.		1000
621)	0.73	320	R	To	22	(20)		7		NA	NA		1999
621)	3.21	500	R	From:	22-6	520				NA	NA		1999
				To	SR 3								
622	3.60	40	R	From:	SR 42	WEST		J		NA	NA		1999
		-	-	To:	SR 42	EAST				•			
633	1.00	50	R	From:	22-6	524				NA	NA		1999
623	1.00	50	ri	To:	22-6	645				INA	INA		1999
	40.40	400		From:	SR 42	WEST				NIA.			4000
624)	13.18	100	R	To:	SR 42	EAST		7		NA	NA		1999
-													

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Craig County						ZIIGII		rioui			
(625)	2.20	50	R	From:	SR 42			NA	NA		1999
023)				To:	22-624						
\bigcirc				From:	SR 42						
626	1.60	50	R	To:	22-624	_		NA	NA		1999
				From:	22-628						
627)	1.10	30	R	<u> </u>	22-020			NA	NA		02/14/2002
				To:	22-629						
\bigcirc	0.70			From:	22-629			NIA	NIA		00/4/4/000/
628	0.70	30	R			_		NA	NA		02/14/2002
600	0.91	90	R	From:	22-627			NA	NA		1999
628	0.91	90	ĸ	To:	SR 42	1		INA	INA		1999
				From:	SR 42						
629	0.60	180	R					NA	NA		1999
				To: From:	22-630]					
629	0.55	100	R					NA	NA		1999
				To: From:	0.55 ME 22-630]					
629 629	2.11	80	R					NA	NA		02/14/2002
	0.76	20	_	From:	22-628	_		NIA	NIA		02/44/2005
(629)	0.76	20	R			_		NA	NA		02/14/2002
620	1.70	100	R	From:	22-627	_		NA	NA		1999
629	1.70	100		To:	22-667	7		11/3	N/A		1333
				From:	SR 42						
630	0.71	100	R					NA	NA		1999
				To: From:	22-675						
630	2.50	50	R			_		NA	NA		1999
				To: From:	22-629						
(631)	0.54	20	R	rioiii.	SR 42	_		NA	NA		02/14/2002
(631)				To:	Dead End						
Giles County											
	0.25	10	R	From:	Dead End			NA	NA		02/14/2002
632	0.23	10	ĸ			_		INA	INA		02/14/2002
623)	0.25	20	R	From:	Giles County Line			NA	NA		02/14/2002
(632)	0.20			To:	22-601						02/ 1 // 2002
632	2.90	50	R	From:	22-001			NA	NA		1999
				To	22-633						
632	1.30	70	R	From:				NA	NA		1999
				To: From:	22-658 WEST						
632	0.80	120	R					NA	NA		1999
				To: From:	22-658 MID]					
632	9.56	70	R	To:	22 (50 FACT	_		NA	NA		1999
					22-658 EAST						
Craig County				From:	Dead End						
(633)	0.70	7	R			_		NA	NA		02/14/2002
				To:	22-632						
(634)	0.12	180	ь	From:	SR 311	_		NA	NA	· <u> </u>	1999
	∪. 1∠	100	R					INA	INA		1333

					Crai	g Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Craig County								TTTGII	ZIIGII		rioui				
_	0.80	40	R	From:		22-6	32				NA		NA		1999
635	0.00	40	IX.	To:		22-6	58		7		INA		INA		1999
				From:	W		a State Line		1						
636)	2.00	30	R								NA		NA		02/14/2002
				To: From:		22-6	39		<u> </u>						
636	1.50	50	R						_		NA		NA		1999
				To:		22-6									
	0.29	110	R	From:		22-6	38				NA		NA		1999
637)	0.29	110	K						_		INA		INA		1999
607	0.18	40	R	From:		22-6	55		_		NA		NA		1999
637)	0.10	40	K	To:		22-6	49		7		INA		INA		1999
				From:		Dead									
638	0.27	60	R			Beut	2310				NA		NA		1999
				To		22-10	009								
638)	0.71	490	R	From:		22 1	, , ,				NA		NA		1999
				To: From:		22-6	15								
638	0.06	200	R	From:							NA		NA		1999
				To:		22-6	59								
				From:		Dead	End								
639	0.32	10	R	To:		22.6	26		_		NA		NA		02/14/2002
				From:		22-6									
640	0.46	700	R	From:		SR 4	42				NA		NA		1999
640	0.40	700	IX.	To:		22-6	50		\exists		IVA		IVA		1000
				From:		Dead									
641)	1.00	30	R	<u> </u>		Dead	2.114		_1		NA		NA		02/14/2002
				To:		SR 4	42								
				From:		Dead	End								
642	0.64	30	R						_		NA		NA		02/14/2002
				To:		SR 4									
(a)	1.35	110	R	From:		Dead	End				NA		NA		02/19/2002
643	1.00	110	IX.	To:		22-6	15		7		11/3		IVA		02/10/2002
				From:		Dead	End								
(644)	0.43	50	R								NA		NA		1999
				To: From:		22-6	46		7						
644	0.27	180	R	From:							NA		NA		1999
				To:		SR 4	42								
\bigcirc				From:		SR 42 V	WEST								
645)	0.46	60	R	To:		an 14 1			_		NA		NA		1999
				From:		SR 42 I									
646)	0.50	520	R	FIOII.		22-6	44				NA		NA		1999
046)	0.00	320	1	To:		SR 311 N	NORTH		7		14/1		1471		1000
		•	_	From:	_	SR 3		_							
646)	0.33	200	R	To:		D1	End		_		NA		NA		1999
				From:		Dead			1						
647)	0.50	100	R	·····		22-6	OUD		_		NA		NA		1999
047)				To:		Dead	End		1						
				From:		Dead									•
648	0.08	20	R								NA		NA		1999
				To:		22-6	46								

					Craig Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QV	V Year
Craig County				From:	22-646					
(648)	0.34	140	R		22-040			NA	NA	1999
049				To:	SR 42					
				From:	22-659					
(649)	0.26	160	R			_		NA	NA	1999
				To:	22-654					
6-0	0.62	350	R	From:	22-646			NA	NA	1999
650	0.02	330	K	To:	ECL New Castle	╗		INA	INA	1999
Town of New Castle				•		•				
_				From:	ECL New Castle					
650	0.16	700	R					NA	NA	1999
				From:	22-1004					
(650)	0.07	50	R	To:	2 15 1	_		NA	NA	1999
				10.	Dead End					
Craig County				From:	Dead End					
(651)	0.76	30	R		• • • • • • • • • • • • • • • • • • •	_		NA	NA	02/19/2002
				To:	22-621	1				
\sim				From:	22-665					
652	0.13	190	R			_		NA	NA	1999
				To: From:	22-640 22-678					
652)	0.21	150	R	<u> </u>	22 0, 0			NA	NA	1999
				To:	ECL New Castle					
				From:	22-659					
653	0.06	48	R					NA	NA	1999
				To: From:	22-615					
653	0.34	300	R					NA	NA	1999
				To: From:	22-684]——				
653	0.03	100	R			_		NA	NA	02/19/2002
				To:	Dead End					
(F)	0.09	30	R	From:	22-653			NA	NA	1999
654)	0.09	30	K			_		INA	IVA	1999
(F)	0.18	80	R	From:	22-655			NA	NA	1999
654)	0.10	00	1	To:	22-649	7		1471	10.0	1000
				From:	22-659					
655)	0.06	40	R	<u> </u>	== 00)			NA	NA	1999
				To: From:	22-615	_				
655	0.27	320	R	From:				NA	NA	1999
				To:	22-673					
\sim				From:	22-646					
656	0.27	110	R	To:	22 (79	_		NA	NA	1999
				From:	22-678	1				
657)	0.30	6	R	. TOIL	Dead End	_		NA	NA	02/19/2002
001)				To:	22-612					
				From:	SR 42					
658	0.50	200	R					NA	NA	1999
				To:	22-662					
658)	3.70	100	R	From:	**-			NA	NA	1999
				To:	22-632 WEST					
658)	0.40	130	R	From:	22-632 MID	_		NA	NA	1999
(058)	0.40	130	ĸ	To:	22-636	\neg		14/4	INA	נפטו
					22 030	-				

					Craig Mai	ntenance Ar	ea							
Route	Length	AADT	QA	4Tire	Rue	.xle 3+Axle			QC	Design Hour	QK /	AAWDT	QW	Year
Craig County				From:			TITAL	Z11011		rioui				
658)	6.81	110	R	Pioni.		22-636		_		NA		NA		1999
(658)	1.90	160	R	To: From:		22-635				NA		NA		1999
	4.67	270	R	From:	22-0	632 EAST				NA		NΙΛ		1000
658)	4.67	270	ĸ	To:	5	SR 311				INA		NA		1999
				From:		22-638								
659	0.44	160	R	To:		22-649		7		NA		NA		1999
				From:		ead End		1						
660	0.25	10	R					-		NA		NA		02/14/2002
				To:		SR 42								
661	0.15	30	R	From:	SR 3	11 SOUTH				NA		NA		1999
661)	0.10		11	To:	SR 3	11 NORTH				1471		1471		1000
				From:		SR 42								
662	1.87	50	R	. —						NA		NA		1999
				To: From:		22-658								
663	0.70	20	R	rion.	SR	42 WEST				NA		NA		02/14/2002
003				To:	SR	42 EAST								
				From:	2	22-611								
(664)	1.27	48	R	To	D	I.F. I		_		NA		NA	1	02/19/2002
				From:		ead End								
(665)	0.38	400	R			22-677				NA		NA		1999
000				To:	2	22-650								
				From:	D	ead End								
666	0.25	10	R	To:		SR 42		7		NA		NA		02/14/2002
				From:		42 WEST								
(667)	0.06	80	R	<u> </u>	SK	42 WEST		_		NA		NA		1999
				To:	SR	42 EAST								
	0.00	70	_	From:	D	ead End				NIA		NIA		4000
668	0.22	70	R	To:		22-674				NA		NA		1999
				From:		22-638								
669	0.37	70	R					_		NA		NA		1999
				To:		22-617								
	0.10	20	В	From:		22-617				NA		NA		1999
670	0.10	20	R	To:		22-653				INA		INA		1999
				From:		22-655								
670	0.10	40	R	To:	D	ead End		7		NA		NA		1999
				From:		22-646								
(671)	0.19	100	R	<u> </u>	•	22 0 10		_		NA		NA		1999
				To:	2	22-644								
	0.00	45		From:	D	ead End				NIA		NI A		1000
672	0.06	45	R					_		NA		NA		1999
672)	0.11	70	R	From:		22-646		_		NA		NA		1999
672	0.11			To:		22-644								
				From:		22-653]						
673)	0.18	70	R	Tai		22.606		_		NA		NA		1999
				To:		22-693								

					Craic	g Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Craig County								TTTGII			rioui				
674	0.19	140	R	From:		22-648	3		_		NA		NA		1999
674)				To:		SR 31	1								
				From:		Dead E	nd								
675)	0.13	30	R	To:		22-630	2		_		NA		NA		02/14/2002
				From:		22-615									
676)	0.20	90	R			22-01.	,				NA		NA		1999
				To:		Dead E	nd								
	0.00			From:		22-646	5				NIA		NIA		1000
677	0.20	60	R	To:		22-671	1		7		NA		NA		1999
				From:		22-650									
678)	0.22	230	R						<u></u>		NA		NA		1999
				To:		22-679									
670	0.10	60	R	From:		22-678	3		_		NA		NA		1999
679	0.10	60	K	To:		22-650)		7		INA		INA		1999
				From:		22-659									
680	0.06	50	R						-		NA		NA		1999
				To:		22-615									
604	0.31	80	R	From:		22-614	4				NA		NA		1999
681)	0.51	00		To:		Dead E	nd				11/-3		IVA		1000
				From:		22-615	5								
682)	0.13	50	R	-					_		NA		NA		1999
				To: From:		Dead E									
683	0.03	10	R	rioni.		Dead E	nd				NA		NA		1999
683				To:		22-650)								
				From:		22-617	7								
684)	0.13	30	R								NA		NA		1999
	0.05	•		From:		22-653	3				NΙΔ		NΙΛ		1000
684)	0.05	8	R	To:		Dead E	nd		1		NA		NA		1999
				From:		22-61									
(685)	0.12	80	R						_		NA		NA		1999
				To: From:		22-608	3]						
685	1.44	60	R								NA		NA		1999
	0.45		_	From:		22-687	7				N10		NIA		00/40/0000
685	0.15	30	R	To:		Dead E	nd		1		NA		NA		02/19/2002
				From:		22-615 W			i						
686	0.35	30	R						_		NA		NA		1999
				To:		22-615 E									
	0.17	40	R	From:		Dead E	nd				NA		NA		02/19/2002
687)	0.17	40	K	т		0.15.1 E.D.	15.1		_		INA		INA		02/19/2002
687	0.35	40	R	From:	•	0.17 ME De	au end				NA		NA		02/19/2002
				To:		22-685	5								
				From:		Dead E	nd								
688	0.18	60	R	To:		SR 31	1		_		NA		NA		1999
				From:		22-615									
689	0.46	200	R			22-01.					NA		NA		1999
				To:		22-694	4								

					Craig Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Craig County				From:	Dead End					
(690)	0.38	50	R		Dead End	_		NA	NA	02/19/200
000				To:	22-616					
				From:	SR 311					
(691)	0.25	80	R			_		NA	NA	02/19/200
				To:	Dead End					
692)	0.05	40	_	From:	SR 311					4000
	0.25	10	R	To:	Dead End	⊣		NA	NA	1999
				From:		_				
693)	0.08	47	R		22-654	_		NA	NA	1999
	0.00			т		_		10.		1000
<u></u>	0.12	20	R	From:	22-673			NA	NA	1999
693	0.12	20	11	To:	Dead End	7		INA	INA	1333
				From:	22-689	1				
694)	0.61	140	R	<u> </u>	22-00)	_		NA	NA	1999
				To:	Dead End					
				From:	22-694					
695)	0.10	30	R			_		NA	NA	1999
				To:	Dead End					
				From:	22-615					
696	0.30	30	R	_		_		NA	NA	02/19/200
				To:	Dead End					
697)			_	From:	22-617					4000
	0.10	70	R	To:	D1F1	_		NA	NA	1999
				From:	Dead End	1				
(1001)	0.06	90	R	From:	Dead End		NA		NA	1999
	0.00	30	K	To:	SCL New Castle	7		INA	INA	1999
Form of New Coatle					202000					
Town of New Castle				From:	SCL New Castle					
(1001)	0.11	90	N					NA	NA	1999
				To:	SR 42					
(1002)				From:	SR 42					
	0.17	160	R			_		NA	NA	1999
				To:	SR 311					
1003	0.14	500	_	From:	SR 311			NA	NIA	1999
	0.14	580	R			_		INA	NA	1999
$\overline{}$	0.00	40		From:	22-616	_		NIA	NIA.	4000
(1003)	0.06	10	R	To:	NCL New Castle	_		NA	NA	1999
				From:						
(1004)	0.07	3300	R		SR 311	_		NA	NA	1999
(1004)	0.07	0000				_		10.		1000
	0.07	2500	R	From:	22-650			NA	NA	1999
1004	0.07	2000	11	т.	22.00	_		INA	INC	1999
(1004)	0.07	2700	R	From:	22-616	_		NA	NA	1999
	0.07	2100	ĸ	To:	22-615	7		INA	INA	1999
				From:	Dead End	<u> </u>				
1005)	0.14	40	R	<u> </u>	D'EAU EIIU	_		NA	NA	1999
1003)			••	To:	SR 42	7				.550
Craig County				•		<u> </u>				
				From:	22-638					
(1006)	0.18	70	R	_		_		NA	NA	1999
				To:	22-1008					

					Craig Maintena			Doolar				
Route	Length	AADT	QA	4Tire	Bus 24vle 3	Truck 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Craig County					ZANIE	STAXIC IIIAII	ZITAII		rioui			
_				From:	Dead End	d						
(1007)	0.35	60	R				_		NA	NA		1999
				To:	SR 42							
(1008)	0.40	20	R	From:	22-1006)		J NA				1999
	0.12			To:	22 (28		_			NA		
				i i	22-638							
(1009)	0.07	400	R	From:	22-1010)		NIA		NIA		4000
	0.07	130	ĸ	To:	22-638		- 1		NA	NA		1999
				From:			_					
(1010)	0.04	120	R	110m.	22-1009	1			NA	NA		1999
	0.04	120	1	_			_		INA	TVA		1333
(1010)	0.02	20		From:	22-1011				NA	NIA		1000
	0.03	30	R	To:	Dead End	d			INA	NA		1999
				From:								
(1011)	0.06	80	R	110m.	Dead End	d			NA	NA		1999
	0.00	00	1	To:	22-1010)			1471	147 (1000
				From:	22-1008							
(1012)	0.10	60	R	<u> </u>	22-1008	•			NA	NA		1999
				To:	22-638							
(1013)				From:	22-646							
	0.20	60	R						NA	NA		1999
				To:	Dead End	d						
(1020)				From:	Cul-de-Sa	ac						
	0.33	60	R						NA	NA	NA	1999
				To:	SR 311							
9120				From:	22-615							
	0.15	250	R						NA	NA		1999
				To:	McCleary Elem	School						