

2004

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

where available

Jurisdiction Report

57

Mathews County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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 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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
3 Windsor Rd	Mathews County	From: Middlesex County Line	1.37	6200	F	97%	1%	1%	0%	1%	0%	F	0.090	F	0.539	6400	F
		To: SR 198 EAST															
3 198 Windsor Rd	Mathews County	From: SR 198 W, Dutton Rd	1.55	7300	F	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	F
		To: SR 198 W, Dutton Rd															
3 Windsor Rd	Mathews County	From: SR 14 John Clayton Memorial Hwy	2.07	5900	F	97%	1%	1%	0%	1%	0%	C	0.088	F	0.611	6200	F
		To: SR 14; Windor Rd, Fort Nonsense															
3 14 John Clayton Mem Hwy	Mathews County	From: Gloucester County Line	0.11	12000	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	F
		To: Gloucester County Line															
14 3 John Clayton Mem Hwy	Mathews County	From: Gloucester County Line	0.11	12000	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	F
		To: SR 3 Fort Nonsense															
14 John Clayton Mem Hwy	Mathews County	From: SR 3 Windsor Rd	2.75	6800	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.613	7100	F
		To: 57-617 North River Rd															
14 John Clayton Mem Hwy	Mathews County	From: 57-660 Philpotts Ave	1.38	5700	F	97%	1%	1%	1%	1%	0%	F	0.095	F	0.597	5900	F
		To: 57-660 Philpotts Ave															
14 John Clayton Mem Hwy	Mathews County	From: SR 198 WEST	3.15	6300	F	97%	1%	1%	1%	1%	0%	F	0.09	F	0.583	6600	F
		To: SR 198 WEST															
14 198	Mathews County	From: SR 198 E, Buckley Hall Rd	1.69	7700	F	97%	1%	1%	1%	1%	0%	C	0.092	F	0.516	8000	F
		To: SR 198 E, Buckley Hall Rd															
14 Main St	Mathews County	From: 57-611 Tabernacle Rd	0.62	6200	F	97%	1%	1%	1%	1%	0%	C	0.089	F	0.557	6400	F
		To: 57-611 Tabernacle Rd															
14 John Clayton Mem Hwy	Mathews County	From: 57-604 Antioch Rd	4.65	3900	F	97%	1%	1%	1%	1%	0%	F	0.089	F	0.536	4100	F
		To: 57-604 Antioch Rd															
14 John Clayton Mem Hwy	Mathews County	From: 57-602 Sand Bank Rd	1.88	1500	F	96%	0%	1%	2%	1%	0%	C	0.087	F	0.650	1600	F
		To: 57-602 Sand Bank Rd															
14 John Clayton Mem Hwy	Mathews County	From: Bayside Wharf	1.74	570	F	96%	0%	1%	2%	1%	0%	F	0.105	F	0.652	590	F
		To: Bayside Wharf															
198 Dutton Rd	Mathews County	From: Gloucester County Line	0.44	2200	F	93%	1%	3%	1%	2%	0%	F	0.092	F	0.501	2300	F
		To: SR 3 W, Windsor Rd															
198 3 Windsor Rd	Mathews County	From: SR 3 West Intersection	1.55	7300	F	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	F
		To: SR 3 East Intersection															
198	Mathews County	From: SR 3 E, Windsor Rd	6.24	4600	F	96%	1%	1%	1%	1%	0%	C	0.088	F	0.556	4800	F
		To: SR 223 Cricket Hill Rd															
198	Mathews County	From: SR 14 N, John Clayton Mem Hwy	0.93	7000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.592	7300	F
		To: SR 14 N, John Clayton Mem Hwy															

Virginia Department of Transportation
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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
198 14	Mathews County	From: SR 14 North Intersection	1.69	7700	F	97%	1%	1%	1%	0%	C	0.092	F	0.516	8000	F
		To: SR 14 South Intersection														
198 Buckley Hall Rd	Mathews County	From: SR 14 Main St	1.01	1600	F	96%	1%	1%	1%	0%	F	0.09	F	0.646	1600	F
		To: 57-642 Buckley Hall Rd														
223 Cricket Hill Rd	Mathews County	From: SR 198 Hudgins	2.07	2500	F	98%	1%	1%	0%	0%	C	0.086	F	0.583	2600	F
		To: 57-633 Old Ferry Rd; Gwynn Island														

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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							
Mathews County																
600	Point Rd	1.10	60	R												
600		1.62	270	F	96%	1%	2%	0%	0%	C	0.113	F	0.6	280	F	2004
601		0.54	120	R												
601		1.07	100	R												
602		0.42	450	R												
602		0.30	380	R												
602		0.30	90	R												
603		0.66	40	R												
603		0.75	140	R												
604		1.08	220	R												
605		0.80	140	R												
605		1.10	160	R												
605		0.10	140	R												
606		0.50	170	R												
606		0.40	400	R												
607		1.90	230	R												
608		1.50	740	F	97%	0%	0%	3%	0%	C	0.092	F	0.551	770	F	2004
608		1.30	420	F	97%	0%	0%	3%	0%	F	0.093	F	0.781	440	F	2004
608		1.30	110	R												
609	Bethel Beach Rd	1.00	270	F	92%	1%	1%	5%	1%	C	0.121	F	0.583	280	F	2004
609	Bethel Beach Rd	0.12	200	R												

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(609) Bethel Beach Rd	0.58	100	R			From: 57-705 Kings Landing Rd					NA			NA		05/04/2004
(609) Bethel Beach Rd	1.10	140	R			To: 57-610					NA			NA		05/04/2004
(609) Bethel Beach Rd	0.08	130	R			From: 1.10 ME 57-610					NA			NA		05/04/2004
(609) Bethel Beach Rd	0.22	80	R			To: 57-720 Bashi Shores Dr					NA			NA		05/04/2004
						From: Dead End										
(610)	0.90	40	R			To: 57-614					NA			NA		06/26/2001
(610)	0.75	20	R			From: 57-611 NORTH 57-611 SOUTH					NA			NA		06/12/2001
(610)	1.05	40	R			To: 0.75 ME 57-611 S					NA			NA		05/04/2004
						From: 57-609										
(611) Church St	2.35	2400	F	97%	1%	1%	1%	0%	0%	C	0.094	F	0.534	2500	F	2004
(611) Church St	0.08	3500	F	97%	1%	1%	1%	0%	0%	F	0.092	F	0.593	3600	F	2004
						From: SR 14 NORTH 57-1003										
(611) Tabernacle Rd	2.26	920	F	97%	1%	1%	1%	0%	0%	F	0.097	F	0.6	960	F	2004
(611) Tabernacle Rd	2.16	440	F	97%	1%	1%	1%	0%	0%	F	0.114	F	0.575	460	F	2004
						From: 57-613 WEST										
(611)	0.30	47	R			To: 57-609					NA			NA		06/12/2001
						From: Dead End										
(612) Garden Creek Rd	0.50	90	R			To: 57-613 Beaverdam Rd					NA			NA		06/26/2001
						From: 57-611 Tabernacle Rd										
(613) Beaver Dam Rd	2.80	100	F	95%	4%	0%	1%	0%	0%	C	0.152	F	0.625	110	F	2004
						To: 57-611 W, Tabernacle Rd 57-611 E, Tabernacle Rd										
(613) Knights Woods Rd	1.70	80	R			From: 57-643 Haven Beach Rd					NA			NA		06/06/2001
						To: Dead End										
(614) Williams Wharf Rd	1.00	200	R			From: SR 14 N, John Clayton Memorial Hwy SR 14 S, John Clayton Memorial Hwy					NA			NA		06/12/2001
(614) Williams Wharf Rd	0.90	210	R			To: 57-644 Bandy Ridge Rd; 57-730 Old Ruff Rd					NA			NA		06/12/2001
(614) Williams Wharf Rd	0.30	170	R			From: 57-613 Beaver Dam Rd					NA			NA		06/12/2001
(614)	1.20	70	R			To: 57-610					NA			NA		06/12/2001
						From: 57-609										
(615)	0.60	100	R			To: Dead End					NA			NA		06/12/2001
						From: SR 14										
(616) Hookemfair Rd	0.54	150	R			To: SR 198					NA			NA		05/13/2004
						From: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(617)	0.80	170	R			From: Dead End					NA			NA		06/26/2001
						To: 57-660 SOUTH										
(617)	3.37	270	F	97%	0%	1%	1%	1%	0%	F	0.116	F	0.533	280	F	2004
						From: 57-660 NORTH										
(617)	0.94	1200	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.526	1200	F	2004
						From: 57-618										
(617)	1.06	1400	F	97%	0%	1%	1%	1%	0%	C	0.095	F	0.532	1400	F	2004
						From: 57-654										
						To: SR 14										
(618)	0.50	1100	F	97%	0%	1%	1%	1%	0%	C	0.099	F	0.544	1100	F	2004
						From: 57-617										
						To: 57-660										
(619)	0.65	40	R			From: Dead End					NA			NA		05/10/2004
						To: 57-617 WEST										
(619)	0.81	110	R			From: 57-617 EAST					NA			NA		05/10/2004
						To: 57-660										
(619)	0.50	190	R			From: Dead End					NA			NA		05/10/2004
						To: Dead End										
(620)	2.10	520	R			From: Dead End					NA			NA		05/10/2004
						To: SR 14										
(621) Glebe Rd	0.28	80	R			From: Dead End					NA			NA		05/10/2004
						To: 0.28 MN Dead End										
(621) Glebe Rd	0.12	100	R			From: 57-684 Gayle Lane					NA			NA		05/10/2004
						To: 57-622 Evans Rd										
(621) Glebe Rd	0.95	270	F	93%	5%	1%	1%	0%	0%	F	0.114	F	0.517	280	F	2004
						From: 57-622 Evans Rd										
(621) Glebe Rd	0.40	900	F	93%	5%	1%	1%	0%	0%	F	0.098	F	0.635	930	F	2004
						From: 57-611 Church St										
(621) Glebe Rd	0.80	1300	F	93%	5%	1%	1%	0%	0%	C	0.148	F	0.613	1400	F	2004
						From: SR 14										
						To: Dead End										
(622) Evans Rd	0.50	80	R			From: Dead End					NA			NA		07/16/2001
						To: 57-623 W, Thurston Rd										
(622) Evans Rd	0.04	200	R			From: 57-623 Mid, Bendall Lane					NA			NA		07/16/2001
						To: 57-621 Glebe Rd										
(622) Evans Rd	1.00	600	F	97%	1%	0%	1%	0%	0%	C	0.100	F	0.684	620	F	2004
						From: Dead End										
(623) Thurston Rd	0.46	70	R			From: Dead End					NA			NA		05/10/2004
						To: 0.46 MN Dead End										
(623) Thurston Rd	0.10	90	R			From: 57-622 W, Evans Rd					NA			NA		05/10/2004
						To: 57-622 Mid, Evans Rd										
(623) Bendall Lane	0.40	45	R			From: 57-670 Magnolia Rd					NA			NA		05/10/2004
						To: 57-670 Bendall Lane										
(623) Magnolia Rd	0.30	170	R			From: 57-622 E, Evans Rd					NA			NA		05/10/2004
						To: 57-625										
(624)	0.15	130	R			From: 57-625					NA			NA		06/26/2001
						To: 57-671										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(624)	0.05	40	R			From: 57-671 To: Dead End					NA			NA		06/26/2001
(625)	0.60	270	R			From: 57-660 To: 57-624					NA			NA		05/10/2004
(625)	0.20	130	R			From: 57-624 To: Dead End					NA			NA		05/10/2004
(626)	3.40	480	F	98%	0%	From: SR 14 To: SR 198 SOUTH				F	0.12	F	0.619	500	F	2004
(626)	1.80	1000	F	98%	0%	From: SR 198 NORTH To: 57-666				C	0.092	F	0.591	1000	F	2004
(626)	0.16	300	R			From: 57-666 To: 57-652					NA			NA		05/17/2004
(626)	0.14	230	R			From: 57-652 To: 57-662					NA			NA		05/17/2004
(626)	0.30	50	R			From: 57-662 To: Dead End					NA			NA		05/17/2004
(627) Smithers Rd	0.30	50	R			From: SR 198 To: Dead End					NA			NA		05/13/2004
(628)	0.70	500	F	98%	1%	From: SR 198 To: 57-725				C	0.103	F	0.539	520	F	2004
(628)	0.80	310	R			From: 57-725 To: 57-724					NA			NA		05/23/2001
(628)	0.17	160	R			From: 57-724 To: Dead End					NA			NA		05/23/2001
(629)	1.28	330	R			From: SR 198 To: 57-772					NA			NA		05/23/2001
(629)	0.44	110	R			From: 57-772 To: Dead End					NA			NA		05/23/2001
(630)	1.50	180	R			From: SR 198 To: Dead End					NA			NA		05/17/2004
(631)	1.20	330	R			From: SR 198 To: Dead End					NA			NA		05/17/2004
(632)	0.50	140	R			From: 57-626 To: Dead End					NA			NA		05/17/2004
(633)	0.20	330	R			From: Dead End To: SR 223					NA			NA		05/13/2004
(633)	2.66	1500	F	98%	0%	From: SR 223 To: Dead End				C	0.088	F	0.619	1500	F	2004
(634)	0.50	320	R			From: Dead End To: 57-633					NA			NA		05/30/2001
(635)	0.60	70	R			From: 57-609 To: Dead End					NA			NA		05/04/2004

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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							
Mathews County																
(636)	0.35	60	R			From: Dead End					NA			NA		05/30/2001
(636)	0.63	150	F	100%	0%	To: 57-672				C	0.139	F	0.579	150	F	2004
(636)	0.50	190	R			From: 57-633					NA			NA		05/30/2001
(637)	0.60	90	R			To: Dead End					NA			NA		05/13/2004
(637)	0.50	350	F	97%	1%	From: 57-680				C	0.098	F	0.543	370	F	2004
(638)	1.00	120	R			To: 57-633					NA			NA		05/13/2004
(639)	0.85	120	R			From: Dead End					NA			NA		05/13/2004
(639)	Crab Neck Rd	1.03	490	F	98%	1%	1%	0%	0%	C	0.117	F	0.731	510	F	2004
(639)	Crab Neck Rd	0.10	130	R		To: 57-648 Big Gum Rd					NA			NA		05/13/2004
(639)		0.20	100	R		From: 57-676 Traders Rd					NA			NA		05/13/2004
(640)	Point Breeze Rd	0.14	200	R		To: Dead End					NA			NA		05/23/2001
(640)	Point Breeze Rd	1.41	240	R		From: SR 223 Cricket Hill Rd					NA			NA		05/23/2001
(641)		1.64	450	F	99%	1%	0%	0%	0%	C	0.101	F	0.674	470	F	2004
(642)	Buckley Hall Rd	0.70	1400	F	98%	1%	0%	1%	0%	C	0.090	F	0.641	1500	F	2004
(642)	Fitchetts Wharf Rd	0.96	410	F	98%	1%	0%	1%	0%	F	0.107	F	0.544	430	F	2004
(642)	Fitchetts Wharf Rd	0.14	30	F	98%	1%	0%	1%	0%	F	0.277	F	0.667	30	F	2004
(643)	Haven Beach Rd	0.80	820	F	97%	1%	0%	1%	1%	C	0.104	F	0.58	850	F	2004
(643)	Lillys Neck Rd	0.20	820	N	97%	1%	0%	1%	1%	N	0.104	N	0.58	850	N	2004
(643)	Haven Beach Rd	0.80	470	F	97%	1%	0%	1%	1%	F	0.113	F	0.542	490	F	2004
(643)	Haven Beach Rd	0.03	170	R		To: 57-645 Garden Creek Rd					NA			NA		05/04/2004
(643)	Haven Beach Rd	0.50	70	R		From: 57-682 Whites Creek La					NA			NA		05/04/2004
(643)	Haven Beach Rd	0.67	8	R		To: 57-704 Old House Woods Rd					NA			NA		05/04/2004
						From: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(644) Bandy Ridge Rd	1.00	30	R			From: 57-614 Williams Wharf Rd						NA		NA		05/04/2004
(644) Bandy Ridge Rd	0.30	40	R			To: 1.00 MN 57-614						NA		NA		05/04/2004
(644) Lillys Neck Rd	1.20	120	R			From: 57-611 W, Tabernacle Rd						NA		NA		06/06/2001
(644) Lillys Neck Rd	1.00	270	R			From: 57-611 E, Tabernacle Rd						NA		NA		06/06/2001
(645) Garden Creek Rd	0.50	400	R			To: 57-643 S, Haven Beach Rd						NA		NA		05/04/2004
(645) Garden Creek Rd	0.69	80	R			From: 57-643 N, Haven Beach Rd						NA		NA		05/04/2004
(645)	0.43	30	R			To: Dead End						NA		NA		05/04/2004
(646)	0.14	40	R			From: Dead End						NA		NA		07/11/2001
(646)	0.20	70	R			To: 57-726						NA		NA		07/11/2001
(646)	0.50	150	R			From: 57-721						NA		NA		07/11/2001
(647)	0.70	600	R			To: 57-606						NA		NA		05/13/2004
(648) Big Gum Rd	0.30	130	R			From: 57-641						NA		NA		05/23/2001
(649)	0.67	160	R			To: Dead End						NA		NA		07/16/2001
(650)	0.50	190	R			From: 57-608						NA		NA		05/10/2004
(650)	0.30	80	R			To: 57-660						NA		NA		05/10/2004
(651)	0.80	60	R			From: 57-727						NA		NA		06/26/2001
(652)	0.40	80	R			To: Dead End						NA		NA		05/23/2001
(653)	1.00	110	R			From: 57-626						NA		NA		06/06/2001
(654)	0.40	30	R			To: SR 198						NA		NA		05/10/2004
(655)	0.85	130	R			From: 57-617						NA		NA		07/11/2001
						To: Dead End						NA		NA		07/11/2001
						From: Dead End						NA		NA		07/11/2001
						To: 57-600						NA		NA		07/11/2001

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(656)	0.30	170	R			From: Dead End					NA			NA		05/13/2004
						To: 57-633										
(657)	1.10	130	R			From: SR 14					NA			NA		05/10/2004
						To: Dead End										
(658)	1.21	210	R			From: Dead End					NA			NA		06/26/2001
						To: SR 14										
(659)	0.50	170	R			From: 57-660					NA			NA		05/10/2004
						To: Dead End										
(660)	0.32	90	R			From: 57-660 Begin Loop					NA			NA		05/10/2004
(660)	0.53	260	R			From: 57-660 End Loop					NA			NA		05/10/2004
(660)	0.30	470	F	95%	1%	2%	1%	2%	0%	F	0.102	F	0.524	490	F	2004
						From: 57-617 SOUTH										
(660)	0.36	460	F	95%	1%	2%	1%	2%	0%	F	0.089	F	0.581	480	F	2004
						From: 57-617 NORTH										
(660)	2.65	1000	F	95%	1%	2%	1%	2%	0%	F	0.092	F	0.531	1100	F	2004
						From: 57-703										
(660)	2.43	930	F	95%	1%	2%	1%	2%	0%	C	0.094	F	0.589	960	F	2004
						From: 57-618										
						To: SR 14										
(661)	0.42	130	R			From: 57-633					NA			NA		05/13/2004
						To: Dead End										
(662)	0.40	110	R			From: Dead End					NA			NA		05/23/2001
						To: 57-626										
(663)	0.20	100	R			From: Dead End					NA			NA		05/13/2004
						To: 57-633										
(664)	0.90	420	R			From: 57-633					NA			NA		05/30/2001
						To: Dead End										
(665)	0.04	10	R			From: Dead End					NA			NA		06/06/2001
(665)	0.56	120	R			From: 57-1006					NA			NA		06/06/2001
						To: 57-642										
(666)	0.38	110	R			From: Dead End					NA			NA		05/23/2001
(666)	0.14	340	R			From: 57-732					NA			NA		05/23/2001
						To: 57-626										
(667)	0.50	100	R			From: 57-660					NA			NA		05/10/2004
						To: Dead End										
(668)	0.13	130	R			From: Dead End					NA			NA		05/23/2001
						To: SR 198										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(669)	0.51	230	R			From: SR 223					NA		NA			05/13/2004
						To: Dead End										
(670)	0.42	80	R			From: 57-623					NA		NA			05/10/2004
						To: Dead End										
(671)	0.30	60	R			From: 57-624					NA		NA			05/10/2004
						To: Dead End										
(672)	0.07	60	R			From: Dead End					NA		NA			05/13/2004
						To: 57-636										
(673)	0.60	60	R			From: Dead End					NA		NA			07/11/2001
						To: 57-603										
(674)	0.35	100	R			From: Dead End					NA		NA			05/17/2004
						To: 57-626										
(675)	0.30	150	R			From: 57-660					NA		NA			05/10/2004
						To: 0.30 ME 57-660										
(675)	0.10	90	R			From: Dead End					NA		NA			05/10/2004
						To: Dead End										
(676)	0.35	45	R			From: Dead End					NA		NA			05/13/2004
						To: 57-639										
(677) Canoe Yard Tr	0.66	60	R			From: 57-611 Tabernacle Rd					NA		NA			06/12/2001
						To: 57-609 Bethel Beach Rd										
(678) Baby Lane	0.39	60	R			From: Dead End					NA		NA			05/10/2004
						To: 57-622 Evans Rd										
(679)	0.54	50	R			From: 57-660					NA		NA			05/10/2004
						To: Dead End										
(680)	0.49	220	R			From: Dead End					NA		NA			05/13/2004
						To: 57-637										
(681)	0.53	150	R			From: 57-626					NA		NA			05/17/2004
						To: Dead End										
(682)	0.87	90	R			From: 57-643					NA		NA			05/04/2004
						To: Dead End										
(683)	0.37	6	R			From: Dead End					NA		NA			05/10/2004
						To: SR 14										
(684)	0.25	80	R			From: 57-621					NA		NA			05/10/2004
						To: 0.25 ME 57-621										
(684)	0.30	60	R			From: Dead End					NA		NA			05/10/2004
						To: Dead End										
(685)	0.07	70	R			From: Dead End					NA		NA			05/10/2004
						To: 57-660										

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						2Axle	3+Axle	1Trail	2Trail								
Mathews County																	
(686)	0.33	60	R			From: Dead End											07/11/2001
						To: 57-605											
(687)	0.24	40	R			From: Dead End											05/10/2004
						To: 57-660											
(687)	0.40	100	R			From: 57-660											05/10/2004
						To: 0.40 ME 57-660											
(688) Dixon Rd	0.34	230	R			From: Dead End											06/06/2001
						To: 57-639 Crab Neck Rd											
(689)	0.36	150	R			From: Dead End											05/04/2004
						To: 57-600											
(690) Field Point Rd	0.37	70	R			From: 57-642 Fitchetts Wharf Rd											05/13/2004
						To: Dead End											
(691)	0.25	70	R			From: 57-602											05/04/2004
						To: Dead End											
(692)	0.52	20	R			From: 57-601											05/04/2004
						To: Dead End											
(693) Buzzard Point Rd	0.62	90	R			From: Dead End											06/06/2001
						To: 57-645 Garden Creek Rd											
(694) Waverly Lane	0.40	110	R			From: SR 198											05/13/2004
						To: Dead End											
(695)	0.10	70	R			From: Dead End											05/13/2004
						To: 57-633											
(696)	0.42	160	R			From: Dead End											06/06/2001
						To: 57-639											
(697)	0.45	90	R			From: SR 14											05/04/2004
						To: Dead End											
(698)	0.20	60	R			From: 57-649											05/04/2004
						To: Dead End											
(699)	0.37	10	R			From: 57-691											05/04/2004
						To: Dead End											
(700)	0.48	170	R			From: SR 198											05/13/2004
						To: Dead End											
(701)	0.35	60	R			From: SR 3											05/17/2004
						To: Dead End											
(702)	0.38	50	R			From: Dead End											05/04/2004
						To: 57-609											
(703)	0.61	60	R			From: 57-660											05/10/2004
						To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(704)	0.36	60	R			From: 57-643						NA		NA		05/04/2004
						To: Dead End										
(705)	0.40	46	R			From: Dead End						NA		NA		05/04/2004
						To: 57-609										
(706) Ballast Point Rd	0.32	110	R			From: SR 223 Cricket Hill Rd						NA		NA		05/13/2004
						To: Dead End										
(707)	0.18	90	R			From: Dead End						NA		NA		06/12/2001
						To: 57-609										
(708)	0.27	47	R			From: 57-642						NA		NA		06/06/2001
						To: Dead End										
(709)	0.54	40	R			From: 57-650						NA		NA		05/10/2004
						To: Dead End										
(710)	0.28	90	R			From: Dead End						NA		NA		05/04/2004
						To: 57-605										
(711)	0.24	10	R			From: Dead End						NA		NA		07/11/2001
						To: 57-646										
(712)	0.02	20	R			From: 57-600						NA		NA		07/11/2001
						To: SR 14										
(713)	0.16	580	R			From: SR 14						NA		NA		07/19/2001
						To: 57-641										
(714)	0.20	20	R			From: SR 14 SOUTH						NA		NA		07/11/2001
						To: SR 14 NORTH										
(715)	0.32	70	R			From: SR 14 SOUTH						NA		NA		07/16/2001
						To: SR 14 NORTH										
(716) Tobacco Rd	0.17	100	R			From: 57-640 Point Breeze Rd						NA		NA		05/13/2004
						To: SR 223 Cricket Hill Rd										
(717)	0.14	80	R			From: Dead End						NA		NA		06/06/2001
						To: 57-645										
(718)	0.38	150	R			From: Dead End						NA		NA		05/13/2004
						To: 57-639										
(719)	0.16	80	R			From: Dead End						NA		NA		05/23/2001
						To: SR 198										
(720)	0.23	20	R			From: 57-609						NA		NA		05/04/2004
						To: Dead End										
(721)	0.43	70	R			From: Dead End						NA		NA		05/04/2004
						To: 57-646										
(722)	0.20	90	R			From: 57-629						NA		NA		05/13/2004
						To: 57-723										

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(723)	0.02	10	R			From: Dead End										05/13/2004
(723)	0.08	60	R			From: 57-722										05/13/2004
						To: Dead End										
(724)	0.12	200	R			From: 57-628										05/13/2004
						To: Dead End										
(725)	0.13	70	R			From: 57-628										05/23/2001
						To: Dead End										
(726)	0.22	30	R			From: Dead End										07/11/2001
						To: 57-646										
(727)	0.35	120	R			From: Dead End										05/10/2004
						To: 57-650										
(728)	0.22	40	R			From: SR 14										05/04/2004
						To: Dead End										
(729)	0.43	210	R			From: Dead End										05/04/2004
						To: SR 14										
(730)	0.12	60	R			From: 57-614										06/02/2001
						To: Dead End										
(731)	0.48	70	R			From: SR 14										05/04/2004
						To: Dead End										
(732)	0.07	50	R			From: Cul-de-Sac										05/17/2004
						To: 57-733										
(732)	0.91	310	R			From: 57-666										05/17/2004
						To: 57-666										
(733)	0.05	30	R			From: Cul-de-Sac										05/17/2004
						To: 57-732										
(734)	0.05	60	R			From: Dead End										05/10/2004
						To: SR 3										
(735)	0.17	160	R			From: SR 3										05/10/2004
						To: Cul-de-Sac										
(736)	0.20	90	R			From: SR 198										05/13/2004
						To: Dead End										
(737)	0.70	100	R			From: Cul-de-Sac										05/04/2004
						To: 57-608										
(738)	0.25	100	R			From: SR 198										05/23/2001
						To: Cul-de-Sac										
(739)	0.15	110	R			From: SR 198										05/23/2001
						To: Dead End										

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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																														
Mathews County																																							
(740)	0.56	100	R			From: Dead End											NA	NA	05/30/2001																				
						To: 57-633																																	
(745)	0.93	140	R			From: Cul-de-Sac													NA	NA	05/10/2004																		
						To: SR 14																																	
(746)	0.42	40	R			From: 57-745														NA	NA	05/10/2004																	
						To: Dead End																																	
(1001)	0.05	790	R			From: 57-1003																	NA	NA	07/19/2001														
						To: 57-1002																																	
(1001)	0.03	1000	R			From: SR 14																				NA	NA	07/19/2001											
						To: SR 14																																	
(1002)	0.05	700	R			From: 57-1001																					NA	NA	07/19/2001										
						To: 57-611																																	
(1003)	0.05	440	R			From: 57-1001																						NA	NA	05/13/2004									
						To: 57-611																																	
(1004)	0.16	140	R			From: Dead End																							NA	NA	05/13/2004								
						To: SR 14																																	
(1006)	0.07	60	R			From: 57-665																								NA	NA	05/13/2004							
						To: Begin Loop																																	
(1006)	0.07	20	R			From: 57-1007																									NA	NA	05/13/2004						
						To: End Loop																																	
(1006)	0.10	30	R			From: 57-1006																										NA	NA	05/13/2004					
						To: Cul-de-Sac																																	
(1007)	0.06	20	R			From: Cul-de-Sac																										NA	NA	05/13/2004					
						To: SR 3																																	
(1010)	0.42	NA				From: Cul-de-Sac																																	
						To: 57-1010																																	
(1011)	0.12	NA				From: SR 198																																	
						To: Cul-de-Sac																																	
(1015)	0.19	10	R			From: Cul-de-Sac																													NA	NA	07/19/2001		
						To: 57-1015																																	
(1016)	0.07	8	R			From: Dead End																														NA	NA	07/19/2001	
						To: SR 198																																	
(1101)	0.12	40	R			From: SR 14																														NA	NA	05/17/2004	
						To: Mathews County HS																																	
(9249)	0.08	310	R			From: 57-611 Thomas																															NA	NA	05/13/2004
						To: Hunter Int Sch																																	
(9250)	0.10	20	R			From: Hunter Int Sch																															NA	NA	07/19/2001