

2005

**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
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 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

- 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
-  Bypass - 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
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
		From: Middlesex County Line														
3 Windsor Rd	Mathews County	1.37	6200	G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.539	6500	G
		To: SR 198 EAST														
3 198 Windsor Rd	Mathews County	1.55	7300	G	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	G
		To: SR 198 W, Dutton Rd														
3 Windsor Rd	Mathews County	2.07	6000	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.611	6200	G
		To: SR 14 John Clayton Memorial Hwy														
		From: SR 14; Windor Rd, Fort Nonsense														
3 14 John Clayton Mem Hwy	Mathews County	0.11	12000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	G
		To: Gloucester County Line														
		From: Gloucester County Line														
14 3 John Clayton Mem Hwy	Mathews County	0.11	12000	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.622	12000	G
		To: SR 3 Fort Nonsense														
		From: SR 3 Windsor Rd														
14 John Clayton Mem Hwy	Mathews County	2.75	6900	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.613	7200	G
		To: 57-617 North River Rd														
14 John Clayton Mem Hwy	Mathews County	1.38	5800	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.597	6000	G
		To: 57-660 Philpotts Ave														
14 John Clayton Mem Hwy	Mathews County	3.15	6400	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.583	6600	G
		To: SR 198 WEST														
14 198	Mathews County	1.69	7700	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.516	8000	G
		To: SR 198 E, Buckley Hall Rd														
14 Main St	Mathews County	0.62	6200	G	97%	1%	1%	1%	1%	0%	C	0.089	F	0.557	6500	G
		To: 57-611 Tabernacle Rd														
14 John Clayton Mem Hwy	Mathews County	4.65	4000	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.536	4100	G
		From: 57-604 Antioch Rd														
14 John Clayton Mem Hwy	Mathews County	1.88	1500	G	96%	0%	1%	2%	1%	0%	C	0.087	F	0.650	1600	G
		To: 57-602 Sand Bank Rd														
14 John Clayton Mem Hwy	Mathews County	1.74	570	G	96%	0%	1%	2%	1%	0%	F	0.105	F	0.652	590	G
		To: Bayside Wharf														
		From: Gloucester County Line														
198 Dutton Rd	Mathews County	0.44	2200	G	93%	1%	3%	1%	2%	0%	F	0.092	F	0.501	2300	G
		To: SR 3 W, Windsor Rd														
		From: SR 3 West Intersection														
198 3 Windsor Rd	Mathews County	1.55	7300	G	97%	1%	1%	0%	1%	0%	F	0.085	F	0.577	7600	G
		To: SR 3 East Intersection														
		From: SR 3 E, Windsor Rd														
198	Mathews County	6.24	4600	G	96%	1%	1%	1%	1%	0%	C	0.088	F	0.556	4800	G
		To: SR 223 Cricket Hill Rd														
198	Mathews County	0.93	7000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.592	7300	G
		To: SR 14 N, John Clayton Mem Hwy														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
198 14	From:	SR 14 North Intersection															
	Mathews County	1.69	7700	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.516	8000	G	
198 Buckley Hall Rd	To:	SR 14 South Intersection															
	From:	SR 14 Main St															
198 Buckley Hall Rd	Mathews County	1.01	1600	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.646	1700	G	
	To:	57-642 Buckley Hall Rd															
223 Cricket Hill Rd	From:	SR 198 Hudgins															
	Mathews County	2.07	2500	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.583	2600	G	
	To:	57-633 Old Ferry Rd; Gwynn Island															

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Mathews Operational Area

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								NA			NA		05/04/2004
(600)	1.62	270	G	96%	1%	2%	0%	0%	0%	C	0.113	F	0.6	290	G	2005
(601)	0.54	120	R								NA			NA		05/04/2004
(601)	1.07	100	R								NA			NA		05/04/2004
(602)	0.42	450	R								NA			NA		07/11/2001
(602)	0.30	380	R								NA			NA		07/11/2001
(602)	0.30	90	R								NA			NA		07/11/2001
(603)	0.66	40	R								NA			NA		07/11/2001
(603)	0.75	140	R								NA			NA		07/11/2001
(604)	1.08	220	R								NA			NA		05/04/2004
(605)	0.80	140	R								NA			NA		07/11/2001
(605)	1.10	160	R								NA			NA		07/16/2001
(605)	0.10	140	R								NA			NA		07/16/2001
(606)	0.50	170	R								NA			NA		05/04/2004
(606)	0.40	400	R								NA			NA		05/04/2004
(607)	1.90	230	R								NA			NA		07/16/2001
(608)	1.50	750	G	97%	0%	0%	3%	0%	0%	C	0.092	F	0.551	780	G	2005
(608)	1.30	420	G	97%	0%	0%	3%	0%	0%	F	0.093	F	0.781	440	G	2005
(608)	1.30	110	R								NA			NA		05/04/2004
(609) Bethel Beach Rd	1.00	270	G	92%	1%	1%	5%	1%	0%	C	0.121	F	0.583	290	G	2005
(609) Bethel Beach Rd	0.12	200	R								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																
(609) Bethel Beach Rd	0.58	100	R								NA			NA		05/04/2004
			From: 57-705 Kings Landing Rd													
(609) Bethel Beach Rd	1.10	140	R								NA			NA		05/04/2004
			To: 57-610													
(609) Bethel Beach Rd	0.08	130	R								NA			NA		05/04/2004
			From: 1.10 ME 57-610													
(609) Bethel Beach Rd	0.22	80	R								NA			NA		05/04/2004
			From: 57-720 Bashi Shores Dr													
			To: Dead End													
(610)	0.90	40	R								NA			NA		06/26/2001
			From: 57-614													
(610)	0.75	20	R								NA			NA		06/12/2001
			From: 57-611 NORTH													
			To: 57-611 SOUTH													
(610)	1.05	40	R								NA			NA		05/04/2004
			From: 0.75 ME 57-611 S													
			To: 57-609													
(611) Church St	2.35	2400	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.534	2500	G	2005
			From: SR 14 NORTH													
(611) Church St	0.08	3500	G	97%	1%	1%	1%	0%	0%	F	0.092	F	0.593	3700	G	2005
			From: 57-1003													
			To: SR 14 MID													
(611) Tabernacle Rd	2.26	930	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.6	970	G	2005
			From: SR 14 SOUTH													
(611) Tabernacle Rd	2.16	450	G	97%	1%	1%	1%	0%	0%	F	0.114	F	0.575	460	G	2005
			From: 57-613 WEST													
(611)	0.30	47	R								NA			NA		06/12/2001
			From: 57-609													
			To: Dead End													
(612) Garden Creek Rd	0.50	90	R								NA			NA		06/26/2001
			From: 57-613 Beaverdam Rd													
			To: 57-611 Tabernacle Rd													
(613) Beaver Dam Rd	2.80	100	G	95%	4%	0%	1%	0%	0%	C	0.152	F	0.625	110	G	2005
			From: SR 14 John Clayton Memorial Hwy													
			To: 57-611 W, Tabernacle Rd													
(613) Knights Woods Rd	1.70	80	R								NA			NA		06/06/2001
			From: 57-611 E, Tabernacle Rd													
			To: 57-643 Haven Beach Rd													
(614) Williams Wharf Rd	1.00	200	R								NA			NA		06/12/2001
			From: Dead End													
			To: SR 14 N, John Clayton Memorial Hwy													
(614) Williams Wharf Rd	0.90	210	R								NA			NA		06/12/2001
			From: SR 14 S, John Clayton Memorial Hwy													
(614) Williams Wharf Rd	0.30	170	R								NA			NA		06/12/2001
			From: 57-644 Bandy Ridge Rd; 57-730 Old Ruff Rd													
(614) Ridgefield Rd	1.20	80	R								NA			NA		06/12/2001
			From: 57-613 Beaver Dam Rd													
(614)	1.20	70	R								NA			NA		06/12/2001
			From: 57-610													
			To: 57-609													
(615)	0.60	100	R								NA			NA		06/12/2001
			From: Dead End													
			To: SR 14													
(616) Hookemfair Rd	0.54	150	R								NA			NA		05/13/2004
			From: SR 198													
			To: Dead End													

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Mathews Operational Area

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(617)	0.80	170	R								NA			NA		06/26/2001
(617)	3.37	270	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.533	280	G	2005
(617)	0.94	1200	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.526	1300	G	2005
(617)	1.06	1400	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.532	1400	G	2005
(618)	0.50	1100	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.544	1100	G	2005
(619)	0.65	40	R								NA			NA		05/10/2004
(619)	0.81	110	R								NA			NA		05/10/2004
(619)	0.50	190	R								NA			NA		05/10/2004
(620)	2.10	520	R								NA			NA		05/10/2004
(621) Glebe Rd	0.28	80	R								NA			NA		05/10/2004
(621) Glebe Rd	0.12	100	R								NA			NA		05/10/2004
(621) Glebe Rd	0.95	270	G	93%	5%	1%	1%	0%	0%	F	0.114	F	0.517	290	G	2005
(621) Glebe Rd	0.40	900	G	93%	5%	1%	1%	0%	0%	F	0.098	F	0.635	940	G	2005
(621) Glebe Rd	0.80	1300	G	93%	5%	1%	1%	0%	0%	C	0.148	F	0.613	1400	G	2005
(622) Evans Rd	0.50	80	R								NA			NA		07/16/2001
(622) Evans Rd	0.04	200	R								NA			NA		07/16/2001
(622) Evans Rd	1.00	610	G	97%	1%	0%	1%	0%	0%	C	0.100	F	0.684	630	G	2005
(623) Thurston Rd	0.46	70	R								NA			NA		05/10/2004
(623) Thurston Rd	0.10	90	R								NA			NA		05/10/2004
(623) Bendall Lane	0.40	45	R								NA			NA		05/10/2004
(623) Magnolia Rd	0.30	170	R								NA			NA		05/10/2004
(624)	0.15	130	R								NA			NA		06/26/2001

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(624)	0.05	40	R											NA		06/26/2001
(625)	0.60	270	R											NA		05/10/2004
(625)	0.20	130	R											NA		05/10/2004
(626)	3.40	490	G	98%	0%	0%	1%	0%	0%	F	0.12	F	0.619	510	G	2005
(626)	1.80	1000	G	98%	0%	0%	1%	0%	0%	C	0.092	F	0.591	1000	G	2005
(626)	0.16	300	R											NA		05/17/2004
(626)	0.14	230	R											NA		05/17/2004
(626)	0.30	50	R											NA		05/17/2004
(627) Smithers Rd	0.30	50	R											NA		05/13/2004
(628)	0.70	500	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.539	520	G	2005
(628)	0.80	310	R											NA		05/23/2001
(628)	0.17	160	R											NA		05/23/2001
(629)	1.28	330	R											NA		05/23/2001
(629)	0.44	110	R											NA		05/23/2001
(630)	1.50	180	R											NA		05/17/2004
(631)	1.20	330	R											NA		05/17/2004
(632)	0.50	140	R											NA		05/17/2004
(633)	0.20	330	R											NA		05/13/2004
(633)	2.66	1500	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.619	1500	G	2005
(634)	0.50	320	R											NA		05/30/2001
(635)	0.60	70	R											NA		05/04/2004

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Annual Average Daily Traffic Volume Estimates By Section of Route
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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								NA			NA		05/30/2001
(636)	0.63	150	G	100%	0%	0%	0%	0%	0%	C	0.139	F	0.579	160	G	2005
(636)	0.50	190	R								NA			NA		05/30/2001
(637)	0.60	90	R								NA			NA		05/13/2004
(637)	0.50	360	G	97%	1%	1%	1%	0%	0%	C	0.098	F	0.543	370	G	2005
(638)	1.00	120	R								NA			NA		05/13/2004
(639) Hills Bay Dr	0.85	120	R								NA			NA		05/13/2004
(639) Crab Neck Rd	1.03	490	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.731	510	G	2005
(639) Crab Neck Rd	0.10	130	R								NA			NA		05/13/2004
(639)	0.20	100	R								NA			NA		05/13/2004
(640) Point Breeze Rd	0.14	200	R								NA			NA		05/23/2001
(640) Point Breeze Rd	1.41	240	R								NA			NA		05/23/2001
(641)	1.64	460	G	99%	1%	0%	0%	0%	0%	C	0.101	F	0.674	480	G	2005
(642) Buckley Hall Rd	0.70	1400	G	98%	1%	0%	1%	0%	0%	C	0.090	F	0.641	1500	G	2005
(642) Fitchetts Wharf Rd	0.96	410	G	98%	1%	0%	1%	0%	0%	F	0.107	F	0.544	430	G	2005
(642) Fitchetts Wharf Rd	0.14	30	G	98%	1%	0%	1%	0%	0%	F	0.277	F	0.667	30	G	2005
(643) Haven Beach Rd	0.80	820	G	97%	1%	0%	1%	1%	0%	C	0.104	F	0.58	860	G	2005
(643) Lillys Neck Rd	0.20	820	N	97%	1%	0%	1%	1%	0%	N	0.104	N	0.58	860	N	2005
(643) Haven Beach Rd	0.80	470	G	97%	1%	0%	1%	1%	0%	F	0.113	F	0.542	490	G	2005
(643) Haven Beach Rd	0.03	170	R								NA			NA		05/04/2004
(643) Haven Beach Rd	0.50	70	R								NA			NA		05/04/2004
(643) Haven Beach Rd	0.67	8	R								NA			NA		05/04/2004

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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				To: 57-611 E, Tabernacle Rd					NA		NA		06/06/2001
(644) Lillys Neck Rd	1.00	270	R				From: 57-643 S, Haven Beach Rd					NA		NA		06/06/2001
(644) Lillys Neck Rd	1.00	270	R				To: 57-643 N, Haven Beach Rd					NA		NA		06/06/2001
(645) Garden Creek Rd	0.50	400	R				From: Dead End					NA		NA		05/04/2004
(645) Garden Creek Rd	0.50	400	R				To: 57-643 Haven Beach Rd					NA		NA		05/04/2004
(645) Garden Creek Rd	0.69	80	R				From: 57-717 Butts Lane					NA		NA		05/04/2004
(645)	0.43	30	R				To: Betty Lane					NA		NA		05/04/2004
(645)	0.43	30	R				From: Dead End					NA		NA		05/04/2004
(646)	0.14	40	R				To: Dead End					NA		NA		07/11/2001
(646)	0.20	70	R				From: 57-726					NA		NA		07/11/2001
(646)	0.50	150	R				To: 57-721					NA		NA		07/11/2001
(646)	0.50	150	R				From: 57-606					NA		NA		07/11/2001
(647)	0.70	600	R				To: 57-641					NA		NA		05/13/2004
(647)	0.70	600	R				From: Dead End					NA		NA		05/13/2004
(648) Big Gum Rd	0.30	130	R				To: 57-639 Crab Neck Rd					NA		NA		05/23/2001
(648) Big Gum Rd	0.30	130	R				From: 57-640 Point Breeze Rd					NA		NA		05/23/2001
(649)	0.67	160	R				To: Dead End					NA		NA		07/16/2001
(649)	0.67	160	R				From: 57-608					NA		NA		07/16/2001
(650)	0.50	190	R				To: 57-660					NA		NA		05/10/2004
(650)	0.30	80	R				From: 57-727					NA		NA		05/10/2004
(650)	0.30	80	R				To: Dead End					NA		NA		05/10/2004
(651)	0.80	60	R				From: 57-660					NA		NA		06/26/2001
(651)	0.80	60	R				To: Dead End					NA		NA		06/26/2001
(652)	0.40	80	R				From: Dead End					NA		NA		05/23/2001
(652)	0.40	80	R				To: 57-626					NA		NA		05/23/2001
(653)	1.00	110	R				From: SR 198					NA		NA		06/06/2001
(653)	1.00	110	R				To: Dead End					NA		NA		06/06/2001
(654)	0.40	30	R				From: 57-617					NA		NA		05/10/2004
(654)	0.40	30	R				To: Dead End					NA		NA		05/10/2004
(655)	0.85	130	R				From: Dead End					NA		NA		07/11/2001
(655)	0.85	130	R				To: 57-600					NA		NA		07/11/2001

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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(656)	0.30	170	R											NA		05/13/2004
(657)	1.10	130	R											NA		05/10/2004
(658)	1.21	210	R											NA		06/26/2001
(659)	0.50	170	R											NA		05/10/2004
(660)	0.32	90	R											NA		05/10/2004
(660)	0.53	260	R											NA		05/10/2004
(660)	0.30	470	G	95%	1%	2%	1%	2%	0%	F	0.102	F	0.524	490	G	2005
(660)	0.36	470	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.581	480	G	2005
(660)	2.65	1000	G	95%	1%	2%	1%	2%	0%	F	0.092	F	0.531	1100	G	2005
(660)	2.43	940	G	95%	1%	2%	1%	2%	0%	C	0.094	F	0.589	970	G	2005
(661)	0.42	130	R											NA		05/13/2004
(662)	0.40	110	R											NA		05/23/2001
(663)	0.20	100	R											NA		05/13/2004
(664)	0.90	420	R											NA		05/30/2001
(665)	0.04	10	R											NA		06/06/2001
(665)	0.56	120	R											NA		06/06/2001
(666)	0.38	110	R											NA		05/23/2001
(666)	0.14	340	R											NA		05/23/2001
(667)	0.50	100	R											NA		05/10/2004
(668)	0.13	130	R											NA		05/23/2001

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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							NA		07/11/2001
							To: 57-605									
(687)	0.24	40	R				From: Dead End							NA		05/10/2004
							To: 57-660									
(687)	0.40	100	R				From: 57-660							NA		05/10/2004
							To: 0.40 ME 57-660									
(688) Dixon Rd	0.34	230	R				From: Dead End							NA		06/06/2001
							To: 57-639 Crab Neck Rd									
(689)	0.36	150	R				From: Dead End							NA		05/04/2004
							To: 57-600									
(690) Field Point Rd	0.37	70	R				From: 57-642 Fitchetts Wharf Rd							NA		05/13/2004
							To: Dead End									
(691)	0.25	70	R				From: 57-602							NA		05/04/2004
							To: Dead End									
(692)	0.52	20	R				From: 57-601							NA		05/04/2004
							To: Dead End									
(693) Buzzard Point Rd	0.62	90	R				From: Dead End							NA		06/06/2001
							To: 57-645 Garden Creek Rd									
(694) Waverly Lane	0.40	110	R				From: SR 198							NA		05/13/2004
							To: Dead End									
(695)	0.10	70	R				From: Dead End							NA		05/13/2004
							To: 57-633									
(696)	0.42	160	R				From: Dead End							NA		06/06/2001
							To: 57-639									
(697)	0.45	90	R				From: SR 14							NA		05/04/2004
							To: Dead End									
(698)	0.20	60	R				From: 57-649							NA		05/04/2004
							To: Dead End									
(699)	0.37	10	R				From: 57-691							NA		05/04/2004
							To: Dead End									
(700)	0.48	170	R				From: SR 198							NA		05/13/2004
							To: Dead End									
(701)	0.35	60	R				From: SR 3							NA		05/17/2004
							To: Dead End									
(702)	0.38	50	R				From: Dead End							NA		05/04/2004
							To: 57-609									
(703)	0.61	60	R				From: 57-660							NA		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
(732)	0.91	310	R				From: 57-733									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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						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
(740)	0.56	100	R								NA		NA			05/30/2001
(745)	0.93	140	R								NA		NA			05/10/2004
(746)	0.42	40	R								NA		NA			05/10/2004
(1001)	0.05	790	R								NA		NA			07/19/2001
(1001)	0.03	1000	R								NA		NA			07/19/2001
(1002)	0.05	700	R								NA		NA			07/19/2001
(1003)	0.05	440	R								NA		NA			05/13/2004
(1004)	0.16	140	R								NA		NA			05/13/2004
(1006)	0.07	60	R								NA		NA			05/13/2004
(1006)	0.07	20	R								NA		NA			05/13/2004
(1006)	0.10	30	R								NA		NA			05/13/2004
(1007)	0.06	20	R								NA		NA			05/13/2004
(1010)	0.42	NA									NA		NA			
(1011)	0.12	NA									NA		NA			
(1015)	0.19	10	R								NA		NA			07/19/2001
(1016)	0.07	8	R								NA		NA			07/19/2001
(1101)	0.12	40	R								NA		NA			05/17/2004
(9249)	0.08	310	R								NA		NA			05/13/2004
(9250)	0.10	20	R								NA		NA			07/19/2001