### 2009

# 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 K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(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.

### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Mathews Maintenance Area

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Middlesex County Line												
3 Twiggs Ferry Rd	Mathews County	1.37 <b>6100 G</b>	96%	1%	1%	1%	1%	0%	F	0.096	F	0.562	6600	G
	To- From:	SR 198 East												
3 / 198 /	Mathews County	1.55 <b>7100 G</b>	96%	1%	1%	1%	1%	0%	F	0.098	F	0.516	7700	G
	To: From:	SR 198 W, Dutton Rd												
(3) Windsor Rd	Mathews County	2.07 <b>5700 G</b>	96%	1%	1%	1%	1%	0%	С	0.094	F	0.611	6200	G
$\smile$	To: From:	SR 14 John Clayton Memorial SR 14; Windor Rd, Fort Nons												
3 (14) John Clayton Mem Hwy	Mathews County	0.11 <b>10000 G</b>	96%	1%	1%	1%	1%	0%	F	0.095	F	0.588	11000	G
3 (14) John Clayton Mem Hwy	To:	Gloucester County Line	3070	170		170	170	070	•	0.000	•	0.000	11000	
	From:	Gloucester County Line			l									
14) (3) John Clayton Mem Hwy	Mathews County	0.11 <b>10000 G</b>	96%	1%	1%	1%	1%	0%	F	0.095	F	0.588	11000	G
14) (3) 55 618) 1617	To:	SR 3 Fort Nonsense	0070	.,,		. 70	.,0	0,0	•	0.000	•	0.000		·
_	From:	SR 3 Windsor Rd												
14) John Clayton Mem Hwy	Mathews County	2.75 <b>5900 G</b>	97%	1%	1%	1%	1%	0%	F	0.09	F	0.620	6400	G
<u> </u>	To. From:	57-617 North River Rd												
14 John Clayton Mem Hwy	Mathews County	1.38 <b>4700 G</b>	97%	1%	1%	1%	1%	0%	С	0.091	F	0.602	5100	G
	To:	57-660 Philpotts Ave												
14) John Clayton Mem Hwy	Mathews County	3.15 <b>5600 G</b>	97%	1%	1%	1%	1%	0%	F	0.091	F	0.575	6000	G
14) 56 6.6) 6	aene seamy		0.70	.,,		. 70	.,0	0,0	•	0.00	•	0.0.0	0000	·
	Mothows County	SR 198 WEST 1.69 <b>6500 G</b>	97%	1%	10/	10/	1%	0%	С	0.092	F	0.522	7000	G
14 198	Mathews County			170	1%	1%	170	076	C	0.092	Г	0.522	7000	G
	To- From:	SR 198 E, Buckley Hall Re												
14) Main St	Mathews County	0.62 <b>5000 G</b>	97%	1%	1%	1%	1%	0%	С	0.088	F	0.577	5400	G
<u>~</u>	To: From:	57-611 Tabernacle Rd												
14) John Clayton Mem Hwy	Mathews County	4.65 <b>3200 G</b>	97%	1%	1%	1%	1%	0%	F	0.089	F	0.57	3500	G
<u> </u>	To	57-604 Antioch Rd												
14 John Clayton Mem Hwy	Mathews County	1.88 <b>1200 G</b>	96%	1%	2%	1%	1%	0%	С	0.087	F	0.647	1300	G
	To	57-602 Sand Bank Rd												
14) John Clayton Mem Hwy	Mathews County	1.74 <b>390 G</b>	96%	1%	2%	1%	1%	0%	F	0.113	F	0.523	420	G
14) 30 6	To	Bayside Wharf	0070	.,,		. , 0	.,0	0,0	•	00	•	0.020	0	Ū
	From:	Gloucester County Line			i									
198 Dutton Rd	Mathews County	0.44 <b>2200 G</b>	96%	1%	1%	1%	1%	0%	F	0.105	F	0.512	2400	G
130)	To:	SR 3 W, Winsdor Rd												
	From:	SR 3 W, Windsor Rd												
198)(3)	Mathews County	1.55 <b>7100 G</b>	96%	1%	1%	1%	1%	0%	F	0.098	F	0.516	7700	G
$\smile$	To	SR 3 E												
198	Mathews County	6.24 <b>4100 G</b>	96%	1%	1%	1%	1%	0%	С	0.094	F	0.569	4400	G
	To	SR 223 Cricket Hill Rd												
100	Mathews County	0.93 <b>6000 G</b>	96%	1%	1%	1%	1%	0%	F	0.092	F	0.556	6400	G
198	To:	SR 14 N, John Clayton Mem		1 /0	- 70	1 /0	1 /0	O /0	•	0.002	•	0.000	0.400	J

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### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Mathews Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 14	North Inters	section												
(198) (14)	Mathews County	1.69	6500	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.522	7000	G
	To:	SR 14	South Inters	section												
	From:	SI	R 14 Main S	St												
(198) Buckley Hall Rd	Mathews County	1.01	1500	G	96%	1%	1%	1%	1%	0%	F	0.105	F	0.601	1600	G
	To:	57-642	Buckley H	all Rd												
	From:	SR	. 198 Hudgi	ns												-
(223)Cricket Hill Rd	Mathews County	2.07	2100	G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.634	2300	G
	To:	57-633 Old I	Ferry Rd; G	wynn Isl	and											

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							antonan									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	n:			Г	Dead End				1					
(600) Point Rd	1.10	60	R								NA			NA		05/04/2004
<u> </u>		To From	h-				n Clayton M				_					
(600)	1.62	440	G	96%	1%	2%	hn Clayton 1 0%	1%	0%	С	0.109	F	0.525	480	G	2009
(800)		To		0070			n Clayton M		0,0			•	0.020	.00		2000
		From	n:			Г	Dead End				T					
(601)	0.54	120	R								NA			NA		05/04/200
$\bigcirc$		To					602 EAST 602 WEST									
601)	1.07	100	R			3/-	002 WEST				NA			NA		05/04/200
001)		To	_			Ε	Dead End									
_		From	n:		Sl	R 14 John	Clayton Me	m Hwy								
602)	0.42	410	R								NA			NA		08/28/200
		To From	1:				57-691									
(602)	0.30	300	R								NA			NA		08/28/200
<u> </u>		To From	1:			57-	601 EAST				_					
(602)	0.30	<b>80</b>	R								NA			NA		08/28/200
							Dead End									
	0.66	30 From	"L			E	Dead End				NA			NA		08/28/200
(603)	0.00	30												INA		00/20/200
600	0.75	140	R				57-673				NA			NA		08/28/200
(603)	0.75	To			Sl	R 14 John	Clayton Me	m Hwy						11/3		00/20/200
		From	n:				Dead End									
604)	1.08	220	R								NA			NA		05/04/200
<u> </u>		To	o-		Sl	R 14 John	Clayton Me	m Hwy								
$\bigcirc$		From				Ε	Dead End				٦					00/00/00
(605)	0.80	140	R		SD	14 S. John	n Clayton M	Iam Huzz			NA			NA		08/28/200
		From	n:				n Clayton N									
(605)	1.10	160	R								NA			NA		08/28/200
		To From	1:				57-710									
(605)	0.10	140	R								NA			NA		08/28/200
<u> </u>		To					57-607									
	0.50	170				D	Dead End				NIA.			NΙΔ		05/04/200
(606)	0.50	170	R								NA —			NA		05/04/200
	0.40	400 From	R				57-646				NA			NA		05/04/200
(606)	0.40	<b>400</b>			S	R 14 John	Clayton Me	m Hwv						INA		03/04/200
		From	1:				Dead End				Ì					
(607)	1.90	240	R								NA			NA		08/28/200
		To	:				57-608									
$\bigcirc$		From					Clayton Me									
608)	1.50	620	G	97%	0%	2%	0%	0%	0%	С	0.086	F	0.508	670	G	2009
$\widehat{}$		From					Bethel Beacl								_	
608)	1.30	360	G	97%	0%	2%	0%	0%	0%	F	0.093	F	0.721	390	G	2009
	4.00	From				57-6	49 Peary Ro	l			<u> </u>			N1 4		05/04/000
(608)	1.30	110 To	R			Г	Dead End				NA			NA		05/04/200
		From					57-608				+					
609) Bethel Beach Rd	1.00	210	G	97%	1%	1%	1%	0%	0%	С	0.107	F	0.517	230	G	2009
		To	_		.,,		Tabernacle									
609) Bethel Beach Rd	0.12	200 From	R			37-011	1 auci nacie	NU			NA			NA		05/04/200
009) = 20001110	J. 1.	To				57 705 W	ings Landin	~ D.4			¬					· · · · · · · · · · · · · · · · · ·

				IVIC	unews iv	iaintenar	ice Area	l 							
Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From									-1					
0.58	100	R					ng Ka			NA			NA		05/04/2004
1.10	140 From	R								NA			NA		05/04/2004
0.08	130 From	R			1.10	ME 57-61	0			NA			NA		05/04/2004
0.22	60 From	R					es Dr			NA			NA		08/20/2007
0.90	From <b>47</b>	R			57-614	Ridgefield				NA			NA		08/20/2007
0.75	From	R								NA			NA		08/20/2007
1.05	40 From	R								NA			NA		05/04/2004
	From			CD				,							
2.35	2300 <sub>To</sub>	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.555	2400	G	2009
0.08	2800 From	G	98%	1%	1%	0%	0%	0%	F	0.115	F	0.561	3000	G	2009
2.26	940	G	98%	SR 14 5 1%	S, John Cla 1%	yton Mem 0%	Hwy; Ma	in St 0%	F	0.095	F	0.531	1000	G	2009
2.16	490 From	G	98%	1%	57-613 W 1%	, Beaver D 0%	oam Rd 0%	0%	F	0.11	F	0.569	530	G	2009
0.30	47 From	R					ch Rd			NA			NA		08/20/2007
0.50	From <b>100</b>	R			57-613	Beaverdan				NA			NA		08/20/2007
2.80	90 To	G		S	R 14 John	Clayton M	Iem Hwy			0.133	F	0.667	100	G	2009
1.70	90 From	R			57-611 E	E, Tabernac	ele Rd			NA NA			NA		08/20/2007
							ch Rd								
1.00	110	R		SR			Mem Hwy	ĸ		NA			NA		08/20/2007
0.90	170	R		SR	. 14 S, John	n Clayton I	Mem Hwy			NA			NA		08/20/2007
0.30	From From	R	:	57-644 I	Bandy Ridg	ge Rd; 57-7	730 Old Ru	ıff Rd		NA			NA		08/20/2007
1.20	90 From	R			57-613 I	Beaver Dar	m Rd			NA			NA		08/20/2007
1.20	90 From	R								NA			NA		08/20/2007
0.60	From	R					ui Kü			NA			NA		08/20/2007
	To			S			Iem Hwy								
0.54	160 To	R			Е	Dead End				NA			NA		08/28/2007
	0.58 1.10 0.08 0.22 0.90 0.75 1.05 2.35 0.08 2.26 2.16 0.30 0.50 2.80 1.70 1.00 0.90 0.30 1.20 1.20 0.60	1.10 140  1.10 140  0.08 130  0.22 60  1.02 60  1.05 40  1.05 40  1.05 40  1.05 2300  1.08 2800  1.08 2800  1.09 47  1.00 100	0.58 100 R  1.10 140 R  1.10 140 R  1.10 From:	0.58	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axie	Length   AADT   QA   4Tire   Bus   Continue   ST-705 Kings Landi	Length AADT   QA   4Tire   Bus   Truck	AADT	Company   Comp	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2A/36   34-A/36   1Trail   2Trail   Cr   Factor   Cr   Factor	Length   AADT   QA   4Tire   Bus   27-705 Kings Landing Rd	Length   AADT   QA   4Tire   Bus   27.705 Kings Landing Rd

					IVIA		/laintenar				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Mathews County		From	1:			Г	Dead End									
(617)	0.80	170	R								NA			NA		08/28/2007
		Tr Fron	1:				660 SOUTI 660 NORTI									
(617)	3.37	270	G	98%	0%	0%	1%	1%	0%	F	0.1	F	0.58	290	G	2009
		To					57-618									
617)	0.94	1100 From	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.552	1200	G	2009
		T. Fron	1:			57-654	Gum Sprin	ıg Rd								
(617)	1.06	1300	G	98%	0%	0%	1%	1%	0%	С	0.091	F	0.551	1400	G	2009
<u> </u>		Te	:		SI		Clayton M	Iem Hwy								
	0.50	From	"L	96%	1%	1%	57-617 1%	1%	0%	С	0.106	F	0.510	1700	G	2009
618)	0.50	1600 To		90%	170		57-660	170	0%		0.106	Г	0.510	1700	G	2009
		Fron	n:				Dead End									
(619)	0.65	40	R				ocaa Ena				NA			NA		08/20/2007
019		To	00				617 WEST									
	0.01	110	R			57-	617 EAST	`						NΙΛ		05/10/2007
(619)	0.81	110									NA —			NA		05/10/2004
	0.50	From					57-660							NΙΔ		05/40/200
619	0.50	190	R			Г	Dead End				NA T			NA		05/10/2004
		From	1.				Dead End									
(620)	2.10	520	R				ocad End				NA			NA		05/10/2004
020)		To	):		SI	R 14 John	Clayton M	Iem Hwy								
		Fron	n:			Ι	Dead End									
(621) Glebe Rd	0.28	50	R								NA			NA		08/20/2007
$\overline{}$		To From				0.28 N	AN Dead E	End			_					
(621) Glebe Rd	0.12	110	R								NA			NA		08/20/2007
		Te Fron	1			57-68	4 Gayle La	ane			_					
(621) Glebe Rd	0.95	240	G	94%	4%	0%	1%	1%	0%	F	0.123	F	0.531	260	G	2009
		Te Fron	1			57-6	22 Evans R	Rd			_					
(621) Glebe Rd	0.40	830	G	94%	4%	0%	1%	1%	0%	F	0.083	F	0.729	900	G	2009
		Tr Fron	): 			57-6	11 Church	St			_					
(621) Glebe Rd	0.80	1100	G	94%	4%	0%	1%	1%	0%	С	0.206	F	0.578	1200	G	2009
		To					SR 14									
Curro Dd	0.50	From				Ι	Dead End							NIA		00/20/200
622 Evans Rd	0.50	90	R								NA —			NA		08/20/2007
	0.04	Fron	<u> </u>			57-623 Y	W, Thursto	on Rd						NIA		00/00/000
622 Evans Rd	0.04	140	R								NA —			NA		08/20/2007
O Long Dd	1.00	From	<u> </u>	060/			Iid, Bendal		00/		0.007		0.55	F00		2000
622) Long Rd	1.00	540	G	96%	1%	1% 57-6	1% 21 Glebe R	1%	0%	С	0.097	F	0.55	590	G	2009
		Fron	1:				Dead End	···			_					
(623) Thurston Rd	0.46	80	R			L	beau Enu				NA			NA		08/20/2007
023)		To	):			0.46 N	AN Dead E	End								
C Thursday D.I	0.40	From	<u> </u>			Ι	Dead End							NIA		00/00/000
623 Thurston Rd	0.10	<b>70</b>	R			57 622	2 W, Evans	D.d			NA			NA		08/20/2007
		From	1.				Mid, Evans									
(623) Bendall Lane	0.40	80	R								NA			NA		08/20/2007
$\overline{}$		To					) Magnolia				+					
(623) Magnolia Rd	0.30	170	R			3/-0/0	Bendall L	ane			NA			NA		05/10/2004
023)		Te	:			57-622	2 E, Evans	Rd								
		Fron	n:	_			57-625	_				•				
(624)	0.15	120	R								NA			NA		08/29/2007
$\bigcirc$		To	):				57-671									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	1:			5	57-671				1					
(624)	0.05	30	R								NA			NA		08/29/2007
		From	1				ead End				1					
625)	0.60	<b>270</b>	R			5	57-660				NA			NA		05/10/2004
		To From				5	57-624									
625	0.20	130 <sub>та</sub>	R			D	- 4 T- 4				NA			NA		05/10/2004
		From	1:		SE.		ead End Clayton Me	m Huaz			<u> </u>					
(626)	3.40	460	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.583	490	G	2009
$\bigcup$		To From	10				98 SOUTH 98 NORTH									
626	1.80	950	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.61	1000	G	2009
		To From	1:			5	57-666									
626	0.16	300	R								NA			NA		05/17/2004
	0.44	From	R			5	57-652							NIA		05/47/000/
626	0.14	230					77.662				NA			NA		05/17/2004
(626)	0.30	50 From	R			3	57-662				NA			NA		05/17/2004
		To	_			De	ead End									
0 34 54	2.22	From	Ļ			S	R 198				<u>ا</u>					05/40/000
627 Smithers Rd	0.30	<b>50</b>	R			De	ead End				NA			NA		05/13/2004
		From	n:				R 198				l					
(628)	0.70	410	G	96%	1%	1%	1%	0%	0%	С	0.106	F	0.5	440	G	2009
		To From	1:			5	57-725									
628)	0.80	320	R								NA			NA		08/29/2007
	0.17	150	R			5	57-724				NA			NA		08/29/2007
628	0.17	To				De	ead End							INA		00/29/2007
		From	n:			S	R 198									
629	1.28	320	R								NA			NA		08/29/2007
$\overline{\bigcirc}$	0.44	From				5	57-722							NIA		00/00/000
(629)	0.44	120 To	R			De	ead End				NA			NA		08/29/2007
		From	1:				R 198									
(630)	1.50	180	R								NA			NA		05/17/2004
		To					ead End									
631)	1.20	330	R			5	SR 198				NA			NA		05/17/2004
(651)		To				De	ead End									
$\bigcirc$		From				5	57-626									
632	0.50	150 To	R			De	ead End				NA			NA		08/29/2007
		From					ead End									
633)	0.20	330	R								NA			NA		05/13/2004
		To From					Cricket Hill									
633	2.66	1100 To	G	97%	1%	1%		0%	0%	С	0.088	F	0.701	1200	G	2009
		From					ead End				<u> </u>					
634)	0.50	320	R			Di	au Ellu				NA			NA		08/29/2007
		To				5	57-633									
$\bigcirc$	0.00	From				57-609 Be	ethel Beach	Rd						N1.0		05/04/000
635)	0.60	70	R								NA			NA		05/04/2004

					Ma	thews Maintenan	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		Fron	ı:			Dead End				-					
636)	0.35	60	R							NA			NA		08/29/2007
(636) S Bay Haven Rd	0.63	110	G	98%	0%	57-672 1% 0%	0%	0%	С	0.136	F	0.556	120	G	2009
636)	0.50	190 From	R			57-633				NA NA			NA		08/29/2007
		To	:			Dead End									
637)	0.60	90	R			Dead End				NA			NA		05/13/2004
637)	0.50	260 To	G	98%	2%	57-680 0% 0%	0%	0%	С	0.101	F	0.625	280	G	2009
		Fron	r			57-633									
638)	1.00	120	R			Dead End 57-633				NA			NA		05/13/2004
		Fron	n:			Dead End									
639 Hills Bay Dr	0.85	<b>120</b>	R			SR 223 W, Cricket F				NA			NA		08/29/2007
(639) Crab Neck Rd	1.03	380	G	97%	1%	SR 223 E, Cricket H 1% 1%	ill Rd 0%	0%	С	0.108	F	0.646	410	G	2009
(639) Crab Neck Rd	0.10	130 From	R			57-648 Big Gum	Rd			NA			NA		05/13/2004
<u> </u>		To From	n:			57-676 Traders I	₹d								
639	0.20	90 Tc	R			Dead End				NA			NA		08/29/2007
		Fron				SR 223 Cricket Hil	l Rd								
(640) Point Breeze Rd	0.14	200	R			57 716 Tahana	D.4			NA —			NA		08/29/2007
(640) Point Breeze Rd	1.41	250 From	R			57-716 Tobacco	Ka			NA			NA		08/29/2007
		To	:			Dead End									
(641)	1.64	490	G	98%	1%	SR 14 1% 0%	0%	0%	С	0.114	F	0.525	520	G	2009
<u> </u>		Te	:			Dead End									
Dualder Hell Del	0.70	From	<u> </u>	070/	40/	SR 198 Buckley Ha		00/		0.400	_	0.000	4.400	•	2000
642 Buckley Hall Rd	0.70	1300	G	97%	1%	1% 1%	0%	0%	С	0.108	F	0.603	1400	G	2009
642) Fitchetts Wharf Rd	0.96	430 From	G	97%	1%	57-643 Haven Beac 1% 1%	0%	0%	F	0.119	F	0.589	470	G	2009
(642) Fitchetts Wharf Rd	0.14	30 From	G	97%	1%	57-708 Lunar La 1% 1%	ne 0%	0%	F	0.31	F	0.546	30	G	2009
		To	:			Dead End									
(643) Haven Beach Rd	0.80	780	G	98%	1%	57-642 Buckley Ha	11 Rd 0%	0%	С	0.107	F	0.61	850	G	2009
(643) Haven Beach Rd	0.00	700 Tr		JU /0	1 /0	57-644 Lillys Neck		0 /0		0.107	_ '	0.01		_	
O 1:31 N 1 B 1	0.00	From		200/	407	57-644; Haven Bead		00/			_	0.500	000	_	0000
(643) Lillys Neck Rd	0.20	800 To	G	96%	1%	1% 2% 57-644; Haven Beac	1% ch Rd	0%	С	0.099	F	0.526	860	G	2009
(643) Haven Beach Rd	0.80	470	G	98%	1%	57-644 Lillys Neck 0% 1%		0%	F	0.115	F	0.6	510	G	2009
(643) Haven Beach Rd	0.03	170 From	R			57-645 Garden Cree	ek Rd			NA			NA		05/04/2004
(643) Haven Beach Rd	0.50	70 From	R			57-682 Whites Creek	c Lane			NA			NA		05/04/2004
<u> </u>		To From			5	7-704 Old House Wo	oods Rd			$\supset$					
643 Haven Beach Rd	0.67	8 To	R			Dead End				NA			NA		05/04/2004
			1			Deau End									

Route	Length	AADT	QA	4Tire	Bu	JS			Truc		(	ЭC	K Factor	QK	Dir Factor	AAWE	T QW	Year
Mathews County		Fron	.i			=-					 		. 40101		. 40101			
(644) Bandy Ridge Rd	1.00	20	R				-614 W	villiam	s Whar	Ka			NA			NA		08/26/2007
		Tr Fron					1.00	) MN 5	57-614				_					
644) Bandy Ridge Rd	0.30	30	R										NA			NA		08/26/2007
		Fron	:						ernacle ernacle									
(644) Lillys Neck Rd	1.20	120	R				7-0111	L, 140	critacic	ixu			NA			NA		08/26/2007
		Т	:						n Beach									
(644) Lillys Neck Rd	1.00	240	R			57	-643 N	, Have	n Beach	Rd			NA			NA		08/26/200
044) =,		To	:				I	Dead E	End									
		Fron	:				57-643 I	Haven	Beach l	Rd								
(645) Garden Creek Rd	0.50	400	R										NA			NA		05/04/200
$\overline{\bigcirc}$		To Fron				_	57-7	17 But	ts Lane				$\exists$ —					
645 Garden Creek Rd	0.69	80	R										NA			NA		05/04/2004
$\overline{\bigcirc}$	0.40	Fron					В	Betty L	ane				⇉┈					05/04/000
(645)	0.43	<b>30</b>	R					Dead F	₹nd				NA			NA		05/04/2004
		Fron				_		Dead F										
(646)	0.14	40	R					Deua I	Jilu -				NA			NA		08/26/2007
		To	_					57-72	26									
646)	0.20	80	R										NA			NA		08/26/2007
		To Fron	-					57-72	21				<b>—</b>					
646	0.50	150	R										NA			NA		08/26/2007
<u> </u>		Te						57-60	)6									
	0.70	Fron	R					57-64	11				NA			NA		05/12/200
(647)	0.70	600					I	Dead E	End							INA		05/13/2004
		Fron	:						Neck R	d								
(648) Big Gum Rd	0.30	130	R										NA			NA		08/26/2007
$\overline{}$		Te	:				57-640	Point l	Breeze l	Rd								
O 5 . 5 .	2.07	Fron					I	Dead E	End				$\exists$					00/00/000
649 Peary Rd	0.67	170	R					57-60	18				NA			NA		08/26/2007
		Fron	:					57-66					1					
(650)	0.50	190	R					37 00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		05/10/2004
(650)		Tr						57-72	27									
(650)	0.30	80	R										NA			NA		05/10/2004
<u> </u>		Te	:				I	Dead E	End									
Mustle Creve Lene	0.00	Fron	<u> </u>					57-66	50							NIA		00/00/000
651) Myrtle Grove Lane	0.80	45 To	R					Dead F	End				NA			NA		08/26/2007
		Fron	:					Dead E										
(652)	0.40	90	R										NA			NA		08/26/2007
$\bigcirc$		To	:					57-62	26									
O Halla Balla Ball	4.00	Fron				Ş	SR 198	Buckle	ey Hall	Rd								00/00/00
653 Holly Point Rd	1.00	120	R				T	Dead F	₹nd				NA			NA		08/28/2007
		Fron						57-61					+					
(654) Gum Spring Rd	0.40	40	R					J/-01	. /				NA			NA		08/20/2007
. ,		Te					I	Dead E	End									
		Fron					I	Dead E	End									
(655)	0.85	140	R										NA			NA		08/20/2007
<u> </u>		To	9					57-60	)()									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tri 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	:			I	Dead End									
(656)	0.30	170	R								NA			NA		05/13/2004
		From	] :1		CT	) 14 T-1	57-633 Clayton M	II			<u> </u>					
(657)	1.10	130	R		SI	( 14 JOH	Ciayton ivi	ieiii riwy			NA			NA		05/10/2004
		To				I	Dead End									
(658) Kingston Lane	1.21	From <b>140</b>	R			I	Dead End				NA			NA		08/20/2007
(658) Kingston Lane	1.21	140 To	<u> </u>		SF	R 14 John	Clayton M	lem Hwy						INA		06/20/2007
		From	:				57-660									
659 Osprey Rd	0.50	140 <sub>To</sub>	R				N 1 E 1				NA			NA		08/20/2007
		From	:I				Dead End 60 Begin Lo	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\								
660	0.32	90	R			37-00	o begin Lo	юр			NA			NA		05/10/2004
		To From	:			57-6	60 End Loc	ор								
660	0.53	260	R								NA			NA		05/10/2004
		From					517 SOUTI			_		_				
660	0.30	350	G	96%	1%	0%	0%	1%	0%	F	0.098	F	0.583	380	G	2009
(60)	0.36	420 From	G	96%	1%	57-0 0%	517 NORTI 0%	Н 1%	0%	F	0.103	F	0.509	460	G	2009
660	0.00	Тъ	_	0070	170	070	57-703	. 70	070	•			0.000	100		2000
660	2.65	980 From	G	96%	1%	0%	0%	1%	0%	F	0.107	F	0.508	1100	G	2009
		To From					57-618									
(660)	2.43	950 <sub>To</sub>	G	96%	1%	0%	0%	1%	0%	С	0.105	F	0.525	1000	G	2009
		From	i <u> </u>		SI	R 14 John	Clayton M	lem Hwy			<u> </u>					
(661)	0.42	130	R				57-633				NA			NA		05/13/2004
		To	:			I	Dead End									
$\bigcirc$	0.40	From				I	Dead End							NIA		00/00/000
(662)	0.40	<b>90</b>	R				57-626				NA T			NA		08/20/2007
		From	:			I	Dead End									
(663)	0.20	100	R								NA			NA		05/13/2004
		To	: .i				57-633 57-633									
(664)	0.90	390	R				37-033				NA			NA		08/20/2007
		To	-			I	Dead End									
O 51 5		From	<u> </u>			I	Dead End									00/00/00
665) Blue Water Dr	0.04	10	R								NA			NA		08/20/2007
(665) Fleetwood Circle	0.56	110 From	R				57-1006				NA			NA		08/20/2007
(003)		То				57-642 F	itchetts Wh	arf Rd								
		From				I	Dead End									
(666)	0.38	120	R								NA			NA		08/20/2007
	0.14	330 From	R				57-732				NA			NA		08/20/2007
666	0.14	330 To	_				57-626							INA		30/20/2007
		From					57-660									
667)	0.50	100 To	R				N-4F 1				NA			NA		05/10/2004
		From	<u>1</u>				Dead End									
668	0.13	130	R				Dead End				NA			NA		08/20/2007
		To	_				SR 198									

					atriove	J Widirite	or idi ioc / t	104							
Length	AADT	QA	4Tire	Bus					( )(	•	QK or	Dir Factor	AAWD	QW	Year
										-					
0.51					SR 2	223 Cricke	et Hill Rd			NA			NA		05/13/200
0.01						Dead E	End			Ti.					00/10/200
	From	:		57-	-623 Ma	agnolia Ro	d; Bendall I	Lane		Ī					
0.42	70	R								NA			NA		08/20/200
	То	I													
0.20						57-62	4						NΙΔ		09/20/200
0.30	To	<u> </u>				Dead E	End						INA		08/20/200
	From	:													
0.07	60	R								NA			NA		05/13/200
	То	c			57-63	36, S Bay	Haven Rd								
	From					Dead E	End								
0.60						57.60	2			NA			NA		08/20/200
0.35						Dead E	end			NA			NA		05/17/200
0.00	То					57-62	6								00/11/200
	From					57-66	0								
0.30	150	R								NA			NA		05/10/200
	To From				0	.30 ME 5	67-660								
0.10	90	R								NA			NA		05/10/200
	To	c				Dead E	End								
						Dead E	End			]_					
0.35					57.	(20 C1-	N1- D-1			NA			NA		08/20/200
0.66					57-6	oll Taber	nacle Rd			NA			NA		08/20/200
0.00					57-60	9 Bethel	Beach Rd								00/20/200
	From														
0.39	80	R								NA			NA		08/20/200
	То	:			57	7-622 Eva	ans Rd								
	From	<u></u>				57-66	0								
0.54						Dood E	and a			NA			NA		08/20/200
0.49						Dead E	and			NA			NA		05/13/200
	То	:				57-63	7								
	From	:				57-62	6								
0.53	150	R								NA			NA		08/20/200
	To					Dead E	End								
	From	<u></u>			57-64	43 Haven	Beach Rd			]_					
0.87						D 1 E	d			NA			NA		05/04/200
		] .t													
0.37		`L				Dead E	ind			NA			NA		08/20/200
0.01	To	_		S	SR 14 Jo	ohn Clayto	on Mem Hy	vy							00/20/200
	From				5′	7-621 Gle	be Rd								
0.25	80	R								NA			NA		08/20/200
	To Err				0	.25 ME 5	7-621								
0.30	<b>70</b>	R								NA			NA		08/20/200
	То					Dead E	End								
0.07	70	 R				Dead E	End			NA			NA		05/10/200
	0.51  0.42  0.30  0.07  0.60  0.35  0.30  0.10  0.35  0.66  0.39  0.54  0.49  0.53  0.87  0.25	0.51 230 The street of the str	0.51 230 R To:	0.51 230 R  Tr    From:	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2A	Length   AADT   QA   4Tire   Bus   2Axle   34.	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     SR 223 Cricket Hill Rd   Plant   Plant	SR 223 Cricket Hill Rd   SR 223 Cricket Hill Rd	Length   AADT   QA   4Tire   Bus   Truck   C   C   K   C   C   C   C   C   C   C	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Carrell   Bus   Carrell   C	Length   AADT   QA   4Tire   Bus   2Ade 34Ade 11 rail   2Trail   QC   K   Factor   QK   QK   QK   QK   QK   QK   QK   Q	Length   AADT   QA   4Tire   Bus   2Add 3+Abde   1Trail   2Trail   C   Factor   C   Factor   AAWDT   QW

					1710	alliews	Mante	Hance Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Ax	de 3+A	-Truck	l 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	,i								-					
686)	0.33	60	R				Dead En	ıd			NA			NA		08/20/200
000)		To					57-605	í								
		From	:				Dead En	nd								
687	0.24	40	R								NA			NA		05/10/20
		To From					57-660	)			$\supset$					
687)	0.40	100	R								NA			NA		05/10/20
<u> </u>		То				0.4	40 ME 57									
Divers Del	0.04	From					Dead En	ıd						NIA		00/00/00
688) Dixon Rd	0.34	220 To	R			57.6	39 Crab N	Jack Dd			NA			NA		08/28/20
		From	:			37-0.	Dead En									
689)	0.36	150	R				Dead En	iu			NA			NA		05/04/20
009)	0.00	To					57-600	)			<u> </u>					00/0 !/20
		From	:			57-642	Fitchetts	Wharf Rd								
690) Field Point Rd	0.37	100	R								NA			NA		08/28/20
		To	:				Dead En	nd								
		From	:				57-602	!								
691)	0.25	60	R								NA			NA		08/28/20
		То	:				Dead En	ıd								
$\sim$	0.50	From	<u> </u>				57-601									00/00/0
692	0.52	<b>20</b>	R				D IE-	. 4			NA			NA		08/28/20
		From					Dead En									
993) Buzzard Point Rd	0.62	80	R				Dead En	ıd			 NA			NA		08/28/20
Buzzard Point Rd	0.02	To				57-645	5 Garden 0	Creek Rd						INA		00/20/20
		From	:				SR 198									
Waverly Lane	Waverly Lane 0.40 11	110	R				SK 170	,			NA			NA		05/13/20
,		То					Dead En	ıd								
		From	:				Dead En	nd								
695)	0.10	70	R								NA			NA		05/13/20
		То	:				57-633	į								
		From					Dead En	ıd								
696)	0.42	130	R								NA			NA		08/28/20
<u> </u>		То					39 Crab N									
$\frown$	0.45	From			S	SR 14 Joh	nn Claytoi	n Mem Hwy						NIA		05/04/06
697)	0.45	90 To	R				Dead En	ad			NA			NA		05/04/20
		From				50	7-649 Pear									
698) Captains Grenes Rd	0.20	70	R			31	-049 Pear	.y Ku			NA			NA		08/28/20
596) Supramo Gronos rea	0.20	To	ı .				Dead En	nd			<b>–</b> "`			10.		00/20/20
		From	:				57-691									
699)	0.37	20	R								NA			NA		08/28/20
		To	:				Dead En	ıd								
_		From	:				SR 198	3								
700)	0.48	170	R								NA			NA		05/13/20
		To	:				Dead En	ıd								
$\sim$		From				SR	R 3 Winds	or Rd								
701)	0.35	60 To	R				D 15	1			NA			NA		05/17/20
			1				Dead En				<del></del>					
Dinay Paint Dd	0.00	From	<u> </u>				Dead En	ıd						NI A		00/00/0
Piney Point Rd	0.38	<b>47</b>	R			57 604	9 Bethel E	Reach D4			NA			NA		08/28/20
		From	1			37-005					<del></del>					
		riom					57-660	,								
703)	0.61	60	R								NA			NA		05/10/20

					ivia	li lews iv	/laintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Mathews County		From				57 6/3 1	Haven Beac	h Dd								
(704)	0.36	60	R			37-0431	naven beac	ii Ku		NA			NA		08/20/200	
		To				Γ	Dead End									
		From				Ι	Dead End									
(705) Kings Landing Rd	0.40	50	R			77. 600 I	2 4 12	1.0.1		NA			NA		08/20/200	
		From					Bethel Beac			<u> </u>						
(706) Ballast Point Rd	0.32	110	R			SK 223	Cricket Hil	.1 Ku		NA			NA		05/13/200	
(700) 20	0.02	То				Ι	Dead End			<u> </u>					00/ 10/200	
_		From				Ι	Dead End									
707) Hurst Neck Rd	0.18	100	R							NA			NA		08/20/200	
<u> </u>		То					Bethel Beac									
Dillung Creek Long	0.07	From	R			57-642 Fi	itchetts Wh	arf Rd					NΙΔ		00/20/200	
708) Billups Creek Lane	0.27	45 To	K			Γ	Dead End			NA T			NA		08/20/200	
		From					57-650									
(709)	0.54	40	R				37-030			NA			NA		05/10/200	
(109)		То				Ι	Dead End									
		From				Ι	Dead End									
(710)	0.28	90	R							NA			NA		05/04/200	
<u> </u>		To					57-605									
	0.24	From <b>10</b>	R			Γ	Dead End			NA			NA		08/20/200	
(711)	0.24	To	N				57-646						INA		00/20/200	
		From					57-600									
(712)	0.02	30	R				27 000			NA			NA		08/20/200	
		To			SF	R 14 John	Clayton M	em Hwy								
		From					SR 14									
(713)	0.16 <b>7</b>	0.16	<b>720</b>	R							NA			NA		08/20/200
<u> </u>							57-641			<u> </u>				<u> </u>		
	0.20	From	R		SR	14 S, Joh	n Clayton N	Aem Hwy		NA			NA		08/20/200	
(714)	0.20	To	IX.		SR	14 N, Joh	n Clayton N	Mem Hwy		<b>–</b>			INA		00/20/200	
		From					n Clayton N			Ī						
(715)	0.32	90	R			,				NA			NA		08/20/200	
<u> </u>		To			SR	14 N, Joh	n Clayton N	Mem Hwy								
		From				57-640 I	Point Breez	e Rd								
(716) Tobacco Rd	0.17	100 To	R			~~	~			NA			NA		05/13/200	
							Cricket Hil	l Rd								
(747)	0.14	From <b>80</b>	R				Dead End			NA			NA		08/20/200	
717)	0.14	То	IX.			57-645 C	Garden Cree	ek Rd		<b>–</b>			INA		00/20/2007	
		From					Dead End			Ť						
(718)	0.38	150	R							NA			NA		05/13/200	
		То				57-639	Crab Neck	Rd								
$\bigcirc$		From				Ι	Dead End									
719	0.16	<b>70</b>	R				CD 100			NA			NA		08/20/200	
		From					SR 198	1.51		<u> </u>						
720) Bashl Shore Dr	0.23	10	R			57-609 E	Bethel Beac	n Kd		NA			NA		08/20/200	
(720) Bashi Shore Dr	0.20	To				Г	Dead End		 	J .						
		From					Dead End			Ì						
(721)	0.43	80	R							NA			NA		08/20/200	
$\bigcup$		То					57-646									
$\widehat{}$		From					57-629									
(722)	0.20	90	R							NA			NA		05/13/200	
<u> </u>		To					57-723									

									1/		Di-			
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Factor	AAWDT	QW	Year
	From	1			D	Dead End			1					
0.02	10	R							NA			NA		05/13/200
	To	:				57-722			_					
0.08	60	R							NA			NA		05/13/200
	To				D	ead End								
0.40						57-628								05/40/00
0.12		·R				and End			NA T			NA		05/13/20
		:T							1					
0.13		R				37-028			NA			NA		08/20/20
	То				D	ead End								00,-0,-0
	From	:			D	ead End								
0.22	60	R							NA			NA		08/20/20
	To					57-646								
	From				D	ead End								
0.35		R				57.650			NA T			NA		08/20/20
		] :												
0.22				S.	R 14 John	Clayton Mem Hw	y		NA			NΑ		08/20/20
0.22	To				D	ead End			$\exists$			IVA		00/20/20
	From	:												
0.43	210	R				euu zhu			NA			NA		05/04/20
	То	:		S	R 14 John	Clayton Mem Hw	'y							
	From				57-614 Wi	illiams Wharf Rd								
0.12		_							NA			NA		08/20/20
					D	ead End								
0.40		ᄂ		S	R 14 John	Clayton Mem Hw	У					NIA		05/04/00
0.48						lead End			INA			NA		05/04/20
	From	:												
0.07		R				ur-uc-sac			NA			NA		05/17/20
	To					57 722								
0.91	310 From	R				31-133			NA			NA		05/17/20
	To					57-666								
	From	:			Cı	ul-de-Sac								
0.05	30	R							NA			NA		05/17/20
	То					57-732								
	From	<u> </u>			D	ead End								
0.05		R			CD 2	W: 4 D 4			NA T			NA		05/10/20
		] .I												
0.17					SR 3	Windsor Rd	-		NA			NΑ		05/10/20
0.17					Cı	ul-de-Sac			$\exists$			1471		00/10/20
	From	:				SR 198								
0.20	90	R							NA			NA		05/13/20
	To				D	ead End								
	From				Cı	ul-de-Sac								
0.70	100	R							NA			NA		08/20/20
									<u> </u>					
0.05	From	لبِ				SR 198				-		N.1.4		00/00/00
Blue Heron Lane 0.25	90	R				1.1.0			NA			NA		08/20/20
	To.													
	To	] :I				ul-de-Sac								
0.15	From <b>90</b>	R				SR 198			NA			NA		08/20/20
	0.02 0.08 0.12 0.13 0.22 0.35 0.22 0.43 0.12 0.48 0.07 0.91 0.05 0.05 0.17 0.20 0.70	0.02 10  0.08 60  7 From  0.12 200  0.13 80  0.22 60  0.35 120  0.43 210  0.43 210  0.48 70  0.07 50  0.91 310  7 From  0.05 60  0.07 50  0.17 160  0.17 160  0.20 90  7 From  0.20 90  7 From  0.70 1000  7 From  0.70 1000	0.02 10 R  0.08 60 R  Tro  From:  0.12 200 R  Tro  From:  0.13 80 R  To:  0.22 60 R  To:  0.22 40 R  To:  0.43 210 R  To:  From:  0.43 210 R  To:  From:  0.48 70 R  To:  From:  0.07 50 R  0.91 310 R  To:  From:  0.05 60 R  To:  From:  0.07 50 R  0.07 50 R  To:  From:  0.08 70 R  To:  From:  0.091 310 R  To:  From:  0.005 R  To:  From:  0.007 50 R  To:  From:  0.008 R  To:  From:  0.009 R	0.02 10 R  Tay From:  0.08 60 R  Try  0.12 200 R  Try  0.13 80 R  To:  0.22 60 R  Try  0.22 40 R  To:  0.43 210 R  To:  0.43 210 R  To:  0.44 70 R  To:  0.48 70 R  To:  0.48 70 R  To:  0.49 310 R  To:  From:  0.40 R  To:  0.41 To:  From:  0.42 40 R  To:  0.43 70 R  To:  0.44 To:  From:  0.45 R  0.46 R  To:  From:  0.47 50 R  To:  From:  0.07 50 R  0.07 50 R  0.07 50 R  To:  From:  0.08 R  To:  From:  0.09 R  To:  From:  0.09 R  To:  From:  0.00 R  To:  To:  From:  0.00 R  To:  From:  0.00 R  To:  From:  0.00 R  To:  To:  From:  0.00 R  To:  From:  0.00 R	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus     Cul-de-Sac	Length   AADT   QA   4Tire   Bus   Bus	Length   AADT   QA   4Tire   Bus   Truck   2Axle   34Axle   1Trail   2Trail   2Trail   0.02   10   R   57-722	Length   AADT   QA   4Tire   Bus     Truck   C   K   Eactor	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Dead End   Dead End	Length   AADT   QA   4Tire   Bus   2Axide 3+Axide   1Trail   2Trail   2Trail   2Trail   C   Factor   C   Factor   AAWDT   QW

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		Fron					Dead E	nd								
740	0.56	80	R								NA			NA		08/20/200
<u> </u>		Tr.	1				57-63									
(742)	0.12	From <b>NA</b>					Cul-de-	Sac			NA			NA		
742)	0.12	To	:				57-66	5								
		Fron	:				Cul-de-	Sac								
745)	0.93	140	R								NA			NA		05/10/200
<u> </u>		To			SI	₹ 14 Jol		n Mem Hwy	У							
	0.42	From	Ļ				57-74	5						NIA		05/40/20
746	0.42	<b>40</b>	R				Dead E	nd			NA			NA		05/10/200
		Fron	:				57-100									
1001	0.05	890	R				5, 100				NA			NA		08/20/20
$\overline{}$		т.	-				57-100	12			_					
1001)	0.03	1100	R								NA			NA		08/20/20
$\bigcirc$		To				S	SR 14 Ma	in St								
$\bigcirc$		Fron					57-100	1			<u> </u>					
1002	0.05	670	R			57	611 Ch	mah Ct			NA			NA		08/20/20
		Fron	] :I			3/-	-611 Chu									
1003	0.05	440	R				57-100	1			NA			NA		05/13/20
1003)	0.00	To				57.	'-611 Chu	rch St								00/10/20
		Fron	-				Dead E	nd								
1004)	0.16	140	R								NA			NA		05/13/20
$\smile$		To					SR 14	1								
$\bigcirc$		Fron			57-665	Fleetw	ood Circ	le; Blue Wa	ter Dr							.=//
1006)	0.07	60	R								NA 			NA		05/13/20
$\overline{}$	0.07	Fron					Begin L	оор						NIA		05/40/00
1006	0.07	20	R								NA			NA		05/13/20
	0.10	Fron	<u> </u>				57-100	7						NIA		05/42/20
1006	0.10	<b>30</b>	R				End Lo	n <b>n</b>			NA			NA		05/13/20
_		Fron	:				57-100				l					
1007)	0.06	20	R				5, 100				NA			NA		05/13/20
$\bigcup$		To	:				Cul-de-	Sac								
$\sim$		Fron					Cul-de-	Sac								
1010 Martin St	0.42	<b>NA</b>						7.1			NA			NA		
		From	1				R 3 Wind									
1011) Corr St	0.12	450	R				Cul-de-	Sac			NA			NA		08/20/20
1011) 001 01	0.12	<b>-130</b>				57-	-1010 Ma	rtin St						IVA		00/20/20
		Fron	:			SR 19	8 Buckle	y Hall Rd								
1015)	0.19	9	R					-			NA			NA		08/20/20
<u> </u>		To	-				Cul-de-	Sac								
O 0 4 4 5 5		From					Cul-de-	Sac			<u></u>					00/0-1-
1016 Catlett Rd	0.07	10 To	R				57 101	5			NA			NA		08/20/20
		Fron					57-101				_					
1101	0.12	<b>40</b>	R				Dead E	na			NA			NA		05/17/20
1101)	J.12	Ti-	Ė				SR 19	8								55, 11/20
		Fron	•				SR 14				Ī	•				
9249	0.08	310	R								NA			NA		05/13/200
$\smile$		To				Matl	hews Co	unty HS								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	1			57-611 Thomas		1					
(9250)	0.10	20	R			or off monas		NA			NA		08/20/2007
		To				Hunter Int Sch							