2008

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

2008 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 6400 G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.562	6900	G
	To: From:	SR 198 East												
3 (198)	Mathews County	1.55 7500 G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.516	8100	G
	To: From:	SR 198 W, Dutton Rd												
3 Windsor Rd	Mathews County	2.07 6000 G	96%	1%	1%	1%	1%	0%	С	0.094	F	0.611	6500	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 11000 G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.588	12000	G
3 14 John Clayton Mem Hwy	To:	Gloucester County Line	0070	170		170	170	070	·	0.000	•	0.000	12000	
	From:	Gloucester County Line			l									
14) (3) John Clayton Mem Hwy	Mathews County	0.11 11000 G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.588	12000	G
(3) com only on more	To:	SR 3 Fort Nonsense	0070	.,,		. 70	.,0	0,0	•	0.000	•	0.000	.2000	
_	From:	SR 3 Windsor Rd												
14) John Clayton Mem Hwy	Mathews County	2.75 6200 G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.620	6700	G
\sim	Tou	57-617 North River Rd												
14) John Clayton Mem Hwy	Mathews County	1.38 4900 G	97%	1%	1%	1%	1%	0%	С	0.091	F	0.602	5300	G
	To:	57-660 Philpotts Ave												
14) John Clayton Mem Hwy	Mathews County	3.15 5800 G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.575	6300	(
14) Cam Slayton mom rmy	- Total Indiana County		0170	170		170	170	070	•	0.001	•	0.070	0000	
	Moth out County	SR 198 WEST	97%	40/	10/	10/	40/	00/		0.000	F	0.522	7200	
14 198	Mathews County	1.69 6800 G	97%	1%	1%	1%	1%	0%	С	0.092	Г	0.522	7300	G
	To: From:	SR 198 E, Buckley Hall Re												
14) Main St	Mathews County	0.62 5300 G	97%	1%	1%	1%	1%	0%	С	0.088	F	0.577	5700	G
<u> </u>	To: From:	57-611 Tabernacle Rd												
14 John Clayton Mem Hwy	Mathews County	4.65 3300 G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.57	3600	G
\smile	To:	57-604 Antioch Rd												
14 John Clayton Mem Hwy	Mathews County	1.88 1300 G	96%	1%	2%	1%	1%	0%	С	0.087	F	0.647	1400	G
	To	57-602 Sand Bank Rd												
14) John Clayton Mem Hwy	Mathews County	1.74 410 G	96%	1%	2%	1%	1%	0%	F	0.113	F	0.523	440	G
14) com chayton mom r my	To	Bayside Wharf	0070	170		170	170	070	•	0.110	•	0.020	110	Ŭ
	From:	Gloucester County Line			i									
198 Dutton Rd	Mathews County	0.44 2300 G	94%	1%	2%	2%	2%	0%	F	0.105	F	0.512	2500	G
198) - 4.1011 114	To:	SR 3 W, Winsdor Rd	0.70	.,,		_,,	_,0	0,0	•	000	•	0.0.2	2000	Ĭ
	From:	SR 3 W, Windsor Rd												
198)(3)	Mathews County	1.55 7500 G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.516	8100	G
\smile	To:	SR 3 E			<u> </u>									
198)	Mathews County	6.24 4300 G	96%	1%	1%	1%	1%	0%	С	0.094	F	0.569	4600	G
198	To	SR 223 Cricket Hill Rd												
198	Mathews County	0.93 6200 G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.556	6700	G
(198 <i>)</i>	iviatilews County	SR 14 N, John Clayton Mem		1 /0	1 /0	1 /0	1 /0	U /0	1	0.032	•	0.550	0700	G

Virginia Department of Transportation Traffic Engineering Division

2008 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	6800	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.522	7300	G
\bigcirc	To:	SR 14	South Inters	section												
	From:	Sl	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	1700	G
	To	57-642	2 Buckley H	all Rd												
	From:	SR	198 Hudgi	ns												
(223) Cricket Hill Rd	Mathews County	2.07	2200	G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.634	2400	G
\bigcirc	To:	57-633 Old l	Ferry Rd; G	wynn Isl	and											

							antonan	, , , , ,								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	1:			D	ead End				1					
(600) Point Rd	1.10	60	R								NA			NA		05/04/2004
		To From	n.				Clayton M									
(600)	1.62	460	G	96%	1%	4 Mid, Jol 2%	hn Clayton I 0%	1%	0%	С	0.109	F	0.525	500	G	2008
(600)	1.02	To		3070			n Clayton M		070		7	•	0.020	000	Ü	2000
		From	n:			D	ead End				Ī					
(601)	0.54	120	R								NA			NA		05/04/200
\bigcirc		To From):				602 EAST									
604	1.07	100	R			5/-6	502 WEST				 NA			NA		05/04/200
601)	1.07	To	_			D	ead End							IVA		03/04/200
		From	1:		S		Clayton Me	m Hwv								
602)	0.42	410	R				Cityton 1110				NA			NA		08/28/200
<u></u>		To	-				57-691									
602)	0.30	300 From	R				57 071				NA			NA		08/28/200
		To	-			57-	601 EAST									
602)	0.30	80 From	R			37-	001 L/151				NA			NA		08/28/200
002)		To				D	ead End									
		From	1:			D	ead End									
603)	0.66	30	R								NA			NA		08/28/200
		To	4				57-673									
603)	0.75	140 From	R								NA			NA		08/28/200
		To):		Sl	R 14 John	Clayton Me	m Hwy								
		From	n:			D	ead End									
604)	1.08	220	R								NA			NA		05/04/200
		To	1		Sl	R 14 John	Clayton Me	m Hwy								
	0.00	From				D	ead End				٠,,					00/00/00
(605)	0.80	140	R		CD	14 C John	n Clayton M	om Hunz			NA			NA		08/28/200
		From	1:				n Clayton M									
605)	1.10	160	R								NA			NA		08/28/200
		To	-				57-710				Т					
605)	0.10	140	R								NA			NA		08/28/200
		To):				57-607									
<u> </u>		From	1:			D	ead End									
(606)	0.50	170	R								NA			NA		05/04/200
		To From	1:				57-646				_					
606)	0.40	400	R								NA			NA		05/04/200
<u> </u>		To):		Sl	R 14 John	Clayton Me	m Hwy								
	4.00	From	·			D	ead End				٠,,					00/00/00
607)	1.90	240 To	R				57 600				NA			NA		08/28/200
			1		~		57-608									
	1.50	650	G	97%	0%	2%	Clayton Me 0%	m Hwy 0%	0%	С	0.086	F	0.508	710	G	2008
608)	1.50	050		31 /0	0 70				0 70		0.000	'	0.500	710	G	2000
	1 20	380 From	G	97%	0%	57-609 B	Bethel Beach 0%	0%	0%	F	0.003	F	0.721	410	G	2008
608)	1.30	300		JI 70	0 %				U /0	Г	0.093	г	0.121	410	G	2000
	4 20	From 110				57-64	49 Peary Rd							NIA		05/04/202
(608)	1.30	110 To	R			ח	ead End				NA T			NA		05/04/200
		From					57-608									
609) Bethel Beach Rd	1.00	220	G	97%	1%	1%	1%	0%	0%	С	0.107	F	0.517	240	G	2008
(609) Bethel Beach Rd	1.00			J: /0	1 /0				J /0		J. 107	•	0.017	2-10	5	2000
\circ		-					TD 1									
(609) Bethel Beach Rd	0.12	200 From	R			57-611	Tabernacle	Rd			NA			NA		05/04/200

					Ма	thews M	laintenar	nce Area	ì							
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		Fre									-					
609 Bethel Beach Rd	0.58	100	R				ings Landi	ng Rd			NA			NA		05/04/2004
609 Bethel Beach Rd	1.10	140	R				57-610				NA			NA		05/04/2004
609 Bethel Beach Rd	0.08	130 From	R			1.10	ME 57-61	0			NA			NA		05/04/2004
609 Bethel Beach Rd	0.22	From From	R				Bashi Shoro Dead End	es Dr			NA			NA		08/20/2007
610) Marsh Hawk Rd	0.90	From 47	R			57-614	Ridgefield				NA			NA		08/20/2007
610	0.75	30 From	R				, Tabernac				NA			NA		08/20/2007
610)	1.05	40 From	R		0.7	5 ME 57-6	311 S, Tabe				NA			NA		05/04/2004
		From	! :I		CD	14 N, John			,							
(611) Church St	2.35	2500	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.555	2600	G	2008
611) Church St	0.08	2900 From	G	98%	1%	1%	0% R 14 MID	0%	0%	F	0.115	F	0.561	3200	G	2008
(611) Tabernacle Rd	2.26	980	G	98%	SR 14 S 1%	5, John Cla 1%	yton Mem 0%	Hwy; Ma 0%	in St 0%	F	0.095	F	0.531	1100	G	2008
(611) Tabernacle Rd	2.16	510 From	G	98%	1%	57-613 W, 1%	, Beaver D 0%	am Rd 0%	0%	F	0.11	F	0.569	550	G	2008
<u>(611)</u>	0.30	From 47	R				Bethel Bead Dead End	ch Rd			NA			NA		08/20/2007
612) Garden Creek Rd	0.50	From 100	R			57-613	Beaverdan Tabernacle				NA			NA		08/20/2007
613) Beaver Dam Rd	2.80	100 To	G		S	R 14 John		lem Hwy			0.133	F	0.667	110	G	2008
(613) Knights Woods Rd	1.70	90	R			57-611 E	, Tabernac	ele Rd			NA NA			NA		08/20/2007
		To	<u> </u>				Haven Beac	ch Rd								
614) Williams Wharf Rd	1.00	110 To	R		SR	14 N, John	ead End	Mem Hwy	,		NA			NA		08/20/2007
(614) Williams Wharf Rd	0.90	170	R		SR	14 S, Johr	n Clayton I	Mem Hwy			NA			NA		08/20/2007
(614) Williams Wharf Rd	0.30	From From	R		57-644 E	Bandy Ridg	e Rd; 57-7	30 Old Ru	ıff Rd		NA			NA		08/20/2007
614) Ridgefield Rd	1.20	90 From	R			57-613 I	Beaver Dar	n Rd			NA			NA		08/20/2007
<u>(614)</u>	1.20	90 To	R				57-610	1.0.			NA			NA		08/20/2007
		From	L				Bethel Bead Dead End	en Kd								
<u>(615)</u>	0.60	80 To	R		S	R 14 John		lem Hwy			NA 			NA		08/20/2007
(616) Hookemfair Rd	0.54	160	R				SR 198				NA			NA		08/28/2007
		To]			D	ead End									

					IVIa			nce Area			1/		D:-			
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		Fron	n:			Г	Dead End				1					
(617)	0.80	170	R								NA			NA		08/28/2007
<u> </u>		Fron	1:				60 SOUT 60 NORT									
617)	3.37	290	G	98%	0%	0%	1%	1%	0%	F	0.1	F	0.58	310	G	2008
		T- Fron	1:				57-618									
(617)	0.94	1200	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.552	1300	G	2008
	1.06	1400	G	98%	0%	57-654 0 0%	Gum Sprin 1%	ng Rd 1%	0%	С	0.091	F	0.551	1500	G	2008
617)	1.00	1 400		90 /0			Clayton M		0 /0	-	0.091		0.551	1300	G	2008
		Fron	n:				57-617									
618)	0.50	1600	G	96%	1%	1%	1%	1%	0%	С	0.106	F	0.510	1800	G	2008
		To					57-660									
619)	0.65	40	R				ead End				NA			NA		08/20/2007
619)	0.00	To	:			57-0	617 WEST	Γ								00/20/2001
	0.81	110	* R			57-	617 EAST				NA			NA		05/10/200/
619)	0.01	110					55 550				INA			INA		05/10/2004
(619)	0.50	190	R				57-660				NA			NA		05/10/2004
(619)	0.00	To				D	ead End									00/10/2001
		From	h-			D	ead End									
620)	2.10	520	R								NA			NA		05/10/2004
<u> </u>		To			SF		Clayton M	Iem Hwy								
Glebe Rd	0.28	50	R			E	Pead End				NA			NA		08/20/2007
(621) Glebe Rd	0.20	т.				0.28 1	IN Dead I	End								00/20/2001
621) Glebe Rd	0.12	110 From	R			0.26 N	IN Dead I	SHU			NA			NA		08/20/2007
		To Fron				57-68	4 Gayle La	ane								
621) Glebe Rd	0.95	250	G	94%	4%	0%	1%	1%	0%	F	0.123	F	0.531	270	G	2008
		Tr Fron	12			57-62	22 Evans F	Rd								
621) Glebe Rd	0.40	870	G	94%	4%	0%	1%	1%	0%	F	0.083	F	0.729	940	G	2008
<u> </u>		To Fron					11 Church					_				
(621) Glebe Rd	0.80	1100 To	G	94%	4%	0%	1% SR 14	1%	0%	С	0.206	F	0.578	1200	G	2008
		Fron					ead End									
622) Evans Rd	0.50	90	R				cad Liid				NA			NA		08/20/2007
		Tr Fron				57-623 V	W, Thursto	on Rd								
622) Evans Rd	0.04	140	R								NA			NA		08/20/2007
<u> </u>		Tr Fron	1			57-623 M	id, Bendal	ll Lane								
622) Long Rd	1.00	570	G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.55	610	G	2008
		From					21 Glebe F	Rd								
623) Thurston Rd	0.46	80	R			Е	ead End				NA			NA		08/20/2007
623) Tridiotori Ttd	0.10	To				0.46 N	IN Dead I	End								00/20/2001
Thurston Dd	0.10	From				D	ead End				NIA.			NIA		00/20/2007
623) Thurston Rd	0.10	70	R			57-622	W, Evans	s Rd			NA T			NA		08/20/2007
<u> </u>		From	1.				Mid, Evan									
623 Bendall Lane	0.40	80	R			בין בין) Magnolia	Dd.			NA			NA		08/20/2007
		From	n-				Bendall L									
623) Magnolia Rd	0.30	170	R								NA			NA		05/10/2004
$\overline{}$		To					E, Evans	Rd								
	0.45	From					57-625				NIA			NIA		08/20/2027
(624)	0.15	120	R				57-671				NA			NA		08/29/2007

Route	Length	AADT	QA	4Tire	Bus		True			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	:			5	57-671				1					
(624)	0.05	30	R								NA			NA		08/29/2007
		From	1				ead End									
625)	0.60	270	R			3	57-660				NA			NA		05/10/2004
		To From				5	57-624									
625	0.20	130	R			D.	15.1				NA			NA		05/10/2004
		From	<u> </u>		CE		ead End Clayton Mei	м Цип			1					
(626)	3.40	480	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.583	520	G	2008
		To From					98 SOUTH 98 NORTH									
(626)	1.80	990	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.61	1100	G	2008
		To				5	57-666									
626	0.16	300	R								NA			NA		05/17/2004
		To From				5	57-652									
626	0.14	230	R								NA 			NA		05/17/2004
	0.30	50 From	R			5	57-662				 NA			NA		05/17/2004
626)	0.30	J U				De	ead End							INA		03/11/2004
		From	:			S	SR 198									
627) Smithers Rd	0.30	50	R								NA			NA		05/13/2004
		To					ead End									
(628)	0.70	430	G	96%	1%	1%	1%	0%	0%	С	0.106	F	0.5	460	G	2008
(020)		To					57-725									
628)	0.80	320 From	R								NA			NA		08/29/2007
		To From				5	57-724				\Box					
628	0.17	150	R				15.1				NA			NA		08/29/2007
		From	1				ead End									
(629)	1.28	320	R			<u> </u>	SR 198				NA			NA		08/29/2007
		To From	-			5	57-722									
(629)	0.44	120	R								NA			NA		08/29/2007
							ead End									
(630)	1.50	180	R			S	SR 198				 NA			NA		05/17/2004
(630)	1.00	To				De	ead End							147		00/11/2001
		From				S	R 198									
631)	1.20	330 To	R			D.	15.1				NA			NA		05/17/2004
		From					ead End									
632	0.50	150	R			3	57-626				NA			NA		08/29/2007
		To				De	ead End									
\bigcirc		From				De	ead End				<u> </u>					0=1101000
633)	0.20	330	R								NA			NA		05/13/2004
	2.66	1200	<u>-</u> G	97%	1%	SR 223 C	Cricket Hill 0%	Rd 0%	0%	С	0.088	F	0.701	1300	G	2008
633)	2.00	1 200		J1 /0	1 /0		ead End	0 /0	0 /0		0.000		0.701	1300		2000
		From					ead End									
634)	0.50	320	R								NA			NA		08/29/2007
		To					57-633	D 1								
635)	0.60	70	R			5/-609 B	ethel Beach	Ka			NA			NA		05/04/2004
000	2.00	To				De	ead End							•		

					Ma	thews Maintenar	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	1:			Dead End				-					
636)	0.35	60	R							NA			NA		08/29/2007
636) S Bay Haven Rd	0.63	110 From	G	98%	0%	57-672 1% 0%	0%	0%	С	0.136	F	0.556	120	G	2008
(636)	0.50	190 From	R			57-633				NA			NA		08/29/2007
		Т):			Dead End									
637)	0.60	90	R			Dead End				NA			NA		05/13/2004
637)	0.50	270 From	G	98%	2%	57-680 0% 0% 57-633	0%	0%	С	0.101	F	0.625	300	G	2008
		Fron	1:			Dead End									
638)	1.00	120	R			57-633				NA			NA		05/13/2004
		Fron	1:			Dead End									
639) Hills Bay Dr	0.85	120	R			SR 223 W, Cricket F				NA			NA		08/29/2007
639 Crab Neck Rd	1.03	400	G	97%	1%	SR 223 E, Cricket H 1% 1%	iil Rd 0%	0%	С	0.108	F	0.646	430	G	2008
(639) Crab Neck Rd	0.10	130 From	R			57-648 Big Gum	Rd			NA			NA		05/13/2004
		Fron				57-676 Traders I	Rd			\supset					00/00/000
639	0.20	90	R			Dead End				NA T			NA		08/29/2007
		Fron	n:			SR 223 Cricket Hil	ll Rd								
640 Point Breeze Rd	0.14	200 _{т.}	R			57-716 Tobacco				NA			NA		08/29/2007
640) Point Breeze Rd	1.41	250 From	R			37-710 100acco	Ku			NA			NA		08/29/2007
		To):			Dead End									
\bigcirc	4.04	Fron		000/	40/	SR 14	00/	00/	_	0.444	_	0.505	550	_	0000
(641)	1.64	510	G	98%	1%	1% 0% Dead End	0%	0%	С	0.114	F	0.525	550	G	2008
		Fron	1:			SR 198 Buckley Ha	ıll Rd								
642) Buckley Hall Rd	0.70	1300	G	97%	1%	1% 1%	0%	0%	С	0.108	F	0.603	1400	G	2008
<u> </u>		To Fron	1:			57-643 Haven Beac	h Rd								
642) Fitchetts Wharf Rd	0.96	450	G	97%	1%	1% 1% 57-708 Lunar La	0% ne	0%	F	0.119	F	0.589	490	G	2008
642) Fitchetts Wharf Rd	0.14	30	G	97%	1%	1% 1%	0%	0%	F	0.31	F	0.546	30	G	2008
		Te	ı			Dead End									
(643) Haven Beach Rd	0.80	Fron 820	G	98%	1%	57-642 Buckley Ha	11 Rd 0%	0%	С	0.107	F	0.61	890	G	2008
(643) Haven Beach Rd	0.00	Ti	· 🗀	3070	170	57-644 Lillys Necl		070		0.107	•	0.01	000	O	2000
O L'Iller Needs Bal	0.00	Fron		000/	40/	57-644; Haven Bead		00/	_	0.000	_	0.500	000	0	0000
643 Lillys Neck Rd	0.20	840 To	G	96%	1%	1% 2% 57-644; Haven Bead	1%	0%	С	0.099	F	0.526	900	G	2008
		Fron				57-644 Lillys Necl	k Rd			<u> </u>	_			_	
643) Haven Beach Rd	0.80	490		98%	1%	0% 1%	0%	0%	F	0.115	F	0.6	530	G	2008
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 Creel	k Lane			NA			NA		05/04/2004
		Fron			5	7-704 Old House Wo	oods Rd			\supset					
643 Haven Beach Rd	0.67	8	R			Dead End				NA			NA		05/04/2004
·		10	1			Dead 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	30	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				—					
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		Tro			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From:	1				Dead End				- I					
(656)	0.30	170	R				Dead End				NA			NA		05/13/2004
<u> </u>		To					57-633									
	1.10	130	R		SI	R 14 John	Clayton M	em Hwy			NA			NA		05/10/2004
(657)	1.10	To:					Dead End							IVA		03/10/200-
\sim		From:					Dead End									
658 Kingston Lane	1.21	140 To:	R		ÇI	2 14 Joh	Clayton M	am Huw			NA			NA		08/20/2007
		From			51	X 14 JOH	57-660	CIII IIWy								
(659) Osprey Rd	0.50	140	R								NA			NA		08/20/200
<u> </u>		To:					Dead End									
(60)	0.32	90	R			57-6	60 Begin Lo	ор			 NA			NA		05/10/200
(660)	0.02	To				57-6	660 End Loc	nn.			¬ <u>```</u>					00/10/200
(660)	0.53	260 From:	R			37-0	OO LIIG LOC	γP			NA			NA		05/10/2004
		To:				57-	617 SOUTI	I								
(660)	0.30	370	G	96%	1%	0%	0%	1%	0%	F	0.098	F	0.583	400	G	2008
	0.26	440 From:	$\overline{}$	060/	10/		617 NORTI		00/	_	0.102	_	0.500	400		2000
(660)	0.36	440	G	96%	1%	0%		1%	0%	F	0.103	F	0.509	480	G	2008
660	2.65	1000 From:	G	96%	1%	0%	57-703 0%	1%	0%	F	0.107	F	0.508	1100	G	2008
660		To					57-618									
(660)	2.43	1000 From:	G	96%	1%	0%	0%	1%	0%	С	0.105	F	0.525	1100	G	2008
		To:			SI	R 14 John	Clayton M	em Hwy								
661	0.42	130	R				57-633				NA			NA		05/13/2004
(661)		To:					Dead End									
		From:					Dead End									
662	0.40	90 To:	R				57-626				NA			NA		08/20/2007
		From					Dead End									
(663)	0.20	100	R								NA			NA		05/13/2004
		To:					57-633									
(664)	0.90	390	R				57-633				NA			NA		08/20/2007
(004)		To:					Dead End									
<u> </u>		From					Dead End				<u> </u>					
665 Blue Water Dr	0.04	10	R								NA —			NA		08/20/2007
(665) Fleetwood Circle	0.56	110	R				57-1006				NA			NA		08/20/2007
(663) 1 100111000 011010		To:				57-642 F	itchetts Wh	arf Rd								00/20/200
		From:					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	J. 17	To					57-626							. 17.1		35,25,2501
		From:					57-660									
667)	0.50	100 To:	R				Dead End				NA			NA		05/10/2004
		From	I				Dead End Dead End				<u> </u>					
668	0.13	130	R				Jour LIIU				NA			NA		08/20/2007
\bigcirc		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	l													
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
	To	:				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	70	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

						alliews	, iviairite	enance Ai	ca								
Route	Length	AADT	QA	4Tire	Bus	2A:	xle 3+/	Truck Axle 1Tra	ail 2Tra	ac il	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Mathews County		From	.1								- 1						
686)	0.33	60	R				Dead E	ind			NA			NA		08/20/20	
000)		To					57-60	15								00,-0,-0	
		From	:				Dead E	End									
687	0.24	40	R								NA			NA		05/10/20	
		To From					57-66	0			_						
687	0.40	100	R								NA			NA		05/10/20	
<u> </u>		To				0.	0.40 ME 5										
Divers Del	0.04	From					Dead E	ind						NIA		00/00/00	
Dixon Rd	0.34	220	R			57.6	639 Crab l	Nack Pd			NA			NA		08/28/20	
		From	:			37-0	Dead E				+						
689)	0.36	150	R				Dead E	ли			NA			NA		05/04/20	
009)	0.00	To					57-60	0			i i					00/0 !/20	
		From				57-642	2 Fitchetts	s Wharf Rd									
690) Field Point Rd	0.37	100	R								NA			NA		08/28/20	
		To	:				Dead E	ind									
		From					57-60	12									
691)	0.25	60	R								NA			NA		08/28/20	
		To					Dead E	ind									
\sim	0.50	From	<u> </u>				57-60	1								00/00/0	
592	0.52	20	R				Dest	74			NA			NA		08/28/20	
		From					Dead E										
993) Buzzard Point Rd	0.62	80	R				Dead E	nd			NA			NA		08/28/20	
Buzzard Point Rd	0.02	To				57-64	5 Garden	Creek Rd						INA		00/20/20	
		From	:				SR 19				÷						
Waverly Lane	Waverly Lane 0.40 1	110	R				5K 17	8			NA			NA		05/13/20	
,		To					Dead E	end									
		From	:				Dead E	End									
695)	0.10	70	R								NA			NA		05/13/20	
		To	:				57-63	.3									
		From					Dead E	end									
696)	0.42	130	R								NA			NA		08/28/20	
		To					639 Crab l				<u> </u>						
\frown	0.45	From			S	SR 14 Jo	hn Clayto	on Mem Hw	у					N.1.0		05/04/06	
697)	0.45	90	R				Dead E	and a			NA			NA		05/04/20	
		From															
G98) Captains Grenes Rd	0.20	70	R				57-64	9			NA			NA		08/28/20	
Captains Grenes Rd	0.20	To	ı``				Dead E	End			¬```			INA		00/20/200	
		From	:				57-69				İ						
699)	0.37	20	R				37 07	-			NA			NA		08/28/20	
300)		To	:				Dead E	ind									
		From	:				SR 19	98			1						
000)	0.48	170	R								NA			NA		05/13/20	
<u> </u>		To	:				Dead E	ind									
$\widehat{}$		From				SF	R 3 Wind	sor Rd									
701)	0.35	60	R								NA			NA		05/17/20	
		To	<u> </u>				Dead E										
O Dianu Delet D I	0.00	From	<u> </u>				Dead E	ind								00/00/0	
702) Piney Point Rd	0.38	47 To	R			57 (0)0 Patt1	Daach D.1			NA			NA		08/28/20	
		From	.i			37-60		Beach Rd									
		From	<u> </u>				57.66	41			1						
703)	0.61	60	R				57-66				NA			NA		05/10/20	

					IVI	thews Maintenanc									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Mathews County		From				57-643 Haven Beach	D.4		1						
(704)	0.36	60	R			37-043 Haven Beach	Ku		NA			NA		08/20/2007	
(0)		To				Dead End									
		From				Dead End									
(705) Kings Landing Rd	0.40	50	R						NA			NA		08/20/2007	
		То				57-609 Bethel Beach									
(706) Ballast Point Rd	0.22	From				SR 223 Cricket Hill I	Rd		NIA			NA		05/12/200	
(706) Ballast Point Rd	0.32	110 To	R			Dead End			NA			INA		05/13/2004	
		From				Dead End									
(707) Hurst Neck Rd	0.18	100	R			Dead End			NA			NA		08/20/200	
		То				57-609 Bethel Beach	Rd								
		From				57-642 Fitchetts Whart	Rd								
(708) Billups Creek Lane	0.27	45	R						NA			NA		08/20/2007	
$\overline{}$		To				Dead End									
\bigcirc		From				57-650									
709	0.54	40	R						NA			NA		05/10/200	
		10				Dead End									
	0.28	90	R			Dead End			l NA			NA		05/04/2004	
(710)	0.20	90				57-605						INA		03/04/2002	
		From				Dead End			1						
(711)	0.24	10	R			Dead End			NA			NA		08/20/2007	
		To				57-646									
		From				57-600									
712	0.02	30	R						NA			NA		08/20/2007	
\bigcup		To			S	R 14 John Clayton Men	n Hwy								
		From				SR 14									
713	0.16	720	R						NA	na T		NA		08/20/2007	
<u> </u>		То				57-641									
	0.00	From	<u> </u>		SR	14 S, John Clayton Me	m Hwy					NIA		00/00/000	
714)	0.20	30	R		SR	14 N, John Clayton Me	m Hwy		NA			NA		08/20/2007	
		From				14 S, John Clayton Me									
(715)	0.32	90	R		ЯĞ	14 S, John Clayton Me	шпwy		NA			NA		08/20/2007	
(113)		To			SR	14 N, John Clayton Me	m Hwy								
		From	:			57-640 Point Breeze									
(716) Tobacco Rd	0.17	100	R						NA			NA	(05/13/2004	
<u> </u>		To				SR 223 Cricket Hill I	Rd								
		From				Dead End									
(717)	0.14	80	R						NA			NA		08/20/2007	
<u> </u>		To				57-645 Garden Creek	Rd								
	0.00	From				Dead End								05/40/000	
718)	0.38	150 To	R			57 620 Crob No als D	4		NA			NA		05/13/2004	
_		From				57-639 Crab Neck R	u		-						
(719)	9 0.16	0.46	70	R			Dead End			NA			NA		08/20/2007
(719)		To	Ė			SR 198			¬```			14/1		00/20/2007	
		From				57-609 Bethel Beach	Rd								
(720) Bashl Shore Dr	0.23	10	R						NA			NA		08/20/2007	
U .		То				Dead End									
		From				Dead End									
(721)	0.43	80	R						NA			NA		08/20/2007	
$\overline{}$		То				57-646									
		From				57-629									
722)	0.20	90	R						NA			NA		05/13/2004	
<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	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
0.25	90	R				1.1.0			NA			NA		08/20/20
	To.													
	To] :I				ul-de-Sac								
0.15	From 90	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 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 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 xle 1Tra		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Mathews County		From	ī				Dead En	d			-						
(740)	0.56	80	R				Dead En	ıu			NA			NA		08/20/2007	
		To					57-633										
		From				(Cul-de-S	ac									
742)	0.12	NA									NA			NA			
		To					57-666										
745	0.93	140	R			•	Cul-de-S	ac			 NA			NA		05/10/200	
745)	0.55	To			SF	R 14 Joh	n Claytor	n Mem Hwy	,					INA		03/10/200	
		From					57-745										
746)	0.42	40	R								NA			NA		05/10/200	
\bigcirc		To					Dead En	ıd									
\bigcirc		From					57-1003	3									
1001)	0.05	890	R								NA			NA		08/20/200	
$\overline{\bigcirc}$		To From					57-1002	2									
1001)	0.03	1100 To	R			CT	2 14 M-:	C4			NA			NA		08/20/200	
		From	l			SI	R 14 Mai										
1002	0.05	670	R				57-1001				NA			NA		08/20/200	
1002)	0.00	To				57-	611 Chur	ch St			– "`					00/20/200	
		From					57-1001										
1003)	0.05	440	R								NA			NA		05/13/200	
		То				57-	611 Chur	ch St									
$\overline{}$		From					Dead En	ıd									
(1004)	0.16	140 To	R				GD 14				NA			NA		05/13/200	
		From					SR 14		_		_						
4000	0.07	0.07	60	R		57-665	Fleetwo	ood Circle	e; Blue Wat	er Dr		NA			NA		05/13/200
1006		To					n · v							INA		03/13/200	
(1999)	0.07	20 From	R			1	Begin Lo	op			NA			NA		05/13/200	
1006	0.07						57 1005							1471		00/10/200	
(1006)	0.10	30 From	R				57-1007	/			NA			NA		05/13/200	
(1006)	0.10	То					End Loo	p			–					00/10/200	
		From					57-1006	5									
1007)	0.06	20	R								NA			NA		05/13/200	
\bigcirc		To				(Cul-de-S	ac									
O 11 11 01		From				(Cul-de-S	ac			<u> </u>						
1010 Martin St	0.42	NA				CD	3 Windso	ou D.d			NA			NA			
		From															
1011) Corr St	0.12	450	R				Cul-de-S	ac			NA			NA		08/20/200	
		То				57-1	1010 Mar	tin St								00,-0,-00	
		From				SR 198	Buckley	Hall Rd									
1015)	0.19	9	R								NA			NA		08/20/200	
<u> </u>		To				(Cul-de-S	ac									
0 4 4 5 1	0.07	From				(Cul-de-S	ac			<u>ا</u>					00/00/000	
1016 Catlett Rd	0.07	10 To	R				57-1015				NA			NA		08/20/200	
		From															
(1101)	0.12	40	R				Dead En	ıu			 NA			NA		05/17/200	
		To					SR 198				⊐Ľ`						
		From					SR 14										
9249)	0.08	310	R								NA			NA		05/13/200	
$\overline{}$		To				Math	ews Cou	nty 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 our monas		NA			NA		08/20/2007
		To				Hunter Int Sch							