

2001

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

Jurisdiction Report

57

Mathews County

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

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

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

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

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
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 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Mathews Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
3	1.37	5600	F	95%	0%	2%	1%	1%	0%	F	480	F	5600	F	2001
				From:	Middlesex County Line										
				To:	N SR 198										
3	1.55	6800	F	95%	0%	2%	1%	1%	0%	F	550	F	6800	F	2001
				From:	S SR 198										
				To:	SR 14 Fort Nonsense										
3	2.07	5400	F	95%	0%	2%	1%	1%	0%	C	450	F	5400	F	2001
				From:	Gloucester County Line										
				To:	Gloucester County Line										
14 3	0.11	9900	F	95%	0%	2%	1%	1%	0%	F	870	F	9900	F	2001
				From:	SR 3 FORT NONSENSE										
14	2.75	5800	F	95%	1%	2%	1%	1%	0%	F	530	F	5800	F	2001
				From:	57-617										
14	1.38	5000	F	95%	1%	2%	1%	1%	0%	F	460	F	5000	F	2001
				From:	57-660 Foster										
14	3.15	5800	F	95%	1%	2%	1%	1%	0%	F	520	F	5800	F	2001
				From:	W SR 198 INT										
14	1.69	7400	F	95%	1%	2%	1%	1%	0%	C	660	F	7300	F	2001
				From:	E SR 198 INT										
14	0.62	5400	F	96%	1%	2%	1%	1%	0%	C	480	F	5300	F	2001
				From:	E 57-611 Mathews										
14	4.65	3300	F	96%	1%	2%	1%	1%	0%	F	300	F	3300	F	2001
				From:	57-604 Susan										
14	1.88	1100	F	97%	1%	2%	1%	0%	0%	C	100	F	1100	F	2001
				From:	57-602 East of Shadow P O										
14	1.74	370	F	97%	1%	2%	1%	0%	0%	F	40	F	370	F	2001
				From:	Bayside Wharf										
198	0.44	2000	F	93%	1%	3%	1%	3%	0%	F	180	F	2000	F	2001
				From:	SR 3 West Intersection										
198 3	1.55	6800	F	95%	0%	2%	1%	1%	0%	F	550	F	6800	F	2001
				From:	SR 3 East Intersection										
198	6.24	4600	F	92%	1%	4%	1%	2%	0%	C	420	F	4600	F	2001
				From:	SR 223 Hudgins										
198	0.93	6300	F	92%	1%	4%	1%	2%	0%	F	510	F	6300	F	2001
				From:	SR 14 North Intersection										
198 14	1.69	7400	F	95%	1%	2%	1%	1%	0%	C	660	F	7300	F	2001
				From:	SR 14 South Intersection										
198	1.01	1600	F	92%	1%	4%	1%	2%	0%	F	140	F	1600	F	2001
				From:	57-642										
223	2.07	2500	F	95%	1%	3%	0%	1%	0%	C	210	F	2500	F	2001
				From:	SR 198 Hudgins										
				To:	57-633 Gwynn Island										
600	1.10	80	R								NA		NA		1998
				From:	SR 14 SOUTH										
600	1.62	200	F	97%	2%	1%	0%	0%	0%	C	20	F	200	F	2001
				From:	SR 14 MID										
				To:	SR 14 NORTH										
601	0.54	140	R								NA		NA		1998
				From:	Dead End										
				To:	57-602 East										

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
601	1.07	230	R								NA	NA		1998	
						From: 57-602 West									
						To: Dead End									
602	0.42	450	R								NA	NA		07/11/2001	
						From: SR 14									
602	0.30	380	R								NA	NA		07/11/2001	
						From: 57-691									
602	0.30	90	R								NA	NA		07/11/2001	
						From: 57-601 EAST									
						To: Dead End									
603	0.66	40	R								NA	NA		07/11/2001	
						From: Dead End									
603	0.75	140	R								NA	NA		07/11/2001	
						From: 57-673									
						To: SR 14									
604	1.08	280	R								NA	NA		1998	
						From: Dead End									
						To: SR 14									
605	0.80	140	R								NA	NA		07/11/2001	
						From: Dead End									
						To: SR 14 SOUTH									
605	1.10	160	R								NA	NA		07/16/2001	
						From: SR 12 NORTH									
						To: 57-710									
605	0.10	140	R								NA	NA		07/16/2001	
						From: 57-710									
						To: 57-607									
606	0.50	110	R								NA	NA		1998	
						From: Dead End									
606	0.40	350	R								NA	NA		1998	
						From: 57-646									
						To: SR 14									
607	1.90	230	R								NA	NA		07/16/2001	
						From: Dead End									
						To: 57-608									
608	1.50	670	F	96%	0%	3%	0%	1%	0%	C	70	F	670	F	2001
						From: SR 14									
608	1.30	380	F	96%	0%	3%	0%	1%	0%	F	40	F	380	F	2001
						From: 57-609									
						To: 57-649									
608	1.30	110	R								NA	NA		1998	
						From: 57-608									
						To: Dead End									
609	1.00	260	F	95%	0%	4%	0%	0%	0%	C	30	F	260	F	2001
						From: 57-608									
						To: 57-611									
609	0.12	240	R								NA	NA		1998	
						From: 57-705									
609	0.58	90	R								NA	NA		1998	
						From: 57-610									
609	1.10	70	R								NA	NA		1998	
						From: 1.10 ME 57-610									
609	0.08	60	R								NA	NA		06/12/2001	
						From: 57-720									
609	0.22	40	R								NA	NA		06/12/2001	
						From: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
610	0.90	40	R			From: 57-614					NA		NA		06/26/2001
						To: 57-611 NORTH									
610	0.75	20	R			From: 57-611 SOUTH					NA		NA		06/12/2001
						To: 0.75 ME 57-611 S									
610	1.05	20	R			From: 57-609					NA		NA		06/12/2001
						To: SR 14									
611	2.35	1800	F	97%	0%	2%	1%	0%	0%	C	160	F	1800	F	2001
						From: 57-1003									
611	0.08	2700	F	97%	0%	2%	1%	0%	0%	F	230	F	2700	F	2001
						To: SR 14 MID									
						From: SR 14 SOUTH									
611	2.26	840	F	97%	0%	2%	1%	0%	0%	F	80	F	840	F	2001
						To: 57-613 WEST									
611	2.16	480	F	97%	0%	2%	1%	0%	0%	F	50	F	480	F	2001
						From: 57-609									
611	0.30	47	R			To: Dead End					NA		NA		06/12/2001
						From: 57-613									
612	0.50	90	R			To: 57-611					NA		NA		06/26/2001
						From: SR 14									
613	2.80	110	F	93%	4%	2%	1%	2%	0%	C	20	F	110	F	2001
						To: 57-611 WEST									
						From: 57-611 EAST									
613	1.70	80	R			To: 57-643					NA		NA		06/06/2001
						From: Dead End									
614	1.00	200	R			To: SR 14 NORTH					NA		NA		06/12/2001
						From: SR 14 SOUTH									
614	0.90	210	R			To: 57-644; 57-730					NA		NA		06/12/2001
						From: 57-613									
614	0.30	170	R			To: 57-610					NA		NA		06/12/2001
						From: 57-610									
614	1.20	80	R			To: 57-609					NA		NA		06/12/2001
						From: Dead End									
615	0.60	100	R			To: SR 14					NA		NA		06/12/2001
						From: SR 198									
616	0.54	110	R			To: Dead End					NA		NA		05/23/2001
						From: Dead End									
617	0.80	170	R			To: 57-660 SOUTH					NA		NA		06/26/2001
						From: 57-660 NORTH									
617	3.37	260	F	96%	0%	2%	0%	1%	0%	F	30	F	260	F	2001
						To: 57-618									
617	0.94	1100	F	96%	0%	2%	0%	1%	0%	F	110	F	1100	F	2001
						From: 57-654									
617	1.06	1300	F	96%	0%	2%	0%	1%	0%	C	120	F	1300	F	2001
						To: SR 14									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
(618)	0.50	1100	F	95%	0%	3%	0%	1%	0%	C	100	F	1100	F	2001
				From:	57-617										
				To:	57-660										
(619)	0.65	48	R								NA		NA		06/26/2001
				From:	Dead End										
				To:	57-617 WEST										
(619)	0.81	120	R								NA		NA		06/26/2001
				From:	57-617 EAST										
				To:	57-660										
(619)	0.50	160	R								NA		NA		06/26/2001
				From:	Dead End										
(620)	2.10	490	R								NA		NA		1998
				From:	Dead End										
				To:	SR 14										
(621)	0.28	70	R								NA		NA		07/16/2001
				From:	Dead End										
				To:	0.28 MN Dead End										
(621)	0.12	70	R								NA		NA		07/16/2001
				From:	Dead End										
				To:	57-684										
(621)	0.95	250	F	97%	0%	1%	0%	1%	0%	F	30	F	250	F	2001
				From:	57-622										
(621)	0.40	820	F	97%	0%	1%	0%	1%	0%	F	70	F	820	F	2001
				From:	57-611										
(621)	0.80	620	F	97%	0%	1%	0%	1%	0%	C	60	F	620	F	2001
				From:	SR 14										
				To:	Dead End										
(622)	0.50	80	R								NA		NA		07/16/2001
				From:	Dead End										
				To:	57-623 WEST										
(622)	0.04	200	R								NA		NA		07/16/2001
				From:	Dead End										
				To:	57-623 MID										
(622)	1.00	530	F	93%	0%	3%	2%	2%	0%	C	50	F	530	F	2001
				From:	57-621										
				To:	Dead End										
(623)	0.46	100	R								NA		NA		07/16/2001
				From:	Dead End										
				To:	0.46 MN Dead End										
(623)	0.10	170	R								NA		NA		1998
				From:	Dead End										
				To:	57-622 WEST										
(623)	0.40	40	R								NA		NA		07/16/2001
				From:	57-622 MID										
				To:	57-670										
(623)	0.30	160	R								NA		NA		1998
				From:	Dead End										
				To:	57-622 EAST										
(624)	0.15	130	R								NA		NA		06/26/2001
				From:	57-625										
				To:	57-671										
(624)	0.05	40	R								NA		NA		06/26/2001
				From:	Dead End										
				To:	57-660										
(625)	0.60	260	R								NA		NA		1998
				From:	Dead End										
				To:	57-624										
(625)	0.20	110	R								NA		NA		1998
				From:	Dead End										
				To:	SR 14										
(626)	3.40	520	F	97%	0%	2%	0%	0%	0%	F	45	F	520	F	2001
				From:	SR 198 SOUTH										
				To:	SR 198 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
(626)	1.80	980	F	97%	0%	1%	1%	0%	0%	C	90	F	980	F	2001
				From:	SR 198 NORTH										
(626)	0.16	270	R								NA		NA		1998
				To:	57-666										
(626)	0.14	250	R								NA		NA		1998
				To:	57-652										
(626)	0.30	80	R								NA		NA		1998
				To:	57-662										
				To:	Dead End										
(627)	0.30	50	R								NA		NA		1998
				From:	SR 198										
				To:	Dead End										
(628)	0.70	540	F	96%	1%	2%	0%	0%	0%	C	46	F	540	F	2001
				To:	57-725										
(628)	0.80	300	R								NA		NA		05/23/2001
				To:	57-724										
(628)	0.17	160	R								NA		NA		05/23/2001
				To:	Dead End										
(629)	1.28	330	R								NA		NA		05/23/2001
				From:	SR 198										
				To:	57-772										
(629)	0.44	110	R								NA		NA		05/23/2001
				To:	Dead End										
(630)	1.50	270	R								NA		NA		1998
				From:	SR 198										
				To:	Dead End										
(631)	1.20	310	R								NA		NA		1998
				To:	Dead End										
(632)	0.50	110	R								NA		NA		05/23/2001
				From:	57-626										
				To:	Dead End										
(633)	0.20	370	R								NA		NA		1998
				From:	Dead End										
(633)	2.66	1500	F	96%	0%	3%	0%	1%	0%	C	150	F	1500	F	2001
				To:	Dead End										
(634)	0.50	320	R								NA		NA		05/30/2001
				From:	Dead End										
				To:	57-633										
(635)	0.60	80	R								NA		NA		1998
				From:	57-609										
				To:	Dead End										
(636)	0.35	60	R								NA		NA		05/30/2001
				From:	Dead End										
(636)	0.63	190	F	95%	2%	2%	1%	2%	0%	C	20	F	190	F	2001
				To:	57-672										
(636)	0.50	190	R								NA		NA		05/30/2001
				From:	57-633										
				To:	Dead End										
(637)	0.60	100	R								NA		NA		1998
				From:	Dead End										
				To:	57-680										

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2001
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Mathews Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Mathews County																
637	0.50	280	F	97%	1%	1%	0%	0%	0%	C	30	F	280	F	2001	
				From:	57-680											
				To:	57-633											
638	1.00	100	R								NA		NA		05/30/2001	
				From:	Dead End											
				To:	57-633											
639	0.85	70	R								NA		NA		05/23/2001	
				From:	Dead End											
				To:	SR 223 WEST											
639	1.03	420	F	98%	1%	1%	0%	0%	0%	C	46	F	420	F	2001	
				From:	SR 223 EAST											
				To:	57-648											
639	0.10	110	R								NA		NA		1998	
				From:												
				To:	57-676											
639	0.20	80	R								NA		NA		06/06/2001	
				From:												
				To:	Dead End											
640	0.14	200	R								NA		NA		05/23/2001	
				From:	SR 223											
				To:	57-716											
640	1.41	240	R								NA		NA		05/23/2001	
				From:												
				To:	Dead End											
641	1.64	430	F	96%	0%	3%	0%	0%	0%	C	40	F	430	F	2001	
				From:	SR 14											
				To:	Dead End											
642	0.70	1300	F	96%	1%	2%	1%	1%	0%	C	140	F	1300	F	2001	
				From:	SR 198											
				To:	57-643											
642	0.96	380	F	96%	1%	2%	1%	1%	0%	F	40	F	380	F	2001	
				From:												
				To:	57-708											
642	0.14	30	F	96%	0%	0%	0%	0%	0%	F	5	F	30	F	2001	
				From:												
				To:	Dead End											
643	0.80	790	F	95%	1%	3%	1%	1%	0%	C	80	F	790	F	2001	
				From:	57-642											
643	1.00	510	F	95%	1%	3%	1%	1%	0%	F	50	F	510	F	2001	
				From:	57-644 SOUTH											
				To:	57-645											
643	0.03	170	R								NA		NA		1998	
				From:												
				To:	57-682											
643	0.50	60	R								NA		NA		1998	
				From:												
				To:	57-704											
643	0.07	8	R								NA		NA		1998	
				From:												
				To:	0.07 ME 57-704											
643	0.60	6	R								NA		NA		06/06/2001	
				From:												
				To:	Dead End											
644	1.00	30	R								NA		NA		06/12/2001	
				From:	57-614											
644	0.30	70	R								NA		NA		06/12/2001	
				From:	1.00 MN 57-614											
				To:	57-611 WEST											
644	1.20	120	R								NA		NA		06/06/2001	
				From:	57-611 EAST											
				To:	57-643 SOUTH											
644	1.00	270	R								NA		NA		06/06/2001	
				From:	57-643 NORTH											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
645	0.50	380	R			From: 57-643					NA	NA			1998
645	0.69	90	R			From: 57-717					NA	NA			1998
645	0.43	30	R			From: 0.69 ME 57-717					NA	NA			1998
						To: Dead End									
646	0.14	40	R			From: 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			From: 57-721					NA	NA			07/11/2001
						To: 57-606									
647	0.70	370	R			From: 57-641					NA	NA			1998
						To: Dead End									
648	0.30	130	R			From: 57-639					NA	NA			05/23/2001
						To: 57-640									
649	0.67	160	R			From: Dead End					NA	NA			07/16/2001
						To: 57-608									
650	0.50	230	R			From: 57-660					NA	NA			1998
650	0.30	80	R			From: 57-727					NA	NA			1998
						To: Dead End									
651	0.80	60	R			From: 57-660					NA	NA			06/26/2001
						To: Dead End									
652	0.40	80	R			From: Dead End					NA	NA			05/23/2001
						To: 57-626									
653	1.00	110	R			From: SR 198					NA	NA			06/06/2001
						To: Dead End									
654	0.40	10	R			From: 57-617					NA	NA			06/26/2001
						To: Dead End									
655	0.85	130	R			From: Dead End					NA	NA			07/11/2001
						To: 57-600									
656	0.30	100	R			From: Dead End					NA	NA			1998
						To: 57-633									
657	1.10	90	R			From: SR 14					NA	NA			1998
						To: Dead End									
658	1.21	210	R			From: Dead End					NA	NA			06/26/2001
						To: SR 14									
659	0.50	160	R			From: 57-660					NA	NA			06/26/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
660	0.32	80	R			From: 57-660 BEGIN LOOP					NA		NA		1998
660	0.53	300	R			From: 57-660 END LOOP					NA		NA		1998
660	0.30	460	F	94%	1%	From: 57-617 SOUTH				F	50	F	460	F	2001
660	0.36	450	F	94%	1%	From: 57-617 NORTH				F	49	F	450	F	2001
660	2.65	990	F	94%	1%	From: 57-703				F	90	F	990	F	2001
660	2.43	940	F	94%	1%	From: 57-618				C	80	F	940	F	2001
						To: SR 14									
661	0.42	100	R			From: 57-633					NA		NA		1998
						To: Dead End									
662	0.40	110	R			From: Dead End					NA		NA		05/23/2001
						To: 57-626									
663	0.20	100	R			From: Dead End					NA		NA		1998
						To: 57-633									
664	0.90	420	R			From: 57-633					NA		NA		05/30/2001
						To: Dead End									
665	0.04	10	R			From: Dead End					NA		NA		06/06/2001
665	0.56	120	R			From: 57-1006					NA		NA		06/06/2001
						To: 57-642									
666	0.38	110	R			From: Dead End					NA		NA		05/23/2001
666	0.14	340	R			From: 57-732					NA		NA		05/23/2001
						To: 57-626									
667	0.50	80	R			From: 57-660					NA		NA		1998
						To: Dead End									
668	0.13	130	R			From: Dead End					NA		NA		05/23/2001
						To: SR 198									
669	0.51	340	R			From: SR 223					NA		NA		1998
						To: Dead End									
670	0.42	90	R			From: 57-623					NA		NA		07/16/2001
						To: Dead End									
671	0.30	80	R			From: 57-624					NA		NA		06/26/2001
						To: Dead End									
672	0.07	60	R			From: Dead End					NA		NA		1998
						To: 57-636									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
(673)	0.60	60	R			From: Dead End					NA	NA			07/11/2001
						To: 57-603									
(674)	0.35	80	R			From: Dead End					NA	NA			1998
						To: 57-626									
(675)	0.30	150	R			From: 57-660					NA	NA			06/26/2001
						To: 0.30 ME 57-660									
(675)	0.10	140	R			From: Dead End					NA	NA			06/26/2001
						To: Dead End									
(676)	0.35	40	R			From: Dead End					NA	NA			06/06/2001
						To: 57-639									
(677)	0.66	60	R			From: 57-611					NA	NA			06/12/2001
						To: 57-609									
(678)	0.39	80	R			From: Dead End					NA	NA			07/16/2001
						To: 57-622									
(679)	0.54	50	R			From: 57-660					NA	NA			06/26/2001
						To: Dead End									
(680)	0.49	80	R			From: Dead End					NA	NA			1998
						To: 57-637									
(681)	0.53	140	R			From: 57-626					NA	NA			05/23/2001
						To: Dead End									
(682)	0.87	100	R			From: 57-643					NA	NA			1998
						To: Dead End									
(683)	0.37	9	R			From: Dead End					NA	NA			06/26/2001
						To: SR 14									
(684)	0.25	80	R			From: 57-621					NA	NA			07/16/2001
						To: 0.25 ME 57-621									
(684)	0.30	80	R			From: Dead End					NA	NA			07/16/2001
						To: Dead End									
(685)	0.07	60	R			From: Dead End					NA	NA			1998
						To: 57-660									
(686)	0.33	60	R			From: Dead End					NA	NA			07/11/2001
						To: 57-605									
(687)	0.24	50	R			From: Dead End					NA	NA			1998
						To: 57-660									
(687)	0.40	70	R			From: 57-660					NA	NA			1998
						To: 0.40 ME 57-660									
(688)	0.34	230	R			From: Dead End					NA	NA			06/06/2001
						To: 57-639									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
689	0.36	170	R			From: Dead End					NA	NA			1998
						To: 57-600									
690	0.37	80	R			From: 57-642					NA	NA			06/06/2001
						To: Dead End									
691	0.25	20	R			From: 57-602					NA	NA			07/11/2001
						To: Dead End									
692	0.52	47	R			From: 57-601					NA	NA			07/16/2001
						To: Dead End									
693	0.62	90	R			From: Dead End					NA	NA			06/06/2001
						To: 57-645									
694	0.40	60	R			From: SR 198					NA	NA			1998
						To: Dead End									
695	0.10	80	R			From: Dead End					NA	NA			1998
						To: 57-633									
696	0.42	160	R			From: Dead End					NA	NA			06/06/2001
						To: 57-639									
697	0.45	110	R			From: SR 14					NA	NA			1998
						To: Dead End									
698	0.20	90	R			From: 57-649					NA	NA			07/16/2001
						To: Dead End									
699	0.37	20	R			From: 57-691					NA	NA			07/11/2001
						To: Dead End									
700	0.48	160	R			From: SR 198					NA	NA			1998
						To: Dead End									
701	0.35	90	R			From: SR 3					NA	NA			1998
						To: Dead End									
702	0.38	60	R			From: Dead End					NA	NA			06/12/2001
						To: 57-609									
703	0.61	70	R			From: 57-660					NA	NA			1998
						To: Dead End									
704	0.36	70	R			From: 57-643					NA	NA			06/06/2001
						To: Dead End									
705	0.40	60	R			From: Dead End					NA	NA			06/12/2001
						To: 57-609									
706	0.32	70	R			From: SR 223					NA	NA			1998
						To: Dead End									
707	0.18	90	R			From: Dead End					NA	NA			06/12/2001
						To: 57-609									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
(708)	0.27	47	R			From: 57-642					NA	NA			06/06/2001
						To: Dead End									
(709)	0.54	30	R			From: 57-650					NA	NA			1998
						To: Dead End									
(710)	0.28	100	R			From: Dead End					NA	NA			1998
						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)	0.17	90	R			From: 57-640					NA	NA			1998
						To: SR 223									
(717)	0.14	80	R			From: Dead End					NA	NA			06/06/2001
						To: 57-645									
(718)	0.38	80	R			From: Dead End					NA	NA			1998
						To: 57-639									
(719)	0.16	80	R			From: Dead End					NA	NA			05/23/2001
						To: SR 198									
(720)	0.23	7	R			From: 57-609					NA	NA			06/12/2001
						To: Dead End									
(721)	0.43	80	R			From: Dead End					NA	NA			07/11/2001
						To: 57-646									
(722)	0.20	80	R			From: 57-629					NA	NA			1998
						To: 57-723									
(723)	0.02	10	R			From: Dead End					NA	NA			1998
						To: 57-722									
(723)	0.08	30	R			From: Dead End					NA	NA			1998
						To: Dead End									
(724)	0.12	120	R			From: 57-628					NA	NA			1998
						To: Dead End									
(725)	0.13	70	R			From: 57-628					NA	NA			05/23/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
726	0.22	30	R			From: Dead End					NA	NA			07/11/2001
						To: 57-646									
727	0.35	160	R			From: Dead End					NA	NA			06/26/2001
						To: 57-650									
728	0.22	50	R			From: SR 14					NA	NA			07/11/2001
						To: Dead End									
729	0.43	230	R			From: Dead End					NA	NA			1998
						To: SR 14									
730	0.12	60	R			From: 57-614					NA	NA			06/02/2001
						To: Dead End									
731	0.48	100	R			From: SR 14					NA	NA			1998
						To: Dead End									
732	0.07	30	R			From: Cul-de-Sac					NA	NA			1998
						To: 57-733									
732	0.91	250	R			From: 57-666					NA	NA			1998
						To: 57-666									
733	0.05	20	R			From: Cul-de-Sac					NA	NA			1998
						To: 57-732									
734	0.05	90	R			From: Dead End					NA	NA			1998
						To: SR 3									
735	0.17	140	R			From: SR 3					NA	NA			1998
						To: Cul-de-Sac									
736	0.20	100	R			From: SR 198					NA	NA			1992
						To: Dead End									
737	0.70	90	R			From: Cul-de-Sac					NA	NA			07/19/2001
						To: 57-608									
738	0.25	100	R			From: SR 198					NA	NA			05/23/2001
						To: Cul-de-Sac									
739	0.15	110	R			From: SR 198					NA	NA			05/23/2001
						To: Dead End									
740	0.56	100	R			From: Dead End					NA	NA			05/30/2001
						To: 57-633									
745	0.93	NA				From: Cul-de-Sac/					NA	NA			
						To: SR-00014(B)/									
746	0.42	NA				From: 57-00745(B)/(APPROXIMATE LENGTH)					NA	NA			
						To: Dead End/									
1001	0.05	790	R			From: 57-1003					NA	NA			07/19/2001
						To: 57-1002									

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						2Axle	3+Axle	1Trail	2Trail						
Mathews County															
(1001)	0.03	1000	R			From: 57-1002					NA	NA			07/19/2001
						To: SR 14									
(1002)	0.05	700	R			From: 57-1001					NA	NA			07/19/2001
						To: 57-611									
(1003)	0.05	390	R			From: 57-1001					NA	NA			1998
						To: 57-611									
(1004)	0.16	70	R			From: Dead End					NA	NA			1998
						To: SR 14									
(1006)	0.07	60	R			From: 57-665					NA	NA			1998
						To: BEGIN LOOP									
(1006)	0.07	20	R			From: BEGIN LOOP					NA	NA			1998
						To: 57-1007									
(1006)	0.10	30	R			From: 57-1007					NA	NA			1998
						To: END LOOP									
(1007)	0.06	30	R			From: 57-1006					NA	NA			1998
						To: Cul-de-Sac									
(1015)	0.19	10	R			From: SR 198					NA	NA			07/19/2001
						To: Cul-de-Sac									
(1016)	0.07	8	R			From: Cul-de-Sac					NA	NA			07/19/2001
						To: 57-1015									
(1101)	0.12	390	R			From: Dead End					NA	NA			1998
						To: SR 198									
(9246)	0.09	3	R			From: SR 14 LEE JACKSON					NA	NA			07/19/2001
						To: ELEM CLOSED NOW									
(9249)	0.08	350	R			From: SR 14					NA	NA			1998
						To: MATHEWS COUNTY HS									
(9250)	0.10	20	R			From: 57-611 THOMAS					NA	NA			07/19/2001
						To: HUNTER INT SCH									