# 2017

# 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	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	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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.

			• •	47	-		Tru	ck		~~~	К	Dir		014
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	Middlesex County		070/	00/	19/	00/	00/	00/	F	0.005	0.510	7000	0
3 Twiggs Ferry Rd	Mathews County	1.37 <b>6900</b>	G	97%	0%	1%	0%	2%	0%	F	0.095	0.516	7000	G
		SR 198 East		97%	00/	19/	00/	00/	00/	F	0.089	0 577	7400	0
3 198 Buckley Hall Rd	Mathews County	1.55 <b>7800</b>	G	97%	0%	1%	0%	2%	0%	Г	0.089	0.577	7400	G
		SR 198 W, Dutto 2.07 6600		97%	0%	1%	0%	2%	0%	С	0.087	0.599	6700	G
3) Windsor Rd	Mathews County	2.07 6600 SR 14 John Clayton Mer	G morial H		0%	170	0%	270	0%	U	0.067	0.599	6700	G
	From:	SR 14; Windor Rd, Fort												
3) $(14)$ John Clayton Mem Hwy	Mathews County	0.11 <b>12000</b>	G	97%	0%	1%	0%	2%	0%	F	0.088	0.643	12000	G
$\bigcirc \bigcirc$	To:	Gloucester County	y Line											
	From:	Gloucester County												
$\begin{pmatrix} 14 \end{pmatrix} \begin{pmatrix} 3 \end{pmatrix}$ John Clayton Mem Hwy	Mathews County	0.11 <b>12000</b>	G	97%	0%	1%	0%	2%	0%	F	0.088	0.643	12000	G
$\checkmark$ $\checkmark$	To: From:	SR 3 Fort Nonse												
14) John Clayton Mem Hwy	Mathews County	SR 3 Windsor I 2.75 <b>6300</b>	G	98%	0%	1%	1%	0%	0%	F	0.087	0.576	6400	G
	Trail Trail			0070	0 /0	.,,,	170	070	070		0.007	0.070	0100	ŭ
	From: Mathews County	57-617 North Rive 1.38 <b>5100</b>	er Rd G	98%	0%	1%	1%	0%	0%	F	0.087	0.565	5200	G
14 John Clayton Mem Hwy				90%	0%	170	1 70	0%	0%	Г	0.067	0.565	5200	G
	To: From:	57-660 Philpotts		000/	001		10/	00/	0.01	-		0.500	5700	~
14 John Clayton Mem Hwy	Mathews County	3.15 <b>5600</b>	G	98%	0%	1%	1%	0%	0%	F	0.083	0.588	5700	G
	To: From:	SR 198 WEST								-				
14 198	Mathews County	1.69 <b>6600</b>	G	98%	0%	1%	1%	0%	0%	С	0.083	0.515	6700	G
$\sim$	To: From:	SR 198 E, Buckley I												
14) Main St	Mathews County	0.62 <b>5100</b>	G	98%	0%	1%	1%	0%	0%	С	0.085	0.567	5200	G
<u> </u>	To: From:	57-611 Tabernacl	le Rd											
14 John Clayton Mem Hwy	Mathews County	4.65 <b>3000</b>	G	98%	0%	1%	1%	0%	0%	F	0.093	0.567	3000	G
$\checkmark$	To	57-604 Antioch	Rd			<u> </u>								
14 John Clayton Mem Hwy	Mathews County	1.88 <b>1200</b>	G	97%	0%	1%	1%	0%	0%	С	0.087	0.638	1200	G
$\bigcirc$	То	57-602 Sand Banl	k Rd			— <u> </u>								
14 John Clayton Mem Hwy	Mathews County	1.74 <b>360</b>	G	97%	0%	1%	1%	0%	0%	F	0.121	0.522	370	G
· · · · · · · · · · · · · · · · · · ·	To:	Bayside Whar												
	From:	Gloucester County	y Line											
198)Dutton Rd	Mathews County	0.44 2500	G	94%	0%	2%	2%	2%	0%	F	0.096	0.502	2500	G
9	To:	SR 3 W, Winsdo												
	From:	SR 3 W, Windson		070/	0.01		001	001	00/	_		0 577	7400	~
198 3 Buckley Hall Rd	Mathews County	1.55 <b>7800</b>	G	97%	0%	1%	0%	2%	0%	F	0.089	0.577	7400	G
	To	SR 3 E												
198 Buckley Hall Rd	Mathews County	6.24 <b>4400</b>	G	96%	0%	1%	1%	1%	0%	С	0.085	0.579	4400	G
<u> </u>	To: From:	SR 223 Cricket Hi	ill Rd											
198)Buckley Hall Rd	Mathews County	0.93 <b>6700</b>	G	96%	0%	1%	1%	1%	0%	F	0.081	0.532	6800	G
$\smile$	To	SR 14 N, John Clayton	Mem Hy	wy										

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW
	From:	SR 14 N	North Inters	section											
(198)(14)	Mathews County	1.69	6600	G	98%	0%	1%	1%	0%	0%	С	0.083	0.515	6700	G
	To:	SR 14 S	South Inters	section											
	From:	SR	14 Main S	St											
(198)Buckley Hall Rd	Mathews County	1.01	1500	G	96%	0%	1%	1%	1%	0%	F	0.089	0.571	1500	G
	To:	57-642 F	Fitchetts W	harf Rd											
	From:	SR	198 Hudgi	ins											
223)Cricket Hill Rd	Mathews County	2.07	2400	G	97%	0%	1%	0%	1%	0%	С	0.087	0.644	2400	G
	To:	57-633 Old F	erry Rd; G	wynn Isl	and										

	Mathews Maintenan						
te Length AADT	4Tire Bus 2Axle 3+Axle	QQ	K Factor	QK Dir Factor	AAWDT	QW	Year
County	Dead End						
nt Rd 1.10 <b>150</b>	Dead End		NA		NA		05/24/201
T	SR 14 S, John Clayton M						-
le Dr 1.62 <b>200</b>	SR 14 Mid, John Clayton 1 99% 0% 1% 0%	Mem Hwy 0% 0% C	0.11	0.636	200	G	2017
C DI 1.02 200	SR 14 N, John Clayton M			0.000	200	u	2017
Fre	Dead End	×.					
rs Creek Rd 0.54 <b>180</b>			NA		NA		05/24/201
Tro	57-602 E, Sand Banl						
n Harbor Ave 1.07 <b>140</b>	57-602 W, Sand Ban	k Rd	NA		NA		05/24/201
	Dead End						00/2 1/201
Fre	SR 14 John Clayton Me	m Hwy					
d Bank Rd 0.42 <b>230</b>	96% 1% 2% 0%	0% 0% C	0.12	0.5	230	G	2017
Fre	57-691 Heath Ro		<b>—</b>				
d Bank Rd 0.30 <b>140</b>	95% 2% 3% 0%	1% 0% C	0.171	0.536	140	G	2017
Tro	57-601 E, Dyers Cree	k Rd					
d Bank Rd 0.30 <b>60</b>	97% 0% 1% 0%	2% 0% C	0.197	0.6	60	G	2017
1	Dead End						
Fre	Dead End						
eview Rd 0.66 <b>40</b>			NA		NA		06/18/201
	57-673 Pepper Creek	c Rd					
eview Rd 0.75 <b>130</b>			NA		NA		06/18/201
	SR 14 John Clayton Me	m Hwy					
bich Rd 1.08 <b>170</b>	Dead End		NA		NA		05/24/201
	SR 14 John Clayton Me	m Hwv			IN/A		03/24/201
Fre	Dead End						
Creek House Rd 0.80 160	Doud Lind		NA		NA		08/20/201
7	SR 14 S, John Clayton M						
Creek House Rd 1.10 <b>70</b>	SR 14 N, John Clayton M	lem Hwy	NA		NA		06/18/201
Creek House Rd 1.10 70					INA		00/10/201
Creat Llauss Dd 0 10 40	57-710 Railway R	d			NA		06/10/001
Creek House Rd 0.10 40	57-607 Gully Branch	Rd	NA		INA		06/18/201
Fre	Dead End						
ys Wharf Rd 0.50 <b>130</b>	Dead Elid		NA		NA		03/30/201
·	57-646 Bar Neck I	Da					
ys Wharf Rd 0.40 <b>320</b>	57-040 Dai Neck I	Ku	NA		NA		05/24/201
 1	SR 14 John Clayton Me	m Hwy					
Fre	Dead End						
y Branch Rd 1.90 <b>170</b>			NA		NA		08/20/201
1	57-608 Hamburg Rd, Potat	o Neck Rd					
Fre	SR 14 John Clayton Me					_	
iburg Rd, Potato Neck <b>50</b> 580	99% 0% 0% 0%	0% 0% C	0.116	0.559	590	G	2017
Fre	57-609 Bethel Beach						
to Neck Rd 1.30 <b>360</b>	99% 0% 0% 0%	0% 0% F	0.139	0.555	360	G	2017
Free	57-649 Peary Rd		<u> </u>				
			NA		NA		05/24/201
		<b>N</b> 1					
			0 1 25	0 517	010	C	2017
1.00 210			0.125	0.517	210	G	2017
vol Popoh Pd 0.12 000	57-611 Tabernacle	Rd			NIA		05/04/004
	57 705 Vince 1 1:-	a Dd	NA		INA		05/24/201
nburg Rd, Potato Neckl <b>Rd</b> 580 ato Neck Rd 1.30 360 ato Neck Rd 1.30 90 nel Beach Rd 1.00 210	SR 14 John Clayton Me           99%         0%         0%         0%           57-609         Bethel         Beach           99%         0%         0%         0%	m Hwy 0% 0% C 1Rd 0% 0% F 	0.116 0.139 NA 0.125 NA	0.559 0.555 0.517	590 360 NA 210 NA	G G G	

Length	AADT	QA	4Tire	Bus	S					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From															
0.58	110	R			57-70	J Kings	Landing	Ku			NA			NA		05/24/2016
1.18	From 80	R									NA			NA		05/24/2016
0.22	From: <b>30</b>	R				20 Bashi	Shores				NA			NA		03/30/2016
0.90	From: 80 To:	R				614 Ridg	gefield R							NA		05/24/2016
0.75	From: <b>40</b>	R									NA			NA		05/24/2016
1.05	From <b>20</b> Το	R		0.3							NA			NA		05/24/2016
2.35	From: 2100	G	98%		R 14 N,	John Cla	yton Me		0%	С	0.087		0.564	2100	G	2017
0.08	From <b>2700</b>	G	98%	0%		% (	0%	d 0%	0%	F	0.086		0.507	2800	G	2017
2.26	From: 720	G	98%			Clayton	Mem H	wy; Mai 0%	in St 0%	F	0.09		0.548	730	G	2017
2.16		G	98%	0%				n Rd 0%	0%	F	0.111		0.655	380	G	2017
0.30	τα From 270	R			57-6			Rd			NA			NA		08/20/2013
0.50	From 90	R				613 Beav	verdam F				NA			NA		08/20/2013
2.80	From.	G	97%		SR 14 J	ohn Clay	ton Mer		0%	С	0.155		0.546	80	G	2017
1.70	To: From: <b>120</b>	R									NA			NA		06/18/2013
1.00	To From				57-6			Rd								08/20/2013
	To															
	To		4	57-644 ]	Bandy l	Ridge Rd	; 57-730	) Old Ru	ıff Rd							06/18/2013
0.30	70 From	к			57-6	13 Beave	er Dam l	Rd						NA		06/18/2013
1.20	To	R			57.6	10 March	h Hawk	Pd			NA			NA		06/18/2013
1.20	From 70	R									NA			NA		06/18/2013
0.60	From 160 To:	R			SR 14 T			n Hww			NA			NA		06/18/2013
0.54	From: 190	R		2	эл 14 J			y			NA			NA		06/26/2013
	0.58 1.18 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 0.50 1.70 1.00 0.30 1.20 1.20	1.18       80       To         0.22       30       To         0.90       80       To         0.90       80       To         0.90       80       To         0.75       40       To         1.05       20       To         1.05       20       To         0.90       2100       To         0.08       2700       To         0.30       270       To         0.30       270       To         1.70       120       To         1.70       120       To         1.20       70       To         0.30       70       To         1.20       70       To         1.20       70       To         1.20       70       To         0.60       160       To         0.60       160       To	0.58       110       R         0.58       110       R         1.18       80       R         0.22       30       R         0.30       20       R         1.05       20       R         0.08       2700       G         0.08       2700       G         0.30       2700       R         1.05       20       R         0.08       2700       G         0.30       2700       G         0.30       2700       R         0.30       2700       R         0.50       90       R         1.70       120       R         1.70       120       R         1.70       120       R         1.20       70       R         1.20       70       R         1.20       70       R         1.20       70       R <t< td=""><td>No.58         110         R           0.58         110         R           I.18         80         R           I.18         80         R           0.22         30         R           0.21         80         R           0.22         30         R           0.30         20         R           1.05         20         R           1.05         20         R           0.08         2700         G         98%           76an        </td><td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td><math display="block">\begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td><math display="block"> \begin{array}{c c c c c c c } \begin{tabular}{ c c c c } \hline CA &amp; 411re &amp; BUS &amp; 2Axle 3+ 2Axle </math></td><td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td>Length ADJ GA 41 re Bus 2Axle 3+Axle 1Trail 2Axle 3+Axle 1Trail 37.00 K R 1.18 80 R 57.610 G Bash Shore Dr 1.05 20 R 1.05 20 R 1.05 20 G 98% 0% 1% 0% 0% 1.05 200 G 98% 0% 1% 0% 0% 2.35 2100 G 98% 0% 1% 0% 0% 1.00 82700 K 1.00 70 K 1</td><td><math display="block"> \begin{array}{c c c c c c c c c c c c c c c c c c c </math></td><td>Lengin AAU 00 00 4 1176 Bus 2Axle 3+Axle 1Trail 2Trail 00 C 2Axle 3+Axle 1Trail 2Trail 00 C 2Trail 57-610 0id Garden Creek Rd</td><td></td><td></td><td>Lengin         AAU         UA         4 line         Bus Bus 2Axle 3+Axle 1Trail         2Trail         CE         Factor         Factor           0.58         110         R        </td><td>Lengin         AAU         OA         4 Hire         Bus         2Axle         3 + Alie         2 Trail         CC         Factor         AAVD1           0.58         110         T         37-705 Kings Landing Rd         NA         NA         NA           1.18         80         R         57-705 Kings Landing Rd         NA         NA         NA           0.22         30         R         57-705 Bashl Shore Dr         NA         NA         NA           0.22         30         R         57-710 Bashl Shore Dr         NA         NA         NA           0.23         30         R         57-611 K. Tabernack Rd         NA         NA         NA           0.75         40         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.05         20         T         77-700 Bashl Shore Dr         NA         NA         NA           1.05         20         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.06         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.07         G         98%         0%         1%         0%         0%         0%         0%         0%</td><td>Lengin ALUI OL 41176 BUS 2Axie 3+Axie 1Trail 2Trail OC Factor OR Factor AAWDI OW Factor AAWDI F</td></t<>	No.58         110         R           0.58         110         R           I.18         80         R           I.18         80         R           0.22         30         R           0.21         80         R           0.22         30         R           0.30         20         R           1.05         20         R           1.05         20         R           0.08         2700         G         98%           76an	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c } \begin{tabular}{ c c c c } \hline CA & 411re & BUS & 2Axle 3+ 2Axle $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Length ADJ GA 41 re Bus 2Axle 3+Axle 1Trail 2Axle 3+Axle 1Trail 37.00 K R 1.18 80 R 57.610 G Bash Shore Dr 1.05 20 R 1.05 20 R 1.05 20 G 98% 0% 1% 0% 0% 1.05 200 G 98% 0% 1% 0% 0% 2.35 2100 G 98% 0% 1% 0% 0% 1.00 82700 K 1.00 70 K 1	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Lengin AAU 00 00 4 1176 Bus 2Axle 3+Axle 1Trail 2Trail 00 C 2Axle 3+Axle 1Trail 2Trail 00 C 2Trail 57-610 0id Garden Creek Rd			Lengin         AAU         UA         4 line         Bus Bus 2Axle 3+Axle 1Trail         2Trail         CE         Factor         Factor           0.58         110         R	Lengin         AAU         OA         4 Hire         Bus         2Axle         3 + Alie         2 Trail         CC         Factor         AAVD1           0.58         110         T         37-705 Kings Landing Rd         NA         NA         NA           1.18         80         R         57-705 Kings Landing Rd         NA         NA         NA           0.22         30         R         57-705 Bashl Shore Dr         NA         NA         NA           0.22         30         R         57-710 Bashl Shore Dr         NA         NA         NA           0.23         30         R         57-611 K. Tabernack Rd         NA         NA         NA           0.75         40         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.05         20         T         77-700 Bashl Shore Dr         NA         NA         NA           1.05         20         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.06         R         0.75 ME 57-611 S. Tabernack Rd         NA         NA           1.07         G         98%         0%         1%         0%         0%         0%         0%         0%	Lengin ALUI OL 41176 BUS 2Axie 3+Axie 1Trail 2Trail OC Factor OR Factor AAWDI OW Factor AAWDI F

					Ivial		laintenai		a							
Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From	1			ī	Dead End									
(617) N River Rd	0.80	110	R			1					NA			NA		08/20/2013
		To					S, East Rive									
(617) N River Rd	3.37	250	G	97%	0%		560 NORTH 1%	1%	0%	F	0.1		0.636	260	G	2017
	0.07	Te		0.70	0,0		8 Cardinal		0,0	•			0.000	200	0.	_0
(617) N River Rd	0.94	1200 From	G	97%	0%	1%	1%	1%	0%	F	0.093		0.659	1200	G	2017
		То	(			57-654	Gum Spring	Rd			<b></b> _					
(617) N River Rd	1.06	From 1400	G	97%	0%	1%	1%	1%	0%	С	0.094		0.704	1400	G	2017
$\bigcirc$		То			SF	R 14 John	Clayton M	em Hwy								
	0.50	From		000/	00/		7 N River I		00/	0	0.005		0.000	000	0	0017
618 Cardinal Rd	0.50	980 <sup>To</sup>	G	98%	0%	1%	1% 50 E River I	0%	0%	С	0.095		0.660	990	G	2017
		From					Dead End	ιu.								
(619) Cakes Creek Lane	0.65	40	R			1					NA			NA		06/25/2013
		То					617 WEST									
(619) Turnpike Rd	0.81	From <b>70</b>	R			57	-617 EAST				NA			NA		04/25/2016
(619) Turnpike Rd	0.01	То				57-66	50 E River I	Rd						INA.		04/23/2010
		From					57-660									
619 Mill Lane Rd	0.50	130 <sup>To</sup>	R				Deed Feed				NA			NA		03/30/2016
		From	1				Dead End									
(620) Chapel Neck Rd	2.10	390	R			1	Dead End				NA			NA		04/25/2016
		То			SF	R 14 John	Clayton M	em Hwy								•
		From				I	Dead End									
(621) Glebe Rd	0.28	60	R								NA			NA		08/20/2013
<u> </u>		To				0.28 1	MN Dead E	nd								
(621) Glebe Rd	0.12	90	R								NA			NA		08/20/2013
		From					34 Gayle La			_						
621) Glebe Rd	0.95	280	G	98%	1%	1%	0%	0%	0%	F	0.103		0.618	290	G	2017
	0.40	From		000/	10/		522 Long Ro		00/	_			0.014	070	~	0017
621) Glebe Rd	0.40	860	G	98%	1%	1%	0%	0%	0%	F	0.093		0.611	870	G	2017
Claba Dd	0.00	From	Ļ	000/	10/		11 Church S		00/		0 1 4 7		0 711	970	0	0017
621) Glebe Rd	0.80	860 <sup>To</sup>	G	98%	1%	1% SR 141	0% Buckley Hal	0%	0%	С	0.147		0.711	870	G	2017
		From					Dead End									
(622) Evans Rd	0.50	160	R			-	Seud End				NA			NA		06/25/2013
0		To				57-623	W, Thursto	n Rd			<b>_</b>					
(622) Evans Rd	0.04	310	G				,				0.114		0.507	310	G	2017
$\bigcirc$		From				57-623 N	/lid, Bendal	Lane								
622) Long Rd	1.00	450	G	98%	0%	1%	0%	0%	0%	С	0.101		0.58	460	G	2017
		То				57-6	21 Glebe R	d								
(623) Thurston Rd	0.46	From				I	Dead End				NA			NA		03/30/2016
(623) Thurston Rd	0.40	60 To	R			0.461	MN Dead E	nd						INA		03/30/2010
		From					Dead End									
(623) Thurston Rd	0.10	80 To	R			57 (0	2 W I	D.J.			NA			NA		03/30/2016
-		From					2 W, Long									
(623) Greene Rd	0.40	40	R								NA			NA		04/25/2016
$\bigcirc$		To					0 Magnolia				7_					
(623) Magnolia Rd	0.30	160	R			57-67	) Bendall L	ane			NA			NA		04/25/2016
		То				<u>57-62</u>	2 E, Long I	Rd								

					Mati	news Ma	intenanc	e Area	a							
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From				57 (25 T	5-1- N1- D	4								
624 Store Rd	0.15	120	R				ick Neck R	.d			NA			NA		06/25/2013
(624) Store Rd	0.05	50	R			57-671	Safers Rd				NA			NA		06/25/2013
024) otoro rid	0.00	т	0:			Dea	ad End									00,20,20
		From	n:			57-660	E River Rd									
625 Tick Neck Rd	0.60	240	R								NA			NA		04/25/2016
(625) Tick Neck Rd	0.20	From 60	R			57-624	4 Store Rd				NA			NA		03/30/201
625) 1101110011110	0.20	т				Dea	ad End									00,00,201
		From	n:		SR	14 John C	layton Mer	n Hwy								
626) Ridge Rd	3.40	470	G	99%	0%	1%	0%	0%	0%	F	0.116		0.507	480	G	2017
$\bigcirc$		To	D:				8 SOUTH									
(626) Hallieford Rd	1.80	970	G	99%	0%	1%	<u>8 NORTH</u> 0%	0%	0%	С	0.095		0.734	980	G	2017
020) - 14		<b>U.U</b>		0070					0 / 0	•			011 0 1		0.	2011
626 Hallieford Rd	0.16	320 From	R			57-666 Joh	inson Point	Rd			NA			NA		04/28/2016
(626) Hallieford Rd	0.10	520												1.0.1		04/20/2010
(626) Hallieford Rd	0.14	270 From	R			57-652	Lewis Ln				NA			NA		04/28/2016
(626) Hallieford Rd	0.14	270												11/4		04/20/2010
	0.20	Fron				57-662 N	Mathews Li	1						NIA		04/01/201/
(626) Hallieford Rd	0.30	<b>70</b>	R			De	ad End				NA			NA		04/01/2010
		From	1													
(627) Smithers Rd	0.30	30	R			SI	R 198				NA			NA		04/01/201
(627) Smithers Rd	0.00	<b>50</b>	••			Dea	ad End							na Na		04/01/2010
		Fron	n:				R 198									
(628)	0.70	460	G	99%	0%	0%	0%	0%	0%	С	0.105			470	G	2017
020		Te	0:				ing Fisher I									
		Fron				57-725 K	Kingfisher L	n								
(628) Cobbs Creek Lane	0.80	330	R								NA			NA		08/20/201
		T/ From				57-724 Ci	reeknoll La	ne								
(628) Cobbs Creek Lane	0.17	200	R								NA			NA		08/20/2013
0		10	0:				ad End									
	1 00	Fron	L			SI	R 198							NIA		00/00/001/
629 Ebenezer Church Rd	1.28	460	R								NA			NA		08/20/2013
		Fron				57-722 Di	inwiddie W	ay								
(629) Ebenezer Church Rd	0.44	<b>160</b>	R			P	15.1				NA			NA		06/26/2013
							ad End									
(630) Roane Point Dr	1.50	From <b>320</b>	R			SI	R 198				NA			NA		04/25/2010
(630) Roane Point Dr	1.50	<b>320</b>				Dea	ad End							117		04/23/2010
		From	n:				R 198									
(631) Chapel Lane	1.20	210	R			51	X 190				NA			NA		04/25/201
001) - 41-5	-	- Te	n.			Dea	ad End									
		From	n:			57-626 H	Iallieford R	d								
632) Godfrey Bay Rd	0.50	110	R								NA			NA		06/26/2013
$\bigcirc$		To	0:			Dea	ad End									
2		From	n-			Dea	ad End									
633) Cricket Hill Rd	0.20	240	R								NA			NA		04/25/201
~		To					ricket Hill I	Rd								
633) Old Ferry Rd	2.66	1000	G	98%	0%	1%	0%	0%	0%	С	0.093		0.697	1000	G	2017
<u> </u>		To	0				ad End									
		From				Dea	ad End					_			_	
(634) Callis Wharf Rd	0.50	280	R								NA			NA		06/26/2013
		Te	1			57-633 C	Old Ferry R	d								

Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From														
(635) Ivison Lane	0.60	40	R			57-609	Bethel Bea	ch Rđ			NA			NA		05/24/2016
		Tr				]	Dead End									
		From	Ļ			]	Dead End									
636 S Bay Haven Rd	0.35	250	R								NA			NA		06/26/2013
636) S Bay Haven Rd	0.63	130	G	100%	0%	0%	lwards Lan 0%	ding Rd 0%	0%	С	0.181		0.56	130	G	2017
(636) S Bay Haven Rd	0.50	Tron <b>200</b>	R			57-63	3 Old Ferry	y Rd			NA			NA		08/20/2013
(030)		т				]	Dead End									
		From				]	Dead End									
637 Gwynnsville Rd	0.60	140	R								NA			NA		04/25/2016
(637) Gwynnville Rd	0.50	From <b>260</b>	G	99%	0%	57-6 0%	80 Henrys 0%	Rd 0%	0%	С	0.114		0.531	270	G	2017
(637) Gwynnville Rd	0.50	<b>200</b>	G	3378	0 /8		3 Old Ferry		0 /8	0	0.114		0.551	270	u	2017
		From					Dead End									
(638) Gum Thicket Rd	1.00	110	R			-	Jeau Liiu				NA			NA		04/25/2016
		To				57-63	3 Old Ferry	y Rd								
		From				]	Dead End									
639 Hills Bay Dr	0.85	90	R			GD 000 1					NA			NA		04/25/2016
<u> </u>		To					V, Cricket E, Cricket I									
639 Crab Neck Rd	1.03	570	G	99%	0%	1%	0%	0%	0%	С	0.101		0.831	580	G	2017
		From				57-64	8 Big Gun	n Rd								
639 Crab Neck Rd	0.10	100	R								NA			NA		04/25/2016
	0.00	From	Ļ			57-67	76 Traders	Rd						NIA		00/00/0040
639 Crab Neck Rd	0.20	<b>70</b>	R				Dead End				NA			NA		03/30/2016
		From					Cricket H	11 D.4								
(640) Point Breeze Rd	0.14	240	R			SK 225	CHEKETH	iii Ku			NA			NA		04/25/2016
$\bigcirc$		Te	<u> </u>			57-71	6 Tobacco	Rd								
640) Point Breeze Rd	1.41	260	R								NA			NA		04/25/2016
$\bigcirc$		To				]	Dead End									
		From					SR 14			_					_	
(641) Pine Hall Rd	1.64	<b>360</b> та	G	99%	0%	0%	1%	0%	0%	С	0.106		0.5	370	G	2017
			1				Dead End									
(642) Buckley Hall Rd	0.70	From 1300	G	98%	0%	SR 198 1%	Buckley H 1%	all Rd 0%	0%	С	0.091		0.56	1400	G	2017
(642) Buckley Hall Rd	0.70	1300	<u> </u>	30 /8	0 /8				0 /8	0	0.031		0.50	1400	u	2017
(642) Fitchetts Wharf Rd	0.96	460	G	98%	0%	57-643 1%	Haven Bea 1%	<u>ch Rd</u> 0%	0%	F	0.101		0.561	470	G	2017
(642) Fitchetts Wharf Rd	0.00	400	<u> </u>	5078	070				070	1	0.101		0.001	470	u	2017
642) Fitchetts Wharf Rd	0.14	40	G	98%	0%	57-708 1%	Billups Cre 1%	ek Ln 0%	0%	F	0.213		0.5	40	G	2017
(642) Fitchetts Wharf Rd	0.14	т	Ĕ.	5078	070		Dead End	078	070		0.210		0.0	40	u	2017
		From					itchetts Wl	harf Rd								
(643) Haven Beach Rd	0.80	820	G	95%	0%	1%	3%	0%	0%	С	0.102		0.602	830	G	2017
0		Te					Lillys Nec									
643) Lillys Neck Rd	0.20	From <b>730</b>	G	96%	0%	<u>57-644;</u> 1%	Haven Bea 2%	ich Rd 1%	0%	С	0.102		0.602	740	G	2017
(643) Lillys Neck Rd	0.20	7 <b>30</b>	Ē	30 /8	0 /8		Haven Bea		0 /8	0	0.102		0.002	740	u	2017
		From				57-644	Lillys Nec	k Rd								
(643) Haven Beach Rd	0.80	480	G	95%	0%	1%	3%	0%	0%	F	0.105		0.53	490	G	2017
		To				57-645	Aarons Bea	ach Rd								
(643) Haven Beach Rd	0.03	170	R								NA			NA		04/28/2016
<u> </u>		From				57-682 V	hites Cree	ek Lane								
643 Haven Beach Rd	0.50	70	R				· · · ·				NA			NA		04/28/2016
		To	1		5	7-704 Ol	d House W	oods Rd								

Route	Length	AADT	QA	4Tire	В	Bus					2Tra	()()	K Facto	Qł or	< Dir Facto	r AAWDT	QW	Year
Mathews County		From				57-				ods Rd								
643) Haven Beach Rd	0.67	10	R			51	70101	lu 110u		ous ru			NA			NA		04/28/2016
		Τo						Dead I	End									
		From				57	7-614 V	Willian	ns Wh	arf Rd								
644 Bandy Ridge Rd	1.00	47	R										NA			NA		08/20/2013
	0.00	From	_		1	1.00 M	IN 57-6	614 W	lliams	Wharf	Rd							00/00/0040
644 Bandy Ridge Rd	0.30	120 To	R			5	7-611	W Tal	bernac	le Rd			NA			NA		08/20/2013
_		From					57-611											
(644) Lillys Neck Rd	1.20	190	R										NA			NA		06/18/2013
0		From					<u>7-643 S</u> 7-643 N											
644) Lillys Neck Rd	1.00	350	R					/					NA			NA		06/18/2013
$\bigcirc$		To						Dead l	End									
		From				5	57-643	Haver	n Beac	h Rd								
645 Garden Creek Rd	0.50	280	R										NA			NA		04/28/2016
		From					57-7	717 Bu	itts Lai	ne								
645 Garden Creek Rd	0.69	80	R										NA			NA		04/28/2016
	0.40	From	_				I	Betty I	Lane									
645 Garden Creek Rd	0.43	<b>30</b>	R					Dead I	End				NA			NA		03/30/2016
		From																
646) Bar Neck Rd	0.14	40	R					Dead l	Ena				NA			NA		06/18/2013
040		To					57-726	Bay S	Shore I	Point								
(646) Bar Neck Rd	0.20	50	R				57-720	Day 5	SHOIC I	Unit			NA			NA		06/18/2013
		Та					57-72	1 Old	Bar N	eck								
646) Bar Neck Rd	0.50	160	R				01 12	1 olu	Durr	oon			NA			NA		06/18/2013
0		To				4	57-606	Diggs	s What	f Rd								
		From					57-64	41 Pine	e Hall	Rd								
(647) Lovers Lane	0.70	360 To	R					D 11	<b>F</b> 1				NA			NA		04/28/2016
<b>•</b>		From						Dead I		<b>D</b> 1								
648) Big Gum Rd	0.30	80	R				57-639	9 Crab	) Neck	Rd			NA			NA		06/26/2013
(646) Dig dam Ha	0.00	To				4	57-640	Point	Breez	e Rd								00,20,20.0
		From						Dead l	End									
649 Peary Rd	0.67	140	R										NA			NA		06/18/2013
$\bigcirc$		To					57-608	Potate	o Necl	c Rd								
	0.50	From	_					57-60	60									0.4/05/00.40
650 Hicks Wharf Rd	0.50	170	R										NA			NA		04/25/2016
	0.00	From	_				57-727	Heron	n Poin	t Rd						NIA		00/00/0010
650 Hicks Wharf Rd	0.30	<b>70</b>	R					Dead l	End				NA			NA		03/30/2016
		From						60 E F		0 d								
(651) Myrtle Grove Lane	0.80	80	R				57-0	OUER	civer r	u			NA			NA		06/25/2013
001)		To						Dead I	End									
		From						Dead l	End									
(652) Lewis Ln	0.40	60	R										NA			NA		06/26/2013
$\checkmark$		To						6 Hall										
	1 00	From	<b>P</b>			5	SR 198	Buckl	ley Ha	ll Rd								06/10/0010
653 Holly Point Rd	1.00	200 To	R					Dead l	End				NA			NA		06/19/2013
		From								P.d.			 					
(654) Gum Spring Rd	0.40	20	R				37-0	17 N F	NIVER I	.u			NA			NA		06/25/2013
		To						Dead l	End									

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County		From				Г	ead End									
655) Dutchmans Rd	0.85	140	R								NA			NA		06/19/2013
$\bigcirc$		Te					00 Circle I	Dr								
(656) Risby Town Rd	0.30	From <b>160</b>	G	97%	0%	 2%	ead End 0%	0%	0%	С	0.149		0.536	160	G	2017
(656) Risby Town Rd	0.30	то		97 /0	0 /8		Old Ferry		0 /8	U	0.149		0.550	100	a	2017
		From			SR	R 14 John	Clayton M	lem Hwy								
(657) Bookers Lane	1.10	<b>150</b> та	R				and Find				NA			NA		04/25/2016
-		From					Dead End									
(658) Kingston Lane	1.21	240	R			L	ead End				NA			NA		06/25/2013
0000 0		To			SF	R 14 John	Clayton N	lem Hwy								
-		From	r				57-660									
(659) Osprey Rd	0.50	200	R								NA			NA		03/30/2016
<u> </u>		To					ead End									
(660) Grace St	0.32	From 80	R			57-66	0 Begin Lo	юр			NA			NA		05/24/2010
(660) Grace St	0.02	00	л 											NA		03/24/2010
(660) East River Rd	0.53	130	G	96%	1%	<u> </u>	50 End Loc 0%	op 0%	0%	С	0.217		0.607	130	G	2017
	0.00	Т	, Č	0070	170		17 SOUT		070	0			0.007	100	ŭ	2017
		From					, White Ne			_					-	
660 E River Rd	0.30	370	G	98%	0%	1%	0%	0%	0%	F	0.13		0.534	370	G	2017
	0.00	From		000/	00/		N, N Rive		00/	-			0.500	400		0017
660 E River Rd	0.36	420	G	98%	0%	1%	0%	0%	0%	F	0.102		0.526	430	G	2017
	0.05	From		000/	00/		03 Quail R		00/		0 107		0.55	010	~	0017
660 E River Rd	2.65	890	G	98%	0%	1%	0%	0%	0%	F	0.107		0.55	910	G	2017
660 E River Rd	2.43	From TCO		98%	0%	57-61 1%	3 Cardinal 0%	Rd 0%	0%	С	0.102		0.588	770	G	2017
(660) E River Rd	2.43	760 To	G	90%			Clayton M		0%	U	0.102		0.566	770	G	2017
		From	6		51		Old Ferry									
(661) Chesapeake Dr	0.42	80	R			57-052	Old Telly	Ru			NA			NA		03/30/2016
		To				Ι	ead End									
		From	r			Γ	ead End									
(662) Mathews Ln	0.40	160	R								NA			NA		06/26/2013
<u> </u>		Te				57-626	Hallieford	l Rd								
(663) Rose Lane	0.20	From	R			Ι	ead End				NA			NA		03/30/2016
(663) Hose Laile	0.20	80 To				57-633	Old Ferry	Rd						NA		03/30/2010
		From					Old Ferry									
(664) Gatten Rd	0.90	90	R			57 055	olureny	Ru			NA			NA		08/21/2013
		To				Ι	ead End									
		From	r.			Ι	ead End									
(665) Blue Water Dr	0.04	10	R								NA			NA		06/19/2013
<u> </u>		Te	-			57-1006	Fleetwood	Circle								
(665) Fleetwood Circle	0.56	340	R								NA			NA		08/21/2013
$\bigcirc$		To	0			57-642 Fi	tchetts Wh	harf Rd								
	0.00	From				Ι	ead End									00/00/0040
666 Johnson Point Rd	0.38	170	R								NA			NA		06/26/2013
lohnoon Baint Dr	0.14	To From				57-732	Skipjack l	Lane						NIA		09/01/0010
666 Johnson Point Rd	0.14	<b>300</b> тс	R			57_626	Hallieford	Rd			NA			NA		08/21/2013
		From					57-660	i itu								
(667) Rains Lane	0.50	70	R				57-000				NA			NA		03/30/2016
		т				Г	ead End									

									lance F									
Route	Length	AADT	QA	4Tire	Bu	15			Truck xle 1Tr		QC	K Factor	QK	Dir Facto	A	AWDT	QW	Year
Mathews County		From																
(668) Linden Lane	0.13	110	R				D	Dead En	d			NA				NA		06/26/2013
		То					:	SR 198										
<u> </u>		From				S	SR 223	Cricket	Hill Rd			l						
669 Mill Point Rd	0.51	190	R									NA				NA		04/25/2016
0		18						Dead En										
(670) Bendall Lane	0.42	100	R		5'	7-623	Magno	olia Rd;	Bendall	Lane		NA				NA		06/25/2013
(670) Borndair Earlo	0.12	То					D	Dead En	d									00/20/2010
		From					57-62	24 Stor	e Rd									
(671) Safers Rd	0.30	70	R									NA				NA		06/25/2013
$\bigcirc$		То					D	Dead En	d									
	0.07	From					D	Dead En	d									00/00/0016
672) Edwards Landing Rd	0.07	40 To	R			57	7-636 \$	S Bay H	laven Rd			NA				NA		03/30/2016
		From				51		Dead En				1						
673) Pepper Creek Rd	0.60	90	R				D		u			NA				NA		06/19/2013
		To					57-603	Bellev	iew Rd									
-		From					D	Dead En	d									
(674) Queens Creek	0.35	130	R									NA				NA		04/01/2016
$\bigcirc$		To					57-626	Hallief	ford Rd									
		From						57-660										04/05/0040
675 Sandberg Lane	0.30	130	R									NA				NA		04/25/2016
		From	_				0.30	ME 57	-660									
675 Sandberg Lane	0.10	80 To	R				D	hand En	A			NA				NA		03/30/2016
		From						Dead En										
(676) Traders Rd-Lillies Ln	0.35	80	R				D	Dead En	d			NA				NA		06/26/2013
(676) Traders Rd-Lillies Ln	0.00	То				4	57-639	Crab N	leck Rd									00/20/2010
		From							acle Rd									
(677) Canoe Yard Trail	0.66	120	R									NA				NA		06/19/2013
$\bigcirc$		To				57	7-609 E	Bethel E	Beach Rd									
		From					D	Dead En	d									
678 Baby Lane	0.39	45	R									NA				NA		06/25/2013
<u> </u>		То						22 Lon										
(679) Brittnay Lane	0.54	From					57-66	0 E Riv	er Rd			NA				NA		06/25/2013
(679) Brittnay Lane	0.54	<b>30</b>	R				D	Dead En	d							INA		00/23/2013
		From						Dead En				1						
(680) Henrys Rd	0.49	130	R				D	Jeau En	iu.			NA				NA		03/30/2016
,		То				5	7-637 (	Gwynns	sville Rd									
		From					57-626	Hallief	ford Rd									
(681) Burton Point Rd	0.53	150	R									NA				NA		06/26/2013
$\bigcirc$		То					D	Dead En	d									
		From	_			57	7-643 H	Haven E	Beach Rd									
682 Whites Creek Lane	0.87	90 <sup>To</sup>	R				D	N 4 E .	.1			NA				NA		04/28/2016
		From						Dead En				1						
(683) Storehouse Rd	0.37	9	R				D	Dead En	a			NA				NA		06/25/2013
(683) Storehouse Rd	0.07	То				SR 1	4 John	Claytor	n Mem H	wy								50,20,2010
		From						21 Gleb				1						
(684) Gayle Lane	0.25	170	R				2.02	- 0100				NA				NA		06/25/2013
		То				0.2	25 MF '	57-621	Glebe Rd	1								
(684) Gayle Lane	0.30	From 80	R			0.2		., 041	5.000 M	-		NA				NA		06/25/2013
		To					D	Dead En	d		 							

Route	Length	AADT	QA	4Tire	I	Bus				ruck e 1Tra		QC	K Facto	, QK	Dir Facto	A Dr	AWDT	QW	'Y	/ear
Mathews County		From					_, ,		d End		_									
(685) East River Rd	0.07	50	R					Dead	a End				NA				NA		03/3	80/2016
		To					5	7-660	Grace	St										
	0.00	From						Dead	d End										00/0	1/0010
686 Riverview Rd	0.33	60 <sup>To</sup>	R			57	7-605	Old Ci	reek H	louse Rd			NA				NA		08/2	21/2013
		From							d End											
(687) Careys Lane	0.24	40	R										NA				NA		03/3	80/2016
		To						57-	660											
(687) Providence Rd	0.40	90 <sup>To</sup>	R				0	10.3.0		~			NA				NA		04/2	25/2016
		From					0	.40 MI		60										
(688) Dixon Rd	0.34	180	R					Dead	d End				NA				NA		06/2	26/2013
000	0.01	То					57-6	539 Cra	ab Nec	k Rd									00/2	0,2010
		From						Dead	d End											
(689) Davis Creek Rd	0.36	200	R										NA				NA		03/3	80/2016
$\bigcirc$		То						7-600 (												
(690) Field Point Rd	0.37	From 160	R			5	57-642	2 Fitche	etts W	harf Rd			NA				NA		06/1	9/2013
(690) Field Point Rd	0.57	То	n					Dead	d End										00/1	3/2013
		From					57-6	502 Sar		nk Rd			Ì							
(691) Heath Rd	0.25	30	R										NA				NA		06/1	9/2013
$\bigcirc$		To						Dead	d End											
	0.50	From					57-60	1 Horr	1 Harb	or Ave									00/1	0/0010
(692) E Horn Harbor Ave	0.52	120 To	R					Dead	d End				NA				NA		06/1	9/2013
		From							d End											
(693) Buzzard Point Rd	0.62	60	R					Deut	a Lina				NA				NA		06/1	9/2013
$\bigcirc$		To					57-64	5 Aaro	ons Be	ach Rd										
		From						SR	198											
694 Waverly Lane	0.40	<b>70</b>	R					Deer	d Tad				NA				NA		04/0	1/2016
		From							d End											
(695) Wharf Creek Rd	0.10	60	R					Deat	d End				NA				NA		03/3	80/2016
		To					57-	633 Ol	d Ferr	y Rd										
0		From						Dead	d End											
696 Yacht Club Rd	0.42	<b>190</b> то	R										NA				NA		06/2	26/2013
<u> </u>		From				<b>6P</b>		539 Cra												
(697) Millers Lane	0.45	80	R			SR	14 JC	onn Cla	iyton I	Mem Hw	'y		NA				NA		03/3	80/2016
(097)	0.10	То						Dead	d End										00,0	0,20.0
		From					5	7-649 I	Peary 1	Rd										
(698) Captains Grenes Rd	0.20	40	R										NA				NA		06/1	9/2013
$\bigcirc$		То							d End											
	0.07	From	R				57	7-691 I	Heath	Rd									00/1	0/0010
699 Doctors creek	0.37	20 <sup>To</sup>	n					Dead	d End				NA				NA		06/1	9/2013
		From							198											
$(\overline{700})$ Around The Fence Rd	0.48	150	R						_			 	NA				NA		04/0	1/2016
$\bigcirc$		То						Dead	d End			 								
	0.05	From					SI	R 3 Wi	indsor	Rd							N1.4		00/2	
(701) Green Point Lane	0.35	60 <sup>To</sup>	R					Dee	d End				NA				NA		03/3	80/2016
		From	l																	
(702) Piney Point Rd	0.38	30	R					Dead	d End				NA				NA		06/1	9/2013
		То	Ľ				57-60	)9 Beth	nel Bea	ach Rd										

Route	Length	AADT	QA	4Tire	Bus			-Truck			QC	K	QK	Dir	, AA	WDT	QW	Year
Mathews County			1					xle 1Tr	rali 2	rall		Factor		Facto	r			
(703) Quail Rd	0.61	From 80	R			57-60	50 E Ri	ver Rd				NA				NA		04/25/2016
		То				]	Dead Er	nd										
		From			5	57-643	Haven I	Beach Rd										/
(704) Old House Woods Rd	0.36	20 <sup>To</sup>	R				Dead Er	nd				NA		1	NA		06/19/2013	
		From					Dead Er											
(705) Kings Landing Rd	0.40	40	R				o cuu Bi	iu -				NA				NA		06/19/2013
$\bigcirc$		То			5	57-609	Bethel I	Beach Rd										
(706) Ballast Point Rd	0.32	From	P		;	SR 223	Cricke	t Hill Rd								NA		02/20/2016
(706) Ballast Point Rd	0.32	80 <sup>To</sup>	R			]	Dead Er	nd				NA				NA		03/30/2016
		From					Dead Er											
(707) Hurst Neck Rd	0.18	80	R									NA				NA		06/19/2013
$\bigcirc$		To						Beach Rd										
	0.27	From	Р		57	7-642 F	itchetts	Wharf Ro	d			NA				NA		06/10/2012
(708) Billups Creek Lane	0.27	100 <sup>To</sup>	R			]	Dead Er	nd								NA		06/19/2013
		From			4			Vharf Rd				1						
(709) Whitfield Rd	0.54	40	R									NA				NA		04/25/2016
$\bigcirc$		То				]	Dead Er	nd										
710 Railway Rd	0.00	From	_			]	Dead Er	nd										05/04/0040
	0.28	80 To	R		57.	-605 01	ld Creel	c House R	24			NA				NA		05/24/2016
		From			51		Dead Er		tu			1						
711) W Landing Creek Rd	0.24	6	R				o cuu Bi					NA				NA		06/19/2013
		То				57-64	6 Bar N	eck Rd										
712 Point Rd		From	_			57-6	500 Circ	le Dr										00/10/0010
	0.02	30 <sup>To</sup>	R		SR	14 John	Clayto	n Mem H	(WW			NA				NA		06/19/2013
		From			5K	14 3011	SR 14		lwy									
(713) Mogers Corner Rd	0.16	710	R				51(14					NA				NA		06/25/2013
0		To				57-64	1 Pine I	Hall Rd										
		From			SR 14	4 S, Joł	nn Clayt	on Mem l	Hwy									
(714) Williams Corner Rd	0.20	40 <sup>To</sup>	R		SP 1/	1 N. Ioł	n Clavi	on Mem	Hava			NA				NA		08/21/2013
		From						on Mem l										
(715) Red Mens Hall Rd	0.32	70	R		JK I-	+ 5, 501	in Clayt		IIWy			NA				NA		08/21/2013
		То			SR 14	4 N, Joł	nn Clayt	ton Mem	Hwy									
		From			4	57-640	Point B	reeze Rd										
716 Hicksville Rd	0.17	90 <sup>To</sup>	R			50 223	Cricke	t Hill Rd				NA				NA		04/25/2016
		From					Dead Er											
(717) Butts Ln	0.14	160	R					lu				NA				NA		06/19/2013
		То			5	57-645	Aarons	Beach Rd	l			Ĩ						
$\sim$		From				]	Dead Er	nd										
(718) Oak Point Rd	0.38	90 <sup>To</sup>	R			57 620	Croh	leck Rd				NA				NA		03/30/2016
		From																
(719) Brooks Ln	0.16	70	R				Dead Er	iu.				NA				NA		06/26/2013
		To					SR 198	3										_
		From			5	57-609	Bethel I	Beach Rd										
720 Bashl Shore Dr	0.23	20 To	R				017	. 4				NA				NA		06/19/2013
-		To					Dead Er											
(721) Old Bar Neck	0.43	100	R				Dead Er	nd				NA				NA		06/19/2013
	0.10	То	••			57-64	6 Bar N	eck Rd										55, 10, 2010

Route	Length	AADT	QA	4Tire	e	Bus			Truck Axle 1			00	; Fac	< ctor	QK	Dir Facto	A.	AWDT	QW	Yea	ır
Mathews County		From									a										
(722) Dinwiddie Way	0.20	120	R			57	-629 E	benezei	r Church	Rđ			N	A				NA		04/25/2	2016
		То					57-723	Pianka	tank Wa	у											
		From						Dead E	Ind												
(723) Piankatank Way	0.02	30	R										N	A				NA		04/01/2	2016
		From					57-722	2 Dinwi	ddie Wa	у			<u> </u>								
(723) Piankatank Way	0.08	10 To:	R					Deed E					N	A				NA		03/30/2	2016
-		From						Dead E													
(724) Creeknoll Lane	0.12	160	R			3	7-628 0	CODDS	Creek La	ne			N	A				NA		04/01/2	2016
(124)	•=	To						Dead E	Ind												
		From				5'	7-628 (	Cobbs (	Creek La	ne											
(725) Kingfisher Ln	0.13	60	R										N	A				NA		06/26/2	2013
$\bigcirc$		To						Dead E	Ind												
		From						Dead E	Ind												
(726) Bay Shore Point	0.22	<b>20</b>	R				57.64	6 Dor N	Neck Rd				N	A				NA		06/19/2	2013
		From																			
(727) Heron Point Rd	0.35	160	R					Dead E	nd				N	А				NA		06/25/2	2013
	0.00	То					57-650	Hicks	Wharf R	d										00/20/2	
		From				SR	14 Johr	n Clayto	on Mem	Hwy											
728 Beulah Rd 0.22	0.22	50	R					ř		Ĭ			N	A				NA		08/21/2	2013
		To						Dead E	Ind												
<u> </u>		From						Dead E	Ind												
Weston Hall Rd 0.43	0.43	150 To	R			(The second seco		a					N	A				NA		03/30/2	2016
									on Mem												
(730) Old Ruff Rd 0.1	0.12	From: 60	R			57	7-614 V	Villiam	s Wharf	Rd			N/	Δ				NA		06/19/2	2013
(730) Old Ruff Rd	0.12	τα	n					Dead E	Ind					~				IN/A		00/13/2	.010
		From				SR			on Mem	Hwv											
(731) Borum Creek Rd	0.48	90	R			<u>on</u>	110011	ii elujt	on men	1109			N	A				NA		03/30/2	2016
		To						Dead E	Ind												
-		From					(	Cul-de-	Sac												
(732) Skipjack Lane	0.07	40	R										N	A				NA		03/30/2	2016
0		To From:				:	57-733	Sail Co	ove Cou	t											
(732) Skipjack Lane	0.91	240	R										N	A				NA		04/28/2	2016
<u> </u>		To				5			n Point F	Rd											
(733) Sail Cove Court	0.05	From: <b>30</b>	R				(	Cul-de-	Sac				N	A				NA		03/30/2	2016
(733) Sall Cove Coult	0.05	JU	n				57-73	2 Skipia	ack Lane					A				NA		03/30/2	1010
		From						Dead E													
(734) Windsor Rd	0.05	40	R				· · · · ·	Deud L	AIG .				N	A				NA		03/30/2	2016
		To					SR (	3 Wind	sor Rd												
2		From					SR 2	3 Wind	sor Rd												
(735) Easy St	0.17	120	R										N	A				NA		03/30/2	2016
<u> </u>		To					(	Cul-de-S													
(736) Belle Isle Lane	0.20	From <b>70</b>	R					SR 19	8				N	Δ				NΔ		04/01/0	2016
736 Belle Isle Lane 0.20	7 <b>0</b>	Π					Dead E	Ind					~				NA		04/01/2	4/01/2016	
	From						Cul-de-														
(737) Morse Point Rd 0	0.70	90	R					U-1					N	A				NA		06/19/2	2013
$\bigcirc$		To					57-608	Potato	Neck R	d											
2		From						SR 19	8												
(738) Blue Heron Lane	0.25	120	R										N	A				NA		06/26/2	2013
$\smile$		To					(	Cul-de-	Sac												

Route	Length	AADT	4Tire BusTruckTruck QC K 2Axle 3+Axle 1Trail 2Trail Factor F	Dir AAWDT QW Year Factor
Mathews County		From	SR 198	
(739) Postle Cove Rd	0.15	110	NA	NA 08/21/2013
		To	Dead End	
		From	Dead End	
(740) Hill Plantation Rd	0.56	140 <sup>To</sup>	57.622.Old Forms R.d.	NA 08/21/2013
		From	57-633 Old Ferry Rd	
(742) Idyll Acres	0.12	30	Cul-de-SacNA	NA 04/01/2016
		To	57-666 Johnson Point Rd	
2		From	Cul-de-Sac	
(745) Peach Point Rd	0.93	130	NA	NA 04/25/2016
<u> </u>		To	SR 14 John Clayton Mem Hwy	
(746) Gales Neck Place	0.42	From 30	57-745 Peach Point Rd NA	NA 03/30/2016
(746) Gales Neck Place	0.42	<b>30</b>	Dead End	NA 03/30/2010
		From	57-1003 Brickbat Rd	
(1001) Brickbat Rd	0.05	320	NA	NA 08/21/2013
$\bigcirc$		To	57-1002 Court St	
1001 Brickbat Rd	0.03	440	NA	NA 08/21/2013
		To	SR 14 Main St	
		From	57-1001 Brickbat Rd	
(1002) Court St	0.05	230 <sup>To</sup>	NA	NA 08/21/2013
0		From	57-611 Church St	
(1003) Brickbat Rd	0.05	350	57-1001 Brickbat Rd NA	NA 04/28/2016
(1003) Brickbat Rd	0.00	То	57-611 Church St	
		From	Dead End	
(1004) Southwind Dr	0.16	80	NA	NA 04/28/2016
$\bigcirc$		To	SR 14	
~		From	57-665 Fleetwood Circle; Blue Water Dr	
(1006) Fleetwood Circle	0.07	90	NA	NA 04/28/2016
		To	Begin Loop	
(1006) Fleetwood Circle	0.07	45	NA	NA 04/28/2016
		From	57-1007 Water Edge Dr	
(1006) Fleetwood Circle	0.10	30 <sup>To</sup>	NA Fridders	NA 04/28/2016
		From	End Loop 57-1006 Fleetwood Circle	
(1007) Water Edge Dr	0.06	40	S7-1000 Fleetwood Circle NA	NA 03/30/2016
	0.00	То	Cul-de-Sac	
		From	Cul-de-Sac	
(1010) Dixie Dr	0.42	170	NA	NA 03/30/2016
$\bigcirc$		To	SR 3 Windsor Rd	
	0.10	From	Cul-de-Sac	
1011) Edwards Ct	0.12	80 To	57-1010 Martin St	NA 08/21/2013
(1015) Cross Ct 0.		From		
	0.19	210	SR 198 Buckley Hall Rd NA	NA 06/25/2013
		To	Cul-de-Sac	
		From	Cul-de-Sac	
(1016) Catlett Rd	0.07	160	NA	NA 06/25/2013
$\bigcirc$		То	57-1015 Cross Ct	
(1101) Raymond N Lowe Dr		From	Dead End	
(1101) Raymond N Lowe Dr	0.12	80	NA	NA 04/25/2016

Route Mathews County	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
(9249) Mathews Co High Sc	:hool 0.08	From 210	R			SR 14 Mathews County HS		NA			NA		05/19/2010
9250	0.10	From: 20	R			57-611 Thomas Hunter Int Sch		NA			NA		08/20/2007