

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Jurisdiction Report

57

Mathews County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From Middlesex County Line				
(3)	1.37	5900	G	2003
To N SR 198				
From	1.55	7100	G	2003
To S SR 198				
From	2.07	5600	G	2003
To SR 14 Fort Nonsense				
From	0.11	10000	G	2003
To Gloucester County Line				
From Gloucester County Line				
(14) (3)	0.11	10000	G	2003
To SR 3 Fort Nonsense				
From	2.75	6000	G	2003
To 57-617				
From	1.38	5200	G	2003
To 57-660 Foster				
From	3.15	6000	G	2003
To W SR 198 INT				
From	1.69	7700	G	2003
To E SR 198 INT				
From	0.62	5600	G	2003
To E 57-611 Mathews				
From	4.65	3400	G	2003
To 57-604 Susan				
From	1.88	1100	G	2003
To 57-602 East of Shadow P O				
From	1.74	390	G	2003
To Bayside Wharf				
From Gloucester County Line				
(198)	0.44	2100	G	2003
To SR 3 West Intersection				
From	1.55	7100	G	2003
To SR 3 East Intersection				
From	6.24	4800	G	2003
To SR 223 Hudgins				
From	0.93	6600	G	2003
To SR 14 North Intersection				
From	1.69	7700	G	2003
To SR 14 South Intersection				
From	1.01	1700	G	2003
To 57-642				
From SR 198 Hudgins				
(223)	2.07	2600	G	2003
To 57-633 Gwynn Island				
From Dead End				
(600)	1.10	80	R	1998
To SR 14 SOUTH				
From SR 14 MID				
(600)	1.62	210	G	2003
To SR 14 NORTH				
From Dead End				
(601)	0.54	140	R	1998
To 57-602 East				

Route	Length	AADT	QA	Year
Mathews County				
From 57-602 West				
(601)	1.07	230	R	1998
To Dead End				
From SR 14				
(602)	0.42	450	R	07/11/2001
To 57-691				
From	0.30	380	R	07/11/2001
To 57-601 EAST				
From	0.30	90	R	07/11/2001
To Dead End				
From Dead End				
(603)	0.66	40	R	07/11/2001
To 57-673				
From	0.75	140	R	07/11/2001
To SR 14				
From Dead End				
(604)	1.08	280	R	1998
To SR 14				
From Dead End				
(605)	0.80	140	R	07/11/2001
To SR 14 SOUTH				
From SR 14 NORTH				
(605)	1.10	160	R	07/16/2001
To 57-710				
From	0.10	140	R	07/16/2001
To 57-607				
From Dead End				
(606)	0.50	110	R	1998
To 57-646				
From	0.40	350	R	1998
To SR 14				
From Dead End				
(607)	1.90	230	R	07/16/2001
To 57-608				
From SR 14				
(608)	1.50	690	G	2003
To 57-609				
From	1.30	390	G	2003
To 57-649				
From	1.30	110	R	1998
To Dead End				
From 57-608				
(609)	1.00	270	G	2003
To 57-611				
From	0.12	240	R	1998
To 57-705				
From	0.58	90	R	1998
To 57-610				
From	1.10	70	R	1998
To 1.10 ME 57-610				
From	0.08	60	R	06/12/2001
To 57-720				
From	0.22	40	R	06/12/2001
To Dead End				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: 57-614				
610	0.90	40	R	06/26/2001
To: 57-611 NORTH				
From: 57-611 SOUTH				
610	0.75	20	R	06/12/2001
To: 0.75 ME 57-611 S				
From: 57-609				
610	1.05	20	R	06/12/2001
To: 57-609				
From: SR 14 NORTH				
611	2.35	1900	G	2003
To: 57-1003				
From: SR 14 MID				
611	0.08	2800	G	2003
To: SR 14 SOUTH				
From: 57-613 WEST				
611	2.26	870	G	2003
To: 57-609				
From: 57-613 WEST				
611	2.16	490	G	2003
To: 57-609				
From: Dead End				
611	0.30	47	R	06/12/2001
To: Dead End				
From: 57-613				
612	0.50	90	R	06/26/2001
To: 57-611				
From: SR 14				
613	2.80	120	G	2003
To: 57-611 WEST				
From: 57-611 EAST				
613	1.70	80	R	06/06/2001
To: 57-643				
From: Dead End				
614	1.00	200	R	06/12/2001
To: SR 14 NORTH				
From: SR 14 SOUTH				
614	0.90	210	R	06/12/2001
To: 57-644; 57-730				
From: 57-613				
614	0.30	170	R	06/12/2001
To: 57-613				
From: 57-610				
614	1.20	80	R	06/12/2001
To: 57-610				
From: 57-609				
614	1.20	70	R	06/12/2001
To: 57-609				
From: Dead End				
615	0.60	100	R	06/12/2001
To: SR 14				
From: SR 198				
616	0.54	110	R	05/23/2001
To: Dead End				
From: Dead End				
617	0.80	170	R	06/26/2001
To: 57-660 SOUTH				
From: 57-660 NORTH				
617	3.37	270	G	2003
To: 57-618				
From: 57-618				
617	0.94	1200	G	2003
To: 57-618				
From: 57-654				
617	1.06	1400	G	2003
To: 57-654				
From: SR 14				
617	1.06	1400	G	2003
To: SR 14				

Route	Length	AADT	QA	Year
Mathews County				
From: 57-617				
618	0.50	1100	G	2003
To: 57-660				
From: Dead End				
619	0.65	48	R	06/26/2001
To: 57-617 WEST				
From: 57-617 EAST				
619	0.81	120	R	06/26/2001
To: 57-660				
From: 57-660				
619	0.50	160	R	06/26/2001
To: Dead End				
From: Dead End				
620	2.10	490	R	1998
To: SR 14				
From: Dead End				
621	0.28	70	R	07/16/2001
To: 0.28 MN Dead End				
From: 0.12				
621	0.12	70	R	07/16/2001
To: 57-684				
From: 57-684				
621	0.95	260	G	2003
To: 57-622				
From: 57-622				
621	0.40	850	G	2003
To: 57-611				
From: 57-611				
621	0.80	640	G	2003
To: SR 14				
From: Dead End				
622	0.50	80	R	07/16/2001
To: 57-623 WEST				
From: 57-623 WEST				
622	0.04	200	R	07/16/2001
To: 57-623 MID				
From: 57-623 MID				
622	1.00	550	G	2003
To: 57-621				
From: Dead End				
623	0.46	100	R	07/16/2001
To: 0.46 MN Dead End				
From: 0.10				
623	0.10	170	R	1998
To: 57-622 WEST				
From: 57-622 MID				
623	0.40	40	R	07/16/2001
To: 57-670				
From: 57-670				
623	0.30	160	R	1998
To: 57-622 EAST				
From: 57-625				
624	0.15	130	R	06/26/2001
To: 57-671				
From: 57-671				
624	0.05	40	R	06/26/2001
To: Dead End				
From: 57-660				
625	0.60	260	R	1998
To: 57-624				
From: 57-624				
625	0.20	110	R	1998
To: Dead End				
From: SR 14				
626	3.40	540	G	2003
To: SR 198 SOUTH				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: SR 198 NORTH				
(626)	1.80	1000	G	2003
To: 57-666				
(626)	0.16	270	R	1998
To: 57-652				
(626)	0.14	250	R	1998
To: 57-662				
(626)	0.30	80	R	1998
To: Dead End				
From: SR 198				
(627)	0.30	50	R	1998
To: Dead End				
From: SR 198				
(628)	0.70	570	G	2003
To: 57-725				
(628)	0.80	310	R	05/23/2001
To: 57-724				
(628)	0.17	160	R	05/23/2001
To: Dead End				
From: SR 198				
(629)	1.28	330	R	05/23/2001
To: 57-772				
(629)	0.44	110	R	05/23/2001
To: Dead End				
From: SR 198				
(630)	1.50	270	R	1998
To: Dead End				
From: SR 198				
(631)	1.20	310	R	1998
To: Dead End				
From: 57-626				
(632)	0.50	110	R	05/23/2001
To: Dead End				
From: Dead End				
(633)	0.20	370	R	1998
To: SR 223				
(633)	2.66	1600	G	2003
To: Dead End				
From: Dead End				
(634)	0.50	320	R	05/30/2001
To: 57-633				
From: 57-609				
(635)	0.60	80	R	1998
To: Dead End				
From: Dead End				
(636)	0.35	60	R	05/30/2001
To: 57-672				
(636)	0.63	200	G	2003
To: 57-633				
(636)	0.50	190	R	05/30/2001
To: Dead End				
From: Dead End				
(637)	0.60	100	R	1998
To: 57-680				
(637)	0.50	290	G	2003
To: 57-633				

Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
(638)	1.00	100	R	05/30/2001
To: 57-633				
From: Dead End				
(639)	0.85	70	R	05/23/2001
To: SR 223 WEST				
From: SR 223 EAST				
(639)	1.03	430	G	2003
To: 57-648				
(639)	0.10	110	R	1998
To: 57-676				
(639)	0.20	80	R	06/06/2001
To: Dead End				
From: SR 223				
(640)	0.14	200	R	05/23/2001
To: 57-716				
(640)	1.41	240	R	05/23/2001
To: Dead End				
From: SR 14				
(641)	1.64	440	G	2003
To: Dead End				
From: SR 198				
(642)	0.70	1400	G	2003
To: 57-643				
(642)	0.96	390	G	2003
To: 57-708				
(642)	0.14	30	G	2003
To: Dead End				
From: 57-642				
(643)	0.80	820	G	2003
To: 57-644 SOUTH				
(643)	1.00	530	G	2003
To: 57-645				
(643)	0.03	170	R	1998
To: 57-682				
(643)	0.50	60	R	1998
To: 57-704				
(643)	0.07	8	R	1998
To: 0.07 ME 57-704				
(643)	0.60	6	R	06/06/2001
To: Dead End				
From: 57-614				
(644)	1.00	30	R	06/12/2001
To: 1.00 MN 57-614				
(644)	0.30	70	R	06/12/2001
To: 57-611 WEST				
From: 57-611 EAST				
(644)	1.20	120	R	06/06/2001
To: 57-643 SOUTH				
From: 57-643 NORTH				
(644)	1.00	270	R	06/06/2001
To: Dead End				
From: 57-643				
(645)	0.50	380	R	1998
To: 57-717				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: 57-717				
(645)	0.69	90	R	1998
To: 0.69 ME 57-717				
(645)	0.43	30	R	1998
To: Dead End				
From: Dead End				
(646)	0.14	40	R	07/11/2001
To: 57-726				
(646)	0.20	70	R	07/11/2001
To: 57-721				
(646)	0.50	150	R	07/11/2001
To: 57-606				
From: 57-641				
(647)	0.70	370	R	1998
To: Dead End				
From: 57-639				
(648)	0.30	130	R	05/23/2001
To: 57-640				
From: Dead End				
(649)	0.67	160	R	07/16/2001
To: 57-608				
From: 57-660				
(650)	0.50	230	R	1998
To: 57-727				
(650)	0.30	80	R	1998
To: Dead End				
From: 57-660				
(651)	0.80	60	R	06/26/2001
To: Dead End				
From: Dead End				
(652)	0.40	80	R	05/23/2001
To: 57-626				
From: SR 198				
(653)	1.00	110	R	06/06/2001
To: Dead End				
From: 57-617				
(654)	0.40	10	R	06/26/2001
To: Dead End				
From: Dead End				
(655)	0.85	130	R	07/11/2001
To: 57-600				
From: Dead End				
(656)	0.30	100	R	1998
To: 57-633				
From: SR 14				
(657)	1.10	90	R	1998
To: Dead End				
From: Dead End				
(658)	1.21	210	R	06/26/2001
To: SR 14				
From: 57-660				
(659)	0.50	160	R	06/26/2001
To: Dead End				
From: 57-660 Begin Loop				
(660)	0.32	80	R	1998
To: 57-660 End Loop				

Route	Length	AADT	QA	Year
Mathews County				
From: 57-660 End Loop				
(660)	0.53	300	R	1998
To: 57-617 SOUTH				
(660)	0.30	470	G	2003
To: 57-617 NORTH				
(660)	0.36	470	G	2003
To: 57-703				
(660)	2.65	1000	G	2003
To: 57-618				
(660)	2.43	980	G	2003
To: SR 14				
From: 57-633				
(661)	0.42	100	R	1998
To: Dead End				
From: Dead End				
(662)	0.40	110	R	05/23/2001
To: 57-626				
From: Dead End				
(663)	0.20	100	R	1998
To: 57-633				
From: 57-633				
(664)	0.90	420	R	05/30/2001
To: Dead End				
From: Dead End				
(665)	0.04	10	R	06/06/2001
To: 57-1006				
(665)	0.56	120	R	06/06/2001
To: 57-642				
From: Dead End				
(666)	0.38	110	R	05/23/2001
To: 57-732				
(666)	0.14	340	R	05/23/2001
To: 57-626				
From: 57-660				
(667)	0.50	80	R	1998
To: Dead End				
From: Dead End				
(668)	0.13	130	R	05/23/2001
To: SR 198				
From: SR 223				
(669)	0.51	340	R	1998
To: Dead End				
From: 57-623				
(670)	0.42	90	R	07/16/2001
To: Dead End				
From: 57-624				
(671)	0.30	80	R	06/26/2001
To: Dead End				
From: Dead End				
(672)	0.07	60	R	1998
To: 57-636				
From: Dead End				
(673)	0.60	60	R	07/11/2001
To: 57-603				
From: Dead End				
(674)	0.35	80	R	1998
To: 57-626				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From 57-660				
(675)	0.30	150	R	06/26/2001
To 0.30 ME 57-660				
(675)	0.10	140	R	06/26/2001
To Dead End				
From Dead End				
(676)	0.35	40	R	06/06/2001
To 57-639				
From 57-611				
(677)	0.66	60	R	06/12/2001
To 57-609				
From Dead End				
(678)	0.39	80	R	07/16/2001
To 57-622				
From 57-660				
(679)	0.54	50	R	06/26/2001
To Dead End				
From Dead End				
(680)	0.49	80	R	1998
To 57-637				
From 57-626				
(681)	0.53	140	R	05/23/2001
To Dead End				
From 57-643				
(682)	0.87	100	R	1998
To Dead End				
From Dead End				
(683)	0.37	9	R	06/26/2001
To SR 14				
From 57-621				
(684)	0.25	90	R	07/16/2001
To 0.25 ME 57-621				
(684)	0.30	80	R	07/16/2001
To Dead End				
From Dead End				
(685)	0.07	60	R	1998
To 57-660				
From Dead End				
(686)	0.33	60	R	07/11/2001
To 57-605				
From Dead End				
(687)	0.24	50	R	1998
To 57-660				
(687)	0.40	70	R	1998
To 0.40 ME 57-660				
From Dead End				
(688)	0.34	230	R	06/06/2001
To 57-639				
From Dead End				
(689)	0.36	170	R	1998
To 57-600				
From 57-642				
(690)	0.37	80	R	06/06/2001
To Dead End				
From 57-602				
(691)	0.25	20	R	07/11/2001
To Dead End				

Route	Length	AADT	QA	Year
Mathews County				
From 57-601				
(692)	0.52	47	R	07/16/2001
To Dead End				
From Dead End				
(693)	0.62	90	R	06/06/2001
To 57-645				
From SR 198				
(694)	0.40	60	R	1998
To Dead End				
From Dead End				
(695)	0.10	80	R	1998
To 57-633				
From Dead End				
(696)	0.42	160	R	06/06/2001
To 57-639				
From SR 14				
(697)	0.45	110	R	1998
To Dead End				
From 57-649				
(698)	0.20	90	R	07/16/2001
To Dead End				
From 57-691				
(699)	0.37	20	R	07/11/2001
To Dead End				
From SR 198				
(700)	0.48	160	R	1998
To Dead End				
From SR 3				
(701)	0.35	90	R	1998
To Dead End				
From Dead End				
(702)	0.38	60	R	06/12/2001
To 57-609				
From 57-660				
(703)	0.61	70	R	1998
To Dead End				
From 57-643				
(704)	0.36	70	R	06/06/2001
To Dead End				
From Dead End				
(705)	0.40	60	R	06/12/2001
To 57-609				
From SR 223				
(706)	0.32	70	R	1998
To Dead End				
From Dead End				
(707)	0.18	90	R	06/12/2001
To 57-609				
From 57-642				
(708)	0.27	47	R	06/06/2001
To Dead End				
From 57-650				
(709)	0.54	30	R	1998
To Dead End				
From Dead End				
(710)	0.28	100	R	1998
To 57-605				

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: [] 711	Dead End 0.24	10	R	07/11/2001
To: []	57-646			
From: []	57-600	0.02	20	R 07/11/2001
To: []	SR 14			
From: []	SR 14	0.16	580	R 07/19/2001
To: []	57-641			
From: []	SR 14 SOUTH	0.20	20	R 07/11/2001
To: []	SR 14 NORTH			
From: []	SR 14 SOUTH	0.32	70	R 07/16/2001
To: []	SR 14 NORTH			
From: []	57-640	0.17	90	R 1998
To: []	SR 223			
From: []	Dead End	0.14	80	R 06/06/2001
To: []	57-645			
From: []	Dead End	0.38	80	R 1998
To: []	57-639			
From: []	Dead End	0.16	80	R 05/23/2001
To: []	SR 198			
From: []	57-609	0.23	7	R 06/12/2001
To: []	Dead End			
From: []	Dead End	0.43	80	R 07/11/2001
To: []	57-646			
From: []	57-629	0.20	80	R 1998
To: []	57-723			
From: []	Dead End	0.02	10	R 1998
To: []	57-722			
From: []	57-628	0.08	30	R 1998
To: []	Dead End			
From: []	57-628	0.12	120	R 1998
To: []	Dead End			
From: []	57-628	0.13	70	R 05/23/2001
To: []	Dead End			
From: []	Dead End	0.22	30	R 07/11/2001
To: []	57-646			
From: []	Dead End	0.35	160	R 06/26/2001
To: []	57-650			
From: []	SR 14	0.22	50	R 07/11/2001
To: []	Dead End			

Route	Length	AADT	QA	Year
Mathews County				
From: [] 729	Dead End 0.43	230	R	1998
To: []	SR 14			
From: []	57-614	0.12	60	R 06/02/2001
To: []	Dead End			
From: []	SR 14	0.48	100	R 1998
To: []	Dead End			
From: []	Cul-de-Sac	0.07	30	R 1998
To: []	57-733			
From: []	57-666	0.91	250	R 1998
To: []	57-666			
From: []	Cul-de-Sac	0.05	20	R 1998
To: []	57-732			
From: []	Dead End	0.05	90	R 1998
To: []	SR 3			
From: []	SR 3	0.17	140	R 1998
To: []	Cul-de-Sac			
From: []	SR 198	0.20	100	R 1992
To: []	Dead End			
From: []	Cul-de-Sac	0.70	90	R 07/19/2001
To: []	57-608			
From: []	SR 198	0.25	100	R 05/23/2001
To: []	Cul-de-Sac			
From: []	SR 198	0.15	110	R 05/23/2001
To: []	Dead End			
From: []	Dead End	0.56	100	R 05/30/2001
To: []	57-633			
From: []	Cul-de-Sac	0.93	NA	
To: []	SR 14			
From: []	57-745	0.42	NA	
To: []	Dead End			
From: []	57-1003	0.05	790	R 07/19/2001
To: []	57-1002			
From: []	57-1002	0.03	1000	R 07/19/2001
To: []	SR 14			
From: []	57-1001	0.05	700	R 07/19/2001
To: []	57-611			
From: []	57-1001	0.05	390	R 1998
To: []	57-611			

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Mathews Maintenance Area

Route	Length	AADT	QA	Year
Mathews County				
From: Dead End				
1004	0.16	70	R	1998
To: SR 14				
From: 57-665				
1006	0.07	60	R	1998
To: Begin Loop				
From: 57-1007				
1006	0.07	20	R	1998
To: End Loop				
From: 57-1006				
1007	0.10	30	R	1998
To: Cul-de-Sac				
From: SR 198				
1015	0.06	30	R	1998
To: Cul-de-Sac				
From: Cul-de-Sac				
1016	0.19	10	R	07/19/2001
To: Cul-de-Sac				
From: Cul-de-Sac				
1016	0.07	8	R	07/19/2001
To: 57-1015				
From: Dead End				
1101	0.12	390	R	1998
To: SR 198				
From: SR 14				
9249	0.08	350	R	1998
To: Mathews County HS				
From: 57-611 Thomas				
9250	0.10	20	R	07/19/2001
To: Hunter Int Sch				