

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

28

Essex County
Town of Tappahannock

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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



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

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
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Essex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Essex County																
17	4.67	5500	F	96%	0%	Middlesex County Line				F	0.074	F	0.502	5600	F	2002
17	5.64	4900	F	96%	0%	28-684 Center Cross				F	0.078	F	0.575	5000	F	2002
17	3.03	8000	F	96%	0%	28-609				F	0.074	F	0.584	8100	F	2002
17	0.20	22000	F	91%	1%	US 360 Brays Fork				F	0.079	F	0.51	20000	F	2002
Town of Tappahannock																
17	2.24	22000	N	91%	1%	SCL Tappahannock				N	0.079	N	0.51	20000	N	2002
17	0.62	7300	A	91%	1%	US 360 Tappahannock				C	0.136	A	0.562	6600	A	2002
Essex County																
17	2.53	7300	N	91%	1%	NCL Tappahannock				N	0.136	N	0.562	6600	N	2002
17	3.71	6300	F	91%	1%	28-703				F	0.071	F	0.512	5600	F	2002
17	9.35	5700	F	91%	1%	28-624 Caret				F	0.071	F	0.555	5000	F	2002
17	4.45	5200	F	91%	1%	28-635				F	0.075	F	0.561	4600	F	2002
Town of Tappahannock																
360	0.45	8700	F	87%	1%	King & Queen County Line				F	0.085	F	0.561	8700	F	2002
360	6.41	8200	F	87%	1%	28-620				F	0.086	F	0.505	8200	F	2002
360 17	0.20	22000	F	91%	1%	W US 17				F	0.079	F	0.51	20000	F	2002
Town of Tappahannock																
360 17	2.24	22000	N	91%	1%	CL Tappahannock				N	0.079	N	0.51	20000	N	2002
360	0.25	14000	F	93%	0%	E US 17				F	0.088	F	0.576	14000	F	2002
Essex County																
600	0.60	47	R			Dead End					NA					04/23/2002
600	2.51	240	R			US 17					NA					1999
601	2.27	120	R			Middlesex County Line					NA					04/23/2002
602	0.65	20	R			US 17 SOUTH					NA					04/23/2002
602	0.06	80	R			28-719					NA					1999
602	1.65	130	R			US 17 NORTH					NA					1999
Essex County																
						28-644										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
602	1.35	400	R			From: 28-644 To: 28-684					NA			NA		1999
603	0.82	60	R			From: 28-602 To: 28-684					NA			NA		05/28/2002
604	1.20	210	R			From: King & Queen County Line To: 28-719					NA			NA		1999
604	1.20	230	R			From: 28-719 To: 28-684					NA			NA		1999
605	1.10	20	R			From: 28-684 WEST To: 28-684 EAST					NA			NA		04/23/2002
606	2.39	380	F	96%	2%	1%	1%	1%	0%	C	0.092	F	0.639	380	F	2002
606	1.39	50	R			From: US 17 To: Dead End					NA			NA		05/28/2002
607	1.20	60	R			From: King & Queen County Line To: 28-612 SOUTH					NA			NA		04/23/2002
607	2.73	60	R			From: 28-612 NORTH To: 28-684 WEST					NA			NA		04/23/2002
607	2.41	200	R			From: 28-684 EAST To: US 17 SOUTH					NA			NA		04/23/2002
607	1.13	220	F	94%	1%	3%	2%	1%	0%	C	0.109	F	0.682	220	F	2002
607	1.20	240	R			From: 28-606 To: Dead End					NA			NA		05/28/2002
608	0.30	60	R			From: Dead End To: 28-607					NA			NA		04/23/2002
609	3.89	580	F	97%	1%	2%	0%	0%	0%	C	0.107	F	0.516	590	F	2002
610	3.18	70	R			From: 28-684 To: US 17					NA			NA		1999
611	3.32	400	R			From: 28-684 To: US 17					NA			NA		1999
611	1.61	720	F	94%	1%	4%	1%	1%	0%	C	0.091	F	0.657	720	F	2002
611	1.49	190	R			From: 28-616 To: Dead End					NA			NA		1999
612	2.03	210	R			From: King & Queen County Line To: 28-607 NORTH					NA			NA		1999
612	1.79	290	R			From: 28-607 NORTH To: 28-684					NA			NA		1999
612	0.34	460	F	95%	1%	2%	1%	1%	0%	C	0.113	F	0.556	460	F	2002
						From: 28-684 To: 28-609										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Essex County																
612	1.12	120	R			From: 28-609					NA			NA		1999
						To: Dead End										
613	0.59	70	R			From: 28-656					NA			NA		05/28/2002
						To: Dead End										
614	0.18	310	R			From: 28-684					NA			NA		04/08/2002
						To: US 360										
615	2.81	200	R			From: 28-691					NA			NA		05/30/2002
						To: 28-609										
616	0.80	360	F	90%	1%	6%	1%	2%	0%	C	0.098	F	0.595	360	F	2002
616	1.75	390	R			From: 28-646					NA			NA		1999
						To: Dead End										
Town of Tappahannock																
617	0.19	760	F	97%	1%	2%	0%	0%	0%	C	0.107	F	0.635	760	F	2002
						From: US 17										
						To: ECL Tappahannock										
Essex County																
617	1.01	660	F	97%	1%	2%	0%	0%	0%	F	0.107	F	0.613	660	F	2002
						From: ECL Tappahannock										
617	1.15	40	F	97%	1%	2%	0%	0%	0%	F	0.182	F	0.643	40	F	2002
						From: 28-697										
						To: Dead End										
618	1.39	1300	F	95%	1%	2%	1%	1%	0%	C	0.096	F	0.511	1300	F	2002
						From: 28-619										
618	1.83	870	R			From: 28-659					NA			NA		1999
						To: 28-627										
619	2.84	550	F	96%	1%	2%	1%	1%	0%	F	0.100	F	0.548	550	F	2002
						From: King & Queen County Line										
619	2.25	1700	F	96%	1%	2%	1%	1%	0%	C	0.101	F	0.52	1700	F	2002
						From: 28-620 WEST										
619	2.78	1800	F	96%	1%	2%	1%	1%	0%	F	0.090	F	0.592	1800	F	2002
						From: 28-618										
						To: US 360										
620	2.43	860	F	94%	1%	2%	0%	2%	0%	C	0.151	F	0.537	860	F	2002
						From: King & Queen County Line										
620	2.84	410	F	96%	1%	2%	1%	1%	0%	C	0.114	F	0.646	410	F	2002
						From: US 360 WEST										
620	2.61	780	F	96%	1%	2%	1%	1%	0%	F	0.096	F	0.58	780	F	2002
						From: 28-642										
						To: 28-619 EAST										
620	1.10	130	R			From: 28-619 WEST					NA			NA		1999
						To: 28-676										
620	1.40	60	R			From: 28-626					NA			NA		04/08/2002
						To: 28-665										
620	0.80	80	R			From: 28-665					NA			NA		04/08/2002
						To: 28-665										

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						2Axle	3+Axle	1Trail	2Trail								
Essex County																	
621	1.00	190	F	96%	1%	1%	0%	3%	0%	C	0.112	F	0.571	190	F	2002	
				From:	US 360												
				To:	28-622												
622	0.68	390	F	95%	1%	2%	0%	2%	0%	F	0.124	F	0.767	390	F	2002	
				From:	King & Queen County Line												
				To:	28-621												
622	1.92	410	F	95%	1%	2%	0%	2%	0%	C	0.112	F	0.833	410	F	2002	
				From:	28-623												
				To:	28-623												
622	1.05	420	F	95%	1%	2%	0%	2%	0%	F	0.103	F	0.699	420	F	2002	
				From:	28-647												
				To:	28-620												
623	0.90	80	R								NA			NA		04/08/2002	
				From:	King & Queen County Line												
				To:	28-650 EAST												
623	2.20	40	R								NA			NA		04/08/2002	
				From:	28-622												
				To:	28-622												
624	0.80	280	F	94%	2%	2%	1%	1%	0%	F	0.089	F	0.52	280	F	2002	
				From:	28-631												
				To:	28-629; 28-630												
624	3.07	330	F	94%	2%	2%	1%	1%	0%	C	0.110	F	0.795	330	F	2002	
				From:	US 17 NORTH												
				To:	US 17 NORTH												
624	0.05	50	R								NA			NA		04/08/2002	
				From:	0.05 ME US 17												
				To:	0.05 ME US 17												
624	0.67	20	R								NA			NA		04/08/2002	
				From:	0.72 ME US 17												
				To:	0.72 ME US 17												
624	0.08	20	R								NA			NA		04/08/2002	
				From:	US 17 SOUTH												
				To:	US 17 SOUTH												
625	3.68	280	R								NA			NA		04/17/2002	
				From:	Caroline County Line												
				To:	US 17												
626	1.12	10	R								NA			NA		04/08/2002	
				From:	Dead End												
				To:	28-620												
627	1.67	440	F	94%	1%	3%	1%	2%	0%	F	0.094	F	0.614	440	F	2002	
				From:	Caroline County Line												
				To:	28-629												
627	3.52	340	F	94%	1%	3%	1%	2%	0%	F	0.112	F	0.675	340	F	2002	
				From:	28-665 WEST												
				To:	28-665 WEST												
627	2.17	830	F	94%	1%	3%	1%	2%	0%	C	0.095	F	0.702	840	F	2002	
				From:	28-717												
				To:	28-717												
627	3.97	790	F	94%	1%	3%	1%	2%	0%	F	0.088	F	0.709	790	F	2002	
				From:	28-618												
				To:	28-618												
627	0.99	1800	F	94%	2%	2%	0%	2%	0%	F	0.093	F	0.699	1800	F	2002	
				From:	NCL Tappahannock												
				To:	NCL Tappahannock												
Town of Tappahannock																	
627	1.62	4800	F	94%	2%	2%	0%	2%	0%	C	0.100	F	0.596	4800	F	2002	
				From:	NCL Tappahannock												
				To:	US 17												
Essex County																	
628	1.70	320	R								NA			NA		1999	
				From:	28-627												
				To:	28-629												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Essex County																
629	3.60	240	F	91%	4%	3%	1%	1%	0%	C	0.098	F	0.52	240	F	2002
				From:	28-627											
				To:	28-624											
630	4.29	260	R								NA		NA		04/17/2002	
				From:	16-635											
				To:	28-624											
631	3.80	180	R								NA		NA		04/17/2002	
				From:	28-635											
				To:	28-624											
631	1.40	560	F	93%	1%	3%	0%	2%	0%	C	0.087	F	0.673	560	F	2002
				From:	US 17 WEST											
				To:	US 17											
631	3.70	220	R								NA		NA		04/17/2002	
				From:	Dead End											
				To:	Dead End											
632	4.00	120	R								NA		NA		1999	
				From:	28-633											
				To:	Dead End											
633	0.10	180	R								NA		NA		04/08/2002	
				From:	US 17 SOUTH											
				To:	0.10 MN US 17											
633	0.84	40	R								NA		NA		04/08/2002	
				From:	Dead End											
				To:	28-632											
633	0.31	120	R								NA		NA		1999	
				From:	Dead End											
				To:	US 17 NORTH											
634	0.05	20	R								NA		NA		04/23/2002	
				From:	28-684											
				To:	Dead End											
635	5.69	190	R								NA		NA		04/17/2002	
				From:	16-630											
				To:	28-637 WEST											
635	2.85	330	F	93%	1%	4%	1%	2%	0%	C	0.107	F	0.514	330	F	2002
				From:	28-637 EAST											
				To:	US 17 WEST											
635	0.35	5	R								NA		NA		04/17/2002	
				From:	Dead End											
				To:	US 17 EAST											
636	1.20	50	R								NA		NA		1999	
				From:	Caroline County Line											
				To:	28-635											
637	2.90	80	R								NA		NA		1999	
				From:	Caroline County Line											
				To:	28-639 WEST											
637	0.40	310	R								NA		NA		1999	
				From:	Dead End											
				To:	28-639 EAST											
637	1.59	320	F	95%	2%	2%	0%	0%	0%	F	0.139	F	0.537	320	F	2002
				From:	28-635 EAST											
				To:	28-635 EAST											
637	3.99	340	F	95%	2%	2%	0%	0%	0%	C	0.088	F	0.5	340	F	2002
				From:	US 17 SOUTH											
				To:	US 17 NORTH											
637	2.20	120	R								NA		NA		1999	
				From:	Dead End											
				To:	Dead End											
638	1.00	40	R								NA		NA		04/17/2002	
				From:	US 17											
				To:	Dead End											
639	2.49	50	R								NA		NA		1999	
				From:	28-625											
				To:	28-640 WEST											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Essex County																
639	1.20	160	R			From: 28-640 WEST					NA			NA		1999
639	1.00	170	R			To: 28-640 EAST					NA			NA		1999
639	1.70	80	R			From: 28-637 WEST					NA			NA		1999
						To: 28-637 EAST										
						To: 28-635										
640	1.30	60	R			From: 28-637					NA			NA		04/17/2002
						To: 28-639 WEST										
640	3.01	160	R			From: 28-639 EAST					NA			NA		04/17/2002
						To: US 17										
641	3.17	60	R			From: 28-625					NA			NA		1999
						To: US 17										
642	1.26	140	R			From: 28-620					NA			NA		04/08/2002
						To: Dead End										
643	0.10	90	R			From: 28-629					NA			NA		1999
						To: 28-624										
644	0.58	260	R			From: 28-602					NA			NA		05/28/2002
						To: 28-656										
644	0.80	40	R			From: 28-656					NA			NA		05/28/2002
						To: Dead End										
645	1.16	350	R			From: 28-606					NA			NA		05/28/2002
						To: Dead End										
646	0.54	80	R			From: 28-616					NA			NA		1999
						To: 28-666										
646	0.52	30	R			From: 28-666					NA			NA		05/30/2002
						To: Dead End										
647	0.20	30	R			From: 28-622					NA			NA		1999
						To: 28-620										
648	0.20	10	R			From: 28-684					NA			NA		04/23/2002
						To: Dead End										
649	0.10	80	R			From: 28-684					NA			NA		04/23/2002
						To: 28-604										
650	1.90	110	R			From: King & Queen County Line					NA			NA		1999
						To: 28-623 EAST										
650	2.06	200	R			From: 28-623 WEST					NA			NA		1999
						To: 28-619										
651	0.40	140	R			From: 0.40 MS 28- 607					NA			NA		05/28/2002
						To: 28-607										
651	0.26	30	R			From: 28-607					NA			NA		1999
						To: 0.26 MN 28-607										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
(652)	1.40	48	R			From: US 17 To: Dead End					NA			NA		05/28/2002
(653)	0.89	80	R			From: 28-606 To: 28-694					NA			NA		1999
(653)	0.38	40	R			From: 28-694 To: Dead End					NA			NA		05/28/2002
(654)	0.40	4	R			From: Dead End To: 0.40 MW Dead End					NA			NA		04/17/2002
(654)	0.06	30	R			From: 0.40 MW Dead End To: US 17					NA			NA		04/17/2002
(654)	1.60	20	R			From: US 17 To: Dead End					NA			NA		04/17/2002
(655)	0.30	60	R			From: Dead End To: 28-611					NA			NA		04/08/2002
(656)	0.90	190	R			From: 28-644 To: 28-613					NA			NA		1999
(656)	0.35	100	R			From: 28-613 To: 0.35 ME 28-613					NA			NA		1999
Town of Tappahannock																
(657)	0.28	560	R			From: Dead End To: 28-1029 NORTH					NA			NA		1999
(657)	0.24	890	R			From: 28-1029 NORTH To: 0.24 MW 28-1019					NA			NA		1999
(657)	0.36	1900	F	93%	5%	1%	0%	1%	0%	C	0.135	F	0.565	1900	F	2002
(657)	0.14	240	R			From: US 17 To: 28-1004					NA			NA		1999
(657)	0.08	40	R			From: 28-1004 To: Dead End					NA			NA		1999
Essex County																
(658)	1.00	50	R			From: 28-637 To: Dead End					NA			NA		1999
(659)	0.30	30	R			From: Dead End To: 28-618					NA			NA		04/08/2002
(659)	2.66	520	F	97%	1%	1%	0%	1%	0%	F	0.097	F	0.548	520	F	2002
Town of Tappahannock																
(659)	0.53	680	F	97%	1%	1%	0%	1%	0%	C	0.097	F	0.559	680	F	2002
Essex County																
(660)	1.10	210	R			From: Dead End To: 28-684					NA			NA		05/28/2002
(661)	3.45	50	R			From: 28-637 To: Dead End					NA			NA		04/17/2002

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
662	2.95	110	R			From: US 17					NA		NA			1999
						To: 28-611										
663	0.20	40	R			From: Dead End					NA		NA			05/28/2002
						To: US 17										
664	0.25	10	R			From: Dead End					NA		NA			1999
						To: 28-670										
665	0.62	70	R			From: 28-627 WEST					NA		NA			04/08/2002
						To: 28-627 EAST										
666	0.50	60	R			From: Dead End					NA		NA			05/30/2002
						To: 28-646										
667	0.30	40	R			From: Dead End					NA		NA			1999
						To: 28-684										
668	1.45	110	R			From: 28-602					NA		NA			05/28/2002
						To: Dead End										
669	0.25	20	R			From: 28-627					NA		NA			04/08/2002
						To: 28-627										
670	0.55	80	R			From: US 17					NA		NA			1999
						To: 28-664										
670	0.05	70	R			From: Dead End					NA		NA			1999
						To: Dead End										
671	0.40	190	R			From: Dead End					NA		NA			04/08/2002
						To: 28-659										
672	0.60	60	R			From: 28-600					NA		NA			04/23/2002
						To: Dead End										
673	0.61	20	R			From: Dead End					NA		NA			04/23/2002
						To: 28-605										
674	1.41	40	R			From: US 17					NA		NA			04/08/2002
						To: Dead End										
675	1.00	20	R			From: 28-639					NA		NA			04/17/2002
						To: Dead End										
676	0.25	80	R			From: 28-620					NA		NA			04/08/2002
						To: Dead End										
677	1.05	70	R			From: 28-606					NA		NA			05/28/2002
						To: Dead End										
678	0.30	10	R			From: 28-662					NA		NA			05/30/2002
						To: Dead End										
679	0.25	20	R			From: Dead End					NA		NA			04/17/2002
						To: 28-624										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
(680)	0.30	120	R			From: 28-616					NA			NA		1999
						To: 0.30 ME 28-616										
(680)	0.36	40	R			From: 0.30 ME 28-616					NA			NA		05/30/2002
						To: Dead End										
(681)	0.61	5	R			From: US 17					NA			NA		1999
						To: US 17										
(682)	0.55	47	R			From: Dead End					NA			NA		04/23/2002
						To: 28-719										
(683)	0.55	80	R			From: Dead End					NA			NA		04/08/2002
						To: 28-620										
(684)	0.24	1700	F	90%	0%	3%	3%	3%	0%	F	0.089	F	0.645	1800	F	2002
						From: 28-620										
(684)	2.69	1700	F	90%	0%	3%	3%	3%	0%	C	0.094	F	0.651	1800	F	2002
						From: 28-614										
(684)	0.74	1400	F	90%	0%	3%	3%	3%	0%	F	0.09	F	0.649	1400	F	2002
						From: 28-612										
(684)	0.87	1300	F	90%	0%	3%	3%	3%	0%	F	0.087	F	0.575	1400	F	2002
						From: 28-648										
(684)	0.68	1200	F	90%	0%	3%	3%	3%	0%	F	0.088	F	0.509	1200	F	2002
						From: 28-611										
(684)	1.12	1100	F	90%	0%	3%	3%	3%	0%	F	0.084	F	0.633	1100	F	2002
						From: 28-610										
(684)	0.24	1100	F	86%	1%	3%	5%	5%	0%	F	0.087	F	0.615	1100	F	2002
						From: 28-634										
(684)	0.07	1200	F	86%	1%	3%	5%	5%	0%	F	0.088	F	0.555	1200	F	2002
						From: 28-607 WEST										
(684)	0.82	1000	F	86%	1%	3%	5%	5%	0%	F	0.084	F	0.517	1000	F	2002
						From: 28-607 EAST										
(684)	2.64	1000	F	86%	1%	3%	5%	5%	0%	C	0.093	F	0.564	1000	F	2002
						From: 28-605 WEST										
(684)	2.03	250	F	90%	2%	3%	1%	4%	0%	C	0.121	F	0.613	250	F	2002
						From: US 17										
(684)	0.16	80	R			From: 28-713					NA			NA		1999
						To: Dead End										
(685)	0.95	60	R			From: 28-606					NA			NA		05/28/2002
						To: Dead End										
(686)	0.30	20	R			From: 28-662					NA			NA		05/30/2002
						To: Dead End										
(687)	0.45	90	R			From: Dead End					NA			NA		1999
						To: 28-629										
(688)	0.38	40	R			From: Dead End					NA			NA		04/17/2002
						To: 28-637										
(689)	0.95	80	R			From: US 17					NA			NA		04/08/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
(690)	0.15	7	R			From: 28-603					NA		NA			05/28/2002
						To: Dead End										
(691)	1.21	190	R			From: US 360 NORTH					NA		NA			1999
(691)	0.34	250	R			From: 28-615					NA		NA			1999
						To: US 360 SOUTH										
(692)	0.74	120	R			From: 28-617					NA		NA			1999
						To: Dead End										
(693)	0.47	80	R			From: Dead End					NA		NA			04/08/2002
						To: 28-620										
(694)	0.25	100	R			From: 28-653					NA		NA			05/28/2002
						To: Dead End										
(695)	0.45	60	R			From: 28-615					NA		NA			1999
						To: Dead End										
(696)	0.25	40	R			From: 28-635					NA		NA			1999
						To: Dead End										
(697)	0.61	180	R			From: 28-617					NA		NA			1999
						To: Dead End										
Town of Tappahannock																
(698)	0.35	1600	R			From: US 17 SOUTH					NA		NA			1999
(698)	0.59	2600	R			From: 28-1036					NA		NA			1999
						To: US 17 NORTH										
Essex County																
(699)	0.37	80	R			From: 28-625					NA		NA			1999
						To: Dead End										
Town of Tappahannock																
(700)	0.07	650	R			From: 28-627 ; 28-723					NA		NA			05/15/2002
						To: Dead End										
Essex County																
(701)	0.20	20	R			From: Dead End					NA		NA			04/08/2002
						To: 28-620										
(702)	0.40	70	R			From: US 17					NA		NA			1999
						To: Dead End										
(703)	1.05	900	R			From: US 17					NA		NA			1999
(703)	0.08	570	R			From: 28-1204					NA		NA			1999
						To: 28-1201										
(704)	0.80	260	R			From: Dead End					NA		NA			1999
						To: 28-619										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
(705)	0.11	100	R			From: Dead End To: 28-627					NA			NA		1999
(706)	0.30	70	R			From: 28-659 To: Dead End					NA			NA		05/15/2002
Essex County																
(707)	0.19	370	R			From: US 360 To: 28-620					NA			NA		04/08/2002
(708)	0.53	1600	R			From: US 360 To: Dead End					NA			NA		1999
(709)	0.03	40	R			From: US 17 To: 28-720					NA			NA		04/23/2002
(710)	0.07	100	R			From: Dead End To: US 17					NA			NA		04/08/2002
(711)	0.71	48	R			From: 28-611 To: 28-646					NA			NA		1999
(712)	0.45	90	R			From: US 17 To: Dead End					NA			NA		1999
(713)	0.50	100	R			From: 28-684 To: Dead End					NA			NA		1999
(714)	0.15	90	R			From: Dead End To: US 17					NA			NA		04/08/2002
(715)	1.20	200	R			From: Dead End To: US 17					NA			NA		1999
(716)	2.13	190	F	93%	0%	4%	0%	3%	0%	C	0.135	F	0.652	190	F	2002
(717)	1.04	80	R			From: Dead End To: 28-619					NA			NA		1999
(717)	2.80	250	R			From: 28-619 To: 28-627					NA			NA		1999
(718)	0.90	10	R			From: US 17 WEST To: US 17 EAST					NA			NA		04/23/2002
(719)	1.74	70	R			From: 28-602 To: 28-604					NA			NA		04/23/2002
(720)	0.04	20	R			From: Dead End To: 28-709					NA			NA		04/23/2002
(720)	0.91	49	R			From: 28-709 To: 0.91 MN 28-709					NA			NA		04/23/2002
(720)	0.09	30	R			From: 0.91 MN 28-709 To: 28-601					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
721	0.46	130	R			From: Dead End					NA		NA			04/17/2002
						To: 28-629										
722	0.52	40	R			From: 28-601					NA		NA			04/23/2002
						To: Dead End										
Town of Tappahannock																
723	0.40	270	R			From: 28-706					NA		NA			05/15/2002
						To: 28-700										
Essex County																
724	0.05	60	R			From: 28-631					NA		NA			04/08/2002
						To: 0.05 MN 28-631										
724	0.24	60	R			From: US 17					NA		NA			04/08/2002
						To: US 17										
Town of Tappahannock																
725	0.29	1300	R			From: US 17					NA		NA			06/05/2002
						To: ECL Tappahannock										
Essex County																
725	0.04	510	R			From: ECL Tappahannock					NA		NA			06/05/2002
						To: 28-1035										
726	0.84	70	R			From: 28-615					NA		NA			1999
						To: Cul-de-Sac										
727	0.25	90	R			From: 28-611					NA		NA			05/30/2002
						To: Dead End										
Town of Tappahannock																
729	0.03	NA				From: Dead End					NA		NA			
						To: 28-617										
1001	0.05	190	R			From: 28-1006					NA		NA			05/21/2002
						To: 28-1003										
1001	0.11	590	R			From: US 360					NA		NA			05/21/2002
						To: 28-657										
1001	0.06	340	R			From: 28-657					NA		NA			05/21/2002
						To: Dead End										
1002	0.10	470	R			From: US 17					NA		NA			05/15/2002
						To: Dead End										
1003	0.20	1300	R			From: US 17; 28-1023					NA		NA			05/15/2002
						To: 28-1010										
1003	0.09	850	R			From: 28-1020					NA		NA			05/15/2002
						To: 28-1020										
1003	0.19	590	R			From: US 17 NORTH					NA		NA			05/15/2002
						To: US 17 NORTH										
1003	0.14	710	R			From: 28-1004					NA		NA			05/21/2002
						To: 28-1004										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
1003	0.06	150	R			From: 28-1004					NA		NA			05/21/2002
						To: Dead End										
1004	0.03	70	R			From: Dead End					NA		NA			05/15/2002
						To: 28-1011										
1004	0.12	280	R			From: 28-1011					NA		NA			05/15/2002
						To: 28-1008										
1004	0.34	2600	R			From: 28-1008					NA		NA			05/15/2002
						To: US 360										
1004	0.06	2600	R			From: US 360					NA		NA			05/15/2002
						To: 28-657										
1004	0.13	100	R			From: 28-657					NA		NA			05/15/2002
						To: Dead End										
1005	0.04	70	R			From: Dead End					NA		NA			05/15/2002
						To: 28-1006										
1005	0.16	870	R			From: 28-1006					NA		NA			05/15/2002
						To: US 17										
1005	0.14	1700	R			From: US 17					NA		NA			05/21/2002
						To: 28-1004										
1005	0.10	350	R			From: 28-1004					NA		NA			05/21/2002
						To: 28-1013										
1005	0.02	60	R			From: 28-1013					NA		NA			05/30/2002
						To: Dead End										
1006	0.23	80	R			From: END LOOP					NA		NA			05/15/2002
						To: 28-1005										
1006	0.24	260	R			From: 28-1005					NA		NA			05/21/2002
						To: US 17										
1006	0.14	280	R			From: US 17					NA		NA			05/21/2002
						To: 28-1004										
1007	0.14	180	R			From: 28-1003					NA		NA			1999
						To: US 17										
1007	0.17	430	R			From: US 17					NA		NA			1999
						To: 28-1004										
1008	0.07	3400	R			From: 28-1003					NA		NA			1999
						To: 28-1022										
1008	0.13	1900	R			From: 28-1022					NA		NA			1999
						To: 28-1004										
1009	0.14	270	R			From: 28-1010					NA		NA			1999
						To: 28-1027										
1010	0.17	100	R			From: Dead End					NA		NA			1999
						To: 28-1009										
1010	0.03	800	R			From: 28-1009					NA		NA			1999
						To: 28-1020; 28-1025										
1010	0.10	610	R			From: 28-1020; 28-1025					NA		NA			1999
						To: 28-1016										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
1010	0.23	800	R			From: 28-1016					NA			NA		1999
						To: US 17										
1011	0.07	450	R			From: US 17					NA			NA		1999
						To: 28-1012										
1011	0.23	150	R			From: 28-1012					NA			NA		1999
						To: 28-1004										
1012	0.08	340	R			From: 28-1011					NA			NA		1999
						To: 28-1021										
1013	0.14	240	R			From: 28-1005					NA			NA		1992
						To: US 360										
1014	0.07	550	R			From: Dead End					NA			NA		05/15/2002
						To: US 17										
1015	0.28	190	R			From: 28-1010					NA			NA		05/15/2002
						To: 28-1003										
1016	0.23	130	R			From: Dead End					NA			NA		05/15/2002
						To: 28-1020										
1017	0.03	60	R			From: Dead End					NA			NA		05/15/2002
						To: 28-1015										
1017	0.19	240	R			From: 28-1015					NA			NA		05/15/2002
						To: 28-1003										
1018	0.11	100	R			From: Dead End					NA			NA		05/15/2002
						To: US 17										
1019	0.04	70	R			From: 0.04 MN 28-657					NA			NA		05/15/2002
						To: 28-657										
1019	0.10	380	R			From: 28-657					NA			NA		05/15/2002
						To: 0.10 MS 28-657										
1020	0.26	540	R			From: 28-1010					NA			NA		05/21/2002
						To: 28-1003										
1021	0.17	90	R			From: 28-1011					NA			NA		1999
						To: 28-1007										
1022	0.07	820	R			From: 28-1012					NA			NA		1999
						To: 28-1008										
1022	0.10	630	R			From: 28-1008					NA			NA		1999
						To: 28-1007										
1023	0.08	110	R			From: Dead End					NA			NA		05/15/2002
						To: US 17; 28-1003										
1024	0.06	9	R			From: Dead End					NA			NA		05/15/2002
						To: US 17										
1025	0.04	9	R			From: Dead End					NA			NA		05/15/2002
						To: 28-1010										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Tannahannock																
(1026)	0.13	140	R			From: 28-1010					NA		NA			1999
						To: 28-1027										
(1027)	0.14	140	R			From: Dead End					NA		NA			1999
						To: 28-1009										
(1028)	0.11	160	R			From: Dead End					NA		NA			1999
						To: 28-1026										
(1029)	0.19	210	R			From: 28-657 SOUTH					NA		NA			05/15/2002
						To: 28-657 NORTH										
(1030) Perdue Inc	0.11	350	R			From: 28-617					NA		NA			1999
						To: Dead End										
(1031)	0.11	440	R			From: US 17					NA		NA			1999
						To: 28-1032										
(1031)	0.41	340	R			From: 28-1032					NA		NA			1999
						To: Dead End										
(1032)	0.18	200	R			From: 28-1031					NA		NA			05/30/2002
						To: US 17										
Essex County																
(1033)	0.09	50	R			From: Cul-de-Sac					NA		NA			1999
						To: 28-617										
(1034)	0.05	48	R			From: 28-1035					NA		NA			1999
						To: Cul-de-Sac										
(1035)	0.16	70	R			From: 28-725					NA		NA			1999
						To: 28-1034										
(1035)	0.11	10	R			From: 28-1034					NA		NA			1999
						To: Cul-de-Sac										
Town of Tannahannock																
(1036)	0.11	2600	R			From: US 17					NA		NA			05/30/2002
						To: 28-698										
(1037)	0.11	690	R			From: 28-725					NA		NA			06/05/2002
						To: 28-1038										
(1037)	0.14	110	R			From: 28-1038					NA		NA			06/05/2002
						To: BEGIN LOOP										
(1037)	0.06	40	R			From: BEGIN LOOP					NA		NA			06/05/2002
						To: 28-1039										
(1037)	0.13	47	R			From: 28-1039					NA		NA			06/05/2002
						To: END LOOP										
(1038)	0.07	70	R			From: 68-1037					NA		NA			06/05/2002
						To: Cul-de-Sac										
(1039)	0.05	30	R			From: 28-1037					NA		NA			06/05/2002
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
1040	0.09	180	R			From: 28-620					NA		NA			04/08/2002
						To: 28-1041										
1041	0.09	100	R			From: Dead End; .09 MS 1040					NA		NA			04/08/2002
						To: 28-1040										
1041	0.08	40	R			From: 28-1040					NA		NA			04/08/2002
						To: Cul-de-Sac										
Town of Tannahannock																
1042	0.27	7	R			From: Cul-de-Sac					NA		NA			04/08/2002
						To: 28-1031										
1043	0.04	2	R			From: Cul-de-Sac					NA		NA			05/30/2002
						To: 28-1042										
1045	0.19	190	R			From: 28-1031 SOUTH					NA		NA			05/30/2002
						To: 28-1046										
1045	0.18	70	R			From: 28-1046					NA		NA			05/30/2002
						To: 28-1031 NORTH										
1046	0.06	70	R			From: 28-1045					NA		NA			05/30/2002
						To: Cul-de-Sac										
1050	0.10	830	R			From: 28-627					NA		NA			1999
						To: Cul-de-Sac										
1051	0.21	830	R			From: 28-627					NA		NA			1999
						To: Cul-de-Sac										
1052	0.04	130	R			From: Cul-de-Sac					NA		NA			1999
						To: 28-1051										
Essex County																
1060	0.42	200	R			From: 28-617					NA		NA			1999
						To: 28-1061										
1060	0.40	180	R			From: 28-1063 W; 28-1062					NA		NA			1999
						To: 28-1063 W; 28-1062										
1060	0.22	30	R			From: 28-1063 W; 28-1062					NA		NA			1999
						To: 28-1063 EAST										
1061	0.12	20	R			From: 28-1060					NA		NA			1999
						To: Cul-de-Sac										
1062	0.09	7	R			From: 28-1063; 28-1060 W					NA		NA			1999
						To: Cul-de-Sac										
1063	0.18	140	R			From: 28-1062; 28-1060 W					NA		NA			1999
						To: 28-1060 EAST										
1063	0.14	70	R			From: 28-1060 EAST					NA		NA			1999
						To: Cul-de-Sac										
1064	0.15	7	R			From: Cul-de-Sac					NA		NA			1999
						To: 28-1065										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
(1065)	0.23	47	R			From: Cul-de-Sac					NA			NA		05/30/2002
						To: 28-1064										
(1070)	0.79	200	R			From: 28-619					NA			NA		06/05/2002
						To: Dead End										
(1101)	0.17	10	R			From: US 17 WEST					NA			NA		05/28/2002
						To: 28-611										
(1101)	0.24	120	R			From: 28-611					NA			NA		05/28/2002
						To: US 17 EAST										
(1102)	0.55	50	R			From: US 17 WEST					NA			NA		05/28/2002
						To: US 17 EAST										
(1103)	0.70	30	R			From: US 17					NA			NA		05/28/2002
						To: 0.70 MS US 17										
(1103)	0.02	40	R			From: 0.70 MS US 17					NA			NA		05/28/2002
						To: 28-606										
(1105)	0.16	NA				From: Dead End/					NA			NA		
						To: 28-00611(B)/										
(1201)	0.19	100	R			From: 28-1202 WEST					NA			NA		1999
						To: 28-1202 EAST										
(1201)	0.03	230	R			From: 28-1202 EAST					NA			NA		1999
						To: 28-703										
(1201)	0.03	430	R			From: 28-703					NA			NA		1999
						To: 28-1203 WEST										
(1201)	0.42	160	R			From: 28-1203 WEST					NA			NA		1999
						To: 28-1203 EAST										
(1202)	0.31	70	R			From: 28-1201 WEST					NA			NA		1999
						To: 28-1201 EAST										
(1203)	0.49	70	R			From: 28-1201 WEST					NA			NA		06/05/2002
						To: 28-1201 EAST										
(1203)	0.07	80	R			From: 28-1201 EAST					NA			NA		06/05/2002
						To: 28-1204										
(1203)	0.06	60	R			From: 28-1204					NA			NA		06/05/2002
						To: 28-1206										
(1203)	0.13	30	R			From: 28-1206					NA			NA		06/05/2002
						To: 28-1205										
(1204)	0.45	230	R			From: 28-703					NA			NA		1999
						To: 28-1203										
(1205)	0.18	70	R			From: 28-1203					NA			NA		06/05/2002
						To: 28-1206										
(1205)	0.06	140	R			From: 28-1206					NA			NA		06/05/2002
						To: 28-1204										
(1206)	0.10	40	R			From: 28-1205					NA			NA		06/05/2002
						To: 28-1203										

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						2Axle	3+Axle	1Trail	2Trail							
Essex County																
(1210)	0.51	120	R			From: US 17 NORTH					NA		NA			1999
						To: US 17 SOUTH										
(1215)	0.10	180	R			From: US 17					NA		NA			1999
						To: 28-1216										
(1216)	0.32	90	R			From: 28-1215					NA		NA			1999
						To: 28-1217										
(1217)	0.19	20	R			From: 28-1216					NA		NA			1999
						To: Cul-de-Sac										
(1218)	0.13	70	R			From: Cul-de-Sac					NA		NA			06/05/2002
						To: 28-1217										
Town of Tannahannock																
(9123)	0.27	260	R			From: 28-657					NA		NA			05/15/2002
						To: Essex Int School										
Essex County																
(9124)	0.10	220	R			From: 28-627					NA		NA			05/30/2002
						To: 0.30 MS 28-627										
(9124)	0.03	380	R			From: 0.03 MS 28-627					NA		NA			05/30/2002
						To: Essex High School										
Town of Tannahannock																
(9125)	0.29	400	R			From: US 17					NA		NA			05/30/2002
						To: US 17; 28-1018										