

2001

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

Jurisdiction Report

28

Essex County
Town of Tappahannock

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



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



ALT - Alternate Route
Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Essex County															
17	4.67	5700	G	96%	0%	2%	0%	1%	0%	F	490	G	5800	G	2001
				From:	Middlesex County Line										
				To:	28-684 Center Cross										
17	5.64	5300	G	96%	0%	2%	0%	1%	0%	F	460	G	5400	G	2001
				From:	28-609										
				To:	US 360 Brays Fork										
17	3.03	8300	G	96%	0%	2%	0%	1%	0%	F	690	G	8500	G	2001
				From:	SCL Tappahannock										
				To:											
Town of Tappahannock															
17	2.24	27000	N	92%	0%	2%	1%	5%	0%	N	2000	N	24000	N	2001
				From:	SCL Tappahannock										
				To:	US 360 Tappahannock										
17	0.62	7300	A	92%	0%	2%	1%	5%	0%	A	960	A	6500	A	2001
				From:	NCL Tappahannock										
				To:											
Essex County															
17	2.53	7300	N	92%	0%	2%	1%	5%	0%	N	960	N	6500	N	2001
				From:	NCL Tappahannock										
				To:	28-703										
17	3.71	6400	G	92%	0%	2%	1%	5%	0%	F	470	G	5800	G	2001
				From:	28-624 Caret										
17	9.35	5500	G	92%	0%	2%	1%	5%	0%	F	400	G	5000	G	2001
				From:	28-635										
17	4.45	5200	G	92%	0%	2%	1%	5%	0%	F	380	G	4700	G	2001
				From:	Caroline County Line										
				To:											
360	0.45	8600	G	87%	1%	3%	2%	7%	0%	F	740	G	8600	G	2001
				From:	King & Queen County Line										
				To:	28-620										
360	6.41	7900	G	87%	1%	3%	2%	7%	0%	F	680	G	8000	G	2001
				From:	W US 17										
360 17	0.20	27000	G	92%	0%	2%	1%	5%	0%	F	2000	G	24000	G	2001
				From:	CL Tappahannock										
				To:											
Town of Tappahannock															
360 17	2.24	27000	N	92%	0%	2%	1%	5%	0%	N	2000	N	24000	N	2001
				From:	CL Tappahannock										
				To:	E US 17										
360	0.25	13000	G	93%	0%	3%	1%	3%	0%	F	1100	G	13000	G	2001
				From:	Essex County Line										
				To:											
Essex County															
600	0.60	47	R								NA		NA		04/23/2002
				From:	Dead End										
				To:	US 17										
600	2.51	240	R								NA		NA		1999
				From:	Middlesex County Line										
				To:											
601	2.27	120	R								NA		NA		04/23/2002
				From:	US 17										
				To:	Dead End										
602	0.65	20	R								NA		NA		04/23/2002
				From:	US 17 SOUTH										
				To:											
602	0.06	80	R								NA		NA		1999
				From:	28-719										
				To:											
602	1.65	130	R								NA		NA		1999
				From:	US 17 NORTH										
				To:	28-644										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						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	400	G	97%	1%	1%	1%	1%	0%	C	40	G	400	G	2001
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	190	G	96%	2%	1%	1%	1%	0%	C	20	G	190	G	2001
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	590	G	97%	1%	2%	0%	1%	0%	C	60	G	600	G	2001
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	660	G	96%	1%	2%	0%	1%	0%	C	60	G	660	G	2001
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	490	G	97%	1%	2%	0%	1%	0%	C	60	G	490	G	2001
						From: 28-684 To: 28-609									

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Essex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Essex County															
612	1.12	120	R			From: 28-609 To: Dead End					NA		NA		1999
613	0.59	70	R			From: 28-656 To: Dead End					NA		NA		05/28/2002
614	0.18	310	R			From: 28-684 To: US 360					NA		NA		04/08/2002
615	2.81	200	R			From: 28-691 To: 28-609					NA		NA		05/30/2002
616	0.80	320	G	93%	0%	5%	1%	1%	0%	C	30	G	320	G	2001
616	1.75	390	R			From: 28-646 To: Dead End					NA		NA		1999
Town of Tappahannock															
617	0.19	680	G	97%	0%	2%	0%	0%	0%	C	60	G	680	G	2001
Essex County															
617	1.01	330	G	97%	0%	2%	0%	0%	0%	F	30	G	330	G	2001
617	1.15	47	G	98%	0%	2%	0%	0%	0%	F	10	G	47	G	2001
618	1.39	1200	G	94%	1%	2%	1%	3%	0%	C	120	G	1200	G	2001
618	1.83	870	R			From: 28-659 To: 28-627					NA		NA		1999
619	2.84	750	G	95%	1%	1%	1%	2%	0%	F	70	G	750	G	2001
619	2.25	1600	G	95%	1%	1%	1%	2%	0%	C	140	G	1600	G	2001
619	2.78	1600	G	95%	1%	1%	1%	2%	0%	F	150	G	1600	G	2001
620	2.43	920	G	94%	2%	1%	0%	3%	0%	C	110	G	920	G	2001
620	2.84	420	G			From: King & Queen County Line To: US 360 WEST To: US 360 EAST					50	G	420	G	2001
620	2.61	830	G			From: 28-642 To: 28-619 EAST To: 28-619 WEST					80	G	840	G	2001
620	1.10	130	R			From: 28-676 To: 28-626					NA		NA		1999
620	1.40	60	R			From: 28-626 To: 28-665					NA		NA		04/08/2002
620	0.80	80	R			From: 28-665 To: 28-665					NA		NA		04/08/2002

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Essex County															
621	1.00	300	G			From: US 360 To: 28-622					30	G	300	G	2001
622	0.68	350	G	94%	0%	From: King & Queen County Line To: 28-621				F	40	G	350	G	2001
622	1.92	420	G	94%	0%	From: 28-621 To: 28-623				C	45	G	430	G	2001
622	1.05	400	G	94%	0%	From: 28-623 To: 28-647				F	40	G	410	G	2001
622	0.20	410	G	94%	0%	From: 28-647 To: 28-620				F	40	G	420	G	2001
623	0.90	80	R			From: King & Queen County Line To: 28-650 EAST					NA		NA		04/08/2002
623	2.20	40	R			From: 28-650 EAST To: 28-622					NA		NA		04/08/2002
624	0.80	280	G	96%	1%	From: 28-631 To: 28-629; 28-630				F	30	G	280	G	2001
624	3.07	310	G	96%	1%	From: 28-629; 28-630 To: US 17 NORTH				C	30	G	320	G	2001
624	0.05	50	R			From: US 17 NORTH To: 0.05 ME US 17					NA		NA		04/08/2002
624	0.67	20	R			From: 0.05 ME US 17 To: 0.72 ME US 17					NA		NA		04/08/2002
624	0.08	20	R			From: 0.72 ME US 17 To: US 17 SOUTH					NA		NA		04/08/2002
625	3.68	280	R			From: Caroline County Line To: US 17					NA		NA		04/17/2002
626	1.12	10	R			From: Dead End To: 28-620					NA		NA		04/08/2002
627	1.67	400	G			From: Caroline County Line To: 28-629					40	G	400	G	2001
627	3.52	690	G			From: 28-629 To: 28-665 WEST					60	G	690	G	2001
627	2.17	680	G			From: 28-665 WEST To: 28-717					60	G	680	G	2001
627	3.97	830	G			From: 28-717 To: 28-618					70	G	830	G	2001
627	0.99	1900	G	95%	1%	From: 28-618 To: NCL Tappahannock				F	160	G	1900	G	2001
Town of Tappahannock															
627	1.62	5400	G	95%	1%	From: NCL Tappahannock To: US 17				C	630	G	5400	G	2001
Essex County															
628	1.70	320	R			From: 28-627 To: 28-629					NA		NA		1999

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Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Essex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Essex County																
629	3.60	230	G	95%	1%	2%	0%	1%	0%	C	30	G	240	G	2001	
				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											
631	1.40	630	G	94%	1%	3%	0%	2%	0%	C	60	G	630	G	2001	
				From:	28-624											
				To:	US 17 WEST											
631	3.70	220	R								NA		NA		04/17/2002	
				From:	US 17											
				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:	28-632											
633	0.31	120	R								NA		NA		1999	
				From:	28-632											
				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	G	93%	1%	2%	0%	4%	0%	C	40	G	340	G	2001	
				From:	28-637 EAST											
				To:	US 17 WEST											
635	0.35	5	R								NA		NA		04/17/2002	
				From:	US 17 WEST											
				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:	28-639 WEST											
				To:	28-639 EAST											
637	1.59	350	G	97%	2%	1%	0%	0%	0%	F	40	G	350	G	2001	
				From:	28-639 EAST											
				To:	28-635 EAST											
637	3.99	370	G	98%	2%	1%	0%	0%	0%	C	40	G	370	G	2001	
				From:	28-635 EAST											
				To:	US 17 SOUTH											
637	2.20	120	R								NA		NA		1999	
				From:	US 17 NORTH											
				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											

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

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

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						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 Tannahannock															
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	2000	G	94%	4%	1%	0%	0%	0%	C	310	G	2000	G	2001
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	430	G	97%	1%	2%	0%	0%	0%	F	40	G	440	G	2001
Town of Tannahannock															
659	0.53	730	G	97%	1%	2%	0%	0%	0%	C	80	G	740	G	2001
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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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						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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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						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	G	92%	0%	2%	1%	4%	0%	F	150	G	1700	G	2001
						From: 28-620									
(684)	2.69	1700	G	92%	0%	2%	1%	4%	0%	C	150	G	1700	G	2001
						From: 28-614									
(684)	0.74	1200	G	92%	0%	2%	1%	4%	0%	F	110	G	1200	G	2001
						From: 28-612									
(684)	0.87	1200	G	92%	0%	2%	1%	4%	0%	F	100	G	1200	G	2001
						From: 28-648									
(684)	0.68	990	G	92%	0%	2%	1%	4%	0%	F	80	G	1000	G	2001
						From: 28-611									
(684)	1.12	970	G	92%	0%	2%	1%	4%	0%	F	80	G	980	G	2001
						From: 28-610									
(684)	0.24	950	G	90%	1%	2%	1%	6%	0%	F	80	G	960	G	2001
						From: 28-634									
(684)	0.07	1000	G	90%	1%	2%	1%	6%	0%	F	80	G	1000	G	2001
						From: 28-607 WEST									
(684)	0.82	900	G	90%	1%	2%	1%	6%	0%	F	80	G	910	G	2001
						From: 28-607 EAST									
(684)	2.64	920	G	90%	1%	2%	1%	6%	0%	C	80	G	930	G	2001
						From: 28-605 WEST									
(684)	2.03	310	G								30	G	310	G	2001
						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 Tannahannock															
(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 Tannahannock															
(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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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						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	240	G	89%	0%	2%	0%	8%	0%	C	20	G	240	G	2001
(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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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						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															
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: US 17					NA	NA			05/21/2002
						To: Dead End									
1002	0.10	470	R			From: US 17; 28-1023					NA	NA			05/15/2002
						To: Dead End									
1003	0.20	1300	R			From: 28-1010					NA	NA			05/15/2002
						To: 28-1020									
1003	0.09	850	R			From: US 17 NORTH					NA	NA			05/15/2002
						To: 28-1004									
1003	0.14	710	R			From: 28-1004					NA	NA			05/21/2002
						To: Dead End									
1003	0.06	150	R			From: Dead End					NA	NA			05/21/2002
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Tappahannock															
(1004)	0.03	70	R			From: Dead End					NA	NA		05/15/2002	
(1004)	0.12	280	R			From: 28-1011					NA	NA		05/15/2002	
(1004)	0.34	2600	R			From: 28-1008					NA	NA		05/15/2002	
(1004)	0.06	2600	R			From: US 360					NA	NA		05/15/2002	
(1004)	0.13	100	R			From: 28-657					NA	NA		05/15/2002	
(1005)	0.04	70	R			From: Dead End					NA	NA		05/15/2002	
(1005)	0.16	870	R			From: 28-1006					NA	NA		05/15/2002	
(1005)	0.14	1700	R			From: US 17					NA	NA		05/21/2002	
(1005)	0.10	350	R			From: 28-1004					NA	NA		05/21/2002	
(1005)	0.02	60	R			From: 28-1013					NA	NA		05/30/2002	
(1006)	0.23	80	R			From: END LOOP					NA	NA		05/15/2002	
(1006)	0.24	260	R			From: 28-1005					NA	NA		05/21/2002	
(1006)	0.14	280	R			From: US 17					NA	NA		05/21/2002	
(1007)	0.14	180	R			From: 28-1004					NA	NA		1999	
(1007)	0.17	430	R			From: US 17					NA	NA		1999	
(1008)	0.07	3400	R			From: 28-1003					NA	NA		1999	
(1008)	0.13	1900	R			From: 28-1022					NA	NA		1999	
(1009)	0.14	270	R			From: 28-1004					NA	NA		1999	
(1010)	0.17	100	R			From: 28-1010					NA	NA		1999	
(1010)	0.03	800	R			From: Dead End					NA	NA		1999	
(1010)	0.10	610	R			From: 28-1009					NA	NA		1999	
(1010)	0.23	800	R			From: 28-1020; 28-1025					NA	NA		1999	
(1010)						From: 28-1020; 28-1025					NA	NA		1999	
(1010)						From: 28-1016					NA	NA		1999	
(1010)						From: US 17					NA	NA		1999	

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						2Axle	3+Axle	1Trail	2Trail						
Town of Tappahannock															
1011	0.07	450	R			From: US 17					NA		NA		1999
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									
1026	0.13	140	R			From: 28-1010					NA		NA		1999
						To: 28-1027									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Tappahannock															
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									
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 Tappahannock															
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									
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									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Essex County															
(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: 28-1031 NORTH					NA	NA			05/30/2002
						To: 28-1045									
(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 EAST					NA	NA			1999
						To: 28-1060									
(1061)	0.12	20	R			From: Cul-de-Sac					NA	NA			1999
						To: 28-1063; 28-1060 W									
(1062)	0.09	7	R			From: Cul-de-Sac					NA	NA			1999
						To: 28-1062; 28-1060 W									
(1063)	0.18	140	R			From: 28-1060 EAST					NA	NA			1999
						To: Cul-de-Sac									
(1063)	0.14	70	R			From: Cul-de-Sac					NA	NA			1999
						To: 28-1065									
(1064)	0.15	7	R			From: Cul-de-Sac					NA	NA			1999
						To: Cul-de-Sac									
(1065)	0.23	47	R			From: 28-1064					NA	NA			05/30/2002
						To: 28-619									
(1070)	0.79	200	R			From: Dead End					NA	NA			06/05/2002
						To:									

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						2Axle	3+Axle	1Trail	2Trail						
Essex County															
(1101)	0.17	10	R			From: US 17 WEST					NA		NA		05/28/2002
(1101)	0.24	120	R			To: 28-611					NA		NA		05/28/2002
(1102)	0.55	50	R			From: US 17 WEST					NA		NA		05/28/2002
(1102)						To: US 17 EAST									
(1103)	0.70	30	R			From: US 17					NA		NA		05/28/2002
(1103)	0.02	40	R			To: 0.70 MS US 17					NA		NA		05/28/2002
(1105)	0.16	NA				From: Dead End/					NA		NA		
(1105)						To: 28-00611(B)/									
(1201)	0.19	100	R			From: 28-1202 WEST					NA		NA		1999
(1201)	0.03	230	R			To: 28-1202 EAST					NA		NA		1999
(1201)	0.03	430	R			From: 28-703					NA		NA		1999
(1201)	0.42	160	R			To: 28-1203 WEST					NA		NA		1999
(1201)						From: 28-1203 EAST									
(1202)	0.31	70	R			From: 28-1201 WEST					NA		NA		1999
(1202)						To: 28-1201 EAST									
(1203)	0.49	70	R			From: 28-1201 WEST					NA		NA		06/05/2002
(1203)	0.07	80	R			To: 28-1201 EAST					NA		NA		06/05/2002
(1203)	0.06	60	R			From: 28-1204					NA		NA		06/05/2002
(1203)	0.13	30	R			To: 28-1206					NA		NA		06/05/2002
(1203)						From: 28-1205									
(1204)	0.45	230	R			From: 28-703					NA		NA		1999
(1204)						To: 28-1203									
(1205)	0.18	70	R			From: 28-1203					NA		NA		06/05/2002
(1205)	0.06	140	R			To: 28-1206					NA		NA		06/05/2002
(1205)						From: 28-1204									
(1206)	0.10	40	R			To: 28-1205					NA		NA		06/05/2002
(1206)						From: 28-1203									
(1210)	0.51	120	R			From: US 17 NORTH					NA		NA		1999
(1210)						To: US 17 SOUTH									
(1215)	0.10	180	R			From: US 17					NA		NA		1999
(1215)						To: 28-1216									

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