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 30^{th} 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

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Essex Main	enance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr e 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Essex County				From:			TITAL	ZIIdii		Tioui				
17	4.67	5700	G	96%	0% 2%		1%	0%	F	490	G	5800	G	2001
17)	5.64	5300	G	96%	0% 2%	0%	1%	0%	F	460	G	5400	G	2001
(17)	3.03	8300	G	From: 96%	0% 2%	-609 0 %	1%	0%	F	690	G	8500	G	2001
17)	0.20	27000	G	To: From: 92%	US 360 I 0% 2%	Brays Fork 1%	5%	0%	F	2000	G	24000	G	2001
				To:		pahannock								
Town of Tannahannock				From:	COL T	1 1		1						
17	2.24	27000	N	92%	0% 2%	pahannock 1%	5%	0%	N	2000	N	24000	N	2001
17	0.62	7300	Α	From: 92%	0% 2%		5%	0%	Α	960	Α	6500	Α	2001
				To:	NCL Tap	pahannock								
Essex County				From:	NCL Tap	pahannock								
17)	2.53	7300	N	92%	0% 2%	1%	5%	0%	N	960	N	6500	N	2001
17)	3.71	6400	G	92%	0% 2%		5%	0%	F	470	G	5800	G	2001
<u>17</u>	9.35	5500	G	From: 92%	28-62 0% 2%	4 Caret 1%	5%	0%	F	400	G	5000	G	2001
	4.45	5200	G	From: 92%	0% 2%	-635 1%	5%	0%	F	380	G	4700	G	2001
17	4.43	3200		70:		County Line	3 /0	0 76	'	300		4700		2001
(360)	0.45	8600	G	From: 87%	King & Quee 1% 3%		7%	0%	F	740	G	8600	G	2001
(360)	6.41	7900	G	From: 87%	1% 3%	-620 2 %	7%	0%	F	680	G	8000	G	2001
				To:	WI	JS 17								
360 [17]	0.20	27000	G	92% To:	0% 2%	1%	5%	0%	F	2000	G	24000	G	2001
					CL Tapp	ahannock								
Town of Tannahannock				From:	CL Tapr	ahannock								
360 (17)	2.24	27000	N	92%	0% 2%	1%	5%	0%	N	2000	N	24000	N	2001
(360)	0.25	13000	G	93%	0% 3%		3%	0%	F	1100	G	13000	G	2001
Essay County				To:	Essex Co	ounty Line								
Essex County				From:	Dea	d End								
600	0.60	47	R	T						NA		NA		04/23/2002
(600)	2.51	240	R	From:	U	S 17				NA		NA		1999
				To:	Middlesex	County Line								
(601)	2.27	120	R	From:	US	S 17				NA		NA		04/23/2002
				To:	Dea	d End								
602	0.65	20	R	From:	US 17	SOUTH				NA		NA		04/23/2002
	0.06	90		To: From:	28	-719				NIA		NIA		1000
602)	0.06	80	R	To	US 17	NORTH				NA		NA		1999
602	1.65	130	R	From:				_		NA		NA		1999
				To:	28	-644								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Essex County				. 1				HHAII	ZIIdii		Houi				
(602)	1.35	400	R	From:		28-64	4		_		NA		NA		1999
				To:		28-68	4								
603	0.82	60	R	From:		28-60	2				NA		NA		05/28/2002
603	0.02			To:		28-68	4				14/1		10.		00/20/2002
			_	From:	King	g & Queen C	County Line	2							1000
604)	1.20	210	R						7		NA		NA		1999
604)	1.20	230	R	From:		28-71	9				NA		NA		1999
				To:		28-68	4								
605	1.10	20	R	From:		28-684 W	EST				NA		NA		04/23/2002
605)	1.10	20	IX.	To:		28-684 E	AST				IVA		IVA		04/20/2002
				From:		28-60			J						
606	2.39	400	G	97%	1%	1%		1%	0%	С	40	G	400	G	2001
606)	1.39	50	R	From:		US 17	7				NA		NA		05/28/2002
000				To:		Dead E	nd								
	1.20	60	Б	From:	King	g & Queen C	County Line	9			NA		NIA		04/22/2002
607	1.20	60	R	To:		28-612 SC	UTH		7		INA		NA		04/23/2002
	2.73	60	R	From:		28-612 NO					NA		NA		04/22/2003
607	2.73	00	K	To:		28-684 W	EST				INA		INA		04/23/2002
607	2.41	200	R	From:		28-684 E	AST				NA		NA		04/23/2002
607)	2.41	200	IX.	To:		US 17 SO]		IVA		IVA		04/20/2002
607	1.13	190	G	96%	2%	US 17 NO 1%	1%	1%	⅃ 0%	С	20	G	190	G	2001
607)				To		28-60		.,,	٦						
607)	1.20	240	R	From:					_		NA		NA		05/28/2002
				To: From:		Dead E			1						
608)	0.30	60	R	Troin.		Dead E	nd				NA		NA		04/23/2002
				To:		28-60	7								
600	3.89	590	G	97%	1%	28-61 2%	0%	1%	0%	С	60	G	600	G	2001
609	0.00	330		To:	1 70	US 17		1 70							2001
				From:		28-68	4								
610	3.18	70	R	To:		US 17	7		7		NA		NA		1999
				From:		28-68									
611	3.32	400	R						_		NA		NA		1999
	1.61	660		From:	10/	US 17	7 0%	10/			60		660		2001
611	1.61	660	G	96%	1%	2%		1%	0% ¬	С	60	G	660	G	2001
611)	1.49	190	R	From		28-61	υ				NA		NA		1999
				To:		Dead E			<u> </u>						
(612)	2.03	210	R	From:	King	g & Queen C	County Line	2			NA		NA		1999
612)	2.00	210		To:		28-607 NO)RTH				11/7		INA		1000
612	1.79	290	R	From:		20-00/ NC	/N 111				NA		NA		1999
				To: From:		28-68]—						
612	0.34	490	G	97%	1%	2%	0%	1%	0%	С	60	G	490	G	2001
$\overline{}$				To:		28-60	9								

						Maintena									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Essex County						ZAXIE 3	TAXIE	IIIali	ZIIdli		Houi				
	1.12	120	R	From:		28-609					NA		NA		1999
612	1.12	120	ĸ	To:		Dead End	i		7		INA		INA		1999
				From:		28-656			İ						
(613)	0.59	70	R								NA		NA		05/28/2002
$\bigcup_{i=1}^{n}$				То:		Dead End	d								
	0.40	240	,	From:		28-684					NIA		NIA		0.4/0.0/0.00
614)	0.18	310	R	To:		US 360			1		NA		NA		04/08/200
				From:		28-691									
615	2.81	200	R	<u>. </u>							NA		NA		05/30/200
				To:		28-609									
\bigcirc			_	From:	201	28-611	101	101		_				_	2221
616	0.80	320	G	93%	0%	5%	1%	1%	0%	С	30	G	320	G	2001
\bigcirc	4.75	200		From:		28-646			_		NIA		NIA		4000
616)	1.75	390	R	To:		Dead End	1		7		NA		NA		1999
Town of Tannahannoc	l _z					Dedd Like									
Town or Tannahamine				From:		US 17									
(617)	0.19	680	G	97%	0%	2%	0%	0%	0%	С	60	G	680	G	2001
				To:	EC	CL Tappahai	nnock								
Essex County				From:	EC	CL Tappahai	nnock								
617)	1.01	330	G	97%	0%	2%	0%	0%	0%	F	30	G	330	G	2001
				To: From:		28-697									
617)	1.15	47	G	98%	0%	2%	0%	0%	0%	F	10	G	47	G	2001
				To:		Dead End	d								
	1.39	1200	G	94%	1%	28-619 2%	1%	3%	 0%	С	120	G	1200	G	2001
618)	1.39	1200	G	34 /0	1 /0		1 /0	3 /0	7	C	120	G	1200	G	2001
640	1.83	870	R	From:		28-659					NA		NA		1999
618)	1.00	070	• • • • • • • • • • • • • • • • • • • •	To:		28-627			1		1471		107.		1000
				From:	King &	& Queen Co	unty Lin	e							
619	2.84	750	G	95%	1%	1%	1%	2%	0%	F	70	G	750	G	2001
				To: From:		28-620 WE	ST]						
619	2.25	1600	G	95%	1%	1%	1%	2%	0%	С	140	G	1600	G	2001
				To: From:		28-618]——						
619	2.78	1600	G	95%	1%	1%	1%	2%	0%	F	150	G	1600	G	2001
				To:		US 360			<u> </u>						
(620)	2.43	920	G	94%	2%	& Queen Co 1%	unty Lin	3%	0%	С	110	G	920	G	2001
620	2.40	320	J	To:		US 360 WE		070	٦	Ü	110	Ü	020	Ü	2001
\bigcirc	0.04			From:		US 360 EA	ST					_	400	_	0004
620	2.84	420	G						_		50	G	420	G	2001
	2.61	830	G	From:		28-642			_		80	G	840	G	2001
620	۷.0۱	030	G	To:		28-619 EAS	ST		1		OU	G	O + U	G	2001
\bigcirc				From:		28-619 WE									
620	1.10	130	R	_							NA		NA		1999
				To: From:		28-676]						0.4/0.0:==:
620	1.40	60	R								NA		NA		04/08/2002
	0.00			To: From:		28-626					NIA		N.A		04/00/000
620	0.80	80	R	To:		28-665			7		NA		NA		04/08/2002
						28-003			1						

					∟sse	x Mainten									
Route	Length	AADT	QA	4Tire	Bus	2010				QC	Design	QK	AAWDT	QW	Year
Essex County								1Trail	ZTraii		Hour				
	1.00	300	G	From:		US 360	0				30	G	300	G	2001
(621)	1.00	300	•	To:		28-622	2				30	0	300	0	2001
				From:	King	g & Queen C	ounty Line	2							
622	0.68	350	G	94%	0%	2%	1%	3%	0%	F	40	G	350	G	2001
	4.00	400		From:	00/	28-621		00/			4.5		400		0004
622	1.92	420	G	94%	0%	2%	1%	3%	0%	С	45	G	430	G	2001
622	1.05	400	G	From: 94%	0%	28-623 2 %	1%	3%	0%	F	40	G	410	G	2001
022				To:		28-647									
622	0.20	410	G	94%	0%	2%	1%	3%	0%	F	40	G	420	G	2001
				To:		28-620									
	0.90	80	R	From:	King	g & Queen C	ounty Line	2			NA		NA		04/08/2002
623)	0.90	80	K	To		20.650 E	· cm		_		INA		IVA		04/00/2002
623)	2.20	40	R	From:		28-650 EA	ASI				NA		NA		04/08/2002
023)				To:		28-622	2								
				From:		28-631									
624	0.80	280	G	96%	1%	1%	0%	1%	0%	F	30	G	280	G	2001
	2.27			From:	40/	28-629; 28		40/]				200		0004
624	3.07	310	G	96%	1%	2%	0%	1%	0%	С	30	G	320	G	2001
	0.05	50	R	From:		US 17 NO	RTH				NA		NA		04/08/2002
624)	0.03	30	K	To:		0.05 ME I	IC 17		_		INA		INA		04/00/2002
624)	0.67	20	R	From:		0.05 ME U	15 1 /				NA		NA		04/08/2002
024)				To: From:		0.72 ME U	IS 17								
624)	0.08	20	R	From:		0.72 1112 0	.5 17				NA		NA		04/08/2002
				To:		US 17 SO	UTH								
\bigcirc	0.00	000	-	From:	C	Caroline Cour	nty Line				NIA		NIA		0.4.47.0000
625)	3.68	280	R	To:		US 17	,		1		NA		NA		04/17/2002
				From:		Dead E			1						
626	1.12	10	R						<u></u>		NA		NA		04/08/2002
				To:		28-620									
607	1.67	400	G	From:	C	Caroline Cour	nty Line				40	G	400	G	2001
(627)	1.07	400	G	To		20.626			_		40	J	400	O	2001
627)	3.52	690	G	From:		28-629)				60	G	690	G	2001
627				To		28-665 W	EST		1						
627)	2.17	680	G	From:							60	G	680	G	2001
				To: From:		28-717	7								
627	3.97	830	G	1000					_		70	G	830	G	2001
				To: From:		28-618									
627	0.99	1900	G	95% To:	1%	1% NCL Tappah	0%	2%	0%	F	160	G	1900	G	2001
Town of Tonnahannash					1	теп таррап	amock								
Town of Tappahannock				From:		NCL Tappah									
627	1.62	5400	G	95%	1%	1%	0%	2%	0%	С	630	G	5400	G	2001
				To:		US 17									
Essex County				From:		28-627	7								
628)	1.70	320	R						_		NA		NA		1999
				To:		28-629)								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		- QC	Design	QK	AAWDT	QW	Year
Essex County						2Axle	3+Axle	1Trail	2Trail		Hour				
629	3.60	230	G	95%	1%	28-62 2%	0%	1%	0%	С	30	G	240	G	2001
029				To:		28-62		.,,							
				From:		16-63	5								
630	4.29	260	R	_					_		NA		NA		04/17/200
				To:		28-62									
	3.80	180	R	From:		28-63	5				NA		NA		04/17/200
631)	3.00	100	IX.	т		20.62			_		INA		INA		04/11/200
621)	1.40	630	G	From: 94%	1%	28-62 3 %	0%	2%	0%	С	60	G	630	G	2001
631)				To:	.,,	US 17 W									
	0.70		_	From:		US 1	7				NIA		NIA		04/47/000
631)	3.70	220	R	To:		Dead E	and		_		NA		NA		04/17/200
				From:		28-63									
632	4.00	120	R			28-03					NA		NA		1999
002)				To:		Dead F	End								
				From:		US 17 SC	UTH								
633)	0.10	180	R								NA		NA		04/08/200
				To: From:		0.10 MN I	US 17								
633)	0.84	40	R								NA		NA		04/08/200
<u> </u>				From:		28-63	2]—						
633)	0.31	120	R	To:		LIC 17 NO	DTH		7		NA		NA		1999
				From:		US 17 NO									
634)	0.05	20	R			28-68	4		_		NA		NA		04/23/200
634)	0.00			To:		Dead E	End								0 11 201 200
				From:		16-63	0								
635)	5.69	190	R						_		NA		NA		04/17/200
				To: From:		28-637 W 28-637 E			-						
635	2.85	330	G	93%	1%	2%		4%	0%	С	40	G	340	G	2001
				To		US 17 W									
635)	0.35	5	R	From:		0017 11	201				NA		NA		04/17/200
				To:		US 17 E.	AST								
				From:	(Caroline Cou	ınty Line								
636)	1.20	50	R	To:		20.62	-		_		NA		NA		1999
				From:		28-63									
(627)	2.90	80	R	rioii.	(Caroline Cou	inty Line				NA		NA		1999
637)			• • • • • • • • • • • • • • • • • • • •	To:		28-639 W	TECT								.000
637)	0.40	310	R	From:		28-039 W	VES1				NA		NA		1999
037)				To		28-639 E	AST								
637 637	1.59	350	G	97%	2%	1%	0%	0%	0%	F	40	G	350	G	2001
001)				To		28-635 E									
637)	3.99	370	G	98%	2%	1%	0%	0%	0%	С	40	G	370	G	2001
				To:		US 17 SC									
627	2.20	120	R	From:		US 17 NO)KTH		_		NA		NA		1999
637)	2.20	.20	1	To:		Dead F	End		7		. 47 1		. 4/ \		.000
				From:		US 1									
638)	1.00	40	R								NA		NA		04/17/200
				To:		Dead E	End								
		_	_	From:		28-62	5								
639	2.49	50	R	To:		20 (40 11	TECT		_		NA		NA		1999
				4.00		28-640 W	ESI								

					Essex Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(Design Hour	QK AAWDT (QW Year
Essex County				From:	28-640 WEST				
639	1.20	160	R		20-040 WEST		NA	NA	1999
				To: From:	28-640 EAST				
639	1.00	170	R				NA	NA	1999
				To: From:	28-637 WEST 28-637 EAST				
639	1.70	80	R	<u> </u>	20-037 E/131		NA	NA	1999
033)				To:	28-635				
				From:	28-637	1			
640	1.30	60	R	·			NA	NA	04/17/200
				To: From:	28-639 WEST				
	3.01	160	R	FIOIII.	28-639 EAST		NA	NA	04/17/200
640	3.01	160	K	To:	US 17	\neg	INA	INA	04/17/200
				From:	28-625				
641)	3.17	60	R		26-023	—	NA	NA	1999
041)			••	To:	US 17	\neg			
				From:	28-620				
642	1.26	140	R	ļ.		—	NA	NA	04/08/200
				To:	Dead End				
				From:	28-629				
643)	0.10	90	R			<u> </u>	NA	NA	1999
				To:	28-624				
_				From:	28-602				
644)	0.58	260	R				NA	NA	05/28/200
				To: From:	28-656				
644)	0.80	40	R				NA	NA	05/28/200
$\bigcup_{i=1}^{n}$				To:	Dead End				
\bigcirc				From:	28-606				
645)	1.16	350	R	. —		 i	NA	NA	05/28/200
				To:	Dead End				
	0.54	00	_	From:	28-616		NA	NIA	1000
646	0.54	80	R				INA	NA	1999
	0.50			From:	28-666				05/00/00
646	0.52	30	R	To:	D 15 1	_	NA	NA	05/30/200
					Dead End				
	0.20	20	В	From:	28-622		NA	NA	1999
647)	0.20	30	R	To:	28-620	\neg	INA	INA	1999
				From:					
648)	0.20	10	R		28-684		NA	NA	04/23/200
040	0.20			To:	Dead End	\neg	1.0.1	10.1	0 1/20/200
				From:	28-684				
649	0.10	80	R	<u> </u>	20-004		NA	NA	04/23/200
0,10				To:	28-604				
				From:	King & Queen County Line				
650	1.90	110	R	<u>-</u>			NA	NA	1999
				To:	28-623 EAST				
	2.06	200	Б	From:	28-623 WEST		NΙΛ	NIA	1000
650	2.06	200	R	To:	28-619	\neg	NA	NA	1999
				From:					
(F)	0.40	140	R	110111.	0.40 MS 28- 607		NA	NA	05/28/200
651)	0.40	140	ĸ			_	INA	INA	03/20/200
	0.00			From:	28-607		.		4000
651)	0.26	30	R	Te:	0.2(3.0).20.705	$\overline{}$	NA	NA	1999
				To:	0.26 MN 28-607	L			

				LSSEX IVIA	interiance A	еа							
Length	AADT	QA	4Tire	Rue				QC	Design Hour	QK	AAWDT	QW	Year
			From:		IIS 17		I						
1.40	48	R			05 17				NA		NA		05/28/2002
			To:	D	ead End								
0.00	00		From:		28-606				NIA		NIA		4000
0.89	80	R					_		NA		NA		1999
0.38	40	Р	From:		28-694				NΔ		NΔ		05/28/2002
0.50		1	To:	D	ead End		1		INA		IVA		03/20/200
			From:	D	ead End								
0.40	4	R							NA		NA		04/17/200
			From:	0.40 M	IW Dead End]						
0.06	30	R					_		NA		NA		04/17/200
1.00			From:		US 17				NIA		NIA		04/47/000
1.00	20	ĸ	To:	D	ead End		1		NA		INA		04/17/200
			From:										
0.30	60	R							NA		NA		04/08/2002
			To:		28-611								
0.00	400		From:		28-644				NIA		NIA		1000
0.90	190	ĸ					_		NA		INA		1999
0.35	100	R	From:		28-613				NA		NA		1999
0.00	100		To:	0.35	ME 28-613		1						1000
k													
	560	В	From:	D	ead End				NΙΔ		NΙΛ		1999
0.20	560	ĸ	т	20.40			_		INA		INA		1999
0.24	890	R	From:	28-10	129 NORTH				NA		NA		1999
			To:	0.24 N	AW 28 1010								
0.36	2000	G	94%			0%	0%	С	310	G	2000	G	2001
			Tor		US 17		1						
0.14	240	R	110111.						NA		NA		1999
			From:	2	28-1004]						
0.08	40	R	To:	D	I D I		_		NA		NA		1999
			10.	D	ead End								
			From:		28-637								
1.00	50	R					_		NA		NA		1999
0.30	30	R	From:	D	ead End				NA		NA		04/08/2002
0.00			To		20 610								0 11 00/2002
2.66	430	G	97%			0%	0%	F	40	G	440	G	2001
			To:	;	SR 310								
k			Erom:		ED 210		1						
0.53	730	G				0%	0%	С	80	G	740	G	2001
			To:									_	
1 10	210	D	From:	D	ead End				NIA		NΙΔ		05/28/2002
1.10	210	ri	To:		28-684		1		INA		INA		0012012002
			From:										
3.45	50	R							NA		NA		04/17/2002
			To:	D	ead End]						
	1.40 0.89 0.38 0.40 0.06 1.60 0.30 0.90 0.35 0.28 0.24 0.36 0.14 0.08 1.00 0.30 2.66	1.40 48 0.89 80 0.38 40 0.40 4 0.06 30 1.60 20 0.30 60 0.90 190 0.35 100 0.24 890 0.24 890 0.36 2000 0.14 240 0.08 40 1.00 50 0.30 30 2.66 430	1.40	1.40	Length AADT QA 4Tire Bus 2A 1.40 48 R 1.60 0.89 80 R 1.60 20 R	Length AADT QA 4Tire Bus Trans	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 1.40 48 R	Length AADT QA 4Tire Bus Truck 2Axis 3+Axis 1Trail 2Trail 2Trail 2Trail 2	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail 2Trail 2Axie 3+Axie 3+Axie	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail QC Design Hour	Length AADT QA 4Tire Bus 2Axide 3+Axide 1Trail 2Trail 2Trail QC Design Hour QK	Length AADT QA	Length AADT QA 4Tire Bus 2Avide 34vAve 1Trail 2Trail QC Design Hour QK AAWDT QW

					Essex	Mainten									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
	3		-			2Axle	3+Axle	1Trail	2Trail		Hour				
Essex County				From:		US 17	7								
662	2.95	110	R	т		20.61			_		NA		NA		1999
				To: From:		28-61									
663	0.20	40	R	rioni.		Dead E	nd		_		NA		NA		05/28/2002
003)				To:		US 17	7								
				From:		Dead E	nd								
664	0.25	10	R						_		NA		NA		1999
				To:		28-670									
665	0.62	70	R	From:		28-627 W	/EST				NA		NA		04/08/2002
665	0.02			To:		28-627 E	AST								0 1700/2002
				From:		Dead E	nd								
666	0.50	60	R						_		NA		NA		05/30/2002
				To:		28-640									
607	0.30	40	R	From:		Dead E	ind		_		NA		NA		1999
667	0.50	40	K	To:		28-684	4		\exists		INA		INA		1999
				From:		28-602									
668	1.45	110	R						_		NA		NA		05/28/2002
				To:		Dead E	nd								
	0.25	20		From:		28-62	7				NIA		NIA		04/00/0000
669	0.25	20	R	To:		28-62	7		\neg		NA		NA		04/08/2002
				From:		US 17									
670	0.55	80	R	<u> </u>		001,	,		1		NA		NA		1999
				To: From:		28-664	4		 ——						
670	0.05	70	R						_		NA		NA		1999
				To:		Dead E	nd								
	0.40	400		From:		Dead E	nd				NIA		NIA		04/00/0000
671)	0.40	190	R	To:		28-659	9		\neg		NA		NA		04/08/2002
				From:		28-600									
(672)	0.60	60	R				-				NA		NA		04/23/2002
				To:		Dead E	nd								
\bigcirc	0.04			From:		Dead E	nd								0.4/00/0000
673	0.61	20	R	To:		28-60:	5		1		NA		NA		04/23/2002
				From:		US 17									
674)	1.41	40	R	<u> </u>		0317	/				NA		NA		04/08/2002
				To:		Dead E	ind								
				From:		28-639	9								
675)	1.00	20	R	To:		D 15	1		_		NA		NA		04/17/2002
				From:		Dead E									
676	0.25	80	R			28-620	U		_		NA		NA		04/08/2002
070				To:		Dead E	nd								
				From:		28-600	6								
677)	1.05	70	R	To:		ъ			_		NA		NA		05/28/2002
				To:		Dead E									
678)	0.30	10	R	From:		28-662	2				NA		NA		05/30/2002
0/8)	0.50	10	17	To:		Dead E	nd		1		IN/A		1 1/7		30,00,2002
				From:		Dead E			_						
679	0.25	20	R						_		NA		NA		04/17/2002
$\mathcal{L}_{\mathcal{L}}$				To:		28-62	4								

					Esse	x Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Essex County				From:		28-616			1						
680	0.30	120	R						- -,		NA		NA		1999
				To: From:		0.30 ME 28 0.30 ME 28									
680	0.36	40	R	To:		Dead E	nd		<u> </u>		NA		NA		05/30/2002
	0.61	_	R	From:		US 17	,				NA		NA		1999
<u>(681)</u>	0.01	5		To:		US 17	1]		INA		INA		1999
693	0.55	47	R	From:		Dead E	nd				NA		NA		04/23/2002
682				To:		28-719)		1						
683	0.55	80	R	From:		Dead E	nd				NA		NA		04/08/2002
				То:		28-620			<u> </u>						
684	0.24	1700	G	92%	0%	28-620 2 %	1%	4%	0%	F	150	G	1700	G	2001
	0.00	4700		From:	00/	28-614		40/]		450		4700		
684)	2.69	1700	G	92%	0%	2%	1%	4%	0%	С	150	G	1700	G	2001
684)	0.74	1200	G	92%	0%	2%	1%	4%	0%	F	110	G	1200	G	2001
	0.87	1200	G	From: 92%	0%	28-648 2%	1%	4%	0%	F	100	G	1200	G	2001
684				To: From:		28-611	[
684)	0.68	990	G	92%	0%	2%	1%	4%	0%	F	80	G	1000	G	2001
684)	1.12	970	G	From: 92%	0%	28-610 2%	1%	4%	0%	F	80	G	980	G	2001
				From:	10/	28-634		201	<u> </u>						
684)	0.24	950	G	90%	1%	2% 28-607 W	1% FST	6%	0%	F	80	G	960	G	2001
684)	0.07	1000	G	90%	1%	2%	1%	6%	0%	F	80	G	1000	G	2001
684)	0.82	900	G	From: 90%	1%	28-607 EA	AST 1%	6%	0%	F	80	G	910	G	2001
004)				To: From:		28-605 W									
(684)	2.64	920	G	90%	1%	2%	1%	6%	0%	С	80	G	930	G	2001
684	2.03	310	G	From:		US 17	<u> </u>				30	G	310	G	2001
	0.40			From:		28-713	3				NIA.		NIA		4000
684)	0.16	80	R	To:		Dead E	nd		1		NA		NA		1999
	0.95	60	R	From:		28-606	5				NA		NA		05/28/2002
(885)	0.95		Λ	To:		Dead E	nd		1		INA		INA		03/20/2002
686)	0.30	20	R	From:		28-662	2				NA		NA		05/30/2002
				То:		Dead E	nd		1						
687)	0.45	90	R	From:		Dead E	nd				NA		NA		1999
				To:		28-629]						
688	0.38	40	R	From:		Dead E			_ _		NA		NA		04/17/2002
				To: From:		28-637									
689	0.95	80	R			US 17			_ _		NA		NA		04/08/2002
				To:		Dead E	nd								

					Esse	x Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Essex County								TITAL	ZIIali		rioui				
(690)	0.15	7	R	From:		28-60	03				NA		NA		05/28/2002
(090)				To:		Dead l	End								00/20/2002
				From:		US 360 N	ORTH								
691)	1.21	190	R						_		NA		NA		1999
604)	0.34	250	R	From:		28-6	15				NA		NA		1999
691)	0.04	200		To:		US 360 S	OUTH				IVA		IVA		1000
				From:		28-6	17								
692	0.74	120	R	To:		Dead l	End		_		NA		NA		1999
				From:		Dead 1									
693)	0.47	80	R	<u> </u>		Dead	Liid		_		NA		NA		04/08/2002
				To:		28-62	20								
	0.25	100	В	From:		28-65	53				NA		NA		05/28/2002
694)	0.25	100	R	To:		Dead l	End		1		INA		INA		03/26/2002
				From:		28-6	15								
695)	0.45	60	R	_					_		NA		NA		1999
				To: From:		Dead 1									
(696)	0.25	40	R	Troin.		28-63	35				NA		NA		1999
				To:		Dead l	End								
	2.21		_	From:		28-6	17								1000
697)	0.61	180	R	To:		Dead l	End		_		NA		NA		1999
Town of Tannahannock				ı		Dead	- I								
	0.05	4000	_	From:		US 17 SC	OUTH				NIA		N14		1000
698)	0.35	1600	R						_		NA		NA		1999
(698)	0.59	2600	R	From:		28-10	36				NA		NA		1999
090)	0.00		.`	To:		US 17 N	ORTH								1000
Essex County				r											
699	0.37	80	R	From:		28-62	25				NA		NA		1999
099				To:		Dead l	End								
Town of Tannahannock				From:											
(700)	0.07	650	R	Piolii.		28-627 ; 2	28-723		_		NA		NA		05/15/2002
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				To:		Dead l	End								
Essex County				From:		D 11	D 1								
701)	0.20	20	R	rioin.		Dead 1	End		_		NA		NA		04/08/2002
(101)				To:		28-62	20								
\bigcirc				From:		US 1	.7								
702	0.40	70	R	To:		Dead 1	End		7		NA		NA		1999
				From:		US 1									
703	1.05	900	R								NA		NA		1999
				To: From:		28-12	04								
703	0.08	570	R	To:		20.12	01		_		NA		NA		1999
				From:		28-12 Dead 1			 						
704)	0.80	260	R			Dead	DHU.		_		NA		NA		1999
				To:		28-6	19								

					Essex Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		- QC	Design Hour	QK	AAWDT	QW	Year
Town of Tappahannock (705)	0.11	100	R	From:	Dead End			NA		NA		1999
				To:	28-627							
\bigcirc	0.00		_	From:	28-659			NIA		NIA		05/45/000/
706	0.30	70	R	To:	Dead End	_		NA		NA		05/15/2002
Essex County					Dead Life							
_				From:	US 360							
(707)	0.19	370	R	To:	20 (20			NA		NA		04/08/2002
				From:	28-620	_						
708)	0.53	1600	R		US 360			NA		NA		1999
				To:	Dead End							
				From:	US 17							
709	0.03	40	R	To:		_		NA		NA		04/23/2002
				From:	28-720							
710	0.07	100	R	rion.	Dead End			NA		NA		04/08/2002
710				To:	US 17							
				From:	28-611							
711)	0.71	48	R			_		NA		NA		1999
				To: From:	28-646							
(712)	0.45	90	R	From:	US 17			NA		NA		1999
712	0.40			To:	Dead End			107.		147 (1000
				From:	28-684							
713	0.50	100	R			_		NA		NA		1999
				To:	Dead End							
€	0.15	90	R	From:	Dead End			NA		NA		04/08/2002
714)	0.10	30	IX.	To:	US 17			IVA		14/3		04/00/2002
				From:	Dead End							
(715)	1.20	200	R			_		NA		NA		1999
				To:	US 17							
	2.13	240	•	From: 89%	28-627 0% 2% 0% 8%	0%	С	20	G	240	G	2001
716	2.13	240	G	To:	US 17	7 0 76	C	20	G	240	G	2001
				From:	Dead End	İ						
(717)	1.04	80	R	•				NA		NA		1999
				To: From:	28-619							
717)	2.80	250	R					NA		NA		1999
				To:	28-627							
€00	0.90	10	R	From:	US 17 WEST			NA		NA		04/23/2002
718)	0.90	10	K	To:	US 17 EAST			INA		INA		04/25/2002
				From:	28-602							
719	1.74	70	R					NA		NA		04/23/2002
				To:	28-604							
	0.04	20	R	From:	Dead End			NA		NA	_	04/23/2002
720	0.04 20		ĸ	т.		_		INA		INA		U 4 12312UU2
(720)	0.91 49 R	From:	28-709			NA		NA		04/23/2002		
720	J.J1	 -	_ '`	To	0.01 MAY 20.700	_		1 1/3				
(720)	0.09	30	R	From:	0.91 MN 28-709			NA		NA		1999
120				To:	28-601							

					Loocx Mainter								
Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Essex County				From:			1						
(721)	0.46	130	R	rion.	Dead E	and			NA		NA		04/17/2002
((21)				To:	28-62	.9							
				From:	28-60)1							
(722)	0.52	40	R	. —					NA		NA		04/23/2002
				To:	Dead E	End	<u> </u>						
Town of Tappahannock				From:	28-70	06							
(723)	0.40	270	R	<u> </u>					NA		NA		05/15/2002
				To:	28-70	00							
Essex County				From:									
724	0.05	60	R	From:	28-63	51			NA		NA		04/08/2002
(724)	0.00	00		т			_		14/1		1471		04/00/2002
(724)	0.24	60	R	From:	0.05 MN 2	28-631			NA		NA		04/08/2002
(724)	0.21	00		To:	US 1	7	7						0 11 001 2002
Town of Tappahannock				•									
				From:	US 1	7							
(725)	0.29	1300	R	To:	FOLT. I		_		NA		NA		06/05/2002
					ECL Tappal	nannock							
Essex County				From:	ECL Tappal	hannock							
(725)	0.04	510	R						NA		NA		06/05/2002
				To:	28-103	35							
\bigcirc	0.04		_	From:	28-61	5							1000
(726)	0.84	70	R	To:	Cul-de-	Saa	- 1		NA		NA		1999
				From:									
(727)	0.25	90	R		28-61	.1			NA		NA		05/30/2002
(121)				To:	Dead E	End							
Town of Tannahannock													
	0.05	400	_	From:	28-100	06			NIA		NIA		05/04/0000
(1001)	0.05	190	R						NA		NA		05/21/2002
	0.44	F00	_	From:	28-100	03	_		NIA		NIA		05/04/0000
(1001)	0.11	590	R				_		NA		NA		05/21/2002
\bigcap	0.06	240	В	From:	US 36	50			NA		NA		05/21/2002
(1001)	0.00	340	R	_					INA		INA		03/2 1/2002
	0.02	360	R	From:	28-65	57			NA		NA		05/21/2002
(1001)	0.02	300	K	To:	Dead E	End	7		INA		INA		JJ12 112002
				From:	US 1								
(1002)	0.10	470	R	<u> </u>	0.01		_		NA		NA		05/15/2002
				To:	Dead E	End							
				From:	US 17; 28	-1023							
(1003)	0.20	1300	R						NA		NA		05/15/2002
				From:	28-10	10]						A =14=15:::
(1003)	0.09	850	R	_					NA		NA		05/15/2002
	0.10	=		To: From:	28-102	20							05/45/0055
(1003)	0.19	590	R				_		NA		NA		05/15/2002
\bigcirc	0.44	740		From:	US 17 NO	ORTH	NA NA 05					05/04/0000	
(1003)	0.14	710	R				_		NA		NA		05/21/2002
\bigcirc	0.00	450		From:	28-100	04	_		NIA		NIA		05/04/0000
(1003)	0.06	150	R	To:	Dead E	End			NA		NA		05/21/2002
					Dead E	JII.							

					Esse	x Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Trı		OT:	QC	Design	QK	AAWDT	QW	Year
Town of Tappahannock						2Axle	3+Axle	1 I rail	21rail		Hour				
	0.03	70	R	From:		Dead l	End				NA		NA		05/15/2002
(1004)	0.00			To:		28-10	011				100		14/ (00/10/2002
1004	0.12	280	R	From:							NA		NA		05/15/2002
	0.24	2600	R	From:		28-10	800				NA		NIA		05/45/2002
1004)	0.34	2600	ĸ	To:		US 3	60				NA		NA		05/15/2002
(1004)	0.06	2600	R	From:		083	60				NA		NA		05/15/2002
_				To: From:		28-65	57								
1004)	0.13	100	R	To:		Dead 1	End		7		NA		NA		05/15/2002
				From:		Dead 1									
1005	0.04	70	R								NA		NA		05/15/2002
	0.16	870	R	From:		28-10	006		_		NA		NA		05/15/2002
(1005)	0.10	070	K	To:		US 1	17				INA		INA		03/13/2002
1005	0.14	1700	R	From:		031	1 /				NA		NA		05/21/2002
				To: From:		28-10	04								
1005	0.10	350	R						_		NA		NA		05/21/2002
	0.02	60	R	From:		28-10	113		_		NA		NA		05/30/2002
1005				To:		Dead 1	End								
\bigcirc	0.00	00		From:		END L	OOP				NIA		NIA		05/45/0000
1006	0.23	80	R	т		• • • •			_		NA		NA		05/15/2002
1006	0.24	260	R	From:		28-10	105				NA		NA		05/21/2002
				To: From:		US 1	17								
1006	0.14	280	R	To:		20.10	10.4		-		NA		NA		05/21/2002
				From:		28-10 28-10									
(1007)	0.14	180	R			20 10	.03				NA		NA		1999
				To: From:		US 1	17								
(1007)	0.17	430	R	To:		28-10	004		7		NA		NA		1999
				From:		US 1									
1008	0.07	3400	R								NA		NA		1999
	0.13	1900	R	From:		28-10	122				NA		NA		1999
1008	0.13	1900	K	To:		28-10	004				IVA		INA		1999
				From:		28-10	10								
(1009)	0.14	270	R	To:		28-10	127		¬		NA		NA		1999
				From:		Dead l									
1010	0.17	100	R	<u>-</u>							NA		NA		1999
	0.03	000		From:		28-10	109]——		NA		NIA		1000
1010	0.03	800	R	To:		28-1020; 2	28-1025		_		INA		NA		1999
	0.10	640	В	From:		28-1020 ; 2					NA		NA		1999
1010	U. 1U	610	R	To:		20.10	116				INA		INA		1999
(1010)	0.23	800	R	From:		28-10	110				NA		NA		1999
				To:		US 1	17								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Tappahannock				From:	US 17						
(1011)	0.07	450	R					NA	NA		1999
<u> </u>	0.00	450		To: From:	28-1012]		NIA	NIA		1000
(1011)	0.23	150	R	To:	28-1004	7		NA	NA		1999
				From:	28-1011						
1012	0.08	340	R	To:	20.1021	_		NA	NA		1999
				From:	28-1021 28-1005						
(1013)	0.14	240	R		28-1003			NA	NA		1992
				To:	US 360						
	0.07	550	R	From:	Dead End			NA	NA		05/15/2002
1014	0.07	550	K	To:	US 17	7		INA	INA	,	03/13/2002
_				From:	28-1010						
1015	0.28	190	R	_		_		NA	NA		05/15/2002
				To: From:	28-1003	1					
(1016)	0.23	130	R		Dead End			NA	NA		05/15/2002
				To:	28-1020						
\bigcirc	0.00		_	From:	Dead End			NIA	NIA		05/45/000/
1017	0.03	60	R			_		NA	NA		05/15/2002
(1017)	0.19	240	R	From:	28-1015			NA	NA		05/15/2002
(1017)	0.10	240	.,	To	28-1003						00/10/2002
				From:	Dead End						
0.	0.11	100	R	To:	110.17	7		NA	NA	1	05/15/2002
				From:	US 17 0.04 MN 28-657						
(1019)	0.04	70	R		0.04 WIN 20-037			NA	NA		05/15/2002
				To: From:	28-657	 					
1019	0.10	380	R			_		NA	NA		05/15/2002
				To: From:	0.10 MS 28-657						
(1020)	0.26	540	R	rioni.	28-1010	_		NA	NA		05/21/2002
1020)				To:	28-1003						
\bigcirc	0.4-			From:	28-1011						1000
1021)	0.17	90	R	To:	28-1007	7		NA	NA		1999
				From:	28-1012						
1022	0.07	820	R					NA	NA		1999
				From:	28-1008	}—					
1022	0.10	630	R	To:	28-1007	7		NA	NA		1999
				From:	Dead End						
(1023)	0.08	110	R	<u> </u>	Dette Elle	_		NA	NA		05/15/2002
				To:	US 17; 28-1003						
<u> </u>	0.06	9	R	From:	Dead End	J		NA	NA		05/15/2002
1024	0.00	<u>.</u>		To:	US 17	L		IN/A	INA		
				From:	Dead End						
1025	0.04	9	R	Tay	20.1010	_		NA	NA		05/15/2002
				To: From:	28-1010						
1026	0.13	140	R		28-1010	_		NA	NA		1999
1026)				To:	28-1027						

					Essex Mai	ntenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Truck			QC	Design	OK	AAWDT	OW	Year
	Lengui	ו עאא	ΨA	71110	2A:	de 3+Ax	de 1T	rail 2	:Trail	QU	Hour	ωι\	/7/1VD1	۷۷پی	ı cai
Town of Tappahannock				From:	De	ad End		1							
(1027)	0.14	140	R			uu Biiu					NA		NA		1999
				To:	23	3-1009									
\bigcirc				From:	De	ad End									
(1028)	0.11	160	R	To:	21	1026					NA		NA		1999
				From:		3-1026		<u>_</u> _							
(1020)	0.19	210	R		28-63	7 SOUTH					NA		NA		05/15/2002
(1029)	00			To:	28-65	7 NORTH									
				From:	Ţ	JS 17									
1031	0.11	440	R								NA		NA		1999
				From:	28	3-1032		-							
(1031)	0.41	340	R								NA		NA		1999
				To:		ad End									
	0.18	200	В	From:	28	3-1031					NA		NA		05/30/2002
1032	0.10	200	R	To:	I	JS 17					INA		INA		03/30/2002
Essex County				•		75 17									
ESSEX COUNTY				From:	Cu	l-de-Sac									
(1033)	0.09	50	R	_							NA		NA		1999
				To:		8-617									
	0.05	48	R	From:	28	3-1035					NA		NA		1999
1034	0.05	40	K	To:	Cu	l-de-Sac					INA		INA		1999
				From:		8-725									
1035)	0.16	70	R			0 723					NA		NA		1999
				To:	23	3-1034									
(1035)	0.11	10	R	From:							NA		NA		1999
				To:	Cu	l-de-Sac									
Town of Tappahannock															
	0.11	2600	R	From:	U	JS 17					NA		NA		05/30/2002
(1036)	0.11	2000		To:	2	8-698					INA		IVA		00/00/2002
				From:		8-725									
(1037)	0.11	690	R					4			NA		NA		06/05/2002
				To: From:	2:	3-1038		<u> </u>							
(1037)	0.14	110	R	FIGHT.							NA		NA		06/05/2002
				To: From:	BEG	IN LOOP		<u> </u>							
(1037)	0.06	40	R	110111				<u></u>			NA		NA		06/05/2002
				To: From:	28	3-1039									
1037	0.13	47	R					_			NA		NA		06/05/2002
				To:		D LOOP									
	0.07	70	В	From:	68	3-1037					NIA		NIA		06/05/2002
1038	0.07	70	R	To:	Cu	l-de-Sac					NA		NA		06/05/2002
				From:		R-1037									
(1039)	0.05	30	R			, 1037					NA		NA		06/05/2002
				To:	Cu	l-de-Sac									
Essex County				_				-							
	0.09	400	D	From:	2	8-620					NA	. NA			04/08/2002
(1040)	0.09	180	R	To:	2:	3-1041					INA		INA		04/00/2002
				From:		; .09 MS 10	40	<u>_</u>							
(1041)	0.09	100	R		Dead Elle	, .07 1410 10	.0				NA		NA		04/08/2002
				To:	2:	3-1040									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Essex County				r -		ZIIali		rioui		
(1041)	0.08	40	R	From:	28-1040			NA	NA	04/08/200
				To:	Cul-de-Sac					
Town of Tannahannock				From:	Cul-de-Sac					
(1042)	0.27	7	R			_		NA	NA	04/08/2002
				To: From:	28-1031					
(1043)	0.04	2	R	From:	Cul-de-Sac			NA	NA	05/30/200
				To:	28-1042					
\bigcirc	0.40	400	_	From:	28-1031 SOUTH			NIA	NA	05/00/000
1045	0.19	190	R			_		NA	NA	05/30/200
1045)	0.18	70	R	From:	28-1046			NA	NA	05/30/200
(1043)				To:	28-1031 NORTH					
$\overline{}$				From:	28-1045					
1046	0.06	70	R	To:	Cul-de-Sac	7		NA	NA	05/30/2002
				From:	28-627					
1050	0.10	830	R	<u> </u>	20-027	_		NA	NA	1999
				To:	Cul-de-Sac					
\bigcirc	0.21	920	_	From:	28-627			NIA	NA	1000
(1051)	0.21	830	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac	1				
(1052)	0.04	130	R			_		NA	NA	1999
				To:	28-1051					
Essex County				From:	28-617					
1060)	0.42	200	R					NA	NA	1999
0				To: From:	28-1061					
(1060)	0.40	180	R	To:	28-1063 W; 28-1062	7		NA	NA	1999
$\widehat{}$				From:	28-1063 W; 28-1062					
1060	0.22	30	R	To:	28-1063 EAST			NA	NA	1999
				From:	28-1060 28-1060					
1061)	0.12	20	R		20-1000	_		NA	NA	1999
				To:	Cul-de-Sac					
\bigcirc	0.00	_	_	From:	28-1063; 28-1060 W			NIA	NIA	1000
1062	0.09	7	R	To:	Cul-de-Sac			NA	NA	1999
				From:	28-1062; 28-1060 W	1				
1063	0.18	140	R		,			NA	NA	1999
				To: From:	28-1060 EAST]				
1063	0.14	70	R	To:	Cul-de-Sac			NA	NA	1999
				From:	Cul-de-Sac	1				
1064	0.15	7	R	<u> </u>	Cur-uc-Dat			NA	NA	1999
				To:	28-1065					
\bigcirc	0.00	47		From:	Cul-de-Sac			NIA	NΙΛ	05/00/000
065	0.23	47	R	To:	28-1064			NA	NA	05/30/2002
				From:	28-619					
(1070)	0.79	200	R			_		NA	NA	06/05/2002
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Essex County				From:	US 17 WEST	1				
1101)	0.17	10	R		00 17 WE01			NA	NA	05/28/2002
_				To: From:	28-611]——				
(1101)	0.24	120	R	To:	US 17 EAST	7		NA	NA	05/28/2002
				From:	US 17 WEST					
(1102)	0.55	50	R		00 17 WEST	_		NA	NA	05/28/2002
				To:	US 17 EAST					
\bigcirc				From:	US 17					
1103	0.70	30	R					NA	NA	05/28/200
	0.00	40		From:	0.70 MS US 17	_		NIA	NIA	05/20/200
1103	0.02	40	R	To:	28-606	7		NA	NA	05/28/200
				From:	Dead End/	1				
(1105)	0.16	NA			Dead Lind	_		NA	NA	
				To:	28-00611(B)/					
\bigcirc				From:	28-1202 WEST					
(1201)	0.19	100	R			_		NA	NA	1999
	0.00	200		From:	28-1202 EAST			NIA	NIA.	4000
(1201)	0.03	230	R			_		NA	NA	1999
$\overline{}$	0.03	420	R	From:	28-703			NA	NA	1999
(1201)	0.03	430	ĸ			_		INA	INA	1999
	0.42	160	R	From:	28-1203 WEST			NA	NA	1999
(1201)	0.42	100	IX.	To:	28-1203 EAST	7		INA	INA	1999
				From:	28-1201 WEST	Ì				
(1202)	0.31	70	R			_		NA	NA	1999
				To:	28-1201 EAST					
\bigcirc	0.40			From:	28-1201 WEST					00/05/000
1203	0.49	70	R			_		NA	NA	06/05/2002
	0.07	00		From:	28-1201 EAST			NIA	NΙΔ	06/05/2003
1203	0.07	80	R	_		_		NA	NA	06/05/2002
(1203)	0.06	60	R	From:	28-1204			NA	NA	06/05/2002
(1203)	0.00	00	IX.	To	20.1007	7		IVA	IVA	00/03/2002
(1203)	0.13	30	R	From:	28-1206			NA	NA	06/05/2002
(1203)				To:	28-1205	1				
				From:	28-703					
(1204)	0.45	230	R			_		NA	NA	1999
				To:	28-1203					
	0.18	70	В	From:	28-1203			NA	NA	06/05/2002
(1205)	0.16	70	R			_		INA	INA	00/03/2002
(1005)	0.06	140	R	From:	28-1206	_		NA	NA	06/05/2002
(1205)	0.00	140	• • • • • • • • • • • • • • • • • • • •	To:	28-1204	7		1471	10.0	00/00/2002
				From:	28-1205					
(1206)	0.10	40	R			_		NA	NA	06/05/2002
				To:	28-1203					
\bigcirc	0.51	400	-	From:	US 17 NORTH			NIA	A14	4000
(1210)	0.51	120	R	To:	US 17 SOUTH	7		NA	NA	1999
				From:	US 17					
(1215)	0.10	180	R		001/	_		NA	NA	1999
\ ·-/				To:	28-1216	_				

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Essex County				From:		28-12	15								
(1216)	0.32	90	R								NA		NA		1999
				To:		28-12	17								
				From:		28-12	16								
(1217)	0.19	20	R								NA		NA		1999
				To:		Cul-de-	-Sac								
-				From:		Cul-de-	-Sac								
(1218)	0.13	70	R								NA		NA		06/05/2002
				To:		28-12	17								
Town of Tannahannock															_
				From:		28-65	57								
(9123)	0.27	260	R						_		NA		NA		05/15/2002
				To:		Essex Int	School								
Essex County															
			_	From:		28-62	27								.=
(9124)	0.10	220	R						_		NA		NA		05/30/2002
				To: From:		0.30 MS			_						
	0.03	380	R			0.03 MS	28-027		_		NA		NA		05/30/2002
9124	0.00	300	1	To:		Essex High	School		1		INA		INA		03/30/2002
T. 6T. 1				<u> </u>		LSSCA TIIGI	1 5011001		1						
Town of Tappahannock				From:		US 1	17								
9125)	0.29	400	R	<u> </u>		251	. ,				NA		NA		05/30/2002
3123				To:		US 17; 28	R-1018		7						