2010

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

where available

Jurisdiction Report

40

Greensville County City of Emporia

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(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.

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Greensville Maintenance Area

		Greensville Maintenance Area				Tru	ick			K		Dir		
Route	Jurisdiction	Length AADT QA 4	Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Brunswick County Line												
58) Pleasant Shade Dr	Greensville County	6.34 12000 G 8	33%	1%	1%	1%	14%	1%	F	0.070	F		11000	(
	To- From:	WCL Emporia												_
58) West Atlantic St	City of Emporia (Maint: 40)	0.41 14000 G 8	33%	1%	1%	1%	14%	1%	F	0.073	F		13000	(
~	To: From:	Purdy Rd												
58 West Atlantic St	City of Emporia (Maint: 40)	0.13 22000 G 8	33%	1%	1%	1%	14%	1%	F	0.083	F		21000	
<u> </u>	To: From:	I-95												
58	City of Emporia (Maint: 40)	0.92 17000 G 7	76%	1%	1%	1%	21%	1%	С	0.077	F		16000	
	To- From:	US 301 Main St			\neg \vdash									
58	City of Emporia (Maint: 40)		71%	1%	1%	2%	25%	1%	С	0.078	F		14000	
	To	Reese St			_									
58	City of Emporia (Maint: 40)	0.49 17000 G 8	36%	1%	1%	1%	12%	0%	F	0.072	F		16000	
	Toy	Davis St			\neg									
58	City of Emporia (Maint: 40)		36%	1%	1%	1%	12%	0%	F	0.073	F		15000	
	To	East Atlantic St												
58	City of Emporia (Maint: 40)		36%	1%	1%	1%	12%	0%	F	0.071	F		15000	
	To	ECL Emporia												
58 Courtland Rd	Greensville County		36%	1%	1%	1%	12%	0%	F	0.073	F		15000	
<u> </u>	To	Southampton County Line												
East	From:	US 58 I-95-S011B TO RT 95												_
58 Ramp	City of Emporia (Maint: 40)	0.18 NA								NA			NA	
~	To:	I-95-S FROM RT 58												
East _	From:	US 58 I-95-N011B TO AND FROM 9	95											
Ramp	City of Emporia (Maint: 40)	0.13 NA I-95-N FROM RT 58								NA			NA	
														_
Vest 58 Ramp	City of Emporia (Maint: 40)	US 58 I-95-S011A TO AND FROM 9 0.14 NA	95							NA			NA	
58) Kamp	To:	I-95-S FROM RT 58								INA			INA	
Vest	From:	US 58 TO RT 95 N												_
58 Ramp	City of Emporia (Maint: 40)	0.18 NA								NA			NA	
36)	To:	I-95-N FROM RT 58												
Bus	From:	US 58 West Intersection												_
58 Market Dr	City of Emporia	0.21 10000 G 9	98%	0%	1%	0%	1%	0%	С	NA			11000	
<u> </u>	To:	West Atlantic St												
Bus 58 West Atlantic St	City of Emporia	US 58 Connector	20%	Ω9/	10/	00/	10/	00/	С	0.094	F		11000	
West Atlantic St	City of Emporia		98%	0%	1%	0%	1%	0%	C	0.081	Г		11000	
Bus	To- From:	North Main Street												_
58 East Atlantic St	City of Emporia	0.25 3900 G 9	92%	1%	1%	0%	7%	0%	F	0.102	F	0.523	4200	
<u> </u>	To:	Reese St												

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Greensville Maintenance Area

	Greensville						Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
From:		Reese St				2, 540	017.040	TTTGII	211011		1 40101		1 40101		
City of Empor	ia 1.20	1700	G	92%	1%	1%	0%	7%	0%	С	0.1	F		1900	G
To:	US 58	East Inters	ection												
From:	JB-4	0 FROM R	Т 95												
Greensville Cou		NA									NA			NA	
То:	US 30	01 FROM R	RT 95												
From:	North (Carolina Sta	te Line												
	,	19000	Α	82%	1%	1%	1%	15%	0%	С	0.148	Α		16000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	82%	1%	1%	1%	15%	0%	С	0.135	Α	0.52	32000	Α
To: From:	40	-629 Skippe	ers			┷									
Greensville Co.	intv 4.12	20000	Α	82%	1%	1%	1%	15%	0%	F	0.146	Α		16000	Α
	•									F		Α	0.639		Α
To	<u> </u>			0270	.,,		.,,	.0 ,0	0,0	•	000	•	0.000	02000	
From:			•												
	,									•	-				Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α	0.607	33000	Α
To: From:	S	CL Empori	a												
City of Emporia (Ma	aint: 40) 1.05	20000	Α	82%	1%	1%	1%	15%	0%	F	0.145	Α		17000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	NA			33000	Α
To:		115 58				—									
From: L			_	000/	407		407	450/	00/	_	0.45			4.4000	
• • • •	,											А			A
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	NA			28000	Α
To: From:	N	ICL Empori	a												
Greensville Cou	unty 1.37	17000	Α	82%	1%	1%	1%	15%	0%	F	0.15	Α		14000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	0.135	Α	0.555	28000	Α
To:	US 301	North of E	mporia												
Crannovilla Co.				020/	40/	10/	40/	4E0/	00/	_	0.450	۸		14000	۸
	•									г -			0.04		A
Combined Traffic Estimates for 2 Parallel I				86%	1%	1%	1%	12%	0%	г	0.137	А	0.61	27000	Α
To: From:	40-6	14 Otterdan	n Rd												
Greensville Cou	unty 3.63	17000	Α	82%	1%	1%	1%	15%	0%	F	0.149	Α		14000	Α
Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	1%	12%	0%	F	0.137	Α	0.625	28000	Α
То:	Suss	sex County I	Line												
From			ne Cente	er											
Greensville Cou	,	NA									NA			NA	
			Dorlaina	Lot		I									
To	Enter Welco														
Greensville Cou	Exit Welco				0%	1%	0%	0%	0%	С	0.159	Α		1300	Α
	City of Empor Greensville Cou Combined Traffic Estimates for 2 Parallel City of Emporia (Ma Combined Traffic Estimates for 2 Parallel City of Emporia (Ma Combined Traffic Estimates for 2 Parallel Greensville Cou Greensville Cou	City of Emporia 1.20 Trook	City of Emporia 1.20 1700	City of Emporia 1.20 1700 G	City of Emporia 1.20 1700 G 92%	City of Emporia 1.20 1700 G 92% 1%	City of Emporia 1.20 1700 G 92% 1% 1% 1% 1% 1% 1% 1%	City of Emporia Length RaDi UA 4 Hife Bus 2Ayle 3+Axle	City of Emporia Au	City of Emporia 1.20 1700 G 92% 1% 1% 1% 0% 7% 0% 0% 1% 1% 1% 1% 1% 1	Sursection Length AAU UA 4116 Bus 2Able 3+Able 1Trail 2Trail Class Clay of Emporia 1.20 1700 C 92% 1% 1% 0% 7% 0% C	Secretary Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family South Family Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Family South Famil	City of Emporia Length Au Via 4 line Bus 2Avis 34-Avis 17-ail 2Trail City Emporia 1.20 1700 G 92° 1% 1% 0% 7% 0% C 0.1 F	City of Emporia Revew 5 Re	City of Emporia 1.20 1700 G 920 1% 1% 1% 1% 1701 2Trail 2Trail 2Trail 2Trail 1700 G 920 1% 1900 1.00

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Greensville Maintenance Area

		Greensvill	ie Mainten	iance A	rea											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From		OM PARKI				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
North Skippers Welcome Center	er Greensville Co		NA NA	NG ARE	A							NA			NA	
95) Grappero Troiscanto Cont.	To:	741119	I-95 North													
North	From:	I-9	5-N TO RT	629												
95) Ramp	Greensville Co	ounty 0.15	NA									NA			NA	
	To:	40-629	TO & FROM	M RT 95												
North	From		5-N TO RT	301												
95 Ramp	Greensville Co		NA									NA			NA	
	To:		40 FROM R													
North	From:		TO RT 58 &	58 BUS												
95 Ramp	City of Emporia (M	Maint: 40) 0.13	NA									NA			NA	
North	To: From:	I-95-N0	11C TO RT	58 BUS												
95 Ramp	City of Emporia (M	Maint: 40) 0.04	NA									NA			NA	
$\overline{}$	To:		8 FROM RT	7 95 N												
North	From:		95-N TO RT	58												
95 Ramp	City of Emporia (M		NA									NA			NA	
$\overline{}$	To:	US 58 US 58-1	E410B TO A	AND FRO	OM 95											
North	From:		011A TO Bu	ıs US 58												
95 Ramp	City of Emporia (M	,	NA									NA			NA	
	10"	F	ROM RT 95													
North	From:	ounty 0.08	I-95 North 460									0.400	^		F40	
95 Ramp	Greensville Co ™-F	ounty 0.08	US 301	Α								0.160	Α		540	Α
NI	From	T.0	5-N TO RT	614												
North (95) Ramp	Greensville Co		NA NA	014								NA			NA	
95)	To:		RAMP TO I	RT 95R												
South	From:	North	Carolina Stat	te Line												
South 95	Greensville Co	ounty 4.39	19000	Α	82%	1%	1%	1%	15%	0%	С	0.146	Α		16000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	39000	Α	82%	1%	1%	1%	15%	0%	С	0.135	Α	0.52	32000	Α
0 4	To: From:	4	0-629 Skippe	ers			_									
South 95	Greensville Co	ounty 3.83	19000	Α	82%	1%	1%	1%	15%	0%	F	0.138	Α		16000	Α
95)	Combined Traffic Estimates for 2 Parallel	•		A	82%	1%	1%	1%	15%	0%	F	0.133	A	0.639	32000	A
	Tario Estinates for 21 afaile	•			JZ /0	1 /0	1 /0	1 /0	10 /0	0 /0	'	0.100	^	5.005	32000	^
South	From:		1 South of E													
95	Greensville Co	•	20000	Α	82%	1%	1%	1%	15%	0%	F	0.139	Α		16000	Α
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	82%	1%	1%	1%	15%	0%	F	0.131	Α	0.607	33000	Α
0 4	To: From:		SCL Emporia	a												
South											_					۸
South 95	City of Emporia (M	Maint: 40) 1.24	20000	Α	82%	1%	1%	1%	15%	0%	F	0.139	Α		16000	Α
95	City of Emporia (M Combined Traffic Estimates for 2 Parallel			A A	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	F F	0.139 NA	Α		16000 33000	A

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

		Greensville	- Walliton	1011007	1100			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		US 58				ZAXIE	STAXIE	IIIali	ZIIali		ractor		racioi		
95)	City of Emporia (Ma	aint: 40) 0.35	17000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		14000	Α
95)	Combined Traffic Estimates for 2 Parallel F	· · · · · · · · · · · · · · · · · · ·		A	85%	1%	1%	1%	12%	0%	F	NA	,,		28000	Α
	Gombined Traine Estimates for 21 drainer				0070	1 /0	170	1 /0	12 /0	070	•	INA			20000	
South	From:	N	CL Empor	1a												
95)	Greensville Cou	inty 1.92	17000	Α	89%	1%	1%	1%	9%	0%	F	0.143	Α		14000	Α
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	33000	Α	85%	1%	1%	1%	12%	0%	F	0.135	Α	0.555	28000	Α
	To	40-6	14 Otterdar	n Rd			-									
South 95)	Greensville Cou	inty 3.60	17000	Α	89%	1%	1%	1%	9%	0%	F	0.142	Α		14000	Α
95)		•		A					12%		_	0.142		0.605		
	Combined Traffic Estimates for 2 Parallel F		ex County		86%	1%	1%	1%	12%	0%	Г	0.137	Α	0.625	28000	Α
·	- Erony		· ·													
South 95 Ramp	Greensville Cou		S-S TO RT NA	629								NA			NA	
95 Ramp	Greensville Coul	40-629; 40-629		ND FRO	M RT							INA			INA	
) d	From	·														
South 95 Ramp from I-95 South to	Ramp to US 301 Greensville Cou		I-95 South									NA			NA	
95 Kamp nom 1-93 30din to	To:	Ramp from		to US 3	01							INA			INA	
\ d	From:		5-S TO RT		01											
South 95) Ramp	City of Emporia (Ma		NA	38								NA			NA	
95 Kamp	City of Empona (Ma	US 58 US 58-W		AND FR	OM 95							INA			INA	
	- Erony				OW 75											
South 95 Ramp	City of Emporia (Ma		5-S TO RT NA	58								NA			NA	
95 Ramp	City of Emporia (Ma	US 58 US		TOPT)5							INA			INA	
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	From:				,,,		<u>_</u>									
South	Greensville Cou		S-S TO RT NA	614								NA			NA	
95 Ramp	Greensville Coul	,	0-614- 2B T	TO PT 0	5							INA			INA	
	- Erony				<u> </u>											
139) Jarratt Ave	Town of Jarratt (Mai		610 CL Jar 1300	G	91%	0%	1%	1%	7%	0%	_	0.116	F	0.516	1400	G
139 Janati Ave	To:		ex County		3170	070	170	1 /0	1 /0	070	•	0.110	'	0.510	1400	G
	From:		Carolina Sta													
301 Skippers Rd	Greensville Cou		1600	G	90%	1%	1%	1%	7%	0%	F	0.092	F	0.522	1700	G
301 Skippers Rd	Oreensville Coul				30 70	1 70	1 70	1 /0	1 /0	070	•	0.032	'	0.322	1700	G
~~	From:		-629 Skipp		0001	407		407	701	001		0.007	_		0000	
301 Skippers Rd	Greensville Cou	inty 3.97	2100	G	90%	1%	1%	1%	7%	0%	С	0.097	F		2300	G
~~~	To: From:	40-689	South of E	Emporia			$\Box$ $\vdash$									
301 Skippers Rd	Greensville Cou	inty 0.39	4900	G	90%	1%	1%	1%	7%	0%	F	0.093	F		5200	G
<i></i>	To:	S	CL Empori	ia			$ \vdash$									
301 South Main St	City of Empori		6200	G	95%	1%	1%	0%	3%	0%	С	0.092	F		6800	G
	Tax		w Ground	Dd												
301 South Main St	From: City of Empori		10000	G	95%	1%	1%	0%	3%	0%	F	0.088	F		11000	G
and (South Main St																

Davida	li min ali nationa	1	AADT		4T:==	D		Tru	ck		- 00	K	QK	Dir	A A \ A \ D T	0\4/
Route	Jurisdiction	Length			4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
~~~	From:		Jefferson St													
(301) South Main St	City of Emporia	0.36	10000	G	95%	1%	1%	0%	3%	0%	F	0.089	F		11000	G
	To: From:	Br	unswick Av	/e												
301 South Main St	City of Emporia	0.49	15000	G	97%	1%	1%	0%	1%	0%	С	0.080	F		17000	G
	To: From:		Valley St				—									
301 South Main St	City of Emporia	0.20	14000	G	97%	1%	1%	0%	1%	0%	F	0.081	F		16000	G
	To:	Α	Atlantic Ave	;			<u> </u>									
(301) North Main St	City of Emporia	0.74	11000	G	97%	1%	1%	0%	1%	0%	F	NA			11000	G
	To		US 58													
(301) North Main St	City of Emporia	0.34	8700	G	96%	0%	1%	1%	2%	0%	F	NA			9400	G
301)	Too		Halifax St													
(301) North Main St	City of Emporia	0.16	9800	G	96%	0%	1%	1%	2%	0%	F	NA			11000	G
(301)	To To				0070	0,0		.,,	_,,	0,0	•					•
(301)	Greensville County	1.53	CL Emporia	G G	96%	0%	1%	1%	2%	0%	С	0.090	F		6400	G
(301)	Crearisvine County	1.00			3070	070		170	270	070	Ü	0.000	•		0400	Ü
~	Transport in Country	0.77	40-614		000/	007		40/	20/	00/		NIA			4400	
301	Greensville County	2.77	4100 ex County I	G	96%	0%	1%	1%	2%	0%	F	NA			4400	G
	From:		·		DE 05											
(301)Ramp	Greensville County	US 301; 40-689 0.23	NA	301 10	K1 95							NA			NA	
(301) (411)	To:		FROM RT	Γ 301								100			1471	
	From:		FROM RT													
(301)Ramp	Greensville County	0.53	NA	501								NA			NA	
	To:		FROM RT	Г 301												

					016		/laintenan									
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From					10-631				_					
(F128) Holly Huck Trail	3.89	270	R								NA			NA		04/01/2008
<u> </u>		То					oores Ferry	Rd								
F ₁₂₉ Ivory Lane	1.60	7	L			De	ead End				 NA			NA		04/01/2008
11129		To				40-639 R	ock Bridge	Rd								
\bigcirc		From				De	ead End									
(F ₁₃₀) Ashbin Rd	1.69	320 To	R			De	ead End				NA T			NA		04/01/2008
City of Emporia						D.	aud Eliu				1					
O	1.06	From 24.0				US 58	; Bus US 58	3			NIA			NΙΔ		05/12/200
F ₁₃₁ Clover Leaf Dr	1.06	210 To	R		-	De	ead End				NA T			NA		05/13/2008
Greensville County											•					
O Dalgara Da	0.36	620	R			De	ead End							NA		05/13/2008
F132) Belfield Rd	0.36	020				4	10-610				NA T			INA		03/13/2000
		From					10-616				Ī					
(F133)	0.43	190 _{To}	R								NA			NA		05/13/2008
<u> </u>		10				τ	JS 301									
City of Emporia		From				Bu	s US 58									
F963	0.04	NA To									NA			NA		
		From	<u> </u>				ead End				<u> </u>					
F964)	0.07	7	R			US 58	; Bus US 58	5			 NA			NA		05/13/200
		To				De	ead End									
\bigcirc		From				R	eese St									
(F965)	0.31	3	R			De	ead End				NA			NA		05/13/2008
Greensville County							oud Line									
		From				Brunswic	k County L	ine			<u> </u>					
(600)	1.50	430 To	R			40-627	N, Brink Ro	d			NA			NA		06/01/200
$\widehat{}$		From					S, Brink Ro									
600	3.40	780 To	R			North Con	olina State I	ino			NA			NA		06/01/200
		From					k County L									
(601)	3.00	100	R			Drunswic	K County L	inc			NA			NA		06/01/200
\cup		То				40-62	7 Brink Rd									
602) Quarrell Rd	1.38	From	_			Brunswic	k County L	ine			 NA			NA		04/01/2008
(602) Quarrell Rd	1.30	10 To	R			4	10-603							NA		04/01/2006
		From				North Car	olina State I	Line								
(603)	0.30	1500	R								NA			NA		06/01/200
<u> </u>		From					Spring Churc					_				
603 Gaston Rd	1.50	520 ™	G	97%	0%	1% 40-6	1% 533 South	1%	0%	С	0.098	F	0.55	560	G	2010
$\widehat{}$		From					3 NORTH									
603)	3.20	90 To	R			40,627	E, Brink Ro	4			NA			NA		06/01/200
		From					E, Brink Ro W, Brink R				_					
603)	2.59	890	R								NA			NA		06/01/2008
		To	1				k County L	ine								
(604)	5.27	From 80	R			4	10-603				 NA			NA		06/01/2005
004)		To				Brunswic	k County L	ine			⊐¨`					

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Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		Fron	:			Brunswi	ck County	Line			ı					
(605)	2.70	90	R			Drunswi	ek county	Line			NA			NA		05/17/2005
		Fron	:				607 EAST 607 WEST									
605)	0.70	110	R			40-0	007 WEST				NA			NA		05/17/2005
		To Fron				US 58 Ple	easant Sha	ide Dr			_					
(605)	2.20	120	R			10	50 5 E 1 0E				NA			NA		05/11/2005
		Fron	:				606 EAST 606 WEST									
(605)	4.20	350	R			- 10					NA			NA		05/11/2005
		Fron	:				608 EAST 608 WEST									
605)	0.45	7	R								NA			NA		05/11/2005
		Fron					ead End									
606)	5.32	490	R			Brunswi	ck County	Line			NA			NA		05/11/2005
(000)		Te	:				40-619									
\bigcirc		Fron				Brunswi	ck County	Line								
(607)	0.60	60 Te	R			IIS 58 W	Gap Tern	ninus			NA			NA		06/14/2005
\bigcirc		Fron					-606 Gap	imius								
607)	2.30	250	R								NA 			NA		05/11/2005
	3.70	130 From	R			40-6	505 WEST				NA			NA		05/17/2005
607)	5.70	To To			1	US 58 E, F	Pleasant Sh	nade Dr						14/4		03/11/2000
		Fron	:			Brunswi	ck County	Line								
608)	4.50	610	R								NA			NA		05/12/2005
	F 20	Fron					40-619							NIA		06/44/2005
608	5.28	790	R				10.500				NA			NA		06/14/2005
(608) Wyatts Mill Rd	1.47	1100 From	G	93%	0%	1%	40-680 1%	4%	0%	С	0.147	F	0.706	1200	G	2010
,		To					40-610									
\bigcirc	4.70	Fron				Ţ	US 301									05/40/0005
609	1.72	140	R			Sussex	County L	ine			NA			NA		05/19/2005
		Fron	:				US 301									
610) Slagles Lake Rd	0.10	2200	G	97%	2%		1%	0%	0%	F	0.127	F	0.533	2300	G	2010
		To Fron					10-9179									
610 Slagles Lake Rd	2.22	960	G	97%	2%	1%	1%	0%	0%	F	0.103	F	0.561	1000	G	2010
(610) Slagles Lake Rd	6.92	Fron	G	97%	2%	40-617 V 1%	Vater Whe	el Rd 0%	0%	С	0.119	F	0.628	710	G	2010
610) Slagles Lake Ru	0.92	000		9170	270				U70		0.119	Г	0.020	710	G	2010
(610) Allen Rd	0.45	1700 From	G	97%	2%	1%	Wyatts Mil	0%	0%	F	0.121	F	0.526	1800	G	2010
		Te	:			W	CL Jarratt									
Town of Jarratt		Fron				W	CL Jarratt									
(610) Allen Rd	0.29	1700	N	97%	2%	1%	1%	0%	0%	N	0.121	N	0.526	1800	N	2010
		Te				40-110)1 Grigg A	ve								
Greensville County		Fron	:			Removi:	ck County	Line								
(611) Dry Bread Rd	1.91	1400	G	95%	1%	1%	1%	2%	0%	F	0.102	F	0.563	1400	G	2010
\bigcirc		Fron	:		40-6	33 W, Inde	ependence		d							
(611) Dry Bread Rd	2.84	1500	G	95%	1%	40- 1%	633 West 1%	2%	0%	С	0.095	F		1600	G	2010
		To	-				40-658				—				-	
(611) Dry Bread Rd	1.79	1800	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.752	2000	G	2010
$\overline{}$		Tr					40-635	-								

					Gree		viairiteriai									
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	1				10.625									
611) Dry Bread Rd	0.92	3300	G	95%	1%	1%	40-635 1%	2%	0%	F	0.084	F	0.625	3500	G	2010
,		To					L Emporia									
Priok Vord Pd	1.05	From	<u></u>	069/	20/		L Emporia	10/	00/	F	0.008	_	0.522	620	C	2010
(611) Brick Yard Rd	1.05	580	G	96%	2%	1%	0%	1%	0%	Г	0.098	F	0.523	620	G	2010
611) Brick Yard Rd	0.99	340 From	G	96%	2%	1%	40-654 0%	1%	0%	С	0.106	F	0.525	360	G	2010
(611) Brick Yard Rd	0.33	340		30 70	2 /0			1 70	0 70		0.100	'	0.323	300	G	2010
611) Brick Yard Rd	1.74	450 From	G	96%	2%	1%	40-623 0%	1%	0%	F	0.089	F	0.685	480	G	2010
(611) Brick Yard Rd	1.74	-130	\vdash	3070	270		County Li		070		0.003	'	0.000	400	O	2010
		From					40-619									
(612)	2.40	170	R								NA			NA		05/12/200
<u> </u>		To	:				40-651									
\bigcirc		From					40-605									
(613)	3.20	140	R			10.6	10 NODTU	,			NA			NA		05/11/200
		From					19 NORTH 19 SOUTH									
(613)	1.70	370	R								NA			NA		05/17/200
<u> </u>		To					40-610									
<u> </u>		From				NC	L Emporia									
614) Crescent Rd	1.03	620	R			10 51 5 0	37 111	. 7.1			NA			NA		06/14/200
		From	:				, Moonligh , Moonligh									
614) Otterdam Rd	0.40	180	R				,				NA			NA		05/19/200
		To				1	US 301									
614) Otterdam Rd	0.70	750 From	G	94%	1%	1%	0%	3%	0%	С	0.110	F	0.511	810	G	2010
		To From				40-617 V	Vater Whee	l Rd								
614) Otterdam Rd	5.00	140	R								NA			NA		05/17/200
		To				40-61	10 Allen Ro	1								
		From				40-614 RA	MP TO R	Γ 95R								
(614) Ramp	0.24	NA To									NA			NA		
			1				ROM RT									
(614) Ramp	0.28	NA From			40	0-614 I-95	-S013A TC) RT 95			 NA			NA		
(614) Ramp	0.20	To	:			I-95-S F	ROM RT	614						INA		
		From	:				40-610									
(615)	2.30	100	R								NA			NA		05/17/200
		To	:				40-614									
		From				l	US 301									
(616)	0.10	360	R								NA			NA		06/14/200
<u> </u>		From]	FR-133				\Box					
(616)	0.20	350	R								NA			NA		06/14/200
<u> </u>		From				40-6	514 WEST									
(616)	0.50	90	R			10					NA			NA		05/19/200
		From					514 EAST 14 NORTH	I								
616) Moonlight Rd	0.33	50	R								NA			NA		05/13/2008
		To				D	ead End									
O		From					lagles Lake					_	_			
(617) Water Wheel Rd	0.23	300	G	97%	1%	1%	0%	1%	0%	С	0.131	F	0.705	320	G	2010
		From					ME 40-610				_					_
617) Water Wheel Rd	0.45	360 To	G	97%	1%	1%	0%	1%	0%	F	0.122	F	0.688	390	G	2010
			I				Otterdam I	ка			<u> </u>					
(40)	0.80	150	R			D	ead End				 NA			NA		05/11/200
(618)	0.00	To					40-606							INA		55/11/2000
			•													

					0.00		viaii ilei iai									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		Fron	1:			NCI	L Emporia				- i					
619 Purdy Rd	0.43	1100	G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.637	1200	G	2010
(619) Purdy Rd	3.16	770 From	G	95%	1%	1%	40-681 1%	2%	0%	F	0.104	F	0.651	830	G	2010
(619) Purdy Rd	1.54	600 From	G	95%	1%	1%	40-606 1%	2%	0%	С	0.110	F	0.534	640	G	2010
,		Tr	-				613 North									
619) Purdy Rd	1.44	450	G	95%	1%	1%	1%	2%	0%	F	0.117	F	0.556	480	G	2010
619 Purdy Rd	1.77	380 From	G	95%	1%	1%	40-612 1%	2%	0%	F	0.118	F	0.57	400	G	2010
(619) Purdy Rd	2.89	270 From	G	95%	1%	1%	40-608 1%	2%	0%	F	0.123	F	0.507	280	G	2010
		Fron					County Li	ne			1					
(620) Radium Rd	1.50	120	R				40-605				NA			NA		05/13/2008
		Te	:			4	40-607									
(621)	3.32	170	R			2	40-633				NA			NA		05/19/2005
		Fron				40-65	0 Quarry R	d								
621) Quarry Rd	0.49	440 Tr	G	66%	2%	1%	21%	11%	0%	С	0.098	F	0.521	480	G	2010
		Fron	1:				Low Grou									
622) Little Low Ground Rd	2.45	350	G	95%	2%	1%	0%	3%	0%	С	0.120	F	0.651	370	G	2010
(622) Little Low Ground Rd	0.29	360 From	G	95%	2%	1%	629 North 0%	3%	0%	F	0.107	F	0.726	390	G	2010
\bigcirc	<i>-</i> 20	Fron				40-629 S,	Zion Churc	h Rd						NIA		05/40/000
(622)	5.30	90	R			40.0	25 WEGE				NA			NA		05/19/2005
622	2.60	210 From	R			40-6	525 WEST				NA			NA		05/24/2005
		To	0:			40-730 E,	Low Groun	nd Rd								
999	1.90	280	* R			US 58	Courtland I	Rd			 NA			NA		05/19/2005
623	1.50	Te	:			40-6111	Brick Yard	Rd						107		00/10/2000
		Fron				North Car	rolina State	Line								
624) Steel Bridge Rd	2.20	20	R								NA —			NA		04/01/2008
(624)	0.10	20 From	R			2	40-655				NA			NA		04/01/2008
(624)		To				40-730 L	ow Ground	l Rd								
		Fron				North Car	olina State	Line								
625	3.94	340 To	R			40-6	522 EAST				NA			NA		05/24/2005
		Fron	1:				522 WEST									
625	5.70	620	R				40-628				NA			NA		05/24/2005
		Fron	1:				ion Church	Rd			Ì					
(626)	2.10	90	R								NA			NA		05/24/2005
		Fron					40-622	T :								
(627) Brink Rd	8.03	670	G	95%	1%	North Car 1%	rolina State 1%	2%	0%	F	0.092	F	0.768	720	G	2010
\bigcirc		To Fron	1:				40-633									
627) Brink Rd	5.60	1400	G	95%	1%	1%	1%	2%	0%	С	0.111	F	0.727	1500	G	2010
(627) Brink Rd	0.56	2300	G	95%	1%	4 1%	1%	2%	0%	F	0.087	F	0.670	2500	G	2010
021) 511111110	<u> </u>	2300		30 /0	1 /0		L Emporia	_ /0	370	•	0.007	_ '			_	

DT QV	V Year 05/24/2005 06/04/2005
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00 G	2010
0 G	2010
	05/24/2006
`	05/24/2005
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n G	2010
, 0	2010
0 G	2010
00 G	2010
	04/01/2008
	06/4/4/000
`	06/14/2005
4	06/01/2005
•	00/01/2000
) G	2010
0 G	2010
0 G	2010
0 G	2010
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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	:			40 611 E	E, Dry Brea	d Dd			-					
633	1.81	140	R			40-0111	, Dry Brea	u Ku			NA			NA		06/14/200
000		To				D	ead End									
		From				I	US 301									
(634)	1.50	60	R								NA			NA		06/14/200
<u> </u>		To					ead End									
	1.00	170	R			D	ead End				 NA			NA		05/26/200
635	1.00	To				40-611	Dry Bread	Rd						INA		03/26/200
		From	:				40-608	110			l					
637)	0.35	230	R				10-000				NA			NA		05/12/200
<u> </u>		To				40-696	Fields Circ	nle.								
637)	0.25	410 From	R			40-070	Ticius Cir	CIC			NA			NA		05/12/200
001)		To	:			D	ead End									
		From	-			40-730 L	ow Ground	1 Rd								
638)	0.80	20	R								NA			NA		05/24/20
		To			0.8	0 MN 40-7	730 Low G	round Rd								
638)	1.15	40 From	R								NA			NA		05/24/200
		To				D	ead End									
_		From				40-62	27 Brink Ro	i								
639)	2.20	290	R								NA			NA		06/14/20
<u> </u>		To From				40-650	W, Quarry	Rd								
Rock Bridge Rd	2.20	200	G	94%	4%	2%	0%	0%	0%	С	0.120	F	0.6	210	G	2010
\bigcirc		To From				1	US 301									
639)	0.10	90	R								NA			NA		06/14/20
\bigcup		To	:				40-691									
		From				US	58; 40-607									
640)	0.75	360	R								NA			NA		05/11/200
<u> </u>		To					81 & 1020									
O MIII D.I	0.05	From	ᆫ			D	ead End							NIA		04/04/00
641 Garners Mill Rd	0.35	20	R				40-633				NA			NA		04/01/20
		From	.1								1					
642)	0.40	80	R				ead End				NA			NA		05/24/200
042)	0.10	To	:			1	US 301				–			1471		00/2 1/20
		From	:				40-635									
643)	1.17	220	R								NA			NA		05/26/20
		To	:			40-611	Dry Bread	Rd								
_		From	:		·		40-640									
644)	0.47	340	R								NA			NA		06/07/200
<u> </u>		То				NC	L Emporia									
\bigcirc		From	<u> </u>			D	ead End									
646	0.80	90 To	R			10.520.1		10.1			NA			NA		05/24/200
			 				ow Ground	1 Kd								
	0.26	40 From	R				40-605				 NA			NA		06/14/20
647)	0.26	40 To				D	ead End							INA		00/14/200
		From	 1				40-630				- 					
648) Felts Rd	1.20	110	R				10-030				NA			NA		05/13/200
040)		To				D	ead End									
		From					easant Shac	le Dr								
649)	0.90	50	R								NA			NA		05/17/200
\bigcirc		To	:			D	ead End									
		From	:			40-62	1 Quarry R	d								
(650) Quarry Rd	1.33	310	G	54%	2%	1%	30%	14%	0%	С	0.119	F	0.522	330	G	2010
\sim		To	:				40-679									

					Oic			ance Are					D :			
Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County						27 (7.1)		o mai	ZITAII		1 40101		1 40101			
(650) Quarry Rd	1.48	90	G	54%	2%	1%	40-679 30%	14%	0%	F	0.201	F	0.554	90	G	2010
650) Quarry Nu	1.40	To	Ť	J+70	270	40-639 V	V, Rock B	ridge Rd	070		0.201	1	0.554	30	0	2010
\bigcirc	4.00	From				40-639 I	E, Rock Br	idge Rd						NIA		05/40/0005
(650)	1.60	100 _{To}	R			40-	627 Brink	Rd			NA T			NA		05/19/2005
		From	:				40-610				i					
(651)	3.00	400	R				40 010				NA			NA		05/12/2005
		To From	:				-608 EAS									
(CEA)	1.40	190	R			40	-608 WES	<u>T</u>			NA			NA		05/17/2009
(651)	1.40	To	:				40-619				– '``			1471		00/11/2000
		From					Dead End									
652	0.11	10	R								NA			NA		06/14/200
		To From					40-653									
652	0.13	8	R								NA			NA		06/14/2005
<u> </u>		To	•				Dead End									
	0.00	From	<u> </u>				40-687									00/44/000
(653)	0.30	130	R				40-652				NA			NA		06/14/2005
		From	:I			E/	CL Empor	io			 					
654)	1.74	200	R			E	er Empor	ıa			NA			NA		05/19/2005
004)		To				40-61	l Brick Ya	rd Rd								
		From	:			40-730	Low Grou	ınd Rd								
(655)	0.30	6	R								NA			NA		04/01/2008
<u> </u>		То	•			40-624	Steel Brio	lge Rd								
\bigcirc	0.00	From					40-625				\Box					05/04/000
656	2.30	160 _{To}	R				40-626				NA			NA		05/24/2005
		From	.l								1					
(657)	0.80	480	R				US 301				NA			NA		06/14/200
037		To					Dead End									
		From	:				Dead End									
(658)	1.10	210	R								NA			NA		05/26/2005
		To				40-61	1 Dry Brea	ad Rd								
	0.40	From	<u> </u>				40-603							NIA		00/04/000/
(659)	2.40	170	R			40-	627 Brink	Rd			NA			NA		06/01/2005
		From	:			-10	40-656	Ittu			l l					
(660)	5.65	260	R				40-050				NA			NA		05/24/2005
		To	:			40-730	Low Grou	ınd Rd								
		From	:				US 301									
662	1.50	8	R								NA			NA		04/01/2008
<u> </u>		То	<u> </u>			North C	arolina Sta	te Line								
	0.54	From	<u> </u>				US 301							NΙΔ		05/40/2005
(663)	0.54	430 _{To}	R				40-614				NA			NA		05/19/2005
		From	! :				Dead End				<u>_</u>					
664)	0.25	310	R				JUNE EIR				NA			NA		06/07/2005
		To	:			N	CL Empor	ia								
		From					Dead End									
665)	0.80	290	R								NA			NA		05/19/2005
		To	1				US 301									
	0.00	From	<u> </u>			40-730	Low Grou	ınd Rd						NI A		05/04/0005
666	0.90	180 To	R				Dead End				NA			NA		05/24/2005

Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trai		CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From	1						. 21101		1 40101		1 40101			
(667)	1.00	150	R			I	Dead En	d			 NA			NA		05/26/2009
(607)		To				40-61	1 Dry Br	ead Rd								00,20,200
		From				40-730	Low Gro	ound Rd								
668 Quarter Rd	0.75	4	R				D 15				NA			NA		04/01/2008
		From	<u> </u>				Dead En									
(669) Dwights Lane	0.50	30	R				40-605				NA			NA		05/11/200
009) =ge =ae	0.00	То]	Dead En	d								00/11/200
		From					Dead En	d								
670) Rainey Pond Rd	0.90	10	R								NA			NA		04/01/200
<u> </u>		То					627 Brin									
Doodlym Dd	1.20	From	Ļ_			I	Dead En	d						NIA		05/42/200
671) Doodlum Rd	1.39	30	R								NA			NA		05/13/200
671) Doodlum Rd	1.71	100 From	R			1.39	ME Dea	d End			NA			NA		05/13/200
(671) Doodlum Rd	1.71	To					40-619							INA		03/13/200
		From					40-664									
(672)	0.06	150	R				10 001				NA			NA		06/07/200
		To					40-673									
		From					40-672									
673)	0.06	30	R								NA			NA		06/07/200
<u> </u>		To					Cul-de-Sa									
	0.88	110	R			40-6	627 Brin	k Rd			NA			NA		05/19/200
675)	0.00	To				1	Dead En	d						INA		03/19/200
		From					40-660									
676) Brantley Moore	2.21	70	R				10 000				NA			NA		05/13/200
		To					40-629									
		From					Dead En	d								
(677)	0.98	80	R								NA			NA		05/19/200
<u> </u>		To					40-632									
678) Mitchelle Mill Rd	0.35	From 5	R				Dead En	d			NA			NA		04/01/200
678) Mitchelle Mill Rd	0.33	To					40-629							INA		04/01/200
		From					Dead En	d								
679)	0.50	120	R				D cad En				NA			NA		05/19/200
		To				40-6	550 Quari	ry Rd								
		From				40-608	Wyatts 1	Mill Rd								
680	0.83	90	R								NA			NA		05/19/200
		10					Dead En									
	0.55	120	R			40-	-640 & 1	020			 NA			NA		05/17/200
681	0.55	To					40-619							INA		03/11/200
		From	i			LIS 59	8 Courtla									
682	0.12	30	R			0550	o courtie	aid itd			NA			NA		05/19/200
		To					Dead En	d								
		From				US 58 P	Pleasant S	Shade Dr								
683	0.11	130	R								NA			NA		06/07/200
		To. From					40-705				\Box					
683	0.10	180	R	-							NA			NA		06/07/200
		To From					40-697				\Box					
683	0.15	120	R	-					-		NA			NA		06/07/200
$\overline{}$		To					40-644									

Route	Length	AADT	QA	4Tire	Bus			Truck		()()	K	QK	Dir	AAWDT	QW	Year
Greensville County						2Ax		xle 1Trai	il 2Trail		Factor		Factor		-3	
	0.07	140	R				Dead En	d			NA			NA		06/07/2005
(684)	0.01	To			1	US 58 E	E, Pleasant	Shade Dr						1471		00/01/2000
\bigcirc		From:			J	JS 58 W	V, Pleasan	t Shade Dr								
684	0.33	160 To:	R				40-644				NA			NA		06/07/2005
		From:	l I			44					L					
(697)	0.20	180	R			40	0-611; 40-	-043			NA			NA		06/08/2005
687)	0.20	To	·``				10.652				—i"`					00/00/2000
687)	0.13	250 From:	R				40-653				NA			NA		06/08/2005
001)	00	To:					Dead En	d								00,00,200
		From:	i				Dead En	d								
(688)	0.20	4	R								NA			NA		06/08/2005
		To				S	CL Empo	oria								
		From:			,	US 3	301; I-95	Ramp								
(689)	0.52	90	R								NA			NA		06/08/2005
		To				S	CL Empo									
\bigcirc		From:					US 301									
(690)	0.80	10 To:	R				110 201				NA			NA		06/21/2005
							US 301									
	0.10	8	R				40-634				NA			NA		06/21/2005
691)	0.10	0									INA			INA		06/21/2005
	0.40	From:	<u> </u>			0.1	10 MN 40	-634						- NIA		00/04/0005
691)	0.40	6	R								NA			NA		06/21/2005
		From	<u> </u>				40-639				╝					
691)	0.50	6	R								NA			NA		04/01/2008
		From					US 301									
(691)	0.20	4	R								NA			NA		06/21/2005
		To					Dead En									
	0.04	From:	Ļ				40-604				- .,			N 1A		00/04/0005
692	0.81	7	R				Cul-de-Sa	ac .			NA			NA		06/21/2005
		From:	l				40-604				I I					
(693)	1.50	330	R				40-004				NA			NA		06/21/2005
(093)		To:					40-633									00/2 // 2000
		From:				40	-627 Brin									
(694) Hobbs Rd	1.00	30	R								NA			NA		04/01/2008
		To:					Dead En	d								
		From					40-608									
(696) Fields Circle	0.60	20	R								NA			NA		05/13/2008
		To:					40-637									
\bigcirc		From:					40-683									
697)	0.17	48	R								NA			NA		06/07/2005
		To-					40-705							-		
697)	0.06	20	R								NA			NA		06/07/2005
		To:					Dead En									
	0.50	From:	ᄂᢩ				40-607							N I A		00/00/0005
698)	0.50	120 To:	R				Dead En	d			NA			NA		06/22/2005
		From:	l													
600	0.50	20	R				Dead En	a			 NA			NA		06/22/2005
699)	0.50	20					US 301				INA			INA		0012212003
		From:	 I				Dead En				- 					
700	0.15	170	R				Dead Ell	u			NA			NA		06/22/2005
7.50	20	To	<u> </u>				40-643				7			•		

-					0.00		ille Main				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		 \xle 3+			QC	Factor	QK	Factor	AAWDT	QW	Year
Greensville County		From	:1													
(701)	0.32	150	R				Dead I	End			NA			NA		06/08/2005
(10)		To	-				40-70	07								
(701)	0.35	270 From	R				10 70				NA			NA		06/08/2005
		To					40-66	54								
\bigcirc		From					Dead I	End								
702	0.14	90 Ta	R				40-64	12			NA			NA		06/21/2005
		From	:			Dense	nswick Co		••		+					
(703)	0.90	7	R			DIUI	IISWICK CO	builty Lii	ie		NA			NA		06/21/2005
(703)		To	:				40-63	33								
		From					Dead I	End								
(704)	0.15	70	R								NA			NA		06/21/2005
		To	1				40-64									
	0.40	From					40-68	83						NIA		00/07/0005
705)	0.16	80	R								NA —			NA		06/07/2005
	0.07	From					40-70)6						NIA		06/07/2005
705)	0.07	20	R				40-69	97			NA			NA		06/07/2005
		From	:				Dead I				i					
(706)	0.04	70	R				Dedu	Lina			NA			NA		06/07/2005
		To	:				40-70)5								
		From	:				40-70	01								
(707)	0.43	1000	R								NA			NA		06/08/2005
		To					40-60									
	0.16	150	R				Dead I	End			NA			NA		06/21/2005
709	0.10	To					40-627 Br	ink Rd						INA		00/21/2003
		From	:				611 Brick		d							
(711)	1.00	60	R			-10	orr bries	· raidit	<u>u</u>		NA			NA		06/09/2005
		To	:			South	nampton C	County L	ine							
$\widehat{}$		From					Dead I	End								
(712)	0.05	90	R				*** =0 .	0 -01			NA			NA		06/07/2005
			1				US 58; 4									
740	0.15	140	R				Dead I	End			NA			NA		06/07/2005
713)	0.15	To					40-64	43						INA		00/01/2003
		From	:				Dead I									
714)	0.15	50	R								NA			NA		06/07/2005
		To	:				40-64	43								
		From					Dead I	End]					
715)	0.09	40	R				10.6/	1.4			NA			NA		06/07/2005
		From	<u>. </u>				40-64									
747	0.08	70	R				Dead I	Ena			NA			NA		06/07/2005
717	0.00	To					40-64	43			TÎ.					00/01/2000
		From	:			40-	611 Brick	Yard R	d							
718)	0.26	47	R								NA			NA		06/07/2005
$\overline{}$		To					Dead I	End								
\bigcirc		From					US 30	01								
719	0.20	50	R				D: 17	Dad.			NA			NA		06/09/2005
		From	1				Dead I									
720	0.12	40	R				40-66	03			NA			NA		06/09/2005
(120)	0.12	40					Dead I	End			7			INA		30,00,2000

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From				US 58 Ple	easant Shad	le Dr								
721)	1.20	100	R								NA			NA		06/22/200
							ead End									
(722) Chambliss Rd	0.40	290	R			40-730 L	ow Ground	Rd			NA			NA		05/13/200
(722) Chambliss Rd	0.40	To				D	ead End				– "`			1471		00/10/200
		From				D	ead End									
724) Riverview Rd	0.63	110	R								NA			NA		05/13/200
		To				4	40-607									
O	0.45	From	ᆫ			D	ead End							NIA		05/40/00
725) Crescent Ct	0.15	40	R				40-614				NA T			NA		05/13/20
		From					Emporia									
730) Low Ground Rd	1.15	1500	G	97%	1%	1%	0%	1%	0%	С	0.107	F	0.71	1600	G	2010
		To					ttle Low Gr									
730) Low Ground Rd	11.87	360 From	G	97%	1%	1%	0%	1%	0%	F	0.133	F	0.853	380	G	2010
		To				Southamp	ton County	Line								
		From				4	40-604									
731)	0.31	40	R								NA			NA		06/08/200
<u> </u>		To					ead End									
	0.12	100	R			40-611	Dry Bread	Rd			NA			NA		06/08/20
1005	0.12	To				4	0-1006							INA		00/00/20
		From					ıl-de-Sac				1					
1006	0.05	10	R				1-de-5ac				NA			NA		06/08/20
		To				Α	0-1007									
1006)	0.13	110 From	R				0 1007				NA			NA		06/08/20
		To				4	0-1005									
		From				40-611	Dry Bread	Rd								
1007	0.12	130	R								NA			NA		06/08/20
<u> </u>		To					0-1006									
	0.32	200	R			D	ead End				NA			NA		06/08/20
(1010)	0.32	200 To				4	40-707							INA		00/00/20
		From					40; 40-681									
1020	0.15	100	R								NA			NA		06/07/20
<u> </u>		To				4	0-1021									
\sim		From				40-10	22 SOUTH	ł								
1021)	0.40	40	R								NA			NA		06/07/20
$\overline{\bigcirc}$		From				40-10	22 NORTH	I								
1021	0.25	10	R								NA			NA		06/07/200
$\overline{}$		From				4	0-1020				<u> </u>					00/0=/00
1021)	0.10	20	R			40.1	1022 MID				NA			NA		06/07/200
		From	<u> </u>								<u> </u>					
1022)	0.12	130	R				40-681				NA			NA		06/07/200
	J.12	т				40.10	21 SOUTH	1								
1022)	0.03	50 From	R			40-10	21 300 I F	<u> </u>			NA			NA		06/07/200
		To				40.1	1021 MID									
1022)	0.05	40 From	R			40-1	V21 IVIID				NA			NA		06/07/20
		To				40-10	21 NORTH	ł								
_		From				D	ead End									
1025)	0.03	20	R								NA			NA		06/21/20
$\overline{}$		To				4	0-1026		-							

					Gree		ntenance Are			.,					
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	:			40-10)26			-					
(1025)	0.12	240	R							NA			NA		06/21/2005
		To	<u> </u>			40-627 Bi									
(1026)	0.10	90	R			Dead	End			 NA			NA		06/21/2005
(1020)		To	:			40-10)25								
Town of Jarratt		From	.1			10 (10 4	11 D.1			1					
(1101) Grigg Ave	0.13	130	R			40-610 A	llen Rd			NA			NA		06/16/2005
		To From	.			40-1107	Gray St								
(1101) Grigg Ave	0.09	110	R							NA			NA		06/16/2005
<u> </u>		From				40-11	102			<u> </u>					
(1101) Grigg Ave	0.38	160	R							NA —			NA		06/16/2005
(1101) Grigg Ave	0.02	220 From	R			40-1106 S	usan St			NA			NA		06/16/2005
(1101) Sings / 110	0.02	То				40-1108 Wi	llow Ave			¬ <u> </u>					00/10/2000
(1101)	0.03	390 From	R			10 1100 111	10 11 11 10			NA			NA		06/16/2005
<u> </u>		To From				40-11051	First St								
(1101)	0.05	290	R							NA			NA		06/16/2005
\bigcirc	0.40	From				40-1103 Bra	axton Ave			\supset			N10		00/40/0005
1101)	0.13	250	R			Sussex Cou	ıntv Line			NA T			NA		06/16/2005
Greensville County							·			•					
	0.00	From	R			Sussex Cou	ınty Line						NΙΔ		06/46/2005
(1102)	0.08	160	.F			40.11	100			NA —			NA		06/16/2005
(1102)	0.57	110	R			40-11	.03			NA			NA		06/16/2005
		To	-			SCL Ja	nratt								
Town of Jarratt		From	.I			ger I				1					
(1102)	0.25	80	R			SCL Ja	irratt			NA			NA		06/16/2005
		To	:			40-1101 G	rigg Ave								
Greensville County		From	:			40.11	102								
1103	0.15	120	R			40-11	102			NA			NA		06/16/2005
\bigcirc		To	-			SCL Ja	urratt								
Town of Jarratt		From	:			SCL Ja	arratt			I					
(1103) Braxton Ave	0.14	100	R			SCE 3	шан			NA			NA		06/16/2005
		To From				40-1111 St l	Francis St			_					
(1103) Braxton Ave	0.15	180	R							NA			NA		06/16/2005
$\overline{\bigcirc}$	2.22	From				40-11	01			╗┈					00/40/000
(1103)	0.03	240 To	R			Sussex Cou	ınty Line			NA T			NA		06/16/2005
		From	:			40-630; NO				Ì					
(1104) Lincoln Ave	0.12	150	R							NA			NA		06/07/2005
<u> </u>		From				40-11101	Pine St			\Box					
1104 Lincoln Ave	0.17	50	R			40-1112	York St			NA			NA		06/06/2005
		From	<u> </u>			40-1112 40-1111 St l				+					
(1105) Ivey St	0.15	80	R							NA			NA		06/07/2005
		To				40-1101 G									
(1106) Susan St	0.07	80	R			Dead	End			NA			NA		06/07/2005
(1106) Susan St	0.07	OU Ta	· ~			40-1111 St l	Francis St			TVA			INA		00/01/2003
-			-												

Route	Length	AADT	QA	4Tire	Bus				Truck de 1Tra			ററ	K Facto	, QK	Dir Factor	AAV	VDT	QW	Year
Town of Jarratt										ali 2	ZIIali		racio	ı	racioi				
(1106) Susan St	0.15	From 190	R			40	-0-1111 S	St Fran	ncis St				 NA			N	IA		06/07/200
(1106) Susair St	0.13	То	<u> </u>				40-1101	Grigg	g Ave							IN	i/\		00/01/2000
		From					40-1101												
(1107) Gray St	0.25	220	R										NA			N	IA		06/16/200
<u> </u>		То				_	Dea	ad End	i										
O Bard Ot Tarres Ot	0.47	From					Dea	ad End	i										00/40/000
Park St; Town St	0.17	40	R										NA —			N	IA		06/16/200
Park St. Town St	0.07	From	R			40	0-1109 N	V, Pine	e Place				NA			N	IA		06/16/200
Park St; Town St	0.07	,											- INA			IN	IA		06/16/200
(1108) Park St; Town St	0.04	170 From	R			40	0-1109 S	S, Pine	Place				NA			N	IA		06/16/200
(1108) Park St; Town St	0.04	To					40-1101	Grigg	Ave							IN	I A		00/10/200
		From					1108 Par						1						
(1109) Pine Place	0.09	20	R			40-1	11001 ai	ık ot,	TOWNST				NA			N	ΙA		06/16/200
1109		To				40-1	1108 Par	rk St;	Town St										
		From					SR 139	Jarrett	t Ave										
(1110) Pine St	0.64	170	R										NA			N	IA		06/16/200
<u> </u>		To				S	Sussex C	County	Line										
01 50000 01	0.05	From					40-1106	6 Susa	ın St										00/40/000
1111) St Francis St	0.05	90	R										NA —			N	IA		06/16/200
<u> </u>		From					40-110)5 Ivey	y St										
(1111) St Francis St	0.05	180 To	R			4(0 1102 F	Danuto	- Avia				NA			N	IA		06/16/200
		From	1				0-1103 E												
(1112) York St	0.07	30	R				40-1113	3 Batte	e St				 NA			N	ΙA		06/16/200
11112) TOIK OT	0.07	JU																	00/10/200
(1112) York St	0.10	40 From	R			4(10-1104 I	Lincol	n Ave				NA			N	IA		06/16/200
11112) TOIK OF	0.10	To					40-111	10 Pine	e St								., .		00/10/2000
		From				_	40-630						i						
(1113) Batte St	0.15	150	R										NA			N	ΙA		06/16/200
		To From					40-111	10 Pine	e St				\neg						
(1113) Batte St	0.18	40	R										NA			N	ΙA		06/16/200
		To					40-1112	2 Yorl	k St										
		From					40-630	Allen	ı Rd										
(1114)	0.23	100	R										NA			N	IA		06/16/200
		10				40	0-1116 N												
(1115) Duncan St	0.03	From					Dea	ad End	1				 NA			N	IA		06/16/2009
1115 Duncan St	0.03	30	R										INA			IN	iA.		00/10/200
(1115) Pine St	0.12	From From	R				40-111	10 Pine	e St				NA			N	IA		05/13/2008
1115 Pine St	0.12	40 To					40-	-1116								IN	I A		03/13/2000
		From	1				SR 139												
(1116) Nicholson St	0.06	47	R				51(15) (ourtur					NA			N	ΙA		06/16/200
O		To					40-	-1114											
1116	0.12	140 From	R										NA			N	ΙA		05/13/2008
\cup		To				_	40-111	15 Pine	e St										
		From				S	Sussex C	County	Line										
1117	0.24	10	R										NA			N	IA		06/16/200
		To	<u> </u>					ad End											
\bigcirc	2	From					40-630	Allen	ı Rd										05/40/22
1118	0.11	130 To	R				40 111	10 D.	o Ct				NA			N	IA		05/13/2008
		10	<u> </u>			—	40-111	IU Pine	e St										

					0.00	5110 VIII O 1	viairiteriai	100 7 11 0	u							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	e e				40-610				1					
(1120)	0.13	110	R				40-010				NA			NA		05/13/200
		To	·			Cı	ul-de-Sac									
\bigcirc	0.04	From	<u> </u>			Greensvil	le Jr High So	chool			٠,,					00/40/000
(9179)	0.04	190 To	R				40-610				NA			NA		06/16/200
City of Emporia							10 010				<u> </u>					
		From					9 SCL Emp									
Brink Rd	0.16	2700 To	G	97%	0%	1%	2% US 301	0%	0%	F	0.093	F	0.639	2900	G	2010
		From	:				t Atlantic St									
2 Purdy Rd	0.49	2600	G	95%	1%	1%	1%	3%	0%	С	0.101	F		2800	G	2010
109/		To				Sat	terfield Dr									
2 Purdy Rd	0.14	1200	G	95%	1%	1%	1%	3%	0%	F	0.1	F	0.706	1300	G	2010
		To	:				L Emporia									
West End Dr	0.42	400	G				US 58				NA			440	G	2010
(5) West End Dr	0.42	To				109-	2 Purdy Rd							770	0	2010
		From				Sou	th Main St									
3800 109 Greenville Ave	0.17	420	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.61	460	G	2010
		To	1				Γillar St									
(3801) Low Ground Rd	0.43	2700	G	98%	1%	SCI 1%	L Emporia 0%	0%	0%	С	0.094	F		2900	G	2010
Low Ground Rd	0.40	Z7 00		0070	170			070	070		0.00+			2000		2010
(3801) Laurel St	0.43	830 From	G	98%	1%	1%	th Main St 0%	0%	0%	С	0.106	F	0.539	910	G	2010
109		То	:			Te	mple Ave									
O		From					L Emporia									
(3802) Brunswick Ave	0.20	3800	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.645	4200	G	2010
(3802) Brunswick Ave	0.66	4700		97%	1%	Brunsv 1%	vick Ave Ex	1%	0%	С	0.088	F	0.642	5100	G	2010
(3802) Brunswick Ave	0.00	4700	.—	91 /0	1 /0			1 /0	0 70		0.000		0.042	3100	G	2010
(3802) Hicksford Ave	0.46	3000 From	G	98%	0%	1%	th Main St 0%	0%	0%	С	0.109	F	0.601	3300	G	2010
(3802) Hicksford Ave		To	:				Lee St					•				
(3802) Lee St	0.37	From 1900	G	98%	1%	Hich 1%	ksford Ave 0%	0%	0%	С	0.098	F	0.578	2100	G	2010
(3802) Lee St	0.51	To		3070	170		hampton St		070		0.030	•	0.570	2100	0	2010
		From	:			Nor	th Main St									
3804 Valley St	0.14	940	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.521	1000	G	2010
		From					alifax St									
(3804) Southampton St	0.29	1100	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.5	1200	G	2010
Courthonneton Ct	0.10	From		000/	00/		Lee St	00/	00/	_			0 F71	1000		2010
3804 Southampton St	0.18	1800 To	G	98%	0%	1% East	0% Atlantic St	0%	0%	F	0.099	F	0.571	1900	G	2010
		From					Atlantic St									
(3805) Davis St	1.32	1300	G	96%	1%	0%	1%	2%	0%	С	0.113	F	0.615	1500	G	2010
1097		То				EC	L Emporia									
(3807) Halifax St	0.15	2300	G	98%	0%	Sout 1%	hampton St 0%	0%	0%	F	0.112	F	0.731	2500	G	2010
(3807) Halifax St	0.15	∠ 300		30%	U-70			U%	U70	Г	0.112	۲	0.731	2000	G	2010
(3807) Halifax St	0.34	2400	G	98%	0%	East 1%	Atlantic St 0%	0%	0%	С	0.082	F	0.619	2600	G	2010
(3807) Halifax St	0.01		_				Ruffin St	- 70	- 70							
(3807) Halifax St	0.30	1700	G	100%	0%	0%	0%	0%	0%	С	0.092	F	0.557	1800	G	2010
109		To					US 58				—					
(3807) Halifax St	0.53	1200 From	G	98%	1%	1%	0%	0%	0%	С	0.115	F	0.510	1300	G	2010
109/		To				Nor	th Main St									

					GIE	ensville i	viaintenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia		From:	1			100 200 :	G .1	G:			1					
Reese St	0.12	740	G	98%	1%	1%	Southampt 0%	0%	0%	С	0.113	F	0.726	800	G	2010
3808 Reese St	0.83	1900	G	98%	0%	1%	us US 58 0%	0%	0%	С	0.097	F	0.655	2000	G	2010
3808 Reese St	0.84	From: 1000	G	92%	1%	2%	58 Bypass 2% anyside Rd	4%	0%	С	0.116	F	0.727	1100	G	2010
		From:					t Atlantic S	,								
3809 Belfield Dr	0.17	2300 To:	G	97%	0%	1%	2% eaver Ave	0%	0%	С	0.103	F	0.582	2500	G	2010
		From:					elfield Dr				l					
3810 Weaver Ave	0.21	2600 _{To:}	G	98%	0%	1%	1% th Main St	0%	0%	С	0.104	F		2900	G	2010
		From:					near Florid	ο Ανο			 					
3815 W Atlantic Ave	0.24	770	G	97%	0%	1%	2% us US 58	0%	0%	F	NA			830	G	2010
		From:				Nor	th Main St									
Baker St		680	G								NA			740	G	2010
		To-				Н	alifax St									
		From:					Clay St									
Briggs St		1400	G				•				0.102	F		1500	G	2010
		To:				7	Γillar St									
		From:				Low	Ground Rd	l								
Clay St		2300	G								0.094	F		2500	G	2010
		To:				Sou	th Main St									
		From:				Sou	th Main St									
Jefferson St		1500	G								0.088	F		1600	G	2010
		To:				V	Vest Ave									
		From:				Sur	nyside Rd									
Reese St		NA									NA			NA		
		To:				R	iegel Rd									
		From:				Н	alifax St									
Ruffin St		1200	G								0.108	F		1300	G	2010
		To:				Nor	th Main St									
		From:				I	aurel St									
Temple Ave		530	G								0.135	F		580	G	2010
		To:				Je	fferson St									
		From:				E	Briggs St									
Tillar St		1500	G								0.114	F		1700	G	2010
		To:				Hic	ksford Ave									
		From:				Je	fferson St									
West Ave		340	G								0.108	F	0.524	370	G	2010
		To:				Brui	nswick Ave									
		From:				Nor	th Main St									
West End Blvd		790	G								0.095	F		860	G	2010
		To					Gay St									