## 2008

# 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.

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Greensville Maintenance Area

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bruns	wick County	Line												
58) Pleasant Shade Dr	Greensville County	6.34	12000	F	80%	1%	1%	1%	17%	1%	F	0.070	F		11000	F
~	To- From:	V	VCL Empori	a												
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	14000	F	80%	1%	1%	1%	17%	1%	F	0.073	F		13000	F
~	To- From:		Purdy Rd													
58 West Atlantic St	City of Emporia (Maint: 40)	0.21	22000	F	80%	1%	1%	1%	17%	1%	F	0.083	F		21000	F
~	To- From:		I-95													
58	City of Emporia (Maint: 40)	0.84	17000	F	76%	1%	1%	1%	21%	1%	С	0.077	F		16000	F
	To- From:	U:	S 301 Main S	St												
58	City of Emporia (Maint: 40)	0.64	14000	F	71%	1%	1%	2%	25%	1%	С	0.078	F		14000	F
	Tro- Fram:		Reese St				$\neg$ $\vdash$									
58	City of Emporia (Maint: 40)	0.49	16000	F	84%	1%	1%	1%	13%	0%	F	0.072	F		15000	ı
	To- From:		Davis St				$\neg$ $\vdash$									
58	City of Emporia (Maint: 40)	0.65	16000	F	84%	1%	1%	1%	13%	0%	F	0.073	F		15000	
~	Tro- Prom:	Е	ast Atlantic S	St			$\neg$ $\vdash$									
58	City of Emporia (Maint: 40)	0.40	16000	F	84%	1%	1%	1%	13%	0%	F	0.071	F		15000	
~	To	F	ECL Emporia	a			_									
58 Courtland Rd	Greensville County	1.50	16000	F	84%	1%	1%	1%	13%	0%	F	0.073	F		15000	ı
<del>~</del>	To	Southar	mpton Count	ty Line												
Bus	From:		West Interse													
58 Market Dr	City of Emporia	0.21	9600	F	98%	0%	1%	0%	1%	0%	С	NA			10000	ı
Bus	ron:		est Atlantic S 58 Connect													
58 West Atlantic St	City of Emporia	0.44	9900	F	98%	0%	1%	0%	1%	0%	С	0.081	F		11000	-
~	To-	No	rth Main Str	eet												
Bus 58 (East Atlantic St	City of Emporio			F	92%	1%	1%	00/	7%	00/	F	0.400	F	0.523	4000	
East Atlantic St	City of Emporia	0.25	3600	Г	92%	170	1%	0%	170	0%	Г	0.102	Г	0.523	4000	
Bus	To: From:		Reese St													_
58 East Atlantic St	City of Emporia	1.20	1600	F	92%	1%	1%	0%	7%	0%	С	0.1	F		1800	
~	To:	US 58	East Interse	ection												
orth 95	From:		Carolina Stat			407									.=	
95)	Greensville County	4.13	19000	A	81%	1%	1%	1%	17%	0%	С	0.146	A		15000	
-	Combined Traffic Estimates for 2 Parallel Roadways on			Α	81%	1%	1%	1%	17%	0%	С	0.136	Α		31000	,
lorth	To: From:	40	-629 Skippe	rs												
95)	Greensville County	4.12	17000	G	81%	1%	1%	1%	17%	0%	F	NA			15000	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	35000	G	81%	1%	1%	1%	17%	0%	F	NA			30000	(
	To:	US 301	South of E	mporia												

6/26/2009 7

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

		Greensville	e iviaintena	ance A	теа											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
Rodic	Garisalction	Longui	7701	Q,A	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	GIV F	actor	AAWDI	QVV
North	From:	US 301	South of En	_												
95)	Greensville County	1.70	19000	F	81%	1%	1%	1%	17%	0%	F	NA			16000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	38000	F	81%	1%	1%	1%	17%	0%	F	NA			33000	F
North	To- From:	S	CL Emporia													
North  95	City of Emporia (Maint: 40)	1.05	19000	F	81%	1%	1%	1%	17%	0%	F	NA			16000	F
95)	Combined Traffic Estimates for 2 Parallel Roadways of		38000	F	81%	1%	1%	1%	17%	0%	F	NA			33000	F
	Tamo Estimates for 21 drainer readways of	Trans reduc.			0170	170		170	17 70	070	•	14/1			00000	•
North	From:		US 58													
95)	City of Emporia (Maint: 40)	0.62	16000	F	81%	1%	1%	1%	17%	0%	F	NA			14000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	30000	F	82%	1%	1%	1%	15%	0%	F	NA			28000	F
1 4	To- From:	N	CL Emporia				$\neg$ $\vdash$									
North	Greensville County	1.37	16000	F	81%	1%	1%	1%	17%	0%	F	NA			14000	F
95	Combined Traffic Estimates for 2 Parallel Roadways of	_		F	82%	1%	1%	1%	15%	0%	, E	NA			28000	F
	Combined Trainic Estimates for 2 Farallel Roadways of				02 /0	1 /0	1 /0	1 /0	13 /0	0 /6		INA			20000	
North	To- From:	US 301	North of En	nporia												
95)	Greensville County	0.52	16000	F	81%	1%	1%	1%	17%	0%	F	NA			13000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	29000	F	82%	1%	1%	1%	15%	0%	F	NA			27000	F
	Tot	40-6	14 Otterdam	Rd												
North	Greensville County	3.63	16000	F	81%	1%	1%	1%	17%	0%	F	NA			14000	F
95	Combined Traffic Estimates for 2 Parallel Roadways of			F												F
	Combined Trainic Estimates for 2 Parallel Roadways of		ex County L		82%	1%	1%	1%	15%	0%	Г	NA			28000	Г
	Prom		· · · · · · · · · · · · · · · · · · ·													
North  Skippers Welcome Center	Greensville County	0.05	me Center P	arking L	_ot 98%	0%	1%	0%	0%	0%	С	0.167	Α		1200	Α
95 Skippers Welcome Center	To:		from Welcon			070	1/0	070	070	070	C	0.107	^		1200	
20.146	From:		Carolina State													
South 95	Greensville County	4.39	19000	A	81%	1%	1%	1%	16%	0%	С	0.149	Α		15000	Α
95)	Combined Traffic Estimates for 2 Parallel Roadways or			A	81%	1%	1%	1%	17%	0%	С	0.136	Α		31000	Α
	Combined Traine Estimates for 21 arane readways of				0170	1 70	170	1 70	17 70	070	O	0.150	^		31000	
South	From:	40-	-629 Skipper	S												
95)	Greensville County	3.83	18000	G	81%	1%	1%	1%	16%	0%	F	NA			15000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	35000	G	81%	1%	1%	1%	17%	0%	F	NA			30000	G
	To	US 301	South of En	nporia												
South	Greensville County		19000	F	81%	1%	10/	40/	160/	0%	_	NA			16000	F
95	•	1.81					1%	1%	16%						16000	•
	Combined Traffic Estimates for 2 Parallel Roadways of			F	81%	1%	1%	1%	17%	0%	۲	NA			33000	F
South	To: From:	S	CL Emporia													
95)	City of Emporia (Maint: 40)	1.24	19000	F	81%	1%	1%	1%	16%	0%	F	NA			16000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route:	38000	F	81%	1%	1%	1%	17%	0%	F	NA			33000	F
	To:		US 58												_	

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Greensville Maintenance Area

		Greensville i						Tru	ck			K		Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		US 58													
95)	City of Emporia (Maint: 40)	0.35	14000	F	84%	1%	1%	1%	14%	0%	F	NA			14000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	30000	F	82%	1%	1%	1%	15%	0%	F	NA			28000	F
South	To- From:	NC	L Empori	ia												
95)	Greensville County	1.92	14000	F	84%	1%	1%	1%	14%	0%	F	NA			14000	F
93)	Combined Traffic Estimates for 2 Parallel Roadway			F	82%	1%	1%	1%	15%	0%	F	NA			28000	F
	To		4 Otterdan	n Rd												
South 95	Greensville County		14000	F	84%	1%	1%	1%	14%	0%	F	NA			14000	F
95)	Combined Traffic Estimates for 2 Parallel Roadway			F	82%	1%	1%	1%	15%	0%	F	NA			28000	F
	To:		x County l		0270	170		170	10 70	070		101			20000	
	From:	40-61	10 CL Jarı	ratt												
139) Jarratt Ave	Town of Jarratt (Maint: 40)	0.76	1300	F	91%	0%	1%	1%	7%	0%	F	0.116	F	0.516	1400	F
$\smile$	To:	Sussex	x County l	Line												
~~ <u></u>	From:	North Ca														
301	Greensville County	4.74	1500	F	90%	1%	1%	1%	7%	0%	F	0.092	F	0.522	1700	F
	To: From:		29 Skippe													
301	Greensville County	3.97	2100	F	90%	1%	1%	1%	7%	0%	С	0.097	F		2200	ı
	To: From:	40-689 S		_												
301	Greensville County	0.39	4800	F	90%	1%	1%	1%	7%	0%	F	0.093	F		5100	F
	To: From:		L Empori													
301 South Main St	City of Emporia	0.45	5800	F	95%	1%	1%	0%	3%	0%	С	0.092	F		6300	F
<del>~</del>	To: From:		Ground I													
301 South Main St	City of Emporia	0.24	9700	F	95%	1%	1%	0%	3%	0%	F	0.088	F		11000	F
<del>~</del>	To- From		fferson St													
301 South Main St	City of Emporia	0.36	9700	F	95%	1%	1%	0%	3%	0%	F	0.089	F		11000	F
<del>~</del>	To: From:		nswick Av													
301 South Main St	City of Emporia	0.49	14000	F	97%	1%	1%	0%	1%	0%	С	0.080	F		16000	F
~	To: From:		Valley St													
301 South Main St	City of Emporia	0.20	13000	F	97%	1%	1%	0%	1%	0%	F	0.081	F		15000	F
~	Ta- From:	Atl	lantic Ave													
North Main St	City of Emporia	0.74	9900	F	97%	1%	1%	0%	1%	0%	F	NA			11000	I
~	To: From:		US 58													
North Main St	City of Emporia	0.34	8100	F	96%	0%	1%	1%	2%	0%	F	NA			8800	F
~	To: From:		Ialifax St													
301 North Main St	City of Emporia	0.16	9200	F	96%	0%	1%	1%	2%	0%	F	NA			10000	F
~	To. From:	NC	L Empori	ia												
301	Greensville County	1.53	5800	F	96%	0%	1%	1%	2%	0%	С	0.090	F		6200	F
~	To:		40-614													

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW
	From:		40-614												
(301)	Greensville County	2.77	4000	F	96%	0%	1%	1%	2%	0%	F	NA		4300	F
$\bigcirc$	To:	Suss	ex County I	Line											

					GIE		/laintenar									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From	:				40-631				1					
(F128) Holly Huck Trail	3.89	270	R								NA			NA		04/01/2008
		To					Ioores Ferr	y Rd								
(F129) Ivory Lane	1.60	From <b>7</b>	R			De	ead End				 NA			NA		04/01/2008
(F129) Ivory Lane	1.00	To	:			40-639 R	lock Bridge	Rd						1471		04/01/2000
		From				De	ead End									
F <sub>130</sub> Ashbin Rd	1.69	320 To	R			D	1 F - 1				NA			NA		04/01/2008
City of Emporia						Di	ead End									
_		From				US 58	; Bus US 5	8								
F <sub>131</sub> Clover Leaf Dr	1.06	210 To	R			D	ead End				NA			NA		05/13/200
Greensville County						D	caa Ena									
_		From				De	ead End									
F <sub>132</sub> Belfield Rd	0.36	620 To	R				40-610				NA			NA		05/13/2008
		From	:				40-616									
(F133)	0.43	190	R				10 010				NA			NA		05/13/200
$\bigcup$		To	:			Ţ	JS 301									
City of Emporia		From	ī			Bu	ıs US 58									
F963)	0.04	NA				Du	LS CB 30				NA			NA		
$\bigcirc$		То				De	ead End									
$\bigcirc$	0.07	From				US 58	; Bus US 5	8						NIA		0E/42/200
F964	0.07	<b>7</b>	R			De	ead End				NA			NA		05/13/200
		From	:				leese St									
(F965)	0.31	3	R								NA			NA		05/13/200
<u> </u>		To				De	ead End									
Greensville County		From	1			Brunswic	ck County I	ine								
600)	1.50	430	R								NA			NA		06/01/200
<u> </u>		To	:				N, Brink R									
(600)	3.40	780	R			40 027	S, Dillik I	·u			NA			NA		06/01/200
$\bigcirc$		То				North Car	rolina State	Line								
	3.00	From 100	R			Brunswic	ck County I	ine			 NA			NA		06/01/200
(601)	3.00	To				40-62	27 Brink Rd							INA		00/01/200
		From					ck County I									
(602) Quarrell Rd	1.38	10	R								NA			NA		04/01/2008
		To					40-603									
603	0.30	1500	R			North Car	olina State	Line			NA			NA		06/01/200
(003)	0.00	To				10-631 N S	Spring Chu	ch Rd			¬ <u> </u>					00/01/200
(603)	1.50	510 From	F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.55	550	F	2008
$\bigcirc$		To From	:				33 SOUTH 33 NORTH									
603	3.20	90	R			40-03	33 NOKI II				NA			NA		06/01/200
		To					E, Brink R									
(603)	2.59	From <b>890</b>	R			40-627	W, Brink I	Kd .			 NA			NA		06/01/200
003)		To	· ·			Brunswic	ck County I	ine								22.0.,2000
		From					40-603									
(604)	5.27	80	R								NA			NA		06/01/2005
$\overline{}$		То	1			Brunswic	ck County I	ine								

					GIE		/laintena				- V		D:-			
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From:	i								1					
(605)	2.70	90	R			Diuliswi	ck County	Line			NA			NA		05/17/200
		To: From:					507 EAST									
(005)	0.70	110	R			40-6	07 WEST				NA			NA		05/17/200
605)	0.70	To				LIC 50 DL	easant Shac	lo Du								00/11/200
(605)	2.20	120 From:	R			US 38 PR	easant Snac	ie Dr			NA			NA		05/11/200
0003		To				40-6	506 EAST									
	4.00	From:				40-6	06 WEST							NIA		05/44/000
(605)	4.20	350 To:	R			40-6	508 EAST				NA			NA		05/11/200
		From:					08 WEST									
(605)	0.45	7	R								NA			NA		05/11/200
		To:					ead End									
(m)	5.32	490	R			Brunswi	ck County	Line			NA			NA		05/11/200
606	0.02	To:				4	40-619							11/3		03/11/200
		From:				Brunswie	ck County	Line								
(607)	0.60	60	R				-				NA			NA		06/14/200
$\bigcirc$		To: From:					Gap Term	inus								
(607)	2.30	250	R			40	-606 Gap				NA			NA		05/11/200
(607)	2.00	To				40.6	05 WEST									00/ : :/200
(607)	3.70	130 From:	R			40-0	003 WEST				NA			NA		05/17/200
007)		To			Ţ	US 58 E, P	leasant Sh	ade Dr								
		From				Brunswi	ck County	Line								
(608)	4.50	610	R								NA			NA		05/12/200
<u>~</u>		To: From:				4	40-619									
(608)	5.28	790	R								NA			NA		06/14/200
O		From:					40-680									
608) Wyatts Mill Rd	1.47	1100 To:	F	93%	0%	1%	1% 40-610	4%	0%	С	0.147	F	0.706	1200	F	2008
		From:					JS 301									
(609)	1.72	140	R				33 301				NA			NA		05/19/200
		To				Sussex	County Li	ne								
		From:				Ţ	JS 301									
(610)	0.10	2100	F	97%	2%	1%	1%	0%	0%	F	0.127	F	0.533	2300	F	2008
<u> </u>		To: From:					0-9179									
(610)	2.22	950	F	97%	2%	1%	1%	0%	0%	F	0.103	F	0.561	1000	F	2008
<u> </u>		From:					Vater Whee									
(610)	6.92	650	F	97%	2%	1%	1%	0%	0%	С	0.119	F	0.628	700	F	2008
$\overline{\bigcirc}$	0.45	From:		070/	00/		Vyatts Mil		00/	_	0404		0.500	4000		0000
(610)	0.45	1700 To:	F	97%	2%	1%	1% CL Jarratt	0%	0%	F	0.121	F	0.526	1800	F	2008
Tourn of Jonnett						***	on surrect				<u> </u>					
Town of Jarratt		From				W	CL Jarratt									
610 Allen Rd	0.29	1700	N	97%	2%	1%	1%	0%	0%	N	0.121	Ν	0.526	1800	Ν	2008
~		To:	1			40-110	1 Grigg A	ve								
Greensville County		From:				Brunswi	ck County	Line								
(611) Dry Bread Rd	1.91	1300	F	95%	1%	1%	1%	2%	0%	F	0.102	F	0.563	1400	F	2008
$\overline{\bigcirc}$		To				40-6	33 WEST									
(611) Dry Bread Rd	2.84	1500 From:	F	95%	1%	1%	1%	2%	0%	С	0.095	F		1600	F	2008
$\overline{}$		To:				4	40-658				$\neg$ —					
(611) Dry Bread Rd	1.79	1800	F	95%	1%	1%	1%	2%	0%	F	0.096	F	0.752	1900	F	2008
$\overline{}$		To:				4	40-635									

					0.0		Viaii ileriai				V		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	:				40-635									
(611) Dry Bread Rd	0.92	3200	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.625	3500	F	2008
$\bigcup$		To					L Emporia L Emporia									
(611) Brick Yard Rd	1.05	570	F	96%	2%	1%	0%	1%	0%	F	0.098	F	0.523	610	F	2008
		To	-			4	40-654									
(611) Brick Yard Rd	0.99	330	F	96%	2%	1%	0%	1%	0%	С	0.106	F	0.525	360	F	2008
$\frac{\circ}{\circ}$		From					40-623									
611) Brick Yard Rd	1.74	440 To	F	96%	2%	1%	0% County Li	1%	0%	F	0.089	F	0.685	480	F	2008
		From	:				40-619	ne								
612)	2.40	170	R			•	+0-017				NA			NA		05/12/200
		То	:			4	40-651									
$\bigcirc$	0.00	From	<u> </u>			4	40-605									05/44/000
613	3.20	140 To	R			40-6	19 NORTH	[			NA T			NA		05/11/200
$\overline{}$		From					19 SOUTH									
613)	1.70	370 To	R				40-610				NA			NA		05/17/200
		From	:				L Emporia									
614)	1.03	620	R			1101	2 Emporiu				NA			NA		06/14/200
		To					16 SOUTH									
614)	0.40	180	R			40-616 N	, Moonligh	it Ka			NA			NA		05/19/200
614)		To				ī	US 301									
614)	0.70	<b>740</b> From	F	94%	1%	1%	0%	3%	0%	С	0.110	F	0.511	790	F	2008
		To From				40-617 W	Vater Whee	l Rd								
614)	5.00	140	R								NA			NA		05/17/200
		To					40-610									
615)	2.30	100	R			4	40-610				NA			NA		05/17/200
013)		То				4	40-614									
		From	:			Ţ	US 301									
(616)	0.10	360	R								NA			NA		06/14/200
	0.00	From				I	FR-133				$\rightrightarrows$			NIA		00/4 4/000
616)	0.20	350	R								NA			NA		06/14/200
646	0.50	90	R			40-6	514 WEST				NA			NA		05/19/200
(616)	0.00	То				40-6	514 EAST							1471		00/10/200
Manufight Dd	0.00	From	Ļ			40-62	14 NORTH	[						NIA		05/13/200
616 Moonlight Rd	0.33	50 To	R			D	ead End				NA 			NA		05/15/200
		From	:				40-610									
617) Water Wheel Rd	0.23	290	F	97%	1%	1%	0%	1%	0%	С	0.131	F	0.705	310	F	2008
<u> </u>		To From	:				ME 40-610									
(617)	0.45	350 To	F	97%	1%	1%	0%	1%	0%	F	0.122	F	0.688	380	F	2008
<del>_</del>		From	] :I				40-614 ead End				<u> </u>					
(618)	0.80	150	R				eau Enu				NA			NA		05/11/200
		To				4	40-606									
$\bigcirc$	0.10	From		0501	401		L Emporia	C0.	607	_	0.155	_	0.00=	4466	_	2222
<b>(619)</b>	0.43	1100	F	95%	1%	1%	1%	2%	0%	F	0.108	F	0.637	1100	F	2008
	2 16	To From	F	QE0/.	1%		40-681 1%	20/:	0%	F	0.104	F	0.651	910		2008
(619)	3.16	760		95%	170	1%	40-606	2%	U%	Г	0.104	Г	0.651	810	F	2008

									ensville Mainte	Gree					
V Year	QW	AAWDT	Dir Factor	QK	K Factor	QC		-Truck Axle 1Trail	2Axle 3+A	Bus	4Tire	QA	AADT	Length	Route
									40-606				From		Greensville Countv
2008	F	630	0.534	F	0.110	С	0%		1% 1%	1%	95%	F	590	1.54	619
					$\supset$				40-613 NOF				To From		
2008	F	470	0.556	F	0.117	F	0%		1% 1%	1%	95%	F	440	1.44	619
2008	F	400	0.57	F	0.118	F	0%		40-612 1% 1%	1%	95%	 F	370 From	1.77	(£10)
				•	¬—	•			40-608	. , ,		-			<b>(619)</b>
2008	F	280	0.507	F	0.123	F	0%	% 2%	1% 1%	1%	95%	F	260 From	2.89	(619)
									Sussex County 40-605			: <u> </u> :I	To		
05/13/2008		NA			NA			)	40-003			R	120	1.50	(620) Radium Rd
								7	40-607				To		
05/19/2005		NA			 NA			3	40-633			R	170	3.32	(COA)
03/13/2003		IVA						rry Rd	40-650 Quari				To	0.02	(621)
2008	F	470	0.521	F	0.098	С	0%	•	1% 21%	2%	66%	F	440 From	0.49	(621) Quarry Rd
	_								40-629 Moores I			:	To		
2008	F	370	0.651	F	0.120	С	0%		1% 0%	2%	95%	F	340	2.45	(622) Little Low Ground Rd
					_			RTH	40-629 NOF			-	To From		
2008	F	380	0.726	F	0.107	F	0%	% 3%	1% 0%	2%	95%	F	350	0.29	622) Little Low Ground Rd
05/19/2005		NA						Church Rd	40-629 S, Zion C			R	90 From	5.30	
03/19/2003		NA			NA —			DOT	40, 625 WE				90 To	5.50	622
05/24/2005		NA			NA			E31	40-625 WE			R	210 From	2.60	(622)
									40-730 E, Low G	4			То		
05/19/2005		NA			 NA			and Rd	US 58 Courtla			R	280	1.90	623)
								Yard Rd	40-611 Brick Y				То		023)
04/04/2000		NIA						State Line	North Carolina S				From	2.20	Ctool Bridge Dd
04/01/2008		NA			NA			-	40.655			R	20	2.20	624 Steel Bridge Rd
04/01/2008		NA			NA			)	40-655			R	20 From	0.10	(624)
								round Rd	40-730 Low Gro				То		
05/24/2005		NA			 NA			State Line	North Carolina S			R	340	3.94	(625)
									40-622 EA				To		023)
05/24/2005		NA			NA			EST	40-622 WE			R	From <b>620</b>	5.70	625)
								3	40-628			:	То		
05/24/2005		NA			 NA			hurch Rd	40-629 Zion Ch			R	From 90	2.10	
00/24/2000		147.						2	40-622			·	To	2.10	626)
									North Carolina S			<u> </u>	From		<u> </u>
2008	F	710	0.768	F	0.092	F	0%			1%	95%	F	660	8.03	627) Brink Rd
2008	F	1500	0.727	F	0.111	С	0%		40-633 1% 1%	1%	95%		1400	5.60	627) Brink Rd
									40-1025				To From		
2008	F	2500	0.670	F	0.087	F	0%		1% 1%	1%	95%	F	2300	0.56	627) Brink Rd
					+							<u> </u>	From		
05/24/2005		NA			NA			ii.	Deau Elli			R	40	1.40	(628)
								1	US 301				To From		
06/04/2005		NA			NA			hurah D.4	40 620 7: 6			R	<b>46</b>	3.40	628)
		2500 NA	0.768 0.727 0.670		NA			State Line % 2% 8 % 2% 5 % 2% orinia nd	North Carolina S  1% 1%  40-633  1% 1%  40-1025  1% 1%  SCL Empo	1%		F R R	From 660  1400  To From 40  From 40	0.56	627) Brink Rd 627) Brink Rd

					GIE	ensville	/laintena	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From	·Ī			North Car	olina State	a I ina			-					
(629)	3.20	300	R			North Cal	onna State	c Line			NA			NA		05/24/200
<u> </u>		To From				4	40-632									
(629)	0.70	540	R								NA			NA		06/14/200
(629) Moores Ferry Rd	1.06	970 From		57%	1%	40-62 1%	1 Quarry F 31%	10%	0%	С	0.082	F	0.531	1000	F	2008
		To From					I-95				_					
629 Moores Ferry Rd	0.94	1200	F	83%	1%	2%	3%	11%	0%	С	0.081	F	0.548	1300	F	2008
(629) Zion Church Rd	0.10	From 1400	F	94%	2%	1%	JS 301 1%	2%	0%	F	0.097	F	0.680	1500	F	2008
(629) Zion Church Rd	0.10	1400 To		34 /0	270		176	270	070	-	0.037	'	0.000	1300	'	2000
(629) Zion Church Rd	2.60	180 From	F	94%	2%	1%	1%	2%	0%	С	0.124	F	0.5	200	F	2008
		To	:			-622 S, Lit -622 N, Lit										
(629)	1.35	90	R		-10	022 TV, ER	ac Low C	rouna ra			NA			NA		05/24/2005
		To	:			40-730 L	ow Groun	nd Rd								
Town of Jarratt		From	:			SR 13	9 Jarratt A	ve								
630	0.23	670	F	91%	2%	0%	2%	5%	0%	F	0.11	F	0.597	720	F	2008
Greensville County			ļ			NC	L Jarratt									
		From					L Jarratt								_	
(630)	2.30	420 To	F	91%	2%	0% Sussex	2% County L	5% ine	0%	С	0.125	F	0.714	450	F	2008
		From	:			North Car										
(631) Spring Church Rd	0.20	1000	F	93%	1%	1%	1%	4%	0%	С	0.099	F	0.548	1100	F	2008
$\bigcirc$	4 77	From				4	40-603				$\rightrightarrows$			NIA		0.4/0.4/0.000
(631)	4.77	<b>220</b>	R			North Car	olina State	e Line			NA 			NA		04/01/2008
		From				4	40-633									
(632)	4.60	140 To	R				10-629				NA			NA		06/14/2005
		From	! :			North Car		e Line								
(633)	1.48	710	R								NA			NA		06/01/2005
<u> </u>		To From					O3 SOUTE									
(633)	0.30	640	F	97%	0%	1%	1%	1%	0%	F	0.103	F	0.519	680	F	2008
633)	3.85	510	F	97%	0%	40-60 1%	3 NORTI 1%	<u>н</u> 1%	0%	С	0.089	F	0.679	550	F	2008
633		To From	-				7 Brink R				$\neg$ —					
633)	2.80	280 From	F	97%	0%	1%	1%	1%	0%	F	0.142	F	0.646	300	F	2008
		From					40-693			_	<u> </u>	_			_	
633)	1.73	400 To	F	97%	0%	1% 40-611 W	1% 7. Dry Brea	1% ad Rd	0%	F	0.125	F	0.571	430	F	2008
$\bigcirc$	4.04	From					, Dry Brea									00/4 4/0005
633)	1.81	140 To	R			D	ead End				NA T			NA		06/14/2005
		From					JS 301									
634)	1.50	<b>60</b>	R				15.1				NA			NA		06/14/2005
		From	<u>                                       </u>				ead End ead End				<u> </u>					
635)	1.00	170	R			<u>D</u>	cau DIU				NA			NA		05/26/2005
$\bigcup$		To	:				Dry Bread	l Rd								
627	0.35	230	R			4	40-608				 NA			NA		05/12/2005
637)	3.00	<b>230</b> To				40-696	Fields Cir	rcle								30,12,2000

					Gree		laintenar									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	:			40-6961	Fields Circ	·le			1					
(637)	0.25	410	R			10 070 1	rotas circ				NA			NA		05/12/200
$\bigcirc$		To				De	ad End									
$\bigcirc$	0.00	From				40-730 Lo	ow Ground	l Rd						NIA		05/04/000
(638)	0.80	20	R								NA			NA		05/24/200
(00)	1.15	From	R		0.80	MN 40-7	30 Low Gr	ound Rd			NA			NA		05/24/2009
(638)	1.10	To				De	ad End							14/-1		03/24/200
		From	:			40-62	7 Brink Rd	l								
639	2.20	290	R								NA			NA		06/14/200
		To From					V, Quarry				$\Box$					
(639) Rock Bridge Rd	2.20	190	F	94%	4%	2%	0%	0%	0%	С	0.120	F	0.6	210	F	2008
$\bigcirc$		From				U	S 301									
(639)	0.10	90 To	R			1	0-691				NA			NA		06/14/200
		From														
(640)	0.75	360	R			033	8; 40-607				NA			NA		05/11/200
040		To				40-68	31 & 1020									
		From				De	ad End									
(641) Garners Mill Rd	0.35	20	R								NA			NA		04/01/200
		From	<u> </u>				0-633									
640	0.40	<b>80</b>	R			De	ad End				I NA			NA		05/24/200
642	0.40	To				U	S 301							14/4		03/24/200
		From					0-635									
643)	1.17	220	R								NA			NA		05/26/2009
<u> </u>		To	:			40-611 I	Ory Bread	Rd								
$\bigcirc$		From	<u> </u>			4	0-640									
644)	0.47	340 To	R			NCI	Emporia				NA			NA		06/07/200
		From	! :				ad End				-					
(646)	0.80	90	R			De	au Enu				NA			NA		05/24/200
040		To	:			40-730 Lo	ow Ground	l Rd								
		From	:			4	0-605									
647)	0.26	40	R								NA			NA		06/14/200
<u> </u>		To					ad End									
648) Felts Rd	1.20	110	R			4	0-630				 NA			NA		05/13/2008
(648) Felts Rd	1.20	To	· ·			De	ad End							INA		03/13/2000
		From				US 58 Ple		le Dr								
(649)	0.90	50	R								NA			NA		05/17/200
		To	-			De	ad End									
O		From					Quarry Ro									
650 Quarry Rd	1.33	310	F	54%	2%	1%	30%	14%	0%	С	0.119	F	0.522	330	F	2008
0	4 40	From	Ę	E 40/	001		0-679	4.407	007			_	0.554			0000
(650) Quarry Rd	1.48	<b>90</b>	F	54%	2%	1% 40-639 W,	30% Rock Brid	14% oe Rd	0%	F	0.201	F	0.554	90	F	2008
		From			4	10-639 W, 10-639 E, I	Rock Bridg	ge Rd			$\exists$					
(650)	1.60	100	R								NA			NA		05/19/2005
		To	<u> </u>				7 Brink Rd	i								
	2.00	400	<u> </u>			4	0-610							NIA		05/12/200
(651)	3.00	400	R			40-6	08 EAST				NA T			NA		05/12/2005
		From					08 WEST									
(651)	1.40	190	R								NA			NA		05/17/2005
$\overline{}$		To				4	0-619									

Route	Length	AADT	QA	4Tire	Bus	; 2/	\vlo 2	Truck- +Axle 1T	rail 1	Trail	QC	K Factor	QK	Dir Factor	AAW	DT (	ЭW	Year
Greensville Countv			7			ZF			Tall 2	zıralı		racioi		Factor				
652	0.11	10	R				Dead	End				NA			N/	Ą		06/14/2005
002)		Tr Fron					40-6	553										
(652)	0.13	8	R					555				NA			N	Ą		06/14/2005
		Tr					Dead	End										
$\bigcirc$		Fron					40-€	687				_]						
653	0.30	130	R				40-6	(5)				NA			N/	4		06/14/200
		Fron	l									<u> </u>						
654)	1.74	200	R				ECL E	тропа				NA			N	Ą		05/19/200
004)		To				40-	-611 Bric	k Yard Rd										
		Fron				40-7	730 Low	Ground Rd										
655)	0.30	6	R									NA			N	Ą		04/01/200
		Tr				40-6		l Bridge Rd										
	0.00	From					40-€	625										05/04/000
656	2.30	160	R				40-6	626				NA			N/	4		05/24/200
		Fron					US 3											
(657)	0.80	480	R				US:	301				NA			N	A		06/14/200
037)		To					Dead	End										
		Fron					Dead	End										
658)	1.10	210	R									NA			N	A		05/26/200
$\smile$		To				40-	-611 Dry	Bread Rd										
		Fron					40-6	503				<u>ا</u>						
659	2.40	170	R				40-627 B	Drink Dd				NA			N	A		06/01/200
		Fron										_						
(660)	5.65	260	R				40-6	030				NA			N	Ą		05/24/200
(660)		To				40-1	730 Low	Ground Rd										
		Fron					US 3	301										
662	1.50	8	R									NA			N	A		04/01/200
<u> </u>		To				Nortl	h Carolin	na State Line	e			J						
	0.54	Fron					US 3	301				<u>ا</u>						05/40/000
663	0.54	430	R				40-6	614				NA			N	A		05/19/200
		Fron					Dead											
664)	0.25	310	R				Dead	Elia				NA			N	Ą		06/07/200
004)		To					NCL E	mporia										
		Fron					Dead	End										
665)	0.80	290	R									NA			N	Ą		05/19/200
$\bigcirc$		Tr					US 3	301										
		Fron				40-7	730 Low	Ground Rd										
666	0.90	180	R				Dead	End				NA			N/	Ą		05/24/200
		Fron	l															
667)	1.00	150	R				Dead	End				NA			N	Δ		05/26/200
007)	1.00	To				40	-611 Dry	Bread Rd				┪``			147	`		00/20/200
		From				40-	730 Low	Ground Rd										
668) Quarter Rd	0.75	4	R									NA			N	Ą		04/01/200
$\bigcirc$		Te					Dead	End										
<u> </u>		Fron					40-6	505										
669 Dwights Lane	0.50	30	R					г.				NA			N	Ą		05/11/200
		Tr	<u> </u>				Dead					<u> </u>					_	
Rainey Pond Rd	0.00	From	L				Dead	End				NA			N			04/01/200
(670) Rainey Pond Rd	0.90	10	R									INH			IN/	٦.		U4/U I/ZUU

					Gree			ance Area							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	1												
(671) Doodlum Rd	1.39	30	R			<u>D</u>	ead End			NA			NA		05/13/2008
		To From				1.39 M	/IE Dead E	End							
(671) Doodlum Rd	1.71	100	R							NA			NA		05/13/2008
		To From					40-619								
(672)	0.06	150	R			4	40-664			 NA			NA		06/07/2005
(672)	0.00	To				4	40-673								00/01/2000
		From				4	40-672								
(673)	0.06	30	R			-	110			NA			NA		06/07/2005
		To					ul-de-Sac	1.1							
(675)	0.88	110	R			40-62	27 Brink R	Ka		 NA			NA		05/19/2005
013		To				D	ead End								
		From				4	40-660								
676 Brantley Moore	2.21	<b>70</b>	R				40, 620			NA			NA		05/13/2008
		From					40-629			<u> </u>					
(677)	0.98	80	R			<u> </u>	ead End			NA			NA		05/19/2005
		To				4	40-632								
		From				D	ead End								
678) Mitchelle Mill Rd	0.35	5	R				10.40			NA			NA		04/01/2008
		From					40-629								
(679)	0.50	120	R			D	ead End			 NA			NA		05/19/2005
679	0.00	То				40-65	0 Quarry F	Rd							00, .0,2000
		From				40-608 V	Wyatts Mil	ll Rd							
(680)	0.83	90 To	R							NA			NA		05/19/2005
<u> </u>							ead End								
(681)	0.55	From <b>120</b>	R			40-6	540 & 1020	0		 NA			NA		05/17/2005
(661)	0.00	To				4	40-619								00/11/2000
		From				US 58	Courtland	Rd							
(682)	0.12	30	R							NA			NA		05/19/2005
		То					ead End								
(683)	0.11	130	R			US 58 Ple	easant Sha	ide Dr		NA			NA		06/07/2005
(663)	0.11	To	•••				40-705						1471		00/01/2000
683)	0.10	180 From	R			•	40-703			NA			NA		06/07/2005
		To					40-697								
683	0.15	120 From	R							NA			NA		06/07/2005
		То				4	40-644								
$\bigcirc$		From				D	ead End			J					
684)	0.07	140 To	R		,	US 58 E, P	Deacant Sh	nade Dr		NA			NA		06/07/2005
		From				JS 58 W, I									
684	0.33	160	R				10 -11			NA			NA		06/07/2005
		To					40-644	2							
(687)	0.20	180	R			40-6	511; 40-643	3		NA			NA		06/08/2005
001)		To					40-653			¬ <u> </u>					
687)	0.13	250 From	R			-	+0-033			NA			NA		06/08/2005
		То				D	ead End								
$\sim$		From				D	ead End								
688)	0.20	4	R			2				NA			NA		06/08/2005
		To				SCI	L Emporia	1							

					Gree		aintenance A							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From				IIS 301-	I-95 Ramp		-					
(689)	0.52	90	R			03 301,	1-93 Kamp		NA			NA		06/08/2005
		To				SCL	Emporia							
$\bigcirc$		From	<u> </u>			U	S 301		J					
(690)	0.80	10 To	R			11	S 301		NA			NA		06/21/2005
		From					0-634							
691)	0.10	8	R				7-03-1		NA			NA		06/21/2005
		To				0.10 N	IN 40-634							
691)	0.40	6	R						NA			NA		06/21/2005
		To				40	)-639							
691)	0.50	6 From	R						NA			NA		04/01/2008
		To				U	S 301		_					
(691)	0.20	4	R						NA			NA		06/21/2005
$\bigcirc$		To				Dea	ad End							
$\bigcirc$		From				40	)-604							
692	0.81	<b>7</b>	R			C-1	1. 0		NA			NA		06/21/2005
		From					-de-Sac							
(602)	1.50	330	R			40	)-604		NA			NA		06/21/2005
(693)	1.00	To				40	)-633		<b>–</b> i"			14/1		00/2 1/2000
		From				40-627	Brink Rd							
(694) Hobbs Rd	1.00	30	R						NA			NA		04/01/2008
$\overline{}$		To				De	ad End							
<u> </u>		From				40	)-608		<u> </u>					.=//
696 Fields Circle	0.60	<b>20</b>	R			40	)-637		NA			NA		05/13/2008
		From												
(697)	0.17	48	R			40	)-683		NA			NA		06/07/2005
091)		To				40	)-705							
(697)	0.06	20 From	R			4(	J-703		NA			NA		06/07/2005
001)		To				Dea	ad End							
		From				40	)-607							
(698)	0.50	120	R						NA			NA		06/22/2005
		То				De	ad End							
	0.50	From				Dea	ad End					NIA		00/00/0005
(699)	0.50	<b>20</b>	R			II:	S 301		NA			NA		06/22/2005
		From					ad End		l					
(700)	0.15	170	R			Do	ad Elid		NA			NA		06/22/2005
		To				40	)-643							
		From				Dea	ad End							
(701)	0.32	150	R						NA			NA		06/08/2005
		To From				40	)-707							
701	0.35	270	R						NA			NA		06/08/2005
		To					)-664							
<del>(200</del> )	0.14	90	L			Dea	ad End		 NA			NA		06/21/2005
702	0.14	90 To				40	)-643					11/7		JUIZ 1/ZUUJ
		From					County Line							
(703)	0.90	7	R						NA			NA		06/21/2005
		To				4(	)-633							
		From				De	ad End							
704)	0.15	70	R						NA			NA		06/21/2005
$\overline{}$		To				40	)-643							

Route	Length	AADT	QA	4Tire Bus	Truck		K	QK	Dir Factor	AAWDT	QW	Year
Greensville County			-	2	Axie 3+Axie IIIali	∠1 rall	Factor		ractor			
705)	0.16	From <b>80</b>	* R		40-683		 NA			NA		06/07/2005
(703)		Fron			40-706							
(705)	0.07	20	R				NA			NA		06/07/2005
		Fron			40-697							
(706)	0.04	70	R		Dead End		 NA			NA		06/07/200
(700)		Т	_		40-705							
$\bigcirc$		Fron			40-701		٦					00/00/000
(707)	0.43	1000 T	R		40-607		NA T			NA		06/08/200
		Fron	1:		Dead End							
(709)	0.16	150	R				NA			NA		06/21/200
$\cup$		Т	1		40-627 Brink Rd							
	1.00	Fron		40	0-611 Brick Yard Rd					NΙΛ		06/00/200
(711)	1.00	60	R	Sout	thampton County Line		NA 			NA		06/09/200
		Fron	1:		Dead End		j					
(712)	0.05	90	R				NA			NA		06/07/200
		Fron			US 58; 40-684							
(713)	0.15	140	R		Dead End		 NA			NA		06/07/200
(713)	0.10	т			40-643							00/01/200
		Fron			Dead End							
(714)	0.15	<b>50</b>	R		40.642		NA			NA		06/07/200
		Fron			40-643 Dead End							
(715)	0.09	40	R		Dead End		NA			NA		06/07/200
		Т			40-644							
$\bigcirc$		From			Dead End							
(717)	0.08	<b>70</b>	R		40-643		NA			NA		06/07/200
		Fron	1:	40	0-611 Brick Yard Rd		1					
(718)	0.26	47	R		orr brief Talaria		NA			NA		06/07/200
0		Т	I		Dead End							
	0.20	From <b>50</b>	* <u> </u>		US 301		 NA			NA		06/09/200
(719)	0.20	<b>JU</b>	_		Dead End					INA		00/09/200
		Fron	1:		40-663							
(720)	0.12	40	R				NA			NA		06/09/200
<u> </u>		Т	I		Dead End							
(721)	1.20	100	R	US	58 Pleasant Shade Dr		 NA			NA		06/22/200
(721)	1.20	Т			Dead End					1471		00/22/200
		Fron	1:	40-	-730 Low Ground Rd							
(722) Chambliss Rd	0.40	<b>290</b>	R				NA			NA		05/13/200
		From			Dead End		<u> </u>					
(724) Riverview Rd	0.63	110	R		Dead End		 NA			NA		05/13/200
		Т			40-607							
<u> </u>		Fron			Dead End							
(725) Crescent Ct	0.15	40 Ti	R		40 614		NA			NA		05/13/200
-		Fron			40-614 SCL Emporia		+					
(730) Low Ground Rd	1.15	1400	F	97% 1%	1% 0% 1%	0% C	0.107	F	0.71	1500	F	2008
		т.	·.		W, Little Low Ground Rd							

								enance Are								
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From			40						- i					
730) Low Ground Rd	11.87	350	F	97%	1%	1%		w Ground Rd	0%	F	0.133	F	0.853	380	F	2008
730) 2511 Ground 11d	11.07	To	Ė	01 70	170			unty Line	070	•		•	0.000	000	·	2000
		From					40-604				ĺ					
731)	0.31	40	R								NA			NA		06/08/20
$\bigcirc$		To					Dead Er	d								
$\bigcirc$	0.40	From	<u> </u>			40-6	11 Dry Bı	ead Rd								00/00/00
1005	0.12	100 <sub>To</sub>	R				40-1006	5			NA			NA		06/08/20
		From					Cul-de-S									
1006	0.05	10	R				Cui-ue-s	ac			NA			NA		06/08/20
10009		To					40-100	7								
1006)	0.13	110 From	R				40-100				NA			NA		06/08/20
1000)		То					40-100	5								00,00,=0
		From				40-6	11 Dry Bı	ead Rd			Ī					
1007)	0.12	130	R								NA			NA		06/08/20
$\overline{}$		To					40-100	5								
_		From					Dead Er	d								
1010	0.32	200	R								NA			NA		06/08/20
		To					40-707									
	0.45	From				40	0-640; 40	-681						NIA		00/07/00
1020	0.15	100 To	R				40-102	1			NA			NA		06/07/20
		From				40										
	0.40	40	R			40-	-1022 SO	UTH			NA			NA		06/07/20
(1021)	0.40	70	·`											INA		00/01/20
	0.25	10 From	R			40-	-1022 NC	RTH			NA			NA		06/07/20
1021)	0.23	10									- INA			INA		00/01/20
	0.10	Prom	R				40-1020	)			NA			NA		06/07/20
1021	0.10	ZU To				4	0-1022 N	IID .						INA		00/01/20
		From					40-681									
1022)	0.12	130	R				10 001				NA			NA		06/07/20
		To				40	-1021 SO	IITH								
1022)	0.03	50 From	R			-10	-1021 50	0111			NA			NA		06/07/20
1022)		To From				1	0-1021 N	un)								
1022	0.05	40 From	R			- 7	-0-1021 IV	ш			NA			NA		06/07/20
1022)		To				40-	-1021 NC	RTH								
		From					Dead Er	d								
1025)	0.03	20	R								NA			NA		06/21/20
$\bigcirc$		To From					40-1020	5								
1025)	0.12	240 From	R								NA			NA		06/21/20
$\bigcirc$		To				40	-627 Brin	k Rd								
		From					Dead Er	ıd								
1026	0.10	90	R								NA			NA		06/21/20
		To					40-1025	5								
Town of Jarratt		From				40	C10 A11-	D.1								
1101) Grigg Ave	0.13	130	R			40	-610 Alle	n Ka			NA			NA		06/16/20
Grigg Ave	0.10	.00					1105 =	G.						14/3		00/10/20
1101) Grigg Ave	0.09	110 From	R			40	-1107 Gr	ay St			NA			NA		06/16/20
(1101) Grigg Ave	0.09	110									INA			INA		00/10/20
Crigo Avo	0.00	From					40-1102	2						NIA		06/40/00
1101) Grigg Ave	0.38	160	R								NA —			NA		06/16/20
Grigg Ave	0.00	From	Ļ			40-	-1106 Sus	an St	_					N14		00/40/00
(1101) Grigg Ave	0.02	220	R								NA			NA		06/16/20

					Gre		ntenance Are		I/		D:-			
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt		From				40-1108 W	illow Ave		1					
(1101)	0.03	390	R			40-1108 W	mow Ave		NA			NA		06/16/2005
<u> </u>		To From				40-1105	First St							
(1101)	0.05	290	R						NA			NA		06/16/2005
	0.13	250 From	R			40-1103 Br	axton Ave		NA			NA		06/16/2005
(1101)	0.13	To				Sussex Co	unty Line					14/4		00/10/2003
Greensville County		From												
(1102)	0.08	160	R			Sussex Co	unty Line		NA			NA		06/16/2005
		To From				40-1	103		_					
(1102)	0.57	110	R						NA			NA		06/16/2005
		To	2			SCL J	arratt							
Town of Jarratt		From	:			SCL J	arratt							
(1102)	0.25	80 To	R			40-1101 C	luina Avo		NA			NA		06/16/2005
Greensville County						40-1101 (	nigg Ave							
		From	<u></u>			40-1	102							
(1103)	0.15	120 ™	R			SCL J	arratt		NA			NA		06/16/2005
Town of Jarratt						JCE!			•					
	0.14	From	R			SCL J	arratt					NIA		06/46/2005
(1103) Braxton Ave	0.14	100				40 1111 0	F : 0:		NA			NA		06/16/2005
(1103) Braxton Ave	0.15	180 From	R			40-1111 St	Francis St		NA			NA		06/16/2005
		To From				40-1	101		_					
(1103)	0.03	240	R						NA			NA		06/16/2005
		To				Sussex Co								
(1104) Lincoln Ave	0.12	150	R			40-630; N	CL Jarratt		NA			NA		06/07/2005
		To From				40-1110	Pine St							
(1104) Lincoln Ave	0.17	<b>50</b>	R						NA			NA		06/06/2005
		From				40-1112 40-1111 St								
(1105) Ivey St	0.15	80	R			40-1111 St	Trancis St		NA			NA		06/07/2005
		To	:			40-1101 C								
(1106) Susan St	0.07	From <b>80</b>	R			Dead	End		NA			NA		06/07/2005
(1106) Susan St	0.07	To				40-1111 St	Francis St		¬ <u> </u>					00/01/2000
(1106) Susan St	0.15	190 From	R			40 1111 50	Traicis St		NA			NA		06/07/2005
		To	:			40-1101 C								
(1107) Gray St	0.25	220	R			40-1101 C	drigg Ave		NA			NA		06/16/2005
(1107) Gray St	0.20	To				Dead	End							00/10/2000
<u> </u>		From	:			Dead	End							
Park St; Town St	0.17	40	R						NA —			NA		06/16/2005
(1108) Park St; Town St	0.07	From	R			40-1109 N,	Pine Place		NA			NA		06/16/2005
1100)		To				40-1109 S,	Pine Place		¬—					
(1108) Park St; Town St	0.04	170 From	R		_				NA			NA		06/16/2005
$\overline{}$		То				40-1101 C			1					
(1109) Pine Place	0.09	20	 R			40-1108 Park	St; Town St		NA			NA		06/16/2005
Pine Place	0.00	To				40-1108 Park	St; Town St							35, 15,2000
		In	J			40-1108 Park	St; 10wn St							

					Orec	JI IS VIII C I	/laintenar	ice Ale	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt		From	1:			SD 13	9 Jarrett Av	Δ								
(1110) Pine St	0.64	170	R			SK 13	9 Janen Av				NA			NA		06/16/200
		To	·			Sussex	County Lir	ne								
		From	1:			40-11	06 Susan St	t								
(1111) St Francis St	0.05	90	R								NA			NA		06/16/200
0		To From				40-1	105 Ivey St									
(1111) St Francis St	0.05	180 To	R			40.110	1D				NA			NA		06/16/200
		From					Braxton A									
(1112) York St	0.07	30	R			40-11	13 Batte St				NA			NA		06/16/200
11112) TOIK Of	0.07	JU				10.110								14/3		00/10/200
(1112) York St	0.10	40 From	R			40-110	Lincoln A	ve			NA			NA		06/16/200
(1112) YORK St	0.10	To				40-1	110 Pine St				<b>–</b> "`			14/1		00/10/200
		From	1:				0 Allen Rd									
1113) Batte St	0.15	150	R								NA			NA		06/16/200
<u> </u>		To From	-			40-1	110 Pine St									
(1113) Batte St	0.18	<b>40</b>	R								NA			NA		06/16/200
$\bigcup$		To	):			40-11	12 York St									
_		From				40-63	30 Allen Rd									
(1114)	0.23	100	R								NA			NA		06/16/200
<u> </u>		To					Nicholson	St								
1115 Duncan St	0.03	30	R			D	ead End				NIA			NA		06/16/200
Duncan St	0.03	30									NA —			INA		06/16/200
1115) Pine St	0.12	From	R			40-1	110 Pine St							NA		05/42/200
(1115) Pine St	0.12	<b>40</b>					0-1116				NA T			INA		05/13/200
		From	1:				9 Jarratt Av	ρ.								
(1116) Nicholson St	0.06	47	R			51(15	y Jurian 11v				NA			NA		06/16/200
		To	-			Δ	0-1114									
(1116)	0.12	140 From	R				0 1114				NA			NA		05/13/200
		To	):			40-1	115 Pine St									
		From	1:			Sussex	County Lir	ne								
(1117)	0.24	10	R								NA			NA		06/16/200
<u> </u>		To	1				ead End									
	0.11	130	R			40-63	30 Allen Rd				NIA			NA		05/12/200
(1118)	0.11	To				40-1	110 Pine St				NA T			INA		05/13/200
Greensville County						10 1	1011110151									
Greensyme County		From	1:				40-610									
(1120)	0.13	110	R								NA			NA		05/13/200
<u> </u>		To					ıl-de-Sac									
	0.04	From				Greensvill	e Jr High S	chool						NΙΔ		06/46/200
(9179)	0.04	190 Tra	R				40-610				NA			NA		06/16/200
City of Emporia			1													
City of Emporia		From	1:			JB-40-10	9 SCL Emp	oria								
1 Brink Rd	0.16	2500	F	97%	0%	1%	2%	0%	0%	F	0.093	F	0.639	2700	F	2008
<u> </u>		To	4			1	JS 301									
O Domition of	0.40	From		0501	401		Atlantic St		00/	^		_		0700	_	0000
2 Purdy Rd	0.49	2400	F	95%	1%	1%	1%	3%	0%	С	0.101	F		2700	F	2008
O Part Di	0 : :	From		050	401		erfield Dr	607	607		_ <u>;</u>	_	0.700	1000		2222
2 Purdy Rd	0.14	1200 To	. <b>F</b>	95%	1%	1%	1% Emporia	3%	0%	F	0.1	F	0.706	1300	F	2008
		From					US 58				<del></del>					
			1				U S 28									
(5) West End Dr	0.42	390	G	99%	0%	0%	0%	0%	0%	С	NA			420	G	2008

					Oice	el is ville ivid	aintenance Ar	<del>C</del> a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia															
O 0 111 A	0.47	From	<u> </u>	000/	407		Main St	201			_	0.04	400	_	
Greenville Ave	0.17	390	F	98%	1%	1%	0% 0%	0%	С	0.091	F	0.61	430	F	2008
			1				lar St								
3801) Low Ground Rd	0.42	2500		98%	1%		Emporia 0%	0%	С	0.094	F		2700	F	2009
(3801) Low Ground Rd	0.43	2500		98%	170	1%	0% 0%	0%	C	0.094	Г		2700	Г	2008
<u> </u>		From	<u> </u>				Main St				_				
3801 Laurel St	0.43	780 <sub>To</sub>	<u>_F</u>	98%	1%	1%	0% 0%	0%	С	0.106	F	0.539	850	F	2008
			<u> </u>				ple Ave								
<u> </u>	0.00	From	<u> </u>	000/	00/		Emporia	201			_	0.045	0000	_	0000
Brunswick Ave	0.20	3600	F	98%	0%	1%	0% 0%	0%	F	0.091	F	0.645	3900	F	2008
$\sim$		To From					ck Ave Ext.								
3802 Brunswick Ave	0.66	4400	F	97%	1%	1%	1% 1%	0%	С	0.088	F	0.642	4800	F	2008
		To From				South	Main St								
3802 Hicksford Ave	0.46	2800	F	98%	0%	1%	0% 0%	0%	С	0.109	F	0.601	3100	F	2008
		To	1				ee St								
3802 Lee St	0.37	1800	F	98%	1%	Hicksi 1%	ford Ave 0% 0%	0%	С	0.098	F	0.578	1900	F	2008
(3802) Lee St	0.57	To	Ė	3070	1 /0		ampton St	070		0.030	•	0.570	1300	'	2000
		From	1				Main St								
3804) Valley St	0.14	880	F	98%	0%	1%	0% 0%	0%	F	0.109	F	0.521	960	F	2008
Valley St	•	To							-	_					
Courthampton Ct	0.20	1000	 F	98%	0%	1%	ifax St	00/	С	0.099	F	0.5	1100	F	2008
Southampton St	0.29	1000		90%	076	170	0% 0%	0%	C	0.099	г	0.5	1100	Г	2006
O 0 11 1 01	0.40	From	<u> </u>	000/	00/		ee St	201			_	0.574	4000	_	
Southampton St	0.18	1700 <sub>To</sub>	F	98%	0%	1%	0% 0%	0%	F	0.099	F	0.571	1800	F	2008
		From	.i				tlantic St								
3805 Davis St	1.32	1300	F	96%	1%	0%	1% 2%	0%	С	0.113	F	0.615	1400	F	2008
(3805) Davis St	1.02	To	<u> </u>	3070	1 /0		Emporia	070		0.113	•	0.013	1400	'	2000
		From	:I				mpton St			1					
3807) Halifax St	0.15	2100	F	98%	0%	1%	0% 0%	0%	F	0.112	F	0.731	2300	F	2008
(3807) Halifax St	00	т.								<u> </u>	•	00.	2000	•	
3807 Halifax St	0.34	2200 From		98%	0%	1%	tlantic St 0% 0%	0%	С	0.082	F	0.619	2400	F	2008
(3807) Halifax St	0.54	2200		30 70	0 70			070		0.002	•	0.013	2400	'	2000
	0.00	From	<u> </u>	4000/	00/		ffin St	00/				0.557	4700		0000
(3807) Halifax St	0.30	1600	F	100%	0%	0%	0% 0%	0%	С	0.092	F	0.557	1700	F	2008
$\bigcirc$		To From					S 58								
(3807) Halifax St	0.53	1100	<u>F</u>	98%	1%	1%	0% 0%	0%	С	0.115	F	0.510	1200	F	2008
		10	<u> </u>				Main St								
O D 01	0.40	From	<u> </u>	000/	40/		outhampton St	00/		0.140	_	0.700	750	_	0000
Reese St	0.12	690	F	98%	1%	1%	0% 0%	0%	С	0.113	F	0.726	750	F	2008
		To From					US 58								
(3808) Reese St	0.83	1700	F	98%	0%	1%	0% 0%	0%	С	0.097	F	0.655	1900	F	2008
		To From	:			US 58	B Bypass								
3808 Reese St	0.84	950	F	92%	1%	2%	2% 4%	0%	С	0.116	F	0.727	1000	F	2008
		To				Sunny	yside Rd								
		From				West A	Atlantic St								
3809 Belfield Dr	0.17	2200	F	97%	0%	1%	2% 0%	0%	С	0.103	F	0.582	2300	F	2008
		То	<u> </u>			Wear	ver Ave								
<u> </u>		From		· · · · · ·			ield Dr					·			
(3810) Weaver Ave	0.21	2500	F	98%	0%	1%	1% 0%	0%	С	0.104	F		2700	F	2008
		To	1			North	Main St								
		From		0=1:			ear Florida Ave	•••			_			_	
(3815) W Atlantic Ave	0.24	720	F	97%	0%	1%	2% 0%	0%	F	NA			780	F	2008
$\sim$		To				Bus	US 58								

					3166	NI 13 VIII C	IVIAIITIC	iance Ai	Ca							
Route	Length	AADT	QA	4Tire	Bus			Γruck de 1Trai	l 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Emporia			_													
		From				No	rth Main	St								
Baker St		650	G								NA			710	G	2008
		To	<u> </u>			I	Halifax St									
		From					Clay St									
Briggs St		1300	F								0.102	F		1400	F	200
		To	:				Tillar St									
		From				Lov	v Ground	Rd								
Clay St		2200	F								0.094	F		2400	F	200
		To	:			Soi	uth Main	St								
		From	:			Sou	uth Main	St								
Jefferson St		1400	F								0.088	F		1500	F	200
		To	:			1	West Ave	:								
		From	:			I	Halifax St									
Ruffin St		1100	F								0.108	F		1200	F	200
		To	:			No	rth Main	St								
		From	:			]	Laurel St									
Temple Ave		500	F								0.135	F		540	F	200
		To	:			Je	efferson S	it								
		From				]	Briggs St									
Tillar St		1400	F								0.114	F		1600	F	200
		To				Hic	cksford A	ve								
		From	:			Je	efferson S	St								
West Ave		310	F								0.108	F	0.524	340	F	200
		To	:			Bru	ınswick A	ve								
		From	:			No	rth Main	St								
West End Blvd		740	F								0.095	F		800	F	200
		To					Gay St									
							,									