

2004

**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
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour 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 Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greenville Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
		From:	Brunswick County Line															
58	Greenville County		6.34	11000	G	80%	1%	1%	1%	17%	1%	F	0.075	F	0.537	11000	G	
		To:	WCL Emporia															
58	West Atlantic St	City of Emporia (Maint: 40)	0.41	14000	G	80%	1%	1%	1%	17%	1%	F	0.080	F	0.519	14000	G	
		To:	Purdy Rd															
58	West Atlantic St	City of Emporia (Maint: 40)	0.21	21000	G	80%	1%	1%	1%	17%	1%	F	0.072	F	0.551	21000	G	
		To:	I-95															
58		City of Emporia (Maint: 40)	0.84	16000	G	72%	1%	1%	2%	23%	1%	C	0.074	F	0.546	15000	G	
		To:	US 301 Main St															
58		City of Emporia (Maint: 40)	0.64	14000	G	67%	1%	2%	2%	27%	1%	C	0.076	F	0.519	13000	G	
		To:	Reese St															
58		City of Emporia (Maint: 40)	0.49	17000	G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.516	16000	G	
		To:	Davis St															
58		City of Emporia (Maint: 40)	0.65	16000	G	84%	1%	1%	1%	14%	0%	F	0.071	F	0.507	15000	G	
		To:	East Atlantic St															
58		City of Emporia (Maint: 40)	0.40	17000	G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.512	16000	G	
		To:	ECL Emporia															
58	Greenville County		1.50	16000	G	84%	1%	1%	1%	14%	0%	F	0.075	F	0.525	15000	G	
		To:	Southampton County Line															
Bus 58		From:	US 58 West Intersection															
58	City of Emporia		0.21	14000	G	95%	0%	2%	1%	2%	0%	C	0.079	F	0.558	15000	G	
		To:	West Atlantic St															
Bus 58	West Atlantic Street	City of Emporia	0.44	13000	G	97%	0%	1%	0%	1%	0%	C	0.084	F	0.503	14000	G	
		To:	North Main Street															
Bus 58	East Atlantic Street	City of Emporia	0.25	5500	G	89%	0%	4%	0%	7%	0%	F	0.094	F	0.518	6000	G	
		To:	Reese St															
Bus 58	East Atlantic Street	City of Emporia	1.20	2200	G	89%	0%	4%	0%	7%	0%	C	0.095	F	0.563	2400	G	
		To:	US 58 East Intersection															
North 95		From:	North Carolina State Line															
95	Greenville County		4.13	20000	A	81%	1%	1%	1%	17%	0%	C	0.136	A		17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	A	81%	1%	1%	1%	17%	0%	C	0.126	A	0.548	33000	A	
		To:	40-629 Skippers															
North 95	Greenville County		4.12	19000	G	81%	1%	1%	1%	17%	0%	F	0.069	F		16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	81%	1%	1%	1%	17%	0%	F	0.07	F	0.518	31000	G	
		To:	US 301 South of Emporia															

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 Greenville Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 95	From: US 301 South of Emporia															
	Greenville County	1.70	20000	G	81%	1%	1%	1%	17%	0%	F	0.064	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	81%	1%	1%	1%	17%	0%	F	0.07	F	0.516	32000	G
North 95	To: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	20000	G	81%	1%	1%	1%	17%	0%	F	0.064	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	81%	1%	1%	1%	17%	0%	F	NA		32000	G	
North 95	To: US 58															
	City of Emporia (Maint: 40)	0.62	19000	G	81%	1%	1%	1%	17%	0%	F	0.067	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	76%	1%	1%	1%	21%	0%	F	NA		27000	G	
North 95	From: NCL Emporia															
	Greenville County	1.89	19000	G	81%	1%	1%	1%	17%	0%	F	0.067	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	76%	1%	1%	1%	21%	0%	F	NA		27000	G	
North 95	To: 40-614															
	Greenville County	3.63	16000	G	81%	1%	1%	1%	17%	0%	F	0.067	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	G	77%	1%	1%	1%	20%	0%	F	NA		23000	G	
South 95	To: Sussex County Line															
	Greenville County	4.39	20000	A	81%	1%	1%	1%	17%	0%	C	0.14	A	17000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	A	81%	1%	1%	1%	17%	0%	C	0.126	A	0.548	33000	A
South 95	To: 40-629 Skippers															
	Greenville County	3.83	19000	G	81%	1%	1%	1%	17%	0%	F	0.074	F	15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	81%	1%	1%	1%	17%	0%	F	NA		31000	G	
South 95	From: US 301 South of Emporia															
	Greenville County	1.81	19000	G	81%	1%	1%	1%	17%	0%	F	0.075	F	15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	81%	1%	1%	1%	17%	0%	F	NA		32000	G	
South 95	To: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	19000	G	81%	1%	1%	1%	17%	0%	F	0.075	F	15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	81%	1%	1%	1%	17%	0%	F	NA		32000	G	
South 95	From: US 58															
	City of Emporia (Maint: 40)	0.35	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	76%	1%	1%	1%	21%	0%	F	NA		27000	G	
South 95	To: NCL Emporia															
	Greenville County	1.92	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	76%	1%	1%	1%	21%	0%	F	NA		27000	G	
		To: US 301 North of Emporia														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 95	From: US 301 North of Emporia Greenville County	0.41	12000	G	69%	1%	2%	1%	27%	1%	F	0.073	F	12000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	76%	1%	1%	1%	21%	0%	F	NA		25000	G	
South 95	To: 40-614 Greenville County	3.19	9500	G	69%	1%	2%	1%	27%	1%	F	0.067	F	9500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	G	77%	1%	1%	1%	20%	0%	F	NA		23000	G	
	To: Sussex County Line															
139	From: 40-610 CL Jarratt Town of Jarratt (Maint: 40)	0.76	1900	G	92%	1%	2%	1%	5%	0%	F	0.083	F	1900	G	
	To: Sussex County Line															
301	From: North Carolina State Line Greenville County	4.74	2400	G	87%	1%	4%	1%	7%	0%	F	0.091	F	2400	G	
301	To: 40-629 Skippers Greenville County	3.97	3000	G	87%	1%	4%	1%	7%	0%	C	0.074	F	3000	G	
301	To: 40-689 South of Emporia Greenville County	0.39	6000	G	87%	1%	4%	1%	7%	0%	F	0.079	F	6000	G	
301 South Main St	To: SCL Emporia City of Emporia	0.45	6600	G	93%	1%	3%	1%	3%	0%	C	0.080	F	7100	G	
301 South Main St	To: Low Ground Rd City of Emporia	0.24	9900	G	93%	1%	3%	1%	3%	0%	F	0.084	F	11000	G	
301 South Main St	To: Jefferson St City of Emporia	0.36	11000	G	93%	1%	3%	1%	3%	0%	F	0.078	F	12000	G	
301 South Main St	To: Brunswick Ave City of Emporia	0.49	17000	G	96%	1%	1%	0%	1%	0%	C	0.082	F	19000	G	
301 South Main St	To: Valley St City of Emporia	0.20	15000	G	96%	1%	1%	0%	1%	0%	F	0.083	F	16000	G	
301 North Main St	To: Atlantic Ave City of Emporia	0.74	9300	G	96%	0%	2%	1%	2%	0%	C	0.090	F	10000	G	
301 North Main St	To: US 58 City of Emporia	0.34	8900	G	94%	0%	2%	0%	3%	0%	F	0.099	F	9700	G	
301 North Main St	To: Halifax St City of Emporia	0.16	9900	G	94%	0%	2%	0%	3%	0%	F	0.093	F	11000	G	
301	To: NCL Emporia Greenville County	1.53	6400	G	94%	0%	2%	0%	3%	0%	C	0.094	F	6400	G	
301	To: 40-614 Greenville County	2.77	4600	G	94%	0%	2%	0%	3%	0%	F	0.1	F	4600	G	
	To: Sussex County Line															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
600	1.50	410	R													1999
600	3.40	420	R													1999
601	3.00	620	R													1999
602	1.38	250	R													1999
603	0.30	800	R													1999
603	1.50	720	G	93%	1%	3%	0%	2%	0%	C	0.095	F	0.557	720	G	2004
603	3.20	90	R													1999
603	2.59	280	R													1999
604	5.27	330	R													1999
605	2.70	230	R													1999
605	0.70	230	R													1999
605	2.20	230	R													1999
605	4.20	80	R													1999
605	0.45	80	R													1999
606	5.32	110	R													1999
607	0.60	50	R													1999
607	2.30	49	R													1999
607	3.70	90	R													1999
608	4.50	700	R													1999
608	5.28	770	R													1999
608	1.47	1500	G	94%	0%	2%	0%	4%	0%	C	0.094	F	0.766	1500	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
609	1.72	170	R			From: US 301 To: Sussex County Line					NA			NA		1999
610	0.10	2200	G	89%	2%	2%	0%	6%	0%	F	0.128	F	0.551	2200	G	2004
610	2.22	1200	G	97%	1%	1%	1%	0%	0%	C	0.096	F	0.564	1200	G	2004
610	6.92	750	G	89%	2%	2%	0%	6%	0%	C	0.095	F	0.514	750	G	2004
610	0.45	1800	G	93%	0%	2%	1%	4%	0%	C	0.097	F	0.640	1800	G	2004
From: 40-9179 To: 40-617 From: 40-608 To: WCL Jarratt																
Town of Jarratt																
610	0.29	1800	N	93%	0%	2%	1%	4%	0%	N	0.097	N	0.640	1800	N	2004
From: WCL Jarratt To: 40-1101																
Greenville County																
611	1.91	1500	G	94%	1%	3%	0%	2%	0%	F	0.091	F	0.557	1500	G	2004
611	2.84	2000	G	94%	1%	3%	0%	2%	0%	C	0.091	F	0.68	2000	G	2004
611	1.79	2600	G	94%	1%	3%	0%	2%	0%	F	0.106	F	0.672	2600	G	2004
611	0.92	4200	G	97%	0%	1%	0%	1%	0%	C	0.104	F	0.643	4200	G	2004
611	1.05	700	G	93%	2%	3%	0%	2%	0%	F	0.114	F	0.681	710	G	2004
611	0.99	380	G	93%	2%	3%	0%	2%	0%	C	0.091	F	0.528	380	G	2004
611	1.74	410	G	93%	2%	3%	0%	2%	0%	F	0.099	F	0.512	410	G	2004
From: Brunswick County Line To: 40-633 WEST From: 40-658 To: 40-635 From: WCL Emporia To: ECL Emporia From: 40-654 To: 40-623 To: Sussex County Line																
612	2.40	390	R			From: 40-619 To: 40-651					NA			NA		1999
613	3.20	300	R			From: 40-605 To: 40-619 NORTH From: 40-619 SOUTH					NA			NA		1999
613	1.70	300	R			From: 40-610 To: 40-610					NA			NA		1999
614	1.03	610	R			From: NCL Emporia To: 40-616 SOUTH From: 40-616 NORTH					NA			NA		1999
614	0.40	210	R			From: US 301 To: 40-617					NA			NA		1999
614	0.70	1000	G	93%	2%	3%	1%	2%	0%	C	0.099	F	0.505	1000	G	2004
614	5.00	340	R			From: 40-610 To: 40-610					NA			NA		1999
615	2.30	110	R			From: 40-610 To: 40-614					NA			NA		1999

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(616)	0.10	360	R			From: US 301					NA			NA		1999
(616)	0.20	350	R			To: FR-133					NA			NA		1999
(616)	0.50	200	R			From: 40-614 WEST					NA			NA		1999
(616)						To: 40-614 EAST										
(616)	0.33	100	R			From: 40-614 North					NA			NA		1999
(616)						To: Dead End										
(617)	0.23	330	G	96%	0%	0%	1%	3%	0%	C	0.087	F	0.621	330	G	2004
(617)	0.45	460	G	96%	0%	0%	1%	3%	0%	F	0.130	F	0.597	460	G	2004
(617)						From: 0.23 ME 40-610										
(617)						To: 40-614										
(618)	0.80	40	R			From: Dead End					NA			NA		1999
(618)						To: 40-606										
(619)	0.43	1200	G	90%	1%	5%	1%	4%	0%	F	0.098	F	0.539	1200	G	2004
(619)	3.16	1000	G	94%	1%	2%	0%	2%	0%	C	0.121	F	0.541	1000	G	2004
(619)	1.54	810	G	90%	1%	5%	1%	4%	0%	C	0.126	F	0.594	810	G	2004
(619)	1.44	540	G	90%	1%	5%	1%	4%	0%	F	0.121	F	0.614	540	G	2004
(619)	1.77	440	G	90%	1%	5%	1%	4%	0%	F	0.145	F	0.657	450	G	2004
(619)	2.89	300	G	90%	1%	5%	1%	4%	0%	F	0.149	F	0.66	300	G	2004
(619)						From: 40-608										
(619)						To: Sussex County Line										
(620)	1.50	10	R			From: 40-605					NA			NA		1999
(620)						To: 40-607										
(621)	3.32	360	R			From: 40-633					NA			NA		1999
(621)	0.49	880	G	29%	1%	4%	40%	26%	0%	C	0.103	F	0.552	880	G	2004
(621)						To: 40-629										
(622)	2.45	400	G	94%	2%	3%	0%	1%	0%	C	0.091	F	0.629	400	G	2004
(622)	0.29	400	G	94%	2%	3%	0%	1%	0%	F	0.091	F	0.622	400	G	2004
(622)	5.30	330	R			From: 40-629 NORTH					NA			NA		1999
(622)						To: 40-629 SOUTH										
(622)	2.60	210	R			From: 40-625 WEST					NA			NA		1999
(622)						To: 40-730 EAST										
(623)	1.90	130	R			From: US 58					NA			NA		1999
(623)						To: 40-611										
(624)	2.20	40	R			From: North Carolina State Line					NA			NA		1999
(624)						To: 40-655										

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(624)	0.10	30	R			From: 40-655 To: 40-730					NA			NA		1999
(625)	3.94	140	R			From: North Carolina State Line To: 40-622 EAST					NA			NA		1999
(625)	5.70	400	R			From: 40-622 WEST To: 40-628					NA			NA		1999
(626)	2.10	110	R			From: 40-629 To: 40-622					NA			NA		1999
(627)	8.03	800	G	92%	1%	3%	1%	3%	0%	F	0.092	F	0.581	800	G	2004
(627)	5.60	1900	G	92%	1%	3%	1%	3%	0%	C	0.096	F	0.697	1900	G	2004
(627)	0.56	2600	G	92%	1%	3%	1%	3%	0%	F	0.091	F	0.664	2600	G	2004
(628)	1.40	40	R			From: Dead End To: US 301					NA			NA		1999
(628)	3.40	40	R			From: US 301 To: 40-629					NA			NA		1999
(629)	3.20	250	R			From: North Carolina State Line To: 40-632					NA			NA		1999
(629)	0.70	530	R			From: 40-621 To: I-95 Ramp					NA			NA		1999
(629)	1.06	1300	G	53%	1%	3%	24%	18%	0%	C	0.086	F	0.549	1300	G	2004
(629)	0.94	1600	G	76%	1%	2%	4%	17%	0%	C	0.079	F	0.507	1600	G	2004
(629)	0.10	1200	G	90%	4%	4%	1%	1%	0%	F	0.085	F	0.639	1200	G	2004
(629)	2.60	170	G	90%	4%	4%	1%	1%	0%	C	0.130	F	0.625	170	G	2004
(629)	1.35	80	R			From: 40-622 SOUTH To: 40-622					NA			NA		1999
(629)						From: 40-628 To: 40-730										
Town of Jarratt																
(630)	0.23	960	G	95%	0%	2%	0%	2%	0%	F	0.099	F	0.657	960	G	2004
(630)						From: SR 139 To: NCL Jarratt										
Greenville County																
(630)	2.30	580	G	95%	0%	2%	0%	2%	0%	C	0.105	F	0.623	580	G	2004
(631)	0.20	1800	G	97%	0%	2%	0%	1%	0%	C	0.099	F	0.541	1800	G	2004
(631)	4.77	1300	R			From: North Carolina State Line To: 40-603					NA			NA		02/04/2002
(631)						From: 40-603 To: North Carolina State Line										
(632)	4.60	150	R			From: 40-633 To: 40-629					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(633)	1.48	960	R			From: North Carolina State Line					NA			NA		1999
(633)	0.30	750	G	91%	2%	To: 40-603 SOUTH				F	0.099	F	0.543	750	G	2004
(633)	3.85	560	G	91%	2%	From: 40-603 NORTH				C	0.092	F	0.604	560	G	2004
(633)	2.80	320	G	91%	2%	To: 40-627				F	0.099	F	0.521	320	G	2004
(633)	1.73	490	G	91%	2%	From: 40-693				F	0.106	F	0.636	490	G	2004
(633)	1.81	150	R			To: 40-611 WEST										
(633)						From: 40-611 EAST								NA		1999
(633)						To: Dead End										
(634)	1.50	70	R			From: US 301					NA			NA		1999
(634)						To: Dead End										
(635)	1.00	100	R			From: Dead End					NA			NA		1999
(635)						To: 40-611										
(637)	0.35	100	R			From: 40-608					NA			NA		1999
(637)	0.25	90	R			To: 40-696					NA			NA		1999
(637)						To: Dead End										
(638)	0.80	30	R			From: 40-730					NA			NA		1999
(638)	1.15	40	R			To: 0.80 MN 40-730					NA			NA		1999
(638)						To: Dead End										
(639)	2.20	300	R			From: 40-627					NA			NA		1999
(639)	2.20	230	G	93%	4%	To: 40-650 WEST				C	0.106	F	0.5	230	G	2004
(639)	0.10	80	R			From: US 301					NA			NA		1999
(639)						To: 40-691										
(640)	0.75	440	R			From: US 58; 40-607					NA			NA		1999
(640)						To: 40-681 & 1020										
(641)	0.35	30	R			From: Dead End					NA			NA		1999
(641)						To: 40-633										
(642)	0.40	80	R			From: Dead End					NA			NA		1999
(642)						To: US 301										
(643)	1.17	130	R			From: 40-635					NA			NA		1999
(643)						To: 40-611										
(644)	0.47	170	R			From: 40-640					NA			NA		1999
(644)						To: NCL Emporia										
(646)	0.80	90	R			From: Dead End					NA			NA		1999
(646)						To: 40-730										

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						2Axle	3+Axle	1Trail	2Trail								
Greenville County																	
(647)	0.26	40	R			From: 40-605					NA			NA		1999	
						To: Dead End											
(648)	1.20	60	R			From: 40-630					NA			NA		1999	
						To: Dead End											
(649)	0.90	560	R			From: US 58					NA			NA		1999	
						To: Dead End											
(650)	1.33	770	G	21%	2%	4%	46%	27%	0%	C	0.117	F	0.510	770	G	2004	
(650)	1.48	70	G	21%	2%	4%	46%	27%	0%	F	0.123	F	0.818	70	G	2004	
						From: 40-639 WEST											
						From: 40-639 EAST											
(650)	1.60	90	R			To: 40-627					NA			NA		1999	
(651)	3.00	140	R			From: 40-610					NA			NA		1999	
						To: 40-608 EAST											
						From: 40-608 WEST											
(651)	1.40	140	R			To: 40-619					NA			NA		1999	
(652)	0.11	70	R			From: Dead End					NA			NA		1999	
						To: 40-653											
(652)	0.13	10	R			To: Dead End					NA			NA		1999	
(653)	0.30	200	R			From: 40-687					NA			NA		1999	
						To: 40-652											
(654)	1.74	130	R			From: ECL Emporia					NA			NA		1999	
						To: 40-611											
(655)	0.30	40	R			From: 40-730					NA			NA		1999	
						To: 40-624											
(656)	2.30	190	R			From: 40-625					NA			NA		1999	
						To: 40-626											
(657)	0.80	730	R			From: US 301					NA			NA		1999	
						To: Dead End											
(658)	1.10	90	R			From: Dead End					NA			NA		1999	
						To: 40-611											
(659)	2.40	80	R			From: 40-603					NA			NA		1999	
						To: 40-627											
(660)	5.65	150	R			From: 40-656					NA			NA		1999	
						To: 40-730											
(662)	1.50	70	R			From: US 301					NA			NA		1999	
						To: North Carolina State Line											

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
663	0.54	580	R			From: US 301						NA		NA		1999
						To: 40-614										
664	0.25	370	R			From: Dead End						NA		NA		1999
						To: NCL Emporia										
665	0.80	290	R			From: Dead End						NA		NA		1999
						To: US 301										
666	0.90	100	R			From: 40-730						NA		NA		1999
						To: Dead End										
667	1.00	100	R			From: Dead End						NA		NA		1999
						To: 40-611										
668	0.75	90	R			From: 40-730						NA		NA		1999
						To: Dead End										
669	0.50	10	R			From: 40-605						NA		NA		1999
						To: Dead End										
670	0.90	70	R			From: Dead End						NA		NA		1999
						To: 40-627										
671	1.39	140	R			From: Dead End						NA		NA		1999
671	1.71	140	R			To: 1.39 ME Dead End						NA		NA		1999
						To: 40-619										
672	0.06	20	R			From: 40-664						NA		NA		1999
						To: 40-673										
673	0.06	20	R			From: 40-672						NA		NA		1999
						To: Cul-de-Sac										
675	0.88	110	R			From: 40-627						NA		NA		1999
						To: Dead End										
676	2.21	70	R			From: 40-660						NA		NA		1999
						To: 40-629										
677	0.98	40	R			From: Dead End						NA		NA		1999
						To: 40-632										
678	0.35	20	R			From: Dead End						NA		NA		1999
						To: 40-629										
679	0.50	60	R			From: Dead End						NA		NA		1999
						To: 40-650										
680	0.83	70	R			From: 40-608						NA		NA		1999
						To: Dead End										
681	0.55	100	R			From: 40-640 & 1020						NA		NA		1999
						To: 40-619										

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
682	0.12	70	R			From: US 58						NA		NA		1999
						To: Dead End										
683	0.11	370	R			From: US 58						NA		NA		1999
						To: 40-705										
683	0.10	270	R			From: 40-705						NA		NA		1999
						To: 40-697										
683	0.15	150	R			From: 40-697						NA		NA		1999
						To: 40-644										
684	0.07	500	R			From: Dead End						NA		NA		1999
						To: US 58 EAST										
684	0.33	230	R			From: US 58 WEST						NA		NA		1999
						To: 40-644										
687	0.20	440	R			From: 40-611; 40-643						NA		NA		1999
						To: 40-653										
687	0.13	1100	R			From: 40-653						NA		NA		1999
						To: Dead End										
688	0.20	40	R			From: Dead End						NA		NA		1999
						To: SCL Emporia										
689	0.52	360	R			From: US 301; I-95 Ramp						NA		NA		1999
						To: SCL Emporia										
690	0.80	40	R			From: US 301						NA		NA		1999
						To: US 301										
691	0.10	20	R			From: 40-634						NA		NA		1999
						To: 0.10 MN 40-634										
691	0.40	20	R			From: 0.10 MN 40-634						NA		NA		1999
						To: 40-639										
691	0.50	20	R			From: 40-639						NA		NA		1999
						To: US 301										
691	0.20	20	R			From: US 301						NA		NA		1999
						To: Dead End										
692	0.81	NA				From: 40-00604(B)/						NA		NA		
						To: Cul-de-Sac										
693	1.50	70	R			From: 40-604						NA		NA		1999
						To: 40-633										
694	1.00	70	R			From: 40-627						NA		NA		1999
						To: Dead End										
696	0.60	46	R			From: 40-608						NA		NA		1999
						To: 40-637										
697	0.17	80	R			From: 40-683						NA		NA		1999
						To: 40-705										
697	0.06	20	R			From: 40-705						NA		NA		1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(698)	0.50	330	R			From: 40-607						NA		NA		1999
						To: Dead End										
(699)	0.50	240	R			From: Dead End						NA		NA		1999
						To: US 301										
(700)	0.15	220	R			From: Dead End						NA		NA		1999
						To: 40-643										
(701)	0.32	30	R			From: Dead End						NA		NA		1999
						To: 40-707										
(701)	0.35	140	R			From: 40-707						NA		NA		1999
						To: 40-664										
(702)	0.14	150	R			From: Dead End						NA		NA		1999
						To: 40-643										
(703)	0.90	80	R			From: Brunswick County Line						NA		NA		1999
						To: 40-633										
(704)	0.15	130	R			From: Dead End						NA		NA		1999
						To: 40-643										
(705)	0.16	110	R			From: 40-683						NA		NA		1999
						To: 40-706										
(705)	0.07	40	R			From: 40-706						NA		NA		1999
						To: 40-697										
(706)	0.04	70	R			From: Dead End						NA		NA		1999
						To: 40-705										
(707)	0.43	670	R			From: 40-701						NA		NA		1999
						To: 40-607										
(709)	0.16	300	R			From: Dead End						NA		NA		1999
						To: 40-627										
(711)	1.00	140	R			From: 40-611						NA		NA		1999
						To: Southampton County Line										
(712)	0.05	1800	R			From: Dead End						NA		NA		1999
						To: US 58; 40-684										
(713)	0.15	360	R			From: Dead End						NA		NA		1999
						To: 40-643										
(714)	0.15	350	R			From: Dead End						NA		NA		1999
						To: 40-643										
(715)	0.09	60	R			From: Dead End						NA		NA		1999
						To: 40-644										
(717)	0.08	60	R			From: Dead End						NA		NA		1999
						To: 40-643										

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(718)	0.26	70	R			From: 40-611 To: Dead End					NA			NA		1999
(719)	0.20	NA				From: US 301 To: Dead End					NA			NA		
(720)	0.12	20	R			From: 40-663 To: Dead End					NA			NA		1999
(721)	1.20	NA				From: US 58 To: Dead End					NA			NA		
(722)	0.40	170	R			From: 40-730 To: Dead End					NA			NA		1999
(725)	0.15	47	R			From: Dead End To: 40-614					NA			NA		02/04/2002
(730)	1.15	1800	G	96%	2%	2%	0%	1%	0%	C	0.094	F	0.612	1800	G	2004
(730)	11.87	400	G	96%	2%	2%	0%	1%	0%	F	0.091	F	0.519	400	G	2004
						From: SCL Emporia To: 40-622 WEST To: Southampton County Line										
(731)	0.31	70	R			From: 40-604 To: Dead End					NA			NA		1999
(1005)	0.12	200	R			From: 40-611 To: 40-1006					NA			NA		1999
(1006)	0.05	40	R			From: Cul-de-Sac To: 40-1007					NA			NA		1999
(1006)	0.13	160	R			From: 40-1007 To: 40-1005					NA			NA		1999
(1007)	0.12	170	R			From: 40-611 To: 40-1006					NA			NA		1999
(1010)	0.32	70	R			From: Dead End To: 40-707					NA			NA		1999
(1020)	0.15	120	R			From: 40-640; 40-681 To: 40-1021					NA			NA		1999
(1021)	0.40	40	R			From: 40-1022 SOUTH To: 40-1022 NORTH					NA			NA		1999
(1021)	0.25	110	R			From: 40-1020 To: 40-1020					NA			NA		1999
(1021)	0.10	40	R			From: 40-1020 To: 40-1022 MID					NA			NA		1999
(1022)	0.12	150	R			From: 40-681 To: 40-1021 SOUTH					NA			NA		1999
(1022)	0.03	60	R			From: 40-1021 SOUTH To: 40-1021 MID					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
Greenville County																
(1022)	0.05	70	R			From: 40-1021 MID					NA			NA		1999
						To: 40-1021 NORTH										
(1025)	0.03	40	R			From: Dead End					NA			NA		1999
(1025)	0.12	300	R			From: 40-1026					NA			NA		1999
						To: 40-627										
(1026)	0.10	150	R			From: Dead End					NA			NA		1999
						To: 40-1025										
Town of Jarratt																
(1101)	0.13	840	R			From: 40-610					NA			NA		1999
(1101)	0.09	760	R			To: 40-1107					NA			NA		1999
(1101)	0.38	690	R			From: 40-1102					NA			NA		1999
(1101)	0.02	1100	R			To: 40-1106					NA			NA		1999
(1101)	0.03	1200	R			From: 40-1108					NA			NA		1999
(1101)	0.05	1200	R			To: 40-1105					NA			NA		1999
(1101)	0.13	790	R			From: 40-1103					NA			NA		1999
						To: 91-1101 Sussex County Line										
Greenville County																
(1102)	0.08	500	R			From: 91-1102 Sussex County Line					NA			NA		1999
(1102)	0.57	300	R			To: 40-1103					NA			NA		1999
						To: SCL Jarratt										
Town of Jarratt																
(1102)	0.25	210	R			From: SCL Jarratt					NA			NA		1999
						To: 40-1101										
Greenville County																
(1103)	0.15	290	R			From: 40-1102					NA			NA		1999
						To: SCL Jarratt										
Town of Jarratt																
(1103)	0.14	310	R			From: SCL Jarratt					NA			NA		1999
(1103)	0.15	390	R			To: 40-1111					NA			NA		1999
(1103)	0.03	970	R			From: 40-1101					NA			NA		1999
						To: 91-1103 Sussex County Line										
(1104)	0.12	260	R			From: 40-630 NCL Jarratt					NA			NA		1999
(1104)	0.17	70	R			To: 40-1110					NA			NA		1999
						To: 40-1112										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Jarratt																
(1105)	0.15	40	R			From: 40-1111								NA	NA	1999
						To: 40-1101										
(1106)	0.07	100	R			From: Dead End								NA	NA	1999
(1106)	0.15	220	R			From: 40-1111								NA	NA	1999
						To: 40-1101										
(1107)	0.25	100	R			From: 40-1101								NA	NA	1999
						To: Dead End										
(1108)	0.17	30	R			From: Dead End								NA	NA	1999
(1108)	0.07	110	R			From: 40-1109 NORTH								NA	NA	1999
(1108)	0.04	240	R			From: 40-1109 SOUTH								NA	NA	1999
						To: 40-1101										
(1109)	0.09	70	R			From: 40-1108								NA	NA	1999
						To: 40-1108										
(1110)	0.64	240	R			From: SR 139								NA	NA	1999
						To: Sussex County Line										
(1111)	0.05	110	R			From: 40-1106								NA	NA	1999
(1111)	0.05	130	R			From: 40-1105								NA	NA	1999
						To: 40-1103										
(1112)	0.07	40	R			From: 40-1113								NA	NA	1999
(1112)	0.10	50	R			From: 40-1104								NA	NA	1999
						To: 40-1110										
(1113)	0.15	100	R			From: 40-630								NA	NA	1999
(1113)	0.18	60	R			From: 40-1110								NA	NA	1999
						To: 40-1112										
(1114)	0.23	170	R			From: 40-630								NA	NA	1999
						To: 40-1116										
(1115)	0.03	49	R			From: Dead End								NA	NA	1999
(1115)	0.12	30	R			From: 40-1110								NA	NA	02/04/2002
						To: 40-1116										
(1116)	0.06	70	R			From: SR 139								NA	NA	1999
(1116)	0.12	20	R			From: 40-1114								NA	NA	02/04/2002
						To: 40-1115										
(1117)	0.24	20	R			From: 91-1117 Sussex County Line								NA	NA	1999
						To: Dead End										

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 Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Jarratt																
(1118)	0.11	20	R			From: 40-630 To: 40-1110					NA			NA		02/04/2002
Greenville County																
(9179)	0.04	530	R			From: Greenville Jr High School To: 40-610					NA			NA		1999
City of Emporia																
(109) Brink Rd	0.16	NA				From: JB-40-109 SCL Emporia To: US 301					NA			NA		
(209) Purdy Rd	0.49	2500	G	94%	1%	2%	1%	2%	0%	C	0.107	F	0.567	2700	G	2004
(209) Purdy Rd	0.14	NA				From: Satterfield Dr To: NCL Emporia					NA			NA		
(509) West End Dr	0.42	NA				From: US 58 To: 109-2 Purdy Rd					NA			NA		
(3800109) Greenville Ave	0.17	440	G	97%	0%	2%	0%	0%	0%	C	0.107	F	0.588	480	G	2004
(380109) Low Ground Rd	0.43	3100	G	97%	1%	1%	0%	0%	0%	C	0.093	F	0.561	3400	G	2004
(380109) Laurel St	0.43	810	G	96%	1%	2%	0%	1%	0%	C	0.099	F	0.6	880	G	2004
(380209) Brunswick Ave	0.20	4400	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.534	4800	G	2004
(380209) Brunswick Ave	0.66	4800	G	94%	1%	2%	1%	2%	0%	C	0.097	F	0.545	5200	G	2004
(380209) Hicksford Ave	0.46	2300	G	97%	0%	2%	0%	1%	0%	C	0.107	F	0.553	2500	G	2004
(380209) Lee St	0.37	2000	G	96%	0%	2%	0%	1%	0%	C	0.105	F	0.584	2100	G	2004
(380409) Valley St	0.14	1100	G	95%	1%	3%	1%	1%	0%	F	0.102	F	0.589	1200	G	2004
(380409) Southampton St	0.29	1100	G	95%	1%	3%	1%	1%	0%	C	0.103	F	0.512	1200	G	2004
(380409) Southampton St	0.18	2200	G	95%	1%	3%	1%	1%	0%	F	0.12	F	0.540	2400	G	2004
(380509) Davis St	1.32	2100	G	95%	0%	1%	0%	2%	0%	C	0.109	F	0.648	2300	G	2004
(380709) Halifax St	0.15	3200	G	97%	0%	2%	0%	1%	0%	F	0.092	F	0.621	3400	G	2004
(380709) Halifax St	0.34	2700	G	97%	0%	2%	0%	1%	0%	C	0.104	F	0.505	2900	G	2004
(380709) Halifax St	0.30	1900	G	97%	0%	2%	0%	1%	0%	F	0.1	F	0.547	2100	G	2004
(380709) Halifax St	0.53	1500	G	97%	1%	2%	0%	1%	0%	C	0.098	F	0.529	1600	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
(3808/109) Reese St	0.12	NA				From: 109-3804 Southampton St					NA			NA		
(3808/109) Reese St	0.83	2000	G	97%	1%	To: Bus US 58				C	0.099	F	0.622	2200	G	2004
(3808/109) Reese St	0.84	970	G	94%	1%	From: US 58 Bypass				C	0.120	F	0.674	1100	G	2004
						To: Sunnyside Rd										
(3809/109) Belfield Dr	0.17	3200	G	97%	0%	From: West Atlantic St				C	0.103	F	0.638	3400	G	2004
						To: Weaver Ave										
(3810/109) Weaver Ave	0.21	3400	G	96%	0%	From: Belfield Dr				C	0.091	F	0.508	3700	G	2004
						To: North Main St										
(3815/109) W Atlantic Ave	0.24	1400	G	97%	0%	From: Dead End near Florida Ave				F	0.088	F	0.844	1500	G	2004
						To: Bus US 58										
Baker St		660	G			From: North Main St					0.133	F		720	G	2004
						To: Halifax St										
Briggs St		1500	G			From: Clay St					0.113	F		1600	G	2004
						To: Tillar St										
Clay St		2900	G			From: Low Ground Rd					0.096	F		3100	G	2004
						To: South Main St										
Jefferson St		1500	G			From: South Main St					0.099	F		1700	G	2004
						To: West Ave										
Ruffin St		1200	G			From: Halifax St					0.098	F		1300	G	2004
						To: North Main St										
Temple Ave		660	G			From: Laurel St					0.107	F		720	G	2004
						To: Jefferson St										
Tillar St		1900	G			From: Briggs St					0.106	F		2100	G	2004
						To: Hicksford Ave										
West Ave		370	G			From: Jefferson St					0.109	F		400	G	2004
						To: Brunswick Ave										
West End Blvd		850	G			From: North Main St					0.097	F		920	G	2004
						To: Gay St										