

**2005**

**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.

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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 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

- North  
 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
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

-  Bus - Business Route  
 Bypass - Bypass Route  
 Truck - Truck Route  
 ALT - Alternate Route  
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Greenville Operational 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 Pleasant Shade Dr	Greenville County	6.34	13000	F	88%	0%	0%	1%	10%	0%	F	0.07	F	0.526	12000	F
							To: WCL Emporia									
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	14000	F	88%	0%	0%	1%	10%	0%	F	0.069	F	0.53	14000	F
							To: Purdy Rd									
58 West Atlantic St	City of Emporia (Maint: 40)	0.21	28000	F	88%	0%	0%	1%	10%	0%	F	0.076	F	0.656	27000	F
							To: I-95									
58	City of Emporia (Maint: 40)	0.84	17000	F	71%	1%	1%	2%	24%	1%	C	0.075	F	0.561	16000	F
							To: US 301 Main St									
58	City of Emporia (Maint: 40)	0.64	14000	F	65%	1%	1%	3%	29%	1%	C	0.075	F	0.564	14000	F
							To: Reese St									
58	City of Emporia (Maint: 40)	0.49	17000	F	88%	1%	0%	1%	10%	0%	F	0.072	F	0.511	16000	F
							To: Davis St									
58	City of Emporia (Maint: 40)	0.65	16000	F	88%	1%	0%	1%	10%	0%	F	0.072	F	0.505	15000	F
							To: East Atlantic St									
58	City of Emporia (Maint: 40)	0.40	16000	F	88%	1%	0%	1%	10%	0%	F	0.07	F	0.526	15000	F
							To: ECL Emporia									
58 Courtland Rd	Greenville County	1.50	16000	F	88%	1%	0%	1%	10%	0%	F	0.070	F	0.525	15000	F
							To: Southampton County Line									
Bus 58							From: US 58 West Intersection									
58	City of Emporia	0.21	11000	F	98%	0%	1%	0%	1%	0%	C	0.086	F	0.541	12000	F
							To: West Atlantic St									
Bus 58							From: US 58 Connector									
58 West Atlantic Street	City of Emporia	0.44	11000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.513	12000	F
							To: North Main Street									
Bus 58							From: North Main Street									
58 East Atlantic Street	City of Emporia	0.25	4100	F	87%	1%	1%	0%	11%	0%	F	0.1	F	0.548	4500	F
							To: Reese St									
Bus 58							From: Reese St									
58 East Atlantic Street	City of Emporia	1.20	1900	F	87%	1%	1%	0%	11%	0%	C	0.100	F	0.595	2100	F
							To: US 58 East Intersection									
							From: North Carolina State Line									
North 95	Greenville County	4.13	20000	A	78%	1%	1%	1%	19%	0%	C	0.14	A		17000	A
							Combined Traffic Estimates for 2 Parallel Roadways on this Route:									
			39000	A	79%	1%	1%	1%	18%	0%	C	0.258	A	0.539	33000	A
							To: 40-629 Skippers									
North 95	Greenville County	4.12	18000	F	78%	1%	1%	1%	19%	0%	F	0.068	F		15000	F
							Combined Traffic Estimates for 2 Parallel Roadways on this Route:									
			37000	F	79%	1%	1%	1%	18%	0%	F	0.072	F	0.513	31000	F
							To: US 301 South of Emporia									

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Greenville Operational 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	19000	F	78%	1%	1%	1%	19%	0%	F	0.069	F	16000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	79%	1%	1%	1%	18%	0%	F	0.071	F	32000	F	
North 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	19000	F	78%	1%	1%	1%	19%	0%	F	0.069	F	16000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	79%	1%	1%	1%	18%	0%	F	NA		32000	F	
North 95	From: US 58															
	City of Emporia (Maint: 40)	0.62	14000	F	78%	1%	1%	1%	19%	0%	F	0.069	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	0%	F	0.063	F	25000	F	
North 95	From: NCL Emporia															
	Greenville County	1.89	14000	F	78%	1%	1%	1%	19%	0%	F	0.069	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	0%	F	NA		25000	F	
North 95	From: 40-614															
	Greenville County	3.63	16000	F	78%	1%	1%	1%	19%	0%	F	0.069	F	14000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	0%	F	0.069	F	25000	F	
North 95	From: Sussex County Line															
	Greenville County	0.05	NA									NA		NA		
North 95	From: I-95 North to Rest Area															
	Greenville County	0.05	NA													
North 95	From: Enter Rest Area Parking Lot															
	Greenville County	0.05	NA													
North 95	From: Exit Rest Area Parking Lot															
	Greenville County	0.05	NA													
South 95	From: I-95 North from Rest Area															
	Greenville County	4.39	20000	A	80%	1%	1%	1%	17%	0%	C	0.140	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	79%	1%	1%	1%	18%	0%	C	NA		33000	A	
South 95	From: 40-629 Skippers															
	Greenville County	3.83	19000	F	80%	1%	1%	1%	17%	0%	F	0.077	F	16000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	79%	1%	1%	1%	18%	0%	F	0.072	F	31000	F	
South 95	From: US 301 South of Emporia															
	Greenville County	1.81	19000	F	80%	1%	1%	1%	17%	0%	F	0.075	F	16000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	79%	1%	1%	1%	18%	0%	F	0.071	F	32000	F	
South 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	19000	F	80%	1%	1%	1%	17%	0%	F	0.075	F	16000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	F	79%	1%	1%	1%	18%	0%	F	NA		32000	F	
South 95	From: US 58															



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							2Axle	3+Axle	1Trail	2Trail						
South 95	From: [redacted] City of Emporia (Maint: 40)	0.35	12000	F	83%	1%	1%	1%	15%	0%	F	0.075	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	0%	F	0.063	F	25000	F	
South 95	To: [redacted] Greenville County	1.92	12000	F	83%	1%	1%	1%	15%	0%	F	0.075	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	17%	0%	F	NA		25000	F	
South 95	To: [redacted] Greenville County	0.41	12000	F	83%	1%	1%	1%	15%	0%	F	0.075	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	F	80%	1%	1%	1%	17%	0%	F	NA		26000	F	
South 95	From: [redacted] Greenville County	3.19	11000	F	83%	1%	1%	1%	15%	0%	F	0.071	F	11000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	80%	1%	1%	1%	18%	0%	F	0.069	F	25000	F	
	To: [redacted] Sussex County Line															
139	From: [redacted] Town of Jarratt (Maint: 40)	0.76	1300	F	91%	0%	1%	1%	6%	0%	F	0.097	F	1300	F	
	To: [redacted] Sussex County Line															
301	From: [redacted] Greenville County	4.74	1700	F	91%	1%	1%	1%	7%	0%	F	0.085	F	1800	F	
301	To: [redacted] Greenville County	3.97	2500	F	91%	1%	1%	1%	7%	0%	C	0.09	F	2500	F	
301	To: [redacted] Greenville County	0.39	5600	F	91%	1%	1%	1%	7%	0%	F	0.087	F	5700	F	
301	From: [redacted] City of Emporia	0.45	6100	F	94%	1%	1%	1%	3%	0%	C	0.088	F	6700	F	
301	To: [redacted] City of Emporia	0.24	8800	F	94%	1%	1%	1%	3%	0%	F	0.087	F	9600	F	
301	To: [redacted] City of Emporia	0.36	10000	F	94%	1%	1%	1%	3%	0%	F	0.087	F	11000	F	
301	To: [redacted] City of Emporia	0.49	15000	F	97%	1%	1%	0%	1%	0%	C	0.087	F	17000	F	
301	To: [redacted] City of Emporia	0.20	14000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	15000	F	
301	To: [redacted] City of Emporia	0.74	9500	F	97%	1%	1%	0%	1%	0%	F	0.090	F	10000	F	
301	From: [redacted] City of Emporia	0.34	8000	F	96%	0%	1%	1%	2%	0%	F	0.091	F	8700	F	
	To: [redacted]															

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							2Axle	3+Axle	1Trail	2Trail						
301 North Main St	From: Halifax St															
	To: City of Emporia	0.16	8700	F	96%	0%	1%	1%	2%	0%	F	0.104	F	0.644	9500	F
301	From: NCL Emporia															
	To: Greenville County	1.53	6100	F	96%	0%	1%	1%	2%	0%	C	0.095	F	0.550	6200	F
301	From: 40-614															
	To: Greenville County	2.77	4000	F	96%	0%	1%	1%	2%	0%	F	0.096	F	0.569	4100	F
	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							
<b>Greenville County</b>																
(F128)	3.89	NA														
(F129)	1.60	NA														
(F130)	1.69	NA														
<b>City of Emporia</b>																
(F131)	1.06	NA														
<b>Greenville County</b>																
(F132)	0.36	NA														
(F133)	0.43	NA														
<b>City of Emporia</b>																
(F963)	0.04	NA														
(F964)	0.07	NA														
(F965)	0.31	NA														
<b>Greenville County</b>																
(600)	1.50	430	R													06/01/2005
(600)	3.40	780	R													06/01/2005
(601)	3.00	100	R													06/01/2005
(602)	1.38	140	R													06/01/2005
(603)	0.30	1500	R													06/01/2005
(603)	1.50	610	F	98%	1%	1%	0%	1%	0%	C	0.125	F	0.554	630	F	2005
(603)	3.20	90	R													06/01/2005
(603)	2.59	890	R													06/01/2005
(604)	5.27	80	R													06/01/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greensville County</b>																
605	2.70	90	R													05/17/2005
605	0.70	110	R													05/17/2005
605	2.20	120	R													05/11/2005
605	4.20	350	R													05/11/2005
605	0.45	7	R													05/11/2005
606	5.32	490	R													05/11/2005
607	0.60	60	R													06/14/2005
607	2.30	250	R													05/11/2005
607	3.70	130	R													05/17/2005
608	4.50	610	R													05/12/2005
608	5.28	790	R													06/14/2005
608	1.47	1300	F	94%	1%	1%	0%	4%	0%	C	0.134	F	0.704	1300	F	2005
609	1.72	140	R													05/19/2005
610	0.10	2400	F	97%	2%	1%	0%	1%	0%	F	0.117	F	0.520	2500	F	2005
610	2.22	1100	F	97%	2%	1%	0%	1%	0%	F	0.102	F	0.511	1100	F	2005
610	6.92	640	F	97%	2%	1%	0%	1%	0%	C	0.115	F	0.602	650	F	2005
610	0.45	1900	F	97%	2%	1%	0%	1%	0%	F	0.111	F	0.522	1900	F	2005
<b>Town of Jarratt</b>																
610	0.29	1900	N	97%	2%	1%	0%	1%	0%	N	0.111	N	0.522	1900	N	2005
<b>Greensville County</b>																
611	1.91	1400	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.787	1500	F	2005
611	2.84	1800	F	96%	1%	1%	1%	1%	0%	C	0.093	F	0.695	1900	F	2005
611	1.79	2200	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.671	2300	F	2005

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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							
<b>Greenville County</b>																
611	0.92	3900	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.742	4000	F	2005
611	1.05	660	F	94%	2%	1%	1%	1%	0%	F	0.108	F	0.503	670	F	2005
611	0.99	360	F	94%	2%	1%	1%	1%	0%	C	0.11	F	0.643	370	F	2005
611	1.74	480	F	94%	2%	1%	1%	1%	0%	F	0.097	F	0.561	490	F	2005
612	2.40	170	R								NA		NA			05/12/2005
613	3.20	140	R								NA		NA			05/11/2005
613	1.70	370	R								NA		NA			05/17/2005
614	1.03	620	R								NA		NA			06/14/2005
614	0.40	180	R								NA		NA			05/19/2005
614	0.70	840	F	97%	1%	1%	0%	1%	0%	C	0.112	F	0.526	860	F	2005
614	5.00	140	R								NA		NA			05/17/2005
615	2.30	100	R								NA		NA			05/17/2005
616	0.10	360	R								NA		NA			06/14/2005
616	0.20	350	R								NA		NA			06/14/2005
616	0.50	90	R								NA		NA			05/19/2005
616	0.33	80	R								NA		NA			05/19/2005
617	0.23	350	F	96%	1%	1%	0%	2%	0%	C	0.104	F	0.526	350	F	2005
617	0.45	400	F	96%	1%	1%	0%	2%	0%	F	0.111	F	0.755	410	F	2005
618	0.80	150	R								NA		NA			05/11/2005
619	0.43	1200	F	92%	0%	1%	1%	5%	0%	F	0.096	F	0.569	1200	F	2005
619	3.16	940	F	92%	0%	1%	1%	5%	0%	F	0.103	F	0.51	960	F	2005

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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							
<b>Greenville County</b>																
(619)	1.54	720	F	92%	0%	1%	1%	5%	0%	C	0.114	F	0.519	740	F	2005
						From: 40-606										
						To: 40-613 NORTH										
(619)	1.44	510	F	92%	0%	1%	1%	5%	0%	F	0.101	F	0.542	520	F	2005
						From: 40-612										
(619)	1.77	430	F	92%	0%	1%	1%	5%	0%	F	0.113	F	0.549	440	F	2005
						From: 40-608										
						To: Sussex County Line										
(620)	1.50	70	R								NA			NA		05/17/2005
						From: 40-605										
						To: 40-607										
(621)	3.32	170	R								NA			NA		05/19/2005
						From: 40-633										
						To: 40-650										
(621)	0.49	940	F	40%	1%	1%	44%	14%	0%	C	0.102	F	0.525	960	F	2005
						From: 40-629										
						To: 40-730 WEST										
(622)	2.45	350	F	95%	1%	1%	1%	1%	0%	C	0.091	F	0.706	360	F	2005
						From: 40-629 NORTH										
(622)	0.29	380	F	95%	1%	1%	1%	1%	0%	F	0.101	F	0.588	390	F	2005
						From: 40-629 SOUTH										
(622)	5.30	90	R								NA			NA		05/19/2005
						From: 40-625 WEST										
(622)	2.60	210	R								NA			NA		05/24/2005
						From: 40-730 EAST										
(623)	1.90	280	R								NA			NA		05/19/2005
						From: US 58										
						To: 40-611										
(624)	2.20	40	R								NA			NA		05/24/2005
						From: North Carolina State Line										
(624)	0.10	30	R								NA			NA		05/24/2005
						From: 40-655										
						To: 40-730										
(625)	3.94	340	R								NA			NA		05/24/2005
						From: North Carolina State Line										
						To: 40-622 EAST										
(625)	5.70	620	R								NA			NA		05/24/2005
						From: 40-622 WEST										
						To: 40-628										
(626)	2.10	90	R								NA			NA		05/24/2005
						From: 40-629										
						To: 40-622										
(627)	8.03	760	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.63	780	F	2005
						From: North Carolina State Line										
						To: 40-633										
(627)	5.60	1600	F	95%	1%	1%	1%	2%	0%	C	0.112	F	0.688	1700	F	2005
						From: 40-1025										
(627)	0.56	2300	F	95%	1%	1%	1%	2%	0%	F	0.103	F	0.636	2400	F	2005
						From: SCL Emporia										
						To: Dead End										
(628)	1.40	40	R								NA			NA		05/24/2005
						From: 40-629										
						To: US 301										
(628)	3.40	46	R								NA			NA		06/04/2005
						From: 40-629										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greensville County</b>																
629	3.20	300	R			From: North Carolina State Line					NA			NA		05/24/2005
629	0.70	540	R			From: 40-632					NA			NA		06/14/2005
629	1.06	1400	F	57%	1%	1%	31%	10%	0%	C	0.088	F	0.52	1400	F	2005
629	0.94	1400	F	79%	1%	2%	4%	14%	0%	C	0.084	F	0.516	1400	F	2005
629	0.10	1300	F	90%	2%	1%	1%	5%	0%	F	0.1	F	0.538	1300	F	2005
629	2.60	200	F	90%	2%	1%	1%	5%	0%	C	0.115	F	0.667	210	F	2005
629	1.35	90	R			From: 40-628 40-622 SOUTH 40-622 NORTH					NA			NA		05/24/2005
<b>Town of Jarratt</b>																
630	0.23	820	F	96%	2%	1%	0%	1%	0%	F	0.101	F	0.581	840	F	2005
<b>Greensville County</b>																
630	2.30	480	F	96%	2%	1%	0%	1%	0%	C	0.093	F	0.696	500	F	2005
631	0.20	1300	F	99%	0%	1%	0%	0%	0%	C	0.092	F	0.544	1400	F	2005
631	4.77	1300	R			From: 40-603					NA			NA		02/04/2002
632	4.60	140	R			From: 40-633					NA			NA		06/14/2005
633	1.48	710	R			From: 40-629					NA			NA		06/01/2005
633	0.30	650	F	96%	2%	0%	1%	1%	0%	F	0.105	F	0.551	670	F	2005
633	3.85	540	F	96%	2%	0%	1%	1%	0%	C	0.106	F	0.539	550	F	2005
633	2.80	360	F	96%	2%	0%	1%	1%	0%	F	0.107	F	0.679	360	F	2005
633	1.73	430	F	96%	2%	0%	1%	1%	0%	F	0.109	F	0.604	440	F	2005
633	1.81	140	R			From: 40-611 WEST 40-611 EAST					NA			NA		06/14/2005
634	1.50	60	R			From: US 301					NA			NA		06/14/2005
635	1.00	170	R			From: Dead End					NA			NA		05/26/2005
637	0.35	230	R			From: 40-611 40-608					NA			NA		05/12/2005

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						2Axle	3+Axle	1Trail	2Trail								
<b>Greensville County</b>																	
637	0.25	410	R				From: 40-696				NA			NA		05/12/2005	
							To: Dead End										
638	0.80	20	R				From: 40-730				NA			NA		05/24/2005	
638	1.15	40	R				From: 0.80 MN 40-730				NA			NA		05/24/2005	
							To: Dead End										
639	2.20	290	R				From: 40-627				NA			NA		06/14/2005	
639	2.20	240	F	96%	2%	1%	1%	1%	0%	C	0.106	F	0.633	250	F	2005	
							From: 40-650 WEST										
639	0.10	90	R				From: US 301				NA			NA		06/14/2005	
							To: 40-691										
640	0.75	360	R				From: US 58; 40-607				NA			NA		05/11/2005	
							To: 40-681 & 1020										
641	0.35	40	R				From: Dead End				NA			NA		06/01/2005	
							To: 40-633										
642	0.40	80	R				From: Dead End				NA			NA		05/24/2005	
							To: US 301										
643	1.17	220	R				From: 40-635				NA			NA		05/26/2005	
							To: 40-611										
644	0.47	340	R				From: 40-640				NA			NA		06/07/2005	
							To: NCL Emporia										
646	0.80	90	R				From: Dead End				NA			NA		05/24/2005	
							To: 40-730										
647	0.26	40	R				From: 40-605				NA			NA		06/14/2005	
							To: Dead End										
648	1.20	100	R				From: 40-630				NA			NA		05/17/2005	
							To: Dead End										
649	0.90	50	R				From: US 58				NA			NA		05/17/2005	
							To: Dead End										
650	1.33	800	F	30%	1%	1%	53%	15%	0%	C	0.113	F	0.537	820	F	2005	
							From: 40-621										
650	1.48	80	F	30%	1%	1%	53%	15%	0%	F	0.132	F	0.816	80	F	2005	
							From: 40-679										
							To: 40-639 WEST										
650	1.60	100	R				From: 40-639 EAST				NA			NA		05/19/2005	
							To: 40-627										
651	3.00	400	R				From: 40-610				NA			NA		05/12/2005	
							To: 40-608 EAST										
651	1.40	190	R				From: 40-608 WEST				NA			NA		05/17/2005	
							To: 40-619										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
652	0.11	10	R													06/14/2005
652	0.13	8	R													06/14/2005
653	0.30	130	R													06/14/2005
654	1.74	200	R													05/19/2005
655	0.30	40	R													05/24/2005
656	2.30	160	R													05/24/2005
657	0.80	480	R													06/14/2005
658	1.10	210	R													05/26/2005
659	2.40	170	R													06/01/2005
660	5.65	260	R													05/24/2005
662	1.50	70	R													05/24/2005
663	0.54	430	R													05/19/2005
664	0.25	310	R													06/07/2005
665	0.80	290	R													05/19/2005
666	0.90	180	R													05/24/2005
667	1.00	150	R													05/26/2005
668	0.75	80	R													05/24/2005
669	0.50	30	R													05/11/2005
670	0.90	60	R													06/01/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
(671)	1.39	150	R				From: Dead End					NA		NA		05/12/2005
(671)	1.71	130	R				From: 1.39 ME Dead End					NA		NA		05/12/2005
							To: 40-619									
(672)	0.06	150	R				From: 40-664					NA		NA		06/07/2005
							To: 40-673									
(673)	0.06	30	R				From: 40-672					NA		NA		06/07/2005
							To: Cul-de-Sac									
(675)	0.88	110	R				From: 40-627					NA		NA		05/19/2005
							To: Dead End									
(676)	2.21	70	R				From: 40-660					NA		NA		05/24/2005
							To: 40-629									
(677)	0.98	80	R				From: Dead End					NA		NA		05/19/2005
							To: 40-632									
(678)	0.35	10	R				From: Dead End					NA		NA		05/24/2005
							To: 40-629									
(679)	0.50	120	R				From: Dead End					NA		NA		05/19/2005
							To: 40-650									
(680)	0.83	90	R				From: 40-608					NA		NA		05/19/2005
							To: Dead End									
(681)	0.55	120	R				From: 40-640 & 1020					NA		NA		05/17/2005
							To: 40-619									
(682)	0.12	30	R				From: US 58					NA		NA		05/19/2005
							To: Dead End									
(683)	0.11	130	R				From: US 58					NA		NA		06/07/2005
							To: 40-705									
(683)	0.10	180	R				From: 40-705					NA		NA		06/07/2005
							To: 40-697									
(683)	0.15	120	R				From: 40-697					NA		NA		06/07/2005
							To: 40-644									
(684)	0.07	140	R				From: Dead End					NA		NA		06/07/2005
							To: US 58 EAST									
(684)	0.33	160	R				From: US 58 WEST					NA		NA		06/07/2005
							To: 40-644									
(687)	0.20	180	R				From: 40-611; 40-643					NA		NA		06/08/2005
							To: 40-653									
(687)	0.13	250	R				From: 40-653					NA		NA		06/08/2005
							To: Dead End									
(688)	0.20	4	R				From: Dead End					NA		NA		06/08/2005
							To: SCL Emporia									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
689	0.52	90	R								NA		NA			06/08/2005
690	0.80	10	R								NA		NA			06/21/2005
691	0.10	8	R								NA		NA			06/21/2005
691	0.40	6	R								NA		NA			06/21/2005
691	0.50	10	R								NA		NA			06/21/2005
691	0.20	4	R								NA		NA			06/21/2005
692	0.81	7	R								NA		NA			06/21/2005
693	1.50	330	R								NA		NA			06/21/2005
694	1.00	8	R								NA		NA			06/21/2005
696	0.60	20	R								NA		NA			06/21/2005
697	0.17	48	R								NA		NA			06/07/2005
697	0.06	20	R								NA		NA			06/07/2005
698	0.50	120	R								NA		NA			06/22/2005
699	0.50	20	R								NA		NA			06/22/2005
700	0.15	170	R								NA		NA			06/22/2005
701	0.32	150	R								NA		NA			06/08/2005
701	0.35	270	R								NA		NA			06/08/2005
702	0.14	90	R								NA		NA			06/21/2005
703	0.90	7	R								NA		NA			06/21/2005
704	0.15	70	R								NA		NA			06/21/2005

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						2Axle	3+Axle	1Trail	2Trail								
<b>Greensville County</b>																	
(705)	0.16	80	R				40-683					NA		NA		06/07/2005	
(705)	0.07	20	R				40-706					NA		NA		06/07/2005	
(706)	0.04	70	R				Dead End					NA		NA		06/07/2005	
(707)	0.43	1000	R				40-701					NA		NA		06/08/2005	
(709)	0.16	150	R				Dead End					NA		NA		06/21/2005	
(711)	1.00	60	R				40-611					NA		NA		06/09/2005	
(712)	0.05	90	R				Dead End					NA		NA		06/07/2005	
(713)	0.15	140	R				US 58; 40-684					NA		NA		06/07/2005	
(714)	0.15	50	R				Dead End					NA		NA		06/07/2005	
(715)	0.09	40	R				40-643					NA		NA		06/07/2005	
(717)	0.08	70	R				Dead End					NA		NA		06/07/2005	
(718)	0.26	47	R				40-643					NA		NA		06/07/2005	
(719)	0.20	50	R				40-611					NA		NA		06/07/2005	
(720)	0.12	40	R				US 301					NA		NA		06/09/2005	
(721)	1.20	100	R				40-663					NA		NA		06/09/2005	
(722)	0.40	190	R				US 58					NA		NA		06/22/2005	
(724)	0.63	NA					40-730					NA		NA		06/08/2005	
(725)	0.15	30	R				Dead End					NA		NA		06/08/2005	
(730)	1.15	1600	F	94%	1%	1%	SCL Emporia	1%	3%	0%	C	0.093	F	0.563	1600	F	2005
							40-607										
							Dead End										
							40-614										
							40-622 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
(730)	11.87	430	F	94%	1%	1%	1%	3%	0%	F	0.093	F	0.758	440	F	2005
(731)	0.31	40	R								NA			NA		06/08/2005
(1005)	0.12	100	R								NA			NA		06/08/2005
(1006)	0.05	10	R								NA			NA		06/08/2005
(1006)	0.13	110	R								NA			NA		06/08/2005
(1007)	0.12	130	R								NA			NA		06/08/2005
(1010)	0.32	200	R								NA			NA		06/08/2005
(1020)	0.15	100	R								NA			NA		06/07/2005
(1021)	0.40	40	R								NA			NA		06/07/2005
(1021)	0.25	10	R								NA			NA		06/07/2005
(1021)	0.10	20	R								NA			NA		06/07/2005
(1022)	0.12	130	R								NA			NA		06/07/2005
(1022)	0.03	50	R								NA			NA		06/07/2005
(1022)	0.05	40	R								NA			NA		06/07/2005
(1025)	0.03	20	R								NA			NA		06/21/2005
(1025)	0.12	240	R								NA			NA		06/21/2005
(1026)	0.10	90	R								NA			NA		06/21/2005
<b>Town of Jarratt</b>																
(1101)	0.13	130	R								NA			NA		06/16/2005
(1101)	0.09	110	R								NA			NA		06/16/2005
(1101)	0.38	160	R								NA			NA		06/16/2005
(1101)	0.02	220	R								NA			NA		06/16/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jarratt</b>																
(1101)	0.03	390	R				From: 40-1108					NA		NA		06/16/2005
(1101)	0.05	290	R				From: 40-1105					NA		NA		06/16/2005
(1101)	0.13	250	R				From: 40-1103					NA		NA		06/16/2005
							To: Sussex County Line									
<b>Greenville County</b>																
(1102)	0.08	160	R				From: Sussex County Line					NA		NA		06/16/2005
(1102)	0.57	110	R				From: 40-1103					NA		NA		06/16/2005
							To: SCL Jarratt									
<b>Town of Jarratt</b>																
(1102)	0.25	80	R				From: SCL Jarratt					NA		NA		06/16/2005
							To: 40-1101									
<b>Greenville County</b>																
(1103)	0.15	120	R				From: 40-1102					NA		NA		06/16/2005
							To: SCL Jarratt									
<b>Town of Jarratt</b>																
(1103)	0.14	100	R				From: SCL Jarratt					NA		NA		06/16/2005
(1103)	0.15	180	R				From: 40-1111					NA		NA		06/16/2005
(1103)	0.03	240	R				From: 40-1101					NA		NA		06/16/2005
							To: Sussex County Line									
(1104)	0.12	150	R				From: 40-630 NCL Jarratt					NA		NA		06/07/2005
(1104)	0.17	50	R				From: 40-1110					NA		NA		06/06/2005
							To: 40-1112									
(1105)	0.15	80	R				From: 40-1111					NA		NA		06/07/2005
							To: 40-1101									
(1106)	0.07	80	R				From: Dead End					NA		NA		06/07/2005
(1106)	0.15	190	R				From: 40-1111					NA		NA		06/07/2005
							To: 40-1101									
(1107)	0.25	220	R				From: 40-1101					NA		NA		06/16/2005
							To: Dead End									
(1108)	0.17	40	R				From: Dead End					NA		NA		06/16/2005
(1108)	0.07	7	R				From: 40-1109 NORTH					NA		NA		06/16/2005
(1108)	0.04	170	R				From: 40-1109 SOUTH					NA		NA		06/16/2005
							To: 40-1101									
(1109)	0.09	20	R				From: 40-1108					NA		NA		06/16/2005
							To: 40-1108									

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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								
<b>Town of Jarratt</b>																	
(1110)	0.64	170	R			From: SR 139					NA			NA		06/16/2005	
						To: Sussex County Line											
(1111)	0.05	90	R			From: 40-1106					NA			NA		06/16/2005	
						To: 40-1105											
(1111)	0.05	180	R			From: 40-1105					NA			NA		06/16/2005	
						To: 40-1103											
(1112)	0.07	30	R			From: 40-1113					NA			NA		06/16/2005	
						To: 40-1104											
(1112)	0.10	40	R			From: 40-1104					NA			NA		06/16/2005	
						To: 40-1110											
(1113)	0.15	150	R			From: 40-630					NA			NA		06/16/2005	
						To: 40-1110											
(1113)	0.18	40	R			From: 40-1110					NA			NA		06/16/2005	
						To: 40-1112											
(1114)	0.23	100	R			From: 40-630					NA			NA		06/16/2005	
						To: 40-1116											
(1115)	0.03	30	R			From: Dead End					NA			NA		06/16/2005	
						To: 40-1110											
(1115)	0.12	20	R			From: 40-1110					NA			NA		06/16/2005	
						To: 40-1116											
(1116)	0.06	47	R			From: SR 139					NA			NA		06/16/2005	
						To: 40-1114											
(1116)	0.12	10	R			From: 40-1114					NA			NA		06/16/2005	
						To: 40-1115											
(1117)	0.24	10	R			From: Sussex County Line					NA			NA		06/16/2005	
						To: Dead End											
(1118)	0.11	8	R			From: 40-630					NA			NA		06/16/2005	
						To: 40-1110											
<b>Greensville County</b>																	
(9179)	0.04	190	R			From: Greenville Jr High School					NA			NA		06/16/2005	
						To: 40-610											
<b>City of Emporia</b>																	
(109) 1	Brink Rd	0.16	2400	F	99%	0%	1%	0%	0%	0%	F	0.097	F	0.720	2600	F	2005
						From: JB-40-109 SCL Emporia											
						To: US 301											
(109) 2	Purdy Rd	0.49	2200	F	95%	1%	1%	0%	3%	0%	C	0.097	F	0.540	2400	F	2005
						From: West Atlantic St											
						To: Satterfield Dr											
(109) 2	Purdy Rd	0.14	1100	F	95%	1%	1%	0%	3%	0%	F	0.105	F	0.659	1200	F	2005
						From: NCL Emporia											
						To: US 58											
(109) 5	West End Dr	0.42	340	F	99%	0%	0%	0%	0%	0%	C	0.106	F	0.546	380	F	2005
						From: 109-2 Purdy Rd											
						To: South Main St											
(109) 3800	Greenville Ave	0.17	390	F	98%	1%	1%	0%	0%	0%	C	0.124	F	0.564	430	F	2005
						From: Tillar St											
						To:											

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Emporia</b>																	
3801 109	Low Ground Rd	0.43	2700	F	96%	1%	1%	0%	2%	0%	C	0.096	F	0.529	2900	F	2005
			From: SCL Emporia														
			To: South Main St														
3801 109	Laurel St	0.43	890	F	98%	1%	1%	0%	0%	0%	C	0.124	F	0.659	980	F	2005
			From: Temple Ave														
			To: WCL Emporia														
3802 109	Brunswick Ave	0.20	3800	F	97%	0%	2%	0%	1%	0%	F	0.094	F	0.515	4100	F	2005
			From: Brunswick Ave Ext.														
3802 109	Brunswick Ave	0.66	4400	F	97%	1%	1%	0%	1%	0%	C	0.091	F	0.604	4800	F	2005
			From: South Main St														
3802 109	Hicksford Ave	0.46	3000	F	97%	0%	2%	0%	1%	0%	C	0.100	F	0.521	3200	F	2005
			From: Lee St														
			To: Hicksford Ave														
3802 109	Lee St	0.37	1900	F	99%	0%	1%	0%	0%	0%	C	0.108	F	0.502	2100	F	2005
			From: Southampton St														
3804 109	Valley St	0.14	980	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.534	1100	F	2005
			From: North Main St														
3804 109	Southampton St	0.29	1100	F	98%	0%	1%	0%	0%	0%	C	0.093	F	0.526	1200	F	2005
			From: Halifax St														
3804 109	Southampton St	0.18	1800	F	98%	0%	1%	0%	0%	0%	F	0.101	F	0.601	2000	F	2005
			From: Lee St														
			To: East Atlantic St														
3805 109	Davis St	1.32	1900	F	94%	2%	2%	1%	2%	0%	C	0.101	F	0.693	2100	F	2005
			From: East Atlantic St														
			To: ECL Emporia														
3807 109	Halifax St	0.15	2400	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.753	2600	F	2005
			From: Southampton St														
3807 109	Halifax St	0.34	2700	F	98%	0%	1%	0%	0%	0%	C	0.1	F	0.528	2900	F	2005
			From: East Atlantic St														
3807 109	Halifax St	0.30	1800	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.524	2000	F	2005
			From: Ruffin St														
3807 109	Halifax St	0.53	1400	F	98%	0%	1%	0%	0%	0%	C	0.091	F	0.579	1500	F	2005
			From: US 58														
			To: North Main St														
3808 109	Reese St	0.12	680	F	98%	1%	1%	0%	0%	0%	C	0.109	F	0.736	740	F	2005
			From: 109-3804 Southampton St														
3808 109	Reese St	0.83	1800	F	97%	1%	1%	1%	1%	0%	C	0.109	F	0.603	2000	F	2005
			From: Bus US 58														
3808 109	Reese St	0.84	1300	F	85%	1%	1%	4%	10%	0%	C	0.134	F	0.651	1400	F	2005
			From: US 58 Bypass														
			To: Sunnyside Rd														
3809 109	Belfield Dr	0.17	2100	F	99%	0%	1%	0%	0%	0%	C	0.093	F	0.618	2300	F	2005
			From: West Atlantic St														
			To: Weaver Ave														
3810 109	Weaver Ave	0.21	2300	F	99%	0%	0%	0%	0%	0%	C	0.116	F	0.558	2500	F	2005
			From: Belfield Dr														
			To: North Main St														
3815 109	W Atlantic Ave	0.24	780	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.624	850	F	2005
			From: Dead End near Florida Ave														
			To: Bus US 58														
			From: North Main St														
			To: Halifax St														
			Baker St														
			580														
			F														
			0.11														
			F														
			640														
			F														
			2005														



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Emporia</b>																
Briggs St		1500	F			From: Clay St				0.107	F			1600	F	2005
						To: Tillar St										
Clay St		2800	F			From: Low Ground Rd				0.091	F			3000	F	2005
						To: South Main St										
Jefferson St		1400	F			From: South Main St				0.094	F			1500	F	2005
						To: West Ave										
Ruffin St		1300	F			From: Halifax St				0.101	F			1400	F	2005
						To: North Main St										
Temple Ave		520	F			From: Laurel St				0.129	F			570	F	2005
						To: Jefferson St										
Tillar St		1700	F			From: Briggs St				0.107	F			1800	F	2005
						To: Hicksford Ave										
West Ave		340	F			From: Jefferson St				0.105	F	0.541		370	F	2005
						To: Brunswick Ave										
West End Blvd		880	F			From: North Main St				0.097	F			970	F	2005
						To: Gay St										