

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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 - 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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Greenville Maintenance Area

Route	Length	AADT	QA	Year
Greenville County				
From: Brunswick County Line				
58	6.34	11000	F	2002
To: WCL Emporia				
City of Emporia				
From: WCL Emporia				
58 West Atlantic St	0.41	14000	F	2002
To: Purdy Rd				
From: Purdy Rd				
58 West Atlantic St	0.21	21000	F	2002
To: I-95				
From: I-95				
58	0.84	16000	F	2002
To: US 301 Main St				
From: US 301 Main St				
58	0.64	13000	F	2002
To: Reese St				
From: Reese St				
58	0.49	16000	F	2002
To: Davis St				
From: Davis St				
58	0.65	15000	F	2002
To: East Atlantic St				
From: East Atlantic St				
58	0.40	16000	F	2002
To: ECL Emporia				
Greenville County				
From: ECL Emporia				
58	1.50	16000	F	2002
To: Southampton County Line				
City of Emporia				
From: US 58 West Intersection				
Bus 58	0.21	13000	F	2002
To: West Atlantic St				
From: West Atlantic St				
Bus 58				
From: US 58 Connector				
58 West Atlantic Street	0.44	12000	F	2002
To: North Main Street				
From: North Main Street				
Bus 58				
From: East Atlantic Street				
58	0.25	5200	F	2002
To: Reese St				
From: Reese St				
Bus 58				
From: East Atlantic Street				
58	1.20	2100	F	2002
To: US 58 East Intersection				
Greenville County				
From: North Carolina State Line				
North 95	4.13	20000	A	2002
Combined Traffic:		39000	A	
To: 40-629 Skippers				
From: 40-629 Skippers				
North 95	4.12	19000	F	2002
Combined Traffic:		37000	F	
To: US 301 South of Emporia				
From: US 301 South of Emporia				
North 95	1.70	20000	F	2002
Combined Traffic:		38000	F	
To: SCL Emporia				
City of Emporia				
From: SCL Emporia				
North 95	1.05	20000	F	2002
Combined Traffic:		38000	F	
To: US 58				
From: US 58				
North 95	0.62	19000	F	2002
Combined Traffic:		31000	F	
To: NCL Emporia				

Route	Length	AADT	QA	Year
Greenville County				
From: NCL Emporia				
North 95	1.89	19000	F	2002
Combined Traffic:		31000	F	
To: 40-614				
From: 40-614				
North 95	3.63	16000	F	2002
Combined Traffic:		26000	F	
To: Sussex County Line				
City of Emporia				
From: North Carolina State Line				
South 95	4.39	20000	A	2002
Combined Traffic:		39000	A	
To: 40-629 Skippers				
From: 40-629 Skippers				
South 95	3.83	18000	F	2002
Combined Traffic:		37000	F	
To: US 301 South of Emporia				
From: US 301 South of Emporia				
South 95	1.81	19000	F	2002
Combined Traffic:		38000	F	
To: SCL Emporia				
City of Emporia				
From: SCL Emporia				
South 95	1.24	19000	F	2002
Combined Traffic:		38000	F	
To: US 58				
From: US 58				
South 95	0.35	12000	F	2002
Combined Traffic:		31000	F	
To: NCL Emporia				
Greenville County				
From: NCL Emporia				
South 95	1.92	12000	F	2002
Combined Traffic:		31000	F	
To: US 301 North of Emporia				
From: US 301 North of Emporia				
South 95	0.41	12000	F	2002
Combined Traffic:		28000	F	
To: 40-614				
From: 40-614				
South 95	3.19	9800	F	2002
Combined Traffic:		26000	F	
To: Sussex County Line				
Town of Jarratt				
From: 40-610 CL Jarratt				
139	0.76	1900	F	2002
To: Sussex County Line				
Greenville County				
From: North Carolina State Line				
301	4.74	2200	F	2002
To: 40-629 Skippers				
From: 40-629 Skippers				
301	3.97	2900	F	2002
To: 40-689 South of Emporia				
From: 40-689 South of Emporia				
301	0.39	5700	F	2002
To: SCL Emporia				
City of Emporia				
From: SCL Emporia				
301 South Main St	0.45	6200	F	2002
To: Low Ground Rd				
From: Low Ground Rd				
301 South Main St	0.24	9300	F	2002
To: Jefferson St				

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 Greenville Maintenance Area

Route	Length	AADT	QA	Year
City of Emporia				
From: Jefferson St				
301 South Main St	0.36	11000	F	2002
To: Brunswick Ave				
From: Brunswick Ave				
301 South Main St	0.49	16000	F	2002
To: Valley St				
From: Valley St				
301 South Main St	0.20	14000	F	2002
To: Atlantic Ave				
From: Atlantic Ave				
301 North Main St	0.74	8900	F	2002
To: US 58				
From: US 58				
301 North Main St	0.34	8400	F	2002
To: Halifax St				
From: Halifax St				
301 North Main St	0.16	9300	F	2002
To: NCL Emporia				
Greenville County				
From: NCL Emporia				
301	1.53	6100	F	2002
To: 40-614				
From: 40-614				
301	2.77	4400	F	2002
To: Sussex County Line				
From: Brunswick County Line				
600	1.50	410	R	1999
To: 40-627 NORTH				
From: 40-627 SOUTH				
600	3.40	420	R	1999
To: North Carolina State Line				
From: Brunswick County Line				
601	3.00	620	R	1999
To: 40-627				
From: Brunswick County Line				
602	1.38	250	R	1999
To: 40-603				
From: North Carolina State Line				
603	0.30	800	R	1999
To: 40-631 North				
From: 40-631 North				
603	1.50	690	F	2002
To: 40-633 South				
From: 40-633 North				
603	3.20	90	R	1999
To: 40-627 East				
From: 40-627 West				
603	2.59	280	R	1999
To: Brunswick County Line				
From: 40-603				
604	5.27	330	R	1999
To: Brunswick County Line				
From: Brunswick County Line				
605	2.70	230	R	1999
To: 40-607 EAST				
From: 40-607 WEST				
605	0.70	230	R	1999
To: US 58				
From: US 58				
605	2.20	230	R	1999
To: 40-606 EAST				
From: 40-606 WEST				
605	4.20	80	R	1999
To: 40-608 EAST				
From: 40-608 WEST				
605	0.45	80	R	1999
To: Dead End				

Route	Length	AADT	QA	Year
Greenville County				
From: Brunswick County Line				
606	5.32	110	R	1999
To: 40-619				
From: Brunswick County Line				
607	0.60	50	R	1999
To: US 58 W Gap Terminus				
From: 40-606 Gap Terminus				
607	2.30	49	R	1999
To: 40-605 WEST				
From: 40-605 WEST				
607	3.70	90	R	1999
To: US 58 EAST				
From: Brunswick County Line				
608	4.50	700	R	1999
To: 40-619				
From: 40-619				
608	5.28	770	R	1999
To: 40-680				
From: 40-680				
608	1.47	1400	F	2002
To: 40-610				
From: US 301				
609	1.72	170	R	1999
To: Sussex County Line				
From: US 301				
610	0.10	2100	F	2002
To: 40-9179				
From: 40-9179				
610	2.22	1000	F	2002
To: 40-617				
From: 40-617				
610	6.92	720	F	2002
To: 40-608				
From: 40-608				
610	0.45	1700	F	2002
To: WCL Jarratt				
Town of Jarratt				
From: WCL Jarratt				
610	0.29	1700	N	2002
To: 40-1101				
Greenville County				
From: Brunswick County Line				
611	1.91	1500	F	2002
To: 40-633 WEST				
From: 40-633 WEST				
611	2.84	2000	F	2002
To: 40-658				
From: 40-658				
611	1.79	2500	F	2002
To: 40-635				
From: 40-635				
611	0.92	4000	F	2002
To: WCL Emporia				
From: ECL Emporia				
611	1.05	680	F	2002
To: 40-654				
From: 40-654				
611	0.99	360	F	2002
To: 40-623				
From: 40-623				
611	1.74	390	F	2002
To: Sussex County Line				
From: 40-619				
612	2.40	390	R	1999
To: 40-651				
From: 40-605				
613	3.20	300	R	1999
To: 40-619 NORTH				

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Route	Length	AADT	QA	Year
Greenville County				
From: 40-619 SOUTH				
(613) To: 40-610	1.70	300	R	1999
From: NCL Emporia				
(614) To: 40-616 SOUTH	1.03	610	R	1999
From: 40-616 NORTH				
(614) To: US 301	0.40	210	R	1999
From: 40-617				
(614) To: 40-610	0.70	990	F	2002
From: 40-610				
(614) To: 40-617	5.00	340	R	1999
From: 40-610				
(615) To: 40-614	2.30	110	R	1999
From: US 301				
(616) To: FR-133	0.10	360	R	1999
From: 40-614 WEST				
(616) To: 40-610	0.20	350	R	1999
From: 40-614 EAST				
(616) To: 40-614 North	0.50	200	R	1999
From: 40-614 North				
(616) To: Dead End	0.33	100	R	1999
From: 40-610				
(617) To: 0.23 ME 40-610	0.23	320	F	2002
From: 40-614				
(617) To: 40-614	0.45	440	F	2002
From: Dead End				
(618) To: 40-606	0.80	40	R	1999
From: NCL Emporia				
(619) To: 40-681	0.43	1200	F	2002
From: 40-606				
(619) To: 40-613 NORTH	3.16	940	F	2002
From: 40-612				
(619) To: 40-608	1.54	770	F	2002
From: 40-608				
(619) To: Sussex County Line	1.44	520	F	2002
From: 40-605				
(619) To: 40-612	1.77	430	F	2002
From: 40-607				
(619) To: 40-608	2.89	290	F	2002
From: 40-605				
(620) To: 40-607	1.50	10	R	1999
From: 40-633				
(621) To: 40-650	3.32	360	R	1999
From: 40-629				
(621) To: 40-629	0.49	840	F	2002

Route	Length	AADT	QA	Year
Greenville County				
From: 40-730 WEST				
(622) To: 40-629 NORTH	2.45	380	F	2002
From: 40-629 SOUTH				
(622) To: 40-625 WEST	0.29	390	F	2002
From: 40-730 EAST				
(622) To: US 58	5.30	320	R	1999
From: 40-611				
(622) To: 40-611	2.60	210	R	1999
From: North Carolina State Line				
(623) To: 40-611	1.90	130	R	1999
From: 40-655				
(624) To: 40-730	2.20	40	R	1999
From: North Carolina State Line				
(624) To: 40-622 EAST	0.10	30	R	1999
From: 40-622 WEST				
(625) To: 40-628	3.94	140	R	1999
From: 40-629				
(625) To: 40-628	5.70	400	R	1999
From: 40-622				
(626) To: 40-622	2.10	110	R	1999
From: North Carolina State Line				
(627) To: 40-633	8.03	770	F	2002
From: 40-1025				
(627) To: SCL Emporia	5.60	1800	F	2002
From: Dead End				
(627) To: 40-632	0.56	2500	F	2002
From: US 301				
(628) To: 40-629	1.40	40	R	1999
From: North Carolina State Line				
(628) To: 40-621	3.40	40	R	1999
From: 40-632				
(629) To: 40-621	3.20	250	R	1999
From: I-95 Ramp				
(629) To: US 301	0.70	520	R	1999
From: 40-628				
(629) To: 40-622 SOUTH	1.06	1300	F	2002
From: 40-622				
(629) To: 40-730	2.60	160	F	2002
From: 40-730				
(629) To: 40-730	0.94	1500	F	2002
From: 40-628				
(629) To: 40-622	0.10	1100	F	2002
From: 40-622				
(629) To: 40-730	1.35	80	R	1999

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Route	Length	AADT	QA	Year
Town of Jarratt				
From: SR 139				
(630) To: NCL Jarratt	0.23	920	F	2002
Greenville County				
From: NCL Jarratt				
(630) To: Sussex County Line	2.30	550	F	2002
From: North Carolina State Line				
(631) To: 40-603	0.20	1700	F	2002
From: 40-603				
(631) To: North Carolina State Line	4.77	1300	R	02/04/2002
From: 40-633				
(632) To: 40-629	4.60	150	R	1999
From: North Carolina State Line				
(633) To: 40-603 SOUTH	1.48	960	R	1999
From: 40-603 SOUTH				
(633) To: 40-603 NORTH	0.30	720	F	2002
From: 40-603 NORTH				
(633) To: 40-627	3.85	540	F	2002
From: 40-627				
(633) To: 40-693	2.80	310	F	2002
From: 40-693				
(633) To: 40-611 WEST	1.73	470	F	2002
From: 40-611 EAST				
(633) To: Dead End	1.81	150	R	1999
From: US 301				
(634) To: Dead End	1.50	70	R	1999
From: Dead End				
(635) To: 40-611	1.00	100	R	1999
From: 40-608				
(637) To: 40-696	0.35	100	R	1999
From: 40-696				
(637) To: Dead End	0.25	90	R	1999
From: 40-730				
(638) To: 0.80 MN 40-730	0.80	30	R	1999
From: 0.80 MN 40-730				
(638) To: Dead End	1.15	40	R	1999
From: 40-627				
(639) To: 40-650 WEST	2.20	300	R	1999
From: 40-650 WEST				
(639) To: US 301	2.20	220	F	2002
From: US 301				
(639) To: 40-691	0.10	80	R	1999
From: US 58; 40-607				
(640) To: 40-681 & 1020	0.75	440	R	1999

Route	Length	AADT	QA	Year
Greenville County				
From: Dead End				
(641) To: 40-633	0.35	30	R	1999
From: Dead End				
(642) To: US 301	0.40	80	R	1999
From: 40-635				
(643) To: 40-611	1.17	130	R	1999
From: 40-640				
(644) To: NCL Emporia	0.47	170	R	1999
From: Dead End				
(646) To: 40-730	0.80	90	R	1999
From: 40-605				
(647) To: Dead End	0.26	40	R	1999
From: 40-630				
(648) To: Dead End	1.20	60	R	1999
From: US 58				
(649) To: Dead End	0.90	560	R	1999
From: 40-621				
(650) To: 40-679	1.33	740	F	2002
From: 40-679				
(650) To: 40-639 WEST	1.48	70	F	2002
From: 40-639 EAST				
(650) To: 40-627	1.60	90	R	1999
From: 40-610				
(651) To: 40-608 EAST	3.00	140	R	1999
From: 40-608 WEST				
(651) To: 40-619	1.40	140	R	1999
From: Dead End				
(652) To: 40-653	0.11	70	R	1999
From: 40-653				
(652) To: Dead End	0.13	10	R	1999
From: 40-687				
(653) To: 40-652	0.30	200	R	1999
From: ECL Emporia				
(654) To: 40-611	1.74	130	R	1999
From: 40-730				
(655) To: 40-624	0.30	40	R	1999
From: 40-625				
(656) To: 40-626	2.30	190	R	1999
From: US 301				
(657) To: Dead End	0.80	730	R	1999

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 Annual Average Daily Traffic Volume Estimates By Section of Route
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Route	Length	AADT	QA	Year
Greenville County				
From: []	Dead End			
(658)	1.10	90	R	1999
To: []	40-611			
From: []	40-603			
(659)	2.40	80	R	1999
To: []	40-627			
From: []	40-656			
(660)	5.65	150	R	1999
To: []	40-730			
From: []	US 301			
(662)	1.50	70	R	1999
To: []	North Carolina State Line			
From: []	US 301			
(663)	0.54	580	R	1999
To: []	40-614			
From: []	Dead End			
(664)	0.25	370	R	1999
To: []	NCL Emporia			
From: []	Dead End			
(665)	0.80	290	R	1999
To: []	US 301			
From: []	40-730			
(666)	0.90	100	R	1999
To: []	Dead End			
From: []	Dead End			
(667)	1.00	100	R	1999
To: []	40-611			
From: []	40-730			
(668)	0.75	90	R	1999
To: []	Dead End			
From: []	40-605			
(669)	0.50	10	R	1999
To: []	Dead End			
From: []	Dead End			
(670)	0.90	70	R	1999
To: []	40-627			
From: []	Dead End			
(671)	1.39	140	R	1999
To: []	1.39 ME Dead End			
From: []	1.71	140	R	1999
To: []	40-619			
From: []	40-664			
(672)	0.06	20	R	1999
To: []	40-673			
From: []	40-672			
(673)	0.06	20	R	1999
To: []	Cul-de-Sac			
From: []	40-627			
(675)	0.88	110	R	1999
To: []	Dead End			
From: []	40-660			
(676)	2.21	70	R	1999
To: []	40-629			
From: []	Dead End			
(677)	0.98	40	R	1999
To: []	40-632			

Route	Length	AADT	QA	Year
Greenville County				
From: []	Dead End			
(678)	0.35	20	R	1999
To: []	40-629			
From: []	Dead End			
(679)	0.50	60	R	1999
To: []	40-650			
From: []	40-608			
(680)	0.83	70	R	1999
To: []	Dead End			
From: []	40-640 & 1020			
(681)	0.55	100	R	1999
To: []	40-619			
From: []	US 58			
(682)	0.12	70	R	1999
To: []	Dead End			
From: []	US 58			
(683)	0.11	370	R	1999
To: []	40-705			
From: []	40-705			
(683)	0.10	270	R	1999
To: []	40-697			
From: []	40-697			
(683)	0.15	150	R	1999
To: []	40-644			
From: []	Dead End			
(684)	0.07	500	R	1999
To: []	US 58 EAST			
From: []	US 58 WEST			
(684)	0.33	230	R	1999
To: []	40-644			
From: []	40-611; 40-643			
(687)	0.20	440	R	1999
To: []	40-653			
From: []	40-653			
(687)	0.13	1100	R	1999
To: []	Dead End			
From: []	Dead End			
(688)	0.20	40	R	1999
To: []	SCL Emporia			
From: []	US 301; I-95 Ramp			
(689)	0.52	360	R	1999
To: []	SCL Emporia			
From: []	US 301			
(690)	0.80	40	R	1999
To: []	US 301			
From: []	40-634			
(691)	0.10	20	R	1999
To: []	0.10 MN 40-634			
From: []	0.40	20	R	1999
To: []	40-639			
From: []	0.50	20	R	1999
To: []	US 301			
From: []	0.20	20	R	1999
To: []	Dead End			
From: []	40-00604(B)/			
(692)	0.81	NA		
To: []	Cul-de-Sac/			
From: []	40-604			
(693)	1.50	70	R	1999
To: []	40-633			

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Route	Length	AADT	QA	Year
Greenville County				
From: 40-627				
(694)	1.00	70	R	1999
To: Dead End				
From: 40-608				
(696)	0.60	46	R	1999
To: 40-637				
From: 40-683				
(697)	0.17	80	R	1999
To: 40-705				
From: 40-705				
(697)	0.06	20	R	1999
To: Dead End				
From: 40-607				
(698)	0.50	330	R	1999
To: Dead End				
From: Dead End				
(699)	0.50	240	R	1999
To: US 301				
From: Dead End				
(700)	0.15	220	R	1999
To: 40-643				
From: Dead End				
(701)	0.32	30	R	1999
To: 40-707				
From: 40-707				
(701)	0.35	140	R	1999
To: 40-664				
From: Dead End				
(702)	0.14	150	R	1999
To: 40-643				
From: Brunswick County Line				
(703)	0.90	80	R	1999
To: 40-633				
From: Dead End				
(704)	0.15	130	R	1999
To: 40-643				
From: 40-683				
(705)	0.16	110	R	1999
To: 40-706				
From: 40-706				
(705)	0.07	40	R	1999
To: 40-697				
From: Dead End				
(706)	0.04	70	R	1999
To: 40-705				
From: 40-701				
(707)	0.43	670	R	1999
To: 40-607				
From: Dead End				
(709)	0.16	300	R	1999
To: 40-627				
From: 40-611				
(711)	1.00	140	R	1999
To: Southampton County Line				
From: Dead End				
(712)	0.05	1800	R	1999
To: US 58; 40-684				
From: Dead End				
(713)	0.15	360	R	1999
To: 40-643				

Route	Length	AADT	QA	Year
Greenville County				
From: Dead End				
(714)	0.15	340	R	1999
To: 40-643				
From: Dead End				
(715)	0.09	60	R	1999
To: 40-644				
From: Dead End				
(717)	0.08	60	R	1999
To: 40-643				
From: 40-611				
(718)	0.26	70	R	1999
To: Dead End				
From: US 301				
(719)	0.20	NA		
To: Dead End				
From: 40-663				
(720)	0.12	20	R	1999
To: Dead End				
From: US 58				
(721)	1.20	NA		
To: Dead End				
From: 40-730				
(722)	0.40	170	R	1999
To: Dead End				
From: Dead End				
(725)	0.15	47	R	02/04/2002
To: 40-614				
From: SCL Emporia				
(730)	1.15	1700	F	2002
To: 40-622 WEST				
From: 40-622 WEST				
(730)	11.87	380	F	2002
To: Southampton County Line				
From: 40-604				
(731)	0.31	70	R	1999
To: Dead End				
From: 40-611				
(1005)	0.12	200	R	1999
To: 40-1006				
From: Cul-de-Sac				
(1006)	0.05	40	R	1999
To: 40-1007				
From: 40-1007				
(1006)	0.13	160	R	1999
To: 40-1005				
From: 40-611				
(1007)	0.12	170	R	1999
To: 40-1006				
From: Dead End				
(1010)	0.32	70	R	1999
To: 40-707				
From: 40-640; 40-681				
(1020)	0.15	120	R	1999
To: 40-1021				
From: 40-1022 SOUTH				
(1021)	0.40	40	R	1999
To: 40-1022 NORTH				
From: 40-1022 NORTH				
(1021)	0.25	110	R	1999
To: 40-1020				

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Route	Length	AADT	QA	Year
Greenville County				
From: 40-1020				
(1021) To: 40-1022 MID	0.10	40	R	1999
From: 40-681				
(1022) To: 40-1021 SOUTH	0.12	150	R	1999
From: 40-1021 MID				
(1022) To: 40-1021 NORTH	0.03	60	R	1999
From: 40-1021 MID				
(1022) To: 40-1021 NORTH	0.05	70	R	1999
From: Dead End				
(1025) To: 40-1026	0.03	40	R	1999
From: 40-1026				
(1025) To: 40-627	0.12	300	R	1999
From: Dead End				
(1026) To: 40-1025	0.10	150	R	1999
Town of Jarratt				
From: 40-610				
(1101) To: 40-1107	0.13	840	R	1999
From: 40-1107				
(1101) To: 40-1102	0.09	760	R	1999
From: 40-1102				
(1101) To: 40-1106	0.38	690	R	1999
From: 40-1106				
(1101) To: 40-1108	0.02	1100	R	1999
From: 40-1108				
(1101) To: 40-1105	0.03	1200	R	1999
From: 40-1105				
(1101) To: 40-1103	0.05	1200	R	1999
From: 40-1103				
(1101) To: 91-1101 Sussex County Line	0.13	790	R	1999
Greenville County				
From: 91-1102 Sussex County Line				
(1102) To: 40-1103	0.08	500	R	1999
From: 40-1103				
(1102) To: SCL Jarratt	0.57	300	R	1999
Town of Jarratt				
From: SCL Jarratt				
(1102) To: 40-1101	0.25	210	R	1999
Greenville County				
From: 40-1102				
(1103) To: SCL Jarratt	0.15	290	R	1999
Town of Jarratt				
From: SCL Jarratt				
(1103) To: 40-1111	0.14	310	R	1999
From: 40-1111				
(1103) To: 40-1101	0.15	390	R	1999
From: 40-1101				
(1103) To: 91-1103 Sussex County Line	0.03	970	R	1999

Route	Length	AADT	QA	Year
Town of Jarratt				
From: 40-630 NCL Jarratt				
(1104) To: 40-1110	0.12	260	R	1999
From: 40-1110				
(1104) To: 40-1112	0.17	70	R	1999
From: 40-1111				
(1105) To: 40-1101	0.15	40	R	1999
From: Dead End				
(1106) To: 40-1111	0.07	100	R	1999
From: 40-1111				
(1106) To: 40-1101	0.15	220	R	1999
From: 40-1101				
(1107) To: Dead End	0.25	100	R	1999
From: Dead End				
(1108) To: 40-1109 NORTH	0.17	30	R	1999
From: 40-1109 NORTH				
(1108) To: 40-1109 SOUTH	0.07	110	R	1999
From: 40-1109 SOUTH				
(1108) To: 40-1101	0.04	240	R	1999
From: 40-1108				
(1109) To: 40-1108	0.09	70	R	1999
From: SR 139				
(1110) To: Sussex County Line	0.64	240	R	1999
From: 40-1106				
(1111) To: 40-1105	0.05	110	R	1999
From: 40-1105				
(1111) To: 40-1103	0.05	130	R	1999
From: 40-1113				
(1112) To: 40-1104	0.07	40	R	1999
From: 40-1110				
(1112) To: 40-630	0.10	50	R	1999
From: 40-630				
(1113) To: 40-1110	0.15	100	R	1999
From: 40-1110				
(1113) To: 40-1112	0.18	60	R	1999
From: 40-630				
(1114) To: 40-1116	0.23	170	R	1999
From: Dead End				
(1115) To: 40-1110	0.03	49	R	1999
From: 40-1110				
(1115) To: 40-1116	0.12	30	R	02/04/2002
From: SR 139				
(1116) To: 40-1114	0.06	70	R	1999

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Route	Length	AADT	QA	Year
Town of Jarratt				
From: 40-1114				
(1116) To: 40-1115	0.12	20	R	02/04/2002
From: 91-1117 Sussex County Line				
(1117) To: Dead End	0.24	20	R	1999
From: 40-630				
(1118) To: 40-1110	0.11	20	R	02/04/2002
Greenville County				
From: Greenville Jr High School				
(9179) To: 40-610	0.04	530	R	1999
City of Emporia				
From: JB-40-109 SCL Emporia				
(1) Brink Rd To: US 301	0.16	NA		
From: West Atlantic St				
(2) Purdy Rd To: NCL Emporia	0.49	2300	F	2002
From: Satterfield Dr				
(2) Purdy Rd To: JB-40-109	0.14	NA		
From: US 58				
(5) West End Dr To: 109-2 Purdy Rd	0.42	NA		
From: South Main St				
(3800) Greenville Ave To: Tillar St	0.17	420	F	2002
From: SCL Emporia				
(3801) Low Ground Rd To: South Main St	0.43	2900	F	2002
From: South Main St				
(3801) Laurel St To: Temple Ave	0.43	760	F	2002
From: WCL Emporia				
(3802) Brunswick Ave To: Brunswick Ave Ext.	0.20	4100	F	2002
From: Brunswick Ave				
(3802) Brunswick Ave To: South Main St	0.66	4500	F	2002
From: South Main St				
(3802) Hicksford Ave To: Lee St	0.46	2200	F	2002
From: Hicksford Ave				
(3802) Lee St To: Southampton St	0.37	1800	F	2002
From: North Main St				
(3804) Valley St To: Halifax St	0.14	1000	F	2002
From: Halifax St				
(3804) Southampton St To: Lee St	0.29	1100	F	2002
From: Lee St				
(3804) Southampton St To: East Atlantic St	0.18	2100	F	2002
From: East Atlantic St				
(3805) Davis St To: ECL Emporia	1.32	2000	F	2002
From: Southampton St				
(3807) Halifax St To: East Atlantic St	0.15	3000	F	2002

Route	Length	AADT	QA	Year
City of Emporia				
From: East Atlantic St				
(3807) Halifax St To: Ruffin St	0.34	2500	F	2002
From: Ruffin St				
(3807) Halifax St To: US 58	0.30	1800	F	2002
From: US 58				
(3807) Halifax St To: North Main St	0.53	1400	F	2002
From: Southampton St				
(3808) Reese St To: US 58 Bypass	0.95	1900	F	2002
From: US 58 Bypass				
(3808) Reese St To: Sunnyside Rd	0.84	910	F	2002
From: West Atlantic St				
(3809) Belfield Dr To: Weaver Ave	0.17	3000	F	2002
From: Belfield Dr				
(3810) Weaver Ave To: North Main St	0.21	3200	F	2002
From: Dead End near Florida Ave				
(3815) W Atlantic Ave To: Bus US 58	0.24	1300	F	2002
From: North Main St				
Baker St To: Halifax St		640	F	2002
From: Clay St				
Briggs St To: Tillar St		1400	F	2002
From: Low Ground Rd				
Clay St To: South Main St		2700	F	2002
From: South Main St				
Jefferson St To: West Ave		1500	F	2002
From: Halifax St				
Ruffin St To: North Main St		1200	F	2002
From: Laurel St				
Temple Ave To: Jefferson St		640	F	2002
From: Briggs St				
Tillar St To: Hicksford Ave		1800	F	2002
From: Jefferson St				
West Ave To: Brunswick Ave		360	F	2002
From: North Main St				
West End Blvd To: Gay St		820	F	2002