

2001

Virginia Department of Transportation  
Daily Traffic Volumes  
Including Vehicle Classification Estimates  
where available

Jurisdiction Report

40

Greensville County  
City of Emporia

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled “Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes”.

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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”.

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

## 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’s Traffic Engineering 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

**Design Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period.

**QK: Quality of the Design Hour estimate:**

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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





**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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

## 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
-  Secondary Route

### Special Routes

- Bus  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wye - Wye Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT 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  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Greenville County</b>																	
58	6.34	9900	G	From: Brunswick County Line												2001	
				To: WCL Emporia													
<b>City of Emporia</b>																	
58	West Atlantic St	0.41	16000	G	From: WCL Emporia												2001
					To: Purdy Rd												
58	West Atlantic St	0.21	21000	G	From: Purdy Rd												2001
					To: I-95												
58		0.84	16000	G	From: I-95												2001
					To: US 301 Main St												
58		0.64	15000	G	From: US 301 Main St												2001
					To: Reese St												
58		0.49	14000	G	From: Reese St												2001
					To: Davis St												
58		0.65	13000	G	From: Davis St												2001
					To: East Atlantic St												
58		0.40	26000	G	From: East Atlantic St												2001
					To: ECL of Emporia												
<b>Greenville County</b>																	
58		1.50	21000	G	From: ECL Emporia												2001
					To: Southampton County Line												
<b>City of Emporia</b>																	
Bus 58		0.21	11000	G	From: US 58 West Intersection												2001
					To: West Atlantic St												
Bus 58	West Atlantic Street	0.44	2800	G	From: West Atlantic St												2001
					To: US 58 Connector												
Bus 58	East Atlantic Street	0.25	4900	G	From: US 58 Connector												2001
					To: North Main St												
Bus 58	East Atlantic Street	1.20	2100	G	From: North Main Street												2001
					To: Reese St												
Bus 58	East Atlantic Street		2100	G	From: Reese St												2001
					To: US 58 East Intersection												
<b>Greenville County</b>																	
North 95		4.13	18000	A	From: North Carolina State Line												2001
					To: 40-629 Skippers												
North 95	Combined Traffic:	37000	A	From: 40-629 Skippers												2001	
				To: US 301 South of Emporia													
North 95		4.12	16000	G	From: US 301 South of Emporia												2001
					To: SCL Emporia												
North 95	Combined Traffic:	32000	G	From: SCL Emporia												2001	
				To: US 58													
North 95		1.70	16000	G	From: US 58												2001
					To: NCL Emporia												
North 95	Combined Traffic:	24000	G	From: NCL Emporia												2001	
				To: NCL Emporia													

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
North 95	1.89	11000	G	71%	1%	1%	0%	25%	1%	F	760	G	11000	G	2001
Combined Traffic:		24000	G	70%	1%	2%	0%	26%	1%	F	1700	G	24000	G	2001
						From: NCL Emporia									
North 95	3.63	9600	G	71%	1%	1%	0%	25%	1%	F	620	G	9600	G	2001
Combined Traffic:		21000	G	70%	1%	2%	0%	26%	1%	F	1400	G	21000	G	2001
						From: 40-614									
						To: Sussex County Line									
South 95	4.39	18000	A	76%	1%	2%	1%	20%	0%	A	2800	A	16000	A	2001
Combined Traffic:		37000	A	76%	1%	2%	1%	20%	0%	A	5300	A	31000	A	2001
						From: North Carolina State Line									
South 95	3.83	16000	G	76%	1%	2%	1%	20%	0%	F	930	G	14000	G	2001
Combined Traffic:		31000	G	76%	1%	2%	1%	20%	0%	F	1800	G	27000	G	2001
						From: 40-629 Skippers									
South 95	1.81	16000	G	76%	1%	2%	1%	20%	0%	F	930	G	14000	G	2001
Combined Traffic:		32000	G	76%	1%	2%	1%	20%	0%	F	1800	G	28000	G	2001
						From: US 301 South of Emporia									
						To: SCL Emporia									
<b>City of Emporia</b>															
South 95	1.24	16000	G	76%	1%	2%	1%	20%	0%	F	930	G	14000	G	2001
Combined Traffic:		32000	G	76%	1%	2%	1%	20%	0%	F	1800	G	28000	G	2001
						From: SCL Emporia									
South 95	0.35	13000	G	69%	1%	2%	1%	27%	1%	F	960	G	13000	G	2001
Combined Traffic:		24000	G	70%	1%	2%	0%	26%	1%	F	1700	G	24000	G	2001
						From: US 58									
						To: NCL Emporia									
<b>Greenville County</b>															
South 95	1.92	13000	G	69%	1%	2%	1%	27%	1%	F	960	G	13000	G	2001
Combined Traffic:		24000	G	70%	1%	2%	0%	26%	1%	F	1700	G	24000	G	2001
						From: NCL Emporia									
South 95	0.41	13000	G	69%	1%	2%	1%	27%	1%	F	960	G	13000	G	2001
Combined Traffic:		23000	G	70%	1%	2%	1%	26%	1%	F	1600	G	23000	G	2001
						From: US 301 North of Emporia									
South 95	3.19	11000	G	69%	1%	2%	1%	27%	1%	F	810	G	11000	G	2001
Combined Traffic:		21000	G	70%	1%	2%	0%	26%	1%	F	1400	G	21000	G	2001
						From: 40-614									
						To: Sussex County Line									
<b>Town of Jarratt</b>															
139	0.76	2500	G	90%	1%	2%	1%	6%	0%	F	230	G	2500	G	2001
						From: 40-610 CL Jarratt									
						To: Sussex County Line									
<b>Greenville County</b>															
301	4.74	1900	G	87%	2%	3%	1%	8%	0%	F	180	G	1900	G	2001
						From: North Carolina State Line									
301	3.97	2500	G	87%	2%	3%	1%	8%	0%	F	230	G	2600	G	2001
						From: 40-629 Skippers									
301	0.39	2600	G	87%	2%	3%	1%	8%	0%	F	220	G	2600	G	2001
						From: 40-689 South of Emporia									
						To: SCL Emporia									
<b>City of Emporia</b>															
301 South Main St	0.45	4700	G	93%	0%	4%	1%	3%	0%	C	NA		4900	G	2001
						From: SCL Emporia									
						To: Low Ground Rd									



Virginia Department of Transportation  
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Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Emporia</b>																	
301	South Main St	0.24	8900	G	From: Low Ground Rd	93%	0%	4%	1%	3%	0%	F	NA	9200	G	2001	
301	South Main St	0.36	10000	G	To: Jefferson St	93%	0%	4%	1%	3%	0%	F	NA	11000	G	2001	
301	South Main St	0.49	12000	G	From: Brunswick Ave	96%	1%	1%	0%	2%	0%	C	NA	13000	G	2001	
301	South Main St	0.20	15000	G	To: Valley St	96%	1%	1%	0%	2%	0%	F	NA	16000	G	2001	
301	North Main St	0.74	8300	G	From: Atlantic Ave	96%	0%	2%	1%	2%	0%	C	NA	8600	G	2001	
301	North Main St	0.34	8300	G	To: US 58	92%	1%	5%	1%	1%	0%	F	NA	8700	G	2001	
301	North Main St	0.16	8900	G	From: Halifax St	92%	1%	5%	1%	1%	0%	F	NA	9200	G	2001	
					To: NCL Emporia												
<b>Greenville County</b>																	
301		1.53	7000	G	From: NCL Emporia	92%	1%	5%	1%	1%	0%	F	610	G	7000	G	2001
301		2.77	4500	G	To: 40-614	92%	1%	5%	1%	1%	0%	F	400	G	4600	G	2001
					To: Sussex County Line												
600		1.50	410	R	From: Brunswick County Line								NA	NA			1999
600		3.40	420	R	To: 40-627 NORTH								NA	NA			1999
					From: 40-627 SOUTH								NA	NA			1999
					To: North Carolina State Line												
601		3.00	620	R	From: Brunswick County Line								NA	NA			1999
					To: 40-627												
602		1.38	250	R	From: Brunswick County Line								NA	NA			1999
					To: 40-603												
603		0.30	800	R	From: North Carolina State Line								NA	NA			1999
603		1.50	650	G	To: 40-631 North	88%	1%	5%	1%	6%	0%	C	60	G	660	G	2001
					To: 40-633 South												
603		3.20	90	R	From: 40-633 North								NA	NA			1999
					To: 40-627 East												
603		2.59	280	R	From: 40-627 West								NA	NA			1999
					To: Brunswick County Line												
604		5.27	330	R	From: 40-603								NA	NA			1999
					To: Brunswick County Line												
605		2.70	230	R	From: Brunswick County Line								NA	NA			1999
					To: 40-607 EAST												
605		0.70	230	R	From: 40-607 WEST								NA	NA			1999
					To: US 58												
605		2.20	230	R	From: US 58								NA	NA			1999
					To: 40-606 EAST												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
605	4.20	80	R			From: 40-606 WEST					NA		NA		1999
						To: 40-608 EAST									
605	0.45	80	R			From: 40-608 WEST					NA		NA		1999
						To: Dead End									
606	5.32	110	R			From: Brunswick County Line					NA		NA		1999
						To: 40-619									
607	0.60	50	R			From: Brunswick County Line					NA		NA		1999
						To: US 58 W Gap Terminus									
607	2.30	49	R			From: 40-606 Gap Terminus					NA		NA		1999
						To: 40-605 WEST									
607	3.70	90	R			From: 40-605 WEST					NA		NA		1999
						To: US 58 EAST									
608	4.50	700	R			From: Brunswick County Line					NA		NA		1999
						To: 40-619									
608	5.28	770	R			From: 40-619					NA		NA		1999
						To: 40-680									
608	1.47	1500	G	95%	0%	2%	0%	2%	0%	C	200	G	1500	G	2001
						To: 40-610									
609	1.72	170	R			From: US 301					NA		NA		1999
						To: Sussex County Line									
610	0.10	2400	G	97%	1%	2%	0%	0%	0%	F	290	G	2400	G	2001
						To: 40-9179									
610	2.22	910	G	96%	1%	1%	1%	0%	0%	C	100	G	920	G	2001
						To: 40-617									
610	6.92	800	F	97%	1%	2%	0%	0%	0%	C	80	F	800	F	2001
						To: 40-608									
610	0.45	1700	F	93%	0%	2%	1%	4%	0%	C	180	F	1700	F	2001
						To: WCL Jarratt									
<b>Town of Jarratt</b>															
610	0.29	1700	N	93%	0%	2%	1%	4%	0%	N	180	N	1700	N	2001
						To: 40-1101									
<b>Greenville County</b>															
611	1.91	1400	G			From: Brunswick County Line					140	G	1400	G	2001
						To: 40-633 WEST									
611	2.84	1900	G			From: 40-633 WEST					180	G	1900	G	2001
						To: 40-658									
611	1.79	2200	G			From: 40-658					210	G	2300	G	2001
						To: 40-635									
611	0.92	3000	G	97%	0%	1%	0%	1%	0%	C	280	G	3000	G	2001
						To: WCL Emporia									
						From: ECL Emporia									
611	1.05	630	G	95%	1%	2%	0%	2%	0%	F	70	G	640	G	2001
						To: 40-654									
611	0.99	400	G	95%	1%	2%	0%	2%	0%	C	40	G	400	G	2001
						To: 40-623									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
(611)	1.74	460	G	95%	1%	2%	0%	2%	0%	F	50	G	460	G	2001	
				From:	40-623											
				To:	Sussex County Line											
(612)	2.40	390	R								NA		NA		1999	
				From:	40-619											
				To:	40-651											
(613)	3.20	300	R								NA		NA		1999	
				From:	40-605											
				To:	40-619 NORTH											
(613)	1.70	300	R								NA		NA		1999	
				From:	40-619 SOUTH											
				To:	40-610											
(614)	1.03	610	R								NA		NA		1999	
				From:	NCL Emporia											
				To:	40-616 SOUTH											
(614)	0.40	210	R								NA		NA		1999	
				From:	40-616 NORTH											
(614)	0.70	880	G	96%	1%	2%	0%	0%	0%	C	90	G	890	G	2001	
				From:	US 301											
				To:	40-617											
(614)	5.00	340	R								NA		NA		1999	
				From:	40-617											
				To:	40-610											
(615)	2.30	110	R								NA		NA		1999	
				From:	40-610											
				To:	40-614											
(616)	0.10	360	R								NA		NA		1999	
				From:	US 301											
(616)	0.20	350	R								NA		NA		1999	
				From:	FR-133											
(616)	0.50	200	R								NA		NA		1999	
				From:	40-614 WEST											
(616)	0.33	100	R								NA		NA		1999	
				From:	40-614 EAST											
				To:	40-614 North											
(617)	0.23	300	G	97%	1%	1%	0%	1%	0%	C	30	G	310	G	2001	
				From:	40-610											
(617)	0.45	380	G	97%	1%	1%	0%	1%	0%	F	40	G	380	G	2001	
				From:	0.23 ME 40-610											
				To:	40-614											
(618)	0.80	40	R								NA		NA		1999	
				From:	Dead End											
				To:	40-606											
(619)	0.43	1200	G								130	G	1200	G	2001	
				From:	NCL Emporia											
(619)	3.16	940	G	94%	1%	2%	0%	2%	0%	C	110	G	940	G	2001	
				From:	40-681											
(619)	1.54	790	G								80	G	800	G	2001	
				From:	40-606											
(619)	1.44	500	G								50	G	510	G	2001	
				From:	40-613 NORTH											
(619)	1.77	400	G								50	G	400	G	2001	
				From:	40-612											
(619)	2.89	270	G								30	G	270	G	2001	
				From:	40-608											
				To:	Sussex County Line											

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 Greenville Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
620	1.50	10	R			From: 40-605 To: 40-607					NA		NA		1999
621	3.32	360	R			From: 40-633 To: 40-650					NA		NA		1999
621	0.49	520	G	68%	2%	4%	13%	14%	0%	C	60	G	520	G	2001
622	2.45	400	G	96%	1%	1%	0%	1%	0%	C	50	G	410	G	2001
622	0.29	380	G	96%	2%	1%	0%	1%	0%	F	45	G	390	G	2001
622	5.30	320	R			From: 40-730 WEST To: 40-629 NORTH					NA		NA		1999
622	2.60	210	R			From: 40-629 SOUTH To: 40-625 WEST					NA		NA		1999
622	2.60	210	R			From: 40-625 WEST To: 40-730 EAST					NA		NA		1999
623	1.90	130	R			From: US 58 To: 40-611					NA		NA		1999
624	2.20	40	R			From: North Carolina State Line To: 40-655					NA		NA		1999
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	970	G	93%	1%	4%	0%	2%	0%	F	90	G	980	G	2001
627	5.60	1600	G	93%	1%	4%	0%	2%	0%	C	160	G	1700	G	2001
627	0.56	2400	G	93%	1%	4%	0%	2%	0%	F	230	G	2400	G	2001
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	520	R			From: 40-632 To: 40-621					NA		NA		1999
629	1.06	960	G	83%	1%	2%	7%	6%	0%	C	80	G	960	G	2001
629	0.94	1200	G	82%	3%	2%	1%	12%	0%	C	130	G	1200	G	2001
629	0.94	1200	G	82%	3%	2%	1%	12%	0%	C	130	G	1200	G	2001
629	0.94	1200	G	82%	3%	2%	1%	12%	0%	C	130	G	1200	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Greenville County</b>																
629	0.10	1600	G	87%	3%	6%	0%	4%	0%	F	140	G	1600	G	2001	
				From:	US 301											
				To:	40-628											
629	2.60	250	G	87%	3%	6%	0%	4%	0%	C	30	G	260	G	2001	
				From:	40-622 SOUTH											
				To:	40-622											
629	1.35	80	R								NA		NA		1999	
				From:	40-730											
				To:	40-730											
<b>Town of Jarratt</b>																
630	0.23	1300	G	91%	0%	5%	1%	2%	0%	F	150	G	1400	G	2001	
				From:	SR 139											
				To:	NCL Jarratt											
<b>Greenville County</b>																
630	2.30	460	G	91%	0%	5%	1%	2%	0%	C	45	G	470	G	2001	
				From:	NCL Jarratt											
				To:	Sussex County Line											
631	0.20	490	G	95%	1%	1%	1%	3%	0%	C	50	G	500	G	2001	
				From:	North Carolina State Line											
				To:	40-603											
631	4.77	1300	R								NA		NA		02/04/2002	
				From:	North Carolina State Line											
				To:	40-603											
632	4.60	150	R								NA		NA		1999	
				From:	40-633											
				To:	40-629											
633	1.48	960	R								NA		NA		1999	
				From:	North Carolina State Line											
				To:	40-603 SOUTH											
633	0.30	1500	G	93%	1%	3%	0%	2%	0%	F	160	G	1500	G	2001	
				From:	40-603 NORTH											
				To:	40-603 NORTH											
633	3.85	510	G	93%	1%	3%	0%	2%	0%	C	50	G	520	G	2001	
				From:	40-627											
				To:	40-627											
633	2.80	360	G	93%	1%	3%	0%	2%	0%	F	40	G	360	G	2001	
				From:	40-693											
				To:	40-693											
633	1.73	580	G	93%	1%	3%	0%	2%	0%	F	80	G	590	G	2001	
				From:	40-611 WEST											
				To:	40-611 EAST											
633	1.81	150	R								NA		NA		1999	
				From:	Dead End											
				To:	Dead End											
634	1.50	70	R								NA		NA		1999	
				From:	US 301											
				To:	Dead End											
635	1.00	100	R								NA		NA		1999	
				From:	Dead End											
				To:	40-611											
637	0.35	100	R								NA		NA		1999	
				From:	40-608											
				To:	40-696											
637	0.25	90	R								NA		NA		1999	
				From:	40-696											
				To:	Dead End											
638	0.80	30	R								NA		NA		1999	
				From:	40-730											
				To:	40-730											
638	1.15	40	R								NA		NA		1999	
				From:	0.80 MN 40-730											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
639	2.20	300	R			From: 40-627					NA		NA		1999
639	2.20	200	G	92%	3%	2%	0%	4%	0%	C	20	G	200	G	2001
639	0.10	80	R			From: US 301					NA		NA		1999
640	0.75	440	R			From: 40-691					NA		NA		1999
640	0.75	440	R			From: US 58; 40-607					NA		NA		1999
641	0.35	30	R			From: 40-681 & 1020					NA		NA		1999
641	0.35	30	R			From: Dead End					NA		NA		1999
642	0.40	80	R			From: 40-633					NA		NA		1999
642	0.40	80	R			From: Dead End					NA		NA		1999
643	1.17	130	R			From: US 301					NA		NA		1999
643	1.17	130	R			From: 40-635					NA		NA		1999
644	0.47	170	R			From: 40-611					NA		NA		1999
644	0.47	170	R			From: 40-640					NA		NA		1999
646	0.80	90	R			From: NCL Emporia					NA		NA		1999
646	0.80	90	R			From: Dead End					NA		NA		1999
647	0.26	40	R			From: 40-730					NA		NA		1999
647	0.26	40	R			From: 40-605					NA		NA		1999
648	1.20	60	R			From: Dead End					NA		NA		1999
648	1.20	60	R			From: 40-630					NA		NA		1999
649	0.90	560	R			From: Dead End					NA		NA		1999
649	0.90	560	R			From: US 58					NA		NA		1999
650	1.33	500	G	33%	2%	4%	28%	34%	0%	C	60	G	500	G	2001
650	1.48	70	G	33%	1%	4%	28%	34%	0%	F	8	G	70	G	2001
650	1.60	90	R			From: 40-679					NA		NA		1999
650	1.60	90	R			From: 40-639 WEST					NA		NA		1999
650	1.60	90	R			From: 40-639 EAST					NA		NA		1999
651	3.00	140	R			From: 40-627					NA		NA		1999
651	3.00	140	R			From: 40-610					NA		NA		1999
651	1.40	140	R			From: 40-608 EAST					NA		NA		1999
651	1.40	140	R			From: 40-608 WEST					NA		NA		1999
652	0.11	70	R			From: 40-619					NA		NA		1999
652	0.11	70	R			From: Dead End					NA		NA		1999
652	0.13	10	R			From: 40-653					NA		NA		1999
652	0.13	10	R			From: Dead End					NA		NA		1999
653	0.30	200	R			From: 40-687					NA		NA		1999
653	0.30	200	R			From: 40-652					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
(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									
(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
						To: 1.39 ME Dead End									
(671)	1.71	140	R			From: 40-619					NA		NA		1999
						To: 40-664									
(672)	0.06	20	R			From: 40-664					NA		NA		1999
						To: 40-673									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
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									
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: 40-697					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: Dead End					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									



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
(691)	0.40	20	R			From: 0.10 MN 40-634					NA		NA		1999
(691)	0.50	20	R			From: 40-639					NA		NA		1999
(691)	0.20	20	R			From: US 301					NA		NA		1999
						To: Dead End									
(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
(697)	0.06	20	R			From: 40-705					NA		NA		1999
						To: Dead End									
(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
(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
(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									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greenville County</b>															
709	0.16	300	R			From: Dead End To: 40-627					NA		NA		1999
711	1.00	140	R			From: 40-611 To: Southampton County Line					NA		NA		1999
712	0.05	1800	R			From: Dead End To: US 58; 40-684					NA		NA		1999
713	0.15	360	R			From: Dead End To: 40-643					NA		NA		1999
714	0.15	340	R			From: Dead End To: 40-643					NA		NA		1999
715	0.09	60	R			From: Dead End To: 40-644					NA		NA		1999
717	0.08	60	R			From: Dead End To: 40-643					NA		NA		1999
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	1500	G	95%	1%	2%	0%	1%	0%	C	150	G	1500	G	2001
730	11.87	460	G	95%	1%	2%	0%	1%	0%	F	50	G	470	G	2001
						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

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						2Axle	3+Axle	1Trail	2Trail						
<b>Greensville County</b>															
1007	0.12	170	R	From: 40-611							NA	NA			1999
				To: 40-1006											
1010	0.32	70	R	From: Dead End							NA	NA			1999
				To: 40-707											
1020	0.15	120	R	From: 40-640; 40-681							NA	NA			1999
				To: 40-1021											
1021	0.40	40	R	From: 40-1022 SOUTH							NA	NA			1999
				To: 40-1022 NORTH											
1021	0.25	110	R	From: 40-1020							NA	NA			1999
				To: 40-1020											
1021	0.10	40	R	From: 40-1022 MID							NA	NA			1999
				To: 40-1022 MID											
1022	0.12	150	R	From: 40-681							NA	NA			1999
				To: 40-1021 SOUTH											
1022	0.03	60	R	From: 40-1021 MID							NA	NA			1999
				To: 40-1021 MID											
1022	0.05	70	R	From: 40-1021 NORTH							NA	NA			1999
				To: 40-1021 NORTH											
1025	0.03	40	R	From: Dead End							NA	NA			1999
				To: 40-1026											
1025	0.12	300	R	From: 40-627							NA	NA			1999
				To: 40-627											
1026	0.10	150	R	From: Dead End							NA	NA			1999
				To: 40-1025											
<b>Town of Jarratt</b>															
1101	0.13	840	R	From: 40-610							NA	NA			1999
				To: 40-1107											
1101	0.09	760	R	From: 40-1102							NA	NA			1999
				To: 40-1102											
1101	0.38	690	R	From: 40-1106							NA	NA			1999
				To: 40-1106											
1101	0.02	1100	R	From: 40-1108							NA	NA			1999
				To: 40-1108											
1101	0.03	1200	R	From: 40-1105							NA	NA			1999
				To: 40-1105											
1101	0.05	1200	R	From: 40-1103							NA	NA			1999
				To: 40-1103											
1101	0.13	790	R	From: 91-1101 Sussex County Line							NA	NA			1999
				To: 91-1101 Sussex County Line											
<b>Greensville County</b>															
1102	0.08	500	R	From: 40-1103							NA	NA			1999
				To: 40-1103											
1102	0.57	300	R	From: SCL Jarratt							NA	NA			1999
				To: SCL Jarratt											

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Jarratt</b>															
(1102)	0.25	210	R			From: SCL Jarratt To: 40-1101					NA		NA		1999
<b>Greenville County</b>															
(1103)	0.15	290	R			From: 40-1102 To: SCL Jarratt					NA		NA		1999
<b>Town of Jarratt</b>															
(1103)	0.14	310	R			From: SCL Jarratt To: 40-1111					NA		NA		1999
(1103)	0.15	390	R			From: 40-1111 To: 40-1101					NA		NA		1999
(1103)	0.03	970	R			From: 40-1101 To: 91-1103 Sussex County Line					NA		NA		1999
(1104)	0.12	260	R			From: 40-630 NCL Jarratt To: 40-1110					NA		NA		1999
(1104)	0.17	70	R			From: 40-1110 To: 40-1112					NA		NA		1999
(1105)	0.15	40	R			From: 40-1111 To: 40-1101					NA		NA		1999
(1106)	0.07	100	R			From: Dead End To: 40-1111					NA		NA		1999
(1106)	0.15	220	R			From: 40-1111 To: 40-1101					NA		NA		1999
(1107)	0.25	100	R			From: 40-1101 To: Dead End					NA		NA		1999
(1108)	0.17	30	R			From: Dead End To: 40-1109 NORTH					NA		NA		1999
(1108)	0.07	110	R			From: 40-1109 NORTH To: 40-1109 SOUTH					NA		NA		1999
(1108)	0.04	240	R			From: 40-1109 SOUTH To: 40-1101					NA		NA		1999
(1109)	0.09	70	R			From: 40-1101 To: 40-1108					NA		NA		1999
(1110)	0.64	240	R			From: SR 139 To: Sussex County Line					NA		NA		1999
(1111)	0.05	110	R			From: 40-1106 To: 40-1105					NA		NA		1999
(1111)	0.05	130	R			From: 40-1105 To: 40-1103					NA		NA		1999
(1112)	0.07	40	R			From: 40-1113 To: 40-1104					NA		NA		1999
(1112)	0.10	50	R			From: 40-1104 To: 40-1110					NA		NA		1999

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Jarratt</b>															
(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									
(1118)	0.11	20	R			From: 40-630					NA		NA		02/04/2002
						To: 40-1110									
<b>Greenville County</b>															
(9179)	0.04	530	R			From: Greenville Jr High School					NA		NA		1999
						To: 40-610									
<b>City of Emporia</b>															
(2/109)	Purdy Rd	0.49	2100	G	95%	1%	3%	0%	1%	0%	C	NA	2200	G	2001
						From: West Atlantic St									
						To: NCL Emporia									
(3800/109)	Greenville Ave	0.17	410	G	93%	0%	1%	5%	0%	0%	C	NA	430	G	2001
						From: South Main St									
						To: Tillar St									
(3801/109)	Low Ground Rd	0.43	2800	G	95%	2%	1%	0%	1%	0%	C	NA	2900	G	2001
						From: SCL Emporia									
						To: South Main St									
(3801/109)	Laurel St	0.43	710	G	97%	0%	1%	1%	0%	0%	C	NA	740	G	2001
						From: South Main St									
						To: Temple Ave									
(3802/109)	Brunswick Ave	0.20	4500	G	95%	0%	1%	3%	1%	0%	F	NA	4600	G	2001
						From: WCL Emporia									
						To: Brunswick Ave Ext.									
(3802/109)	Brunswick Ave	0.66	4600	G	83%	4%	4%	4%	5%	0%	C	NA	4700	G	2001
						From: South Main St									
(3802/109)	Hicksford Ave	0.46	2400	G	95%	0%	1%	3%	1%	0%	C	NA	2400	G	2001
						From: Lee St									
						To: Hicksford Ave									
(3802/109)	Lee St	0.37	1800	G	96%	0%	2%	0%	2%	0%	C	NA	1900	G	2001
						From: Southampton St									
(3804/109)	Valley St	0.14	960	G	95%	0%	1%	2%	2%	0%	F	NA	1000	G	2001
						From: North Main St									
						To: Halifax St									
(3804/109)	Southampton St	0.29	1000	G	95%	0%	1%	2%	2%	0%	C	NA	1100	G	2001
						From: Lee St									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>City of Emporia</b>															
3804 109 Southampton St	0.18	1700	G	95%	0%	1%	2%	2%	0%	F	NA	1700	G	2001	
				From: Lee St											
				To: East Atlantic St											
3805 109 Davis St	1.32	2000	G	92%	1%	1%	3%	4%	0%	C	NA	2100	G	2001	
				From: East Atlantic St											
				To: ECL Emporia											
3807 109 Halifax St	0.15	2900	G	98%	0%	1%	1%	1%	0%	F	NA	3100	G	2001	
				From: Southampton St											
				To: East Atlantic St											
3807 109 Halifax St	0.34	2600	G	98%	0%	1%	1%	1%	0%	C	NA	2700	G	2001	
				From: East Atlantic St											
				To: Ruffin St											
3807 109 Halifax St	0.30	1700	G	98%	0%	1%	1%	1%	0%	F	NA	1700	G	2001	
				From: Ruffin St											
				To: US 58											
3807 109 Halifax St	0.53	2400	G	94%	0%	1%	2%	3%	0%	C	NA	2500	G	2001	
				From: US 58											
				To: North Main St											
3808 109 Reese St	0.95	NA									NA	NA			
				From: Southampton St											
				To: US 58 Bypass											
3808 109 Reese St	0.84	NA									NA	NA			
				From: US 58 Bypass											
				To: Sunnyside Rd											
3809 109 Belfield Dr	0.17	3300	G	98%	0%	1%	0%	0%	0%	C	NA	3500	G	2001	
				From: West Atlantic St											
				To: Weaver Ave											
3810 109 Weaver Ave	0.21	3500	G	99%	0%	1%	0%	0%	0%	C	NA	3700	G	2001	
				From: Belfield Dr											
				To: North Main St											
3815 109 W Atlantic Ave	0.24	NA									NA	NA			
				From: Dead End near Florida Ave											
				To: Bus US 58											
Baker St	2.17	790	G								NA	830	G	2001	
				From: North Main St											
				To: Halifax St											
Briggs St	2.17	1300	G								NA	1300	G	2001	
				From: Clay St											
				To: Tillar St											
Clay St	2.17	3500	G								NA	3600	G	2001	
				From: Low Ground Rd											
				To: South Main St											
Jefferson St	2.17	1300	G								NA	1400	G	2001	
				From: South Main St											
				To: West Ave											
Ruffin St	2.17	810	G								NA	840	G	2001	
				From: West Ave											
				To: Halifax St											
Temple Ave	2.17	590	G								NA	610	G	2001	
				From: North Main St											
				To: Laurel St											
Tillar St	2.17	850	G								NA	890	G	2001	
				From: Jefferson St											
				To: Briggs St											
West Ave	2.17	460	G								NA	480	G	2001	
				From: Hicksford Ave											
				To: Jefferson St											
West End Blvd	2.17	700	G								NA	730	G	2001	
				From: Brunswick Ave											
				To: North Main St											
				To: Gay St											