

**2007**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**109**

City of Emporia

Information in this report is included in Report

**40**

(Greensville County)

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 K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 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  
 Bus - Business Route
-  Bypas - Bypass Route
-  Truck - Truck Route
- ALT  
 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  
2007  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Emporia

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Emporia															
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	14000	G	80%	1%	1%	1%	16%	1%	F	0.069	F	0.53	14000	G
	To: Purdy Rd															
58 West Atlantic St	City of Emporia (Maint: 40)	0.21	28000	G	80%	1%	1%	1%	16%	1%	F	0.076	F	0.656	28000	G
	To: I-95															
58	City of Emporia (Maint: 40)	0.84	17000	G	71%	1%	1%	2%	24%	1%	C	0.075	F	0.561	17000	G
	To: US 301 Main St															
58	City of Emporia (Maint: 40)	0.64	15000	G	65%	1%	1%	3%	29%	1%	C	0.075	F	0.564	14000	G
	To: Reese St															
58	City of Emporia (Maint: 40)	0.49	17000	G	84%	1%	1%	1%	13%	0%	F	0.072	F	0.511	17000	G
	To: Davis St															
58	City of Emporia (Maint: 40)	0.65	16000	G	84%	1%	1%	1%	13%	0%	F	0.072	F	0.505	16000	G
	To: East Atlantic St															
58	City of Emporia (Maint: 40)	0.40	17000	G	84%	1%	1%	1%	13%	0%	F	0.07	F	0.526	16000	G
	To: ECL Emporia															
Bus 58	From: US 58 West Intersection															
	City of Emporia	0.21	12000	G	98%	0%	1%	0%	1%	0%	C	0.086	F	0.541	13000	G
	To: West Atlantic St															
Bus 58	From: US 58 Connector															
	City of Emporia	0.44	12000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.513	13000	G
	To: North Main Street															
Bus 58	From: East Atlantic St															
	City of Emporia	0.25	4200	G	87%	1%	1%	0%	11%	0%	F	0.1	F	0.548	4600	G
	To: Reese St															
Bus 58	From: East Atlantic St															
	City of Emporia	1.20	2000	G	87%	1%	1%	0%	11%	0%	C	0.100	F	0.595	2200	G
	To: US 58 East Intersection															
North 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	19000	G	80%	1%	1%	1%	17%	0%	F	0.069	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	80%	1%	1%	1%	17%	0%	F	NA			32000	G
	To: US 58															
North 95	From: US 58															
	City of Emporia (Maint: 40)	0.62	15000	G	80%	1%	1%	1%	17%	0%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	81%	1%	1%	1%	16%	0%	F	0.063	F	0.503	25000	G
	To: NCL Emporia															
South 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	19000	G	80%	1%	1%	1%	17%	0%	F	0.075	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	80%	1%	1%	1%	17%	0%	F	NA			32000	G
	To: US 58															
South 95	From: US 58															
	City of Emporia (Maint: 40)	0.35	13000	G	83%	1%	1%	1%	15%	0%	F	0.075	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	81%	1%	1%	1%	16%	0%	F	0.063	F	0.503	25000	G
	To: NCL Emporia															

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 City of Emporia

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Emporia															
301 South Main St	City of Emporia	0.45	6300	G	94%	1%	1%	1%	3%	0%	C	0.088	F	0.517	6900	G
	To: Low Ground Rd															
301 South Main St	City of Emporia	0.24	9100	G	94%	1%	1%	1%	3%	0%	F	0.087	F	0.573	9900	G
	To: Jefferson St															
301 South Main St	City of Emporia	0.36	11000	G	94%	1%	1%	1%	3%	0%	F	0.087	F	0.61	12000	G
	To: Brunswick Ave															
301 South Main St	City of Emporia	0.49	16000	G	97%	1%	1%	0%	1%	0%	C	0.087	F	0.549	17000	G
	To: Valley St															
301 South Main St	City of Emporia	0.20	15000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.539	16000	G
	To: Atlantic Ave															
301 North Main St	City of Emporia	0.74	9800	G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.588	11000	G
	To: US 58															
301 North Main St	City of Emporia	0.34	8300	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.647	9100	G
	To: Halifax St															
301 North Main St	City of Emporia	0.16	9000	G	96%	0%	1%	1%	2%	0%	F	0.104	F	0.644	9800	G
	To: NCL Emporia															



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Emporia</b>																
(F131)	1.06	NA				From: US 58 C3US 58					NA			NA		
						To: Dead End										
(F963)	0.04	NA				From: C3US 58					NA			NA		
						To: Dead End										
(F964)	0.07	NA				From: US 58 C3US 58					NA			NA		
						To: Dead End										
(F965)	0.31	NA				From: REESE ST					NA			NA		
						To: Dead End										
(1) Brink Rd	0.16	2500	G	99%	0%	From: JB-40-109 SCL Emporia				F	0.097	F	0.720	2700	G	2007
						To: US 301										
(2) Purdy Rd	0.49	2300	G	95%	1%	From: West Atlantic St				C	0.097	F	0.540	2500	G	2007
						To: Satterfield Dr										
(2) Purdy Rd	0.14	1100	G	95%	1%	From: Satterfield Dr				F	0.105	F	0.659	1200	G	2007
						To: NCL Emporia										
(5) West End Dr	0.42	360	G	99%	0%	From: US 58				C	0.106	F	0.546	390	G	2007
						To: 109-2 Purdy Rd										
(3800) Greenville Ave	0.17	400	G	98%	1%	From: South Main St				C	0.124	F	0.564	440	G	2007
						To: Tillar St										
(3801) Low Ground Rd	0.43	2800	G	96%	1%	From: SCL Emporia				C	0.096	F	0.529	3000	G	2007
						To: South Main St										
(3801) Laurel St	0.43	930	G	98%	1%	From: South Main St				C	0.124	F	0.659	1000	G	2007
						To: Temple Ave										
(3802) Brunswick Ave	0.20	3900	G			From: WCL Emporia					0.094	F	0.515	4300	G	2007
						To: Brunswick Ave Ext.										
(3802) Brunswick Ave	0.66	4500	G	97%	1%	From: Brunswick Ave Ext.				C	0.091	F	0.604	5000	G	2007
						To: South Main St										
(3802) Hicksford Ave	0.46	3100	G			From: South Main St					0.100	F	0.521	3400	G	2007
						To: Lee St										
(3802) Lee St	0.37	2000	G	99%	0%	From: Hicksford Ave				C	0.108	F	0.502	2200	G	2007
						To: Southampton St										
(3804) Valley St	0.14	1000	G	98%	0%	From: North Main St				F	0.093	F	0.534	1100	G	2007
						To: Halifax St										
(3804) Southampton St	0.29	1100	G	98%	0%	From: Halifax St				C	0.093	F	0.526	1200	G	2007
						To: Lee St										
(3804) Southampton St	0.18	1900	G	98%	0%	From: Lee St				F	0.101	F	0.601	2000	G	2007
						To: East Atlantic St										
(3805) Davis St	1.32	2000	G	94%	2%	From: East Atlantic St				C	0.101	F	0.693	2200	G	2007
						To: ECL Emporia										
(3807) Halifax St	0.15	2500	G	98%	0%	From: Southampton St				F	0.097	F	0.753	2700	G	2007
						To: East Atlantic St										
(3807) Halifax St	0.34	2800	G	98%	0%	From: East Atlantic St				C	0.1	F	0.528	3100	G	2007
						To: Ruffin St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Emporia</b>																
(3807) Halifax St	0.30	1900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.524	2100	G	2007
			From: Ruffin St													
			To: US 58													
(3807) Halifax St	0.53	1400	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.579	1600	G	2007
			From: North Main St													
			To: 109-3804 Southampton St													
(3808) Reese St	0.12	700	G	98%	1%	1%	0%	0%	0%	C	0.109	F	0.736	770	G	2007
			From: Bus US 58													
(3808) Reese St	0.83	1900	G	97%	1%	1%	1%	1%	0%	C	0.109	F	0.603	2100	G	2007
			From: US 58 Bypass													
(3808) Reese St	0.84	1300	G	85%	1%	1%	4%	10%	0%	C	0.134	F	0.651	1500	G	2007
			From: Sunnyside Rd													
(3809) Belfield Dr	0.17	2200	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.618	2400	G	2007
			From: West Atlantic St													
			To: Weaver Ave													
(3810) Weaver Ave	0.21	2400	G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.558	2600	G	2007
			From: Belfield Dr													
			To: North Main St													
(3815) W Atlantic Ave	0.24	810	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.624	890	G	2007
			From: Dead End near Florida Ave													
			To: Bus US 58													
Baker St		600	G								0.11	F		660	G	2007
			From: North Main St													
			To: Halifax St													
Briggs St		1500	G								0.107	F		1700	G	2007
			From: Clay St													
			To: Tillar St													
Clay St		2900	G								0.091	F		3100	G	2007
			From: Low Ground Rd													
			To: South Main St													
Jefferson St		1400	G								0.094	F		1500	G	2007
			From: South Main St													
			To: West Ave													
Ruffin St		1300	G								0.101	F		1400	G	2007
			From: Halifax St													
			To: North Main St													
Temple Ave		540	G								0.129	F		590	G	2007
			From: Laurel St													
			To: Jefferson St													
Tillar St		1700	G								0.107	F		1900	G	2007
			From: Briggs St													
			To: Hicksford Ave													
West Ave		350	G								0.105	F	0.541	380	G	2007
			From: Jefferson St													
			To: Brunswick Ave													
West End Blvd		920	G								0.097	F		1000	G	2007
			From: North Main St													
			To: Gay St													