

2012

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

where available

Jurisdiction Report

40

Greensville County
City of Emporia

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

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
Traffic Engineering Division
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
Greenville Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | From: Brunswick County Line | | | | | | | | | | | | | | | |
| 58 Pleasant Shade Dr | Greenville County | 6.34 | 9700 | G | 82% | 1% | 1% | 1% | 15% | 1% | F | 0.073 | F | 0.563 | 9500 | G |
| | To: WCL Emporia | | | | | | | | | | | | | | | |
| 58 West Atlantic St | City of Emporia (Maint: 40) | 0.41 | 12000 | G | 82% | 1% | 1% | 1% | 15% | 1% | F | 0.073 | F | 0.558 | 12000 | G |
| | To: Purdy Rd | | | | | | | | | | | | | | | |
| 58 West Atlantic St | City of Emporia (Maint: 40) | 0.13 | 19000 | G | 82% | 1% | 1% | 1% | 15% | 1% | F | 0.07 | F | 0.557 | 19000 | G |
| | To: I-95 | | | | | | | | | | | | | | | |
| 58 | City of Emporia (Maint: 40) | 0.92 | 15000 | G | 74% | 1% | 1% | 1% | 22% | 1% | C | 0.082 | F | 0.558 | 14000 | G |
| | To: US 301 Main St | | | | | | | | | | | | | | | |
| 58 | City of Emporia (Maint: 40) | 0.64 | 13000 | G | 70% | 1% | 1% | 1% | 26% | 1% | C | 0.075 | F | 0.579 | 12000 | G |
| | To: Reese St | | | | | | | | | | | | | | | |
| 58 | City of Emporia (Maint: 40) | 0.49 | 15000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.516 | 14000 | G |
| | To: Davis St | | | | | | | | | | | | | | | |
| 58 | City of Emporia (Maint: 40) | 0.65 | 14000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.071 | F | 0.510 | 14000 | G |
| | To: East Atlantic St | | | | | | | | | | | | | | | |
| 58 | City of Emporia (Maint: 40) | 0.40 | 15000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.069 | F | 0.512 | 15000 | G |
| | To: ECL Emporia | | | | | | | | | | | | | | | |
| 58 Courtland Rd | Greenville County | 1.50 | 15000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.07 | F | 0.549 | 14000 | G |
| | To: Southampton County Line | | | | | | | | | | | | | | | |
| East 58 Ramp | City of Emporia (Maint: 40) | 0.18 | 2400 | G | | | | | | | | 0.085 | F | | 2400 | G |
| | To: I-95-S FROM RT 58 | | | | | | | | | | | | | | | |
| East 58 Ramp | City of Emporia (Maint: 40) | 0.13 | 1300 | G | | | | | | | | 0.117 | F | | 1300 | G |
| | To: I-95-N FROM RT 58 | | | | | | | | | | | | | | | |
| West 58 Ramp | City of Emporia (Maint: 40) | 0.14 | 4400 | G | | | | | | | | 0.082 | F | | 4400 | G |
| | To: I-95-S FROM RT 58 | | | | | | | | | | | | | | | |
| West 58 Ramp | City of Emporia (Maint: 40) | 0.18 | 1200 | G | | | | | | | | NA | | | 1200 | G |
| | To: I-95 North | | | | | | | | | | | | | | | |
| Bus 58 Market Dr | City of Emporia | 0.21 | 10000 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.092 | F | 0.549 | 11000 | G |
| | To: West Atlantic St | | | | | | | | | | | | | | | |
| Bus 58 West Atlantic St | City of Emporia | 0.44 | 9700 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.086 | F | 0.506 | 10000 | G |
| | To: US 58 Connector | | | | | | | | | | | | | | | |
| | To: North Main Street | | | | | | | | | | | | | | | |
| Bus 58 East Atlantic St | City of Emporia | 0.25 | 3700 | G | 90% | 1% | 1% | 0% | 8% | 0% | F | 0.087 | F | 0.530 | 3900 | G |
| | To: Reese St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
Greenville Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | |
|---|---------------------------------------|-----------------------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bus 58 East Atlantic St | From: Reese St | | | | | | | | | | | | | | | | |
| | To: US 58 East Intersection | City of Emporia | 1.20 | 1700 | G | 90% | 1% | 1% | 0% | 8% | 0% | C | 0.100 | F | 0.622 | 1800 | G |
| 95 Ramp | From: JB-40 FROM RT 95 | | | | | | | | | | | | | | | | |
| | To: US 301 Skippers Rd | Greenville County | 0.13 | NA | | | | | | | | | NA | | | NA | |
| North 95 | From: North Carolina State Line | | | | | | | | | | | | | | | | |
| | To: US 301 South of Emporia | Greenville County | 4.13 | 19000 | A | 82% | 1% | 1% | 1% | 15% | 0% | C | 0.146 | A | | 16000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 38000 A 83% 1% 1% 1% 15% 0% C 0.135 A 0.508 31000 A | | | | | | | | | | | | | | | | | |
| North 95 | From: 40-629 Skippers | | | | | | | | | | | | | | | | |
| | To: US 301 South of Emporia | Greenville County | 4.12 | 19000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.145 | A | | 16000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 83% 1% 1% 1% 15% 0% F 0.006 A 32000 A | | | | | | | | | | | | | | | | | |
| North 95 | From: SCL Emporia | | | | | | | | | | | | | | | | |
| | To: US 58 | City of Emporia (Maint: 40) | 1.05 | 20000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.144 | A | | 16000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 83% 1% 1% 1% 15% 0% F NA 32000 A | | | | | | | | | | | | | | | | | |
| North 95 | From: NCL Emporia | | | | | | | | | | | | | | | | |
| | To: US 301 North of Emporia | City of Emporia (Maint: 40) | 0.62 | 17000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.15 | A | | 14000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 A 86% 1% 1% 1% 12% 0% F NA 27000 A | | | | | | | | | | | | | | | | | |
| North 95 | From: 40-614 Otterdam Rd | | | | | | | | | | | | | | | | |
| | To: Sussex County Line | Greenville County | 1.37 | 17000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.15 | A | | 14000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 A 86% 1% 1% 1% 12% 0% F 0.136 A 0.581 27000 A | | | | | | | | | | | | | | | | | |
| North 95 | From: I-95 North to Welcome Center | | | | | | | | | | | | | | | | |
| | To: Enter Welcome Center Parking Lot | Greenville County | 0.52 | 16000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.154 | A | | 13000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 A 86% 1% 1% 1% 12% 0% F 0.138 A 0.578 27000 A | | | | | | | | | | | | | | | | | |
| North 95 Skippers Welcome Center | From: Exit Welcome Center Parking Lot | | | | | | | | | | | | | | | | |
| | To: RAOA FROM PARKING AREA | Greenville County | 0.04 | 1600 | A | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.17 | A | | 1200 | A |

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Greenville Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|--|--------|---|-------|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|---------|---------|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| North 95 Skippers Welcome Center | From: RAOA FROM PARKING AREA Greenville County To: I-95 North | 0.01 | NA | | | | | | | | | | | NA | | |
| North 95 Ramp | From: I-95 North Greenville County To: 40-629 Moores Ferry Rd | 0.15 | 1300 | G | | | | | | | | | | NA | 1300 G | |
| North 95 Ramp | From: I-95 North Greenville County To: I-95 South Exit 8A | 0.18 | 1100 | G | | | | | | | | | | NA | 1100 G | |
| North 95 Ramp | From: I-95 North City of Emporia (Maint: 40) To: I-95 North Exit 11A Ramp split | 0.13 | 3300 | G | | | | | | | | | | NA | 3300 G | |
| North 95 Ramp | From: I-95-N011C TO RT 58 BUS City of Emporia (Maint: 40) To: US 58 FROM RT 95 N | 0.04 | NA | | | | | | | | | | | NA | NA | |
| North 95 Ramp | From: I-95 North City of Emporia (Maint: 40) To: US 58 | 0.12 | 1100 | G | | | | | | | | | | NA | 1100 G | |
| North 95 Ramp | From: I-95-N011A TO Bus US 58 City of Emporia (Maint: 40) To: FROM RT 95 N | 0.05 | NA | | | | | | | | | | | NA | NA | |
| North 95 Ramp | From: I-95 North Greenville County To: US 301 | 0.08 | 530 | A | | | | | | | 0.171 | A | | | 630 A | |
| North 95 Ramp | From: I-95 North Greenville County To: 40-614 Otterdam Rd | 0.24 | 210 | G | | | | | | | | | | NA | 210 G | |
| South 95 | From: North Carolina State Line Greenville County To: 40-629 Skippers | 4.39 | 19000 | A | 83% | 1% | 1% | 1% | 15% | 0% | C | 0.151 | A | | 16000 A | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 38000 | A | 83% | 1% | 1% | 1% | 15% | 0% | C | 0.135 | A | 0.508 | 31000 A |
| South 95 | From: US 301 South of Emporia Greenville County To: SCL Emporia | 1.81 | 20000 | A | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.147 | A | | 16000 A | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 39000 | A | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.133 | A | 0.508 | 32000 A |
| South 95 | From: SCL Emporia City of Emporia (Maint: 40) To: US 58 | 1.24 | 20000 | A | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.147 | A | | 16000 A | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 39000 | A | 83% | 1% | 1% | 1% | 15% | 0% | F | NA | | 32000 A | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | |
|-------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| South 95 | From: [redacted] City of Emporia (Maint: 40) | 0.35 | 16000 | A | 89% | 1% | 1% | 1% | 9% | 0% | F | 0.147 | A | 13000 | A | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 33000 | A | 86% | 1% | 1% | 1% | 12% | 0% | F | NA | | 27000 | A | | |
| South 95 | To: [redacted] From: [redacted] Greenville County | 1.89 | 16000 | A | 89% | 1% | 1% | 1% | 9% | 0% | F | 0.147 | A | 13000 | A | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 33000 | A | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.136 | A | 0.581 | 27000 | A | |
| South 95 | To: [redacted] From: [redacted] Greenville County | 3.63 | 17000 | A | 89% | 1% | 1% | 1% | 9% | 0% | F | 0.145 | A | 14000 | A | | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 33000 | A | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.137 | A | 0.509 | 28000 | A | |
| South 95 | To: [redacted] From: [redacted] Greenville County | 0.14 | 1500 | G | | | | | | | | NA | | 1500 | G | | |
| South 95 | To: [redacted] From: [redacted] Greenville County | 0.35 | 1100 | G | | | | | | | | NA | | 1100 | G | | |
| South 95 | To: [redacted] From: [redacted] City of Emporia (Maint: 40) | 0.13 | NA | | | | | | | | | NA | | NA | | | |
| South 95 | To: [redacted] From: [redacted] City of Emporia (Maint: 40) | 0.18 | 1900 | G | | | | | | | | NA | | 1900 | G | | |
| South 95 | To: [redacted] From: [redacted] Greenville County | 0.16 | 670 | G | | | | | | | | NA | | 670 | G | | |
| 139 | To: [redacted] From: [redacted] Town of Jarratt (Maint: 40) | 0.76 | 1400 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.096 | F | 0.548 | 1400 | G | |
| 301 | To: [redacted] From: [redacted] Greenville County | 4.74 | 1700 | G | 90% | 1% | 1% | 1% | 0% | 7% | 0% | F | 0.087 | F | 0.506 | 1700 | G |
| 301 | To: [redacted] From: [redacted] Greenville County | 2.80 | 2200 | G | 90% | 1% | 1% | 1% | 0% | 7% | 0% | C | 0.092 | F | 0.644 | 2200 | G |
| 301 | To: [redacted] From: [redacted] Greenville County | 1.17 | 2200 | N | 90% | 1% | 1% | 1% | 0% | 7% | 0% | N | 0.092 | N | 0.644 | 2200 | N |
| 301 | To: [redacted] From: [redacted] Greenville County | 0.39 | 5300 | G | 90% | 1% | 1% | 1% | 0% | 7% | 0% | F | 0.083 | F | 0.546 | 5400 | G |
| 301 | To: [redacted] From: [redacted] City of Emporia | 0.45 | 5500 | G | 96% | 1% | 1% | 1% | 0% | 2% | 0% | C | 0.09 | F | 0.521 | 5900 | G |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 301 South Main St | From: Low Ground Rd City of Emporia | 0.24 | 8700 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.089 | F | 0.581 | 9200 | G |
| 301 South Main St | To: Jefferson St City of Emporia | 0.36 | 9700 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.085 | F | 0.624 | 10000 | G |
| 301 South Main St | To: Brunswick Ave City of Emporia | 0.49 | 14000 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.09 | F | 0.559 | 15000 | G |
| 301 South Main St | To: Valley St City of Emporia | 0.20 | 13000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.087 | F | 0.525 | 14000 | G |
| 301 North Main St | To: Atlantic Ave City of Emporia | 0.74 | 8500 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.095 | F | 0.5 | 9000 | G |
| 301 North Main St | To: US 58 City of Emporia | 0.34 | 8800 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.099 | F | 0.621 | 9400 | G |
| 301 North Main St | To: Halifax St City of Emporia | 0.16 | 9300 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.099 | F | 0.613 | 9800 | G |
| 301 | To: NCL Emporia Greenville County | 1.53 | 6300 | G | 97% | 0% | 1% | 0% | 2% | 0% | C | 0.094 | F | 0.569 | 6400 | G |
| 301 | To: 40-614 Otterdam Rd Greenville County | 2.77 | 4100 | G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.097 | F | 0.505 | 4200 | G |
| 301 Ramp | To: Sussex County Line Greenville County | 0.23 | 1900 | G | | | | | | | | 0.095 | F | | 1900 | G |
| 301 Ramp | To: I-95-N FROM RT 301 Greenville County | 0.53 | 1000 | G | | | | | | | | 0.099 | F | | 1000 | G |
| | To: JB-40 FROM RT 301 | | | | | | | | | | | | | | | |
| | To: I-95-S FROM RT 301 | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (F128) Holly Huck Trail | 3.89 | 270 | R | | | | | | | | | NA | | NA | | 04/01/2008 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F129) Ivory Lane | 1.60 | 7 | R | | | | | | | | | NA | | NA | | 04/01/2008 |
| | | | | | | | | | | | | | | | | |
| (F130) Ashbin Rd | 1.69 | 320 | R | | | | | | | | | NA | | NA | | 04/01/2008 |
| | | | | | | | | | | | | | | | | |
| City of Emporia | | | | | | | | | | | | | | | | |
| (F131) Clover Leaf Dr | 1.06 | 210 | R | | | | | | | | | NA | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (F132) Belfield Rd | 0.36 | 620 | R | | | | | | | | | NA | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| (F133) | 0.43 | 190 | R | | | | | | | | | NA | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| City of Emporia | | | | | | | | | | | | | | | | |
| (F963) | 0.04 | 0 | R | | | | | | | | | NA | | NA | | 02/28/2011 |
| | | | | | | | | | | | | | | | | |
| (F964) | 0.07 | 7 | R | | | | | | | | | NA | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| (F965) | 0.31 | 3 | R | | | | | | | | | NA | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (600) Bartley Rd | 1.50 | 440 | R | | | | | | | | | NA | | NA | | 03/01/2011 |
| | | | | | | | | | | | | | | | | |
| (600) Beef Rd | 3.40 | 840 | R | | | | | | | | | NA | | NA | | 03/01/2011 |
| | | | | | | | | | | | | | | | | |
| (601) Hell Island Rd | 3.00 | 130 | R | | | | | | | | | NA | | NA | | 03/11/2011 |
| | | | | | | | | | | | | | | | | |
| (602) Quarrell Rd | 1.38 | 10 | R | | | | | | | | | NA | | NA | | 04/01/2008 |
| | | | | | | | | | | | | | | | | |
| (603) | 0.30 | 1500 | R | | | | | | | | | NA | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (603) Gaston Rd | 1.50 | 470 | G | 83% | 1% | 1% | 1% | 14% | 0% | C | 0.108 | F | 0.510 | 480 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| (603) Gaston Rd | 3.20 | 90 | R | | | | | | | | | NA | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (603) Macedonia Rd | 2.59 | 1000 | R | | | | | | | | | NA | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (604) | 5.27 | 90 | R | | | | | | | | | NA | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (605) Roger Rd | 2.70 | 80 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (605) | 0.70 | 100 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (605) Chapmans Ford Rd | 2.20 | 120 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (605) | 4.20 | 340 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (605) | 0.45 | 5 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (606) Grassy Pond Rd | 5.32 | 450 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (607) Westward Rd | 0.60 | 110 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (607) Brunswick Rd | 2.30 | 280 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| (607) | 3.70 | 120 | R | | | | | | | | NA | | | NA | | 03/01/2011 |
| (608) | 4.50 | 550 | R | | | | | | | | NA | | | NA | | 03/01/2011 |
| (608) | 5.28 | 670 | R | | | | | | | | NA | | | NA | | 03/01/2011 |
| (608) Wyatts Mill Rd | 1.47 | 1300 | G | 94% | 1% | 1% | 1% | 4% | 0% | C | 0.164 | F | 0.662 | 1300 | G | 2012 |
| (609) | 1.72 | 160 | R | | | | | | | | NA | | | NA | | 03/01/2011 |
| (610) Slagles Lake Rd | 0.10 | 2300 | G | 96% | 2% | 2% | 0% | 1% | 0% | F | 0.159 | F | 0.539 | 2300 | G | 2012 |
| (610) Slagles Lake Rd | 2.22 | 1000 | G | 96% | 2% | 2% | 0% | 1% | 0% | F | 0.098 | F | 0.522 | 1100 | G | 2012 |
| (610) Slagles Lake Rd | 6.92 | 760 | G | 96% | 2% | 2% | 0% | 1% | 0% | C | 0.104 | F | 0.563 | 780 | G | 2012 |
| (610) Allen Rd | 0.45 | 1900 | G | 96% | 2% | 2% | 0% | 1% | 0% | F | 0.113 | F | 0.575 | 1900 | G | 2012 |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (610) Allen Rd | 0.29 | 1900 | N | 96% | 2% | 2% | 0% | 1% | 0% | N | 0.113 | N | 0.575 | 1900 | N | 2012 |
| Greensville County | | | | | | | | | | | | | | | | |
| (611) Dry Bread Rd | 1.91 | 1200 | G | 96% | 1% | 0% | 1% | 1% | 0% | F | 0.092 | F | 0.761 | 1300 | G | 2012 |
| (611) Dry Bread Rd | 2.84 | 1500 | G | 96% | 1% | 0% | 1% | 1% | 0% | C | 0.089 | F | 0.769 | 1600 | G | 2012 |
| (611) Dry Bread Rd | 1.79 | 2000 | G | 96% | 1% | 0% | 1% | 1% | 0% | F | 0.090 | F | 0.722 | 2000 | G | 2012 |

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|--------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (611) Dry Bread Rd | 0.92 | 2500 | G | 96% | 1% | 0% | 1% | 1% | 0% | F | 0.09 | F | 0.674 | 2600 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| (611) Brick Yard Rd | 1.05 | 600 | G | 97% | 2% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.561 | 610 | G | 2012 |
| (611) Brick Yard Rd | 0.99 | 310 | G | 97% | 2% | 0% | 0% | 0% | 0% | C | 0.113 | F | 0.595 | 320 | G | 2012 |
| (611) Brick Yard Rd | 1.74 | 370 | G | 97% | 2% | 0% | 0% | 0% | 0% | F | 0.112 | F | 0.6 | 380 | G | 2012 |
| (612) | 2.40 | 210 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (613) Whitehouse Rd | 3.20 | 90 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (613) | 1.70 | 410 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (614) Crescent Rd | 1.03 | 570 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (614) Otterdam Rd | 0.40 | 240 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (614) Otterdam Rd | 0.70 | 890 | G | | | | | | | | 0.114 | F | 0.51 | 910 | G | 2012 |
| (614) Otterdam Rd | 5.00 | 140 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (614) Ramp | 0.24 | 490 | G | | | | | | | | 0.102 | F | | 490 | G | 2012 |
| (614) Ramp | 0.28 | 710 | G | | | | | | | | 0.124 | F | | 710 | G | 2012 |
| (615) | 2.30 | 110 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (616) | 0.10 | 300 | R | | | | | | | | NA | | NA | | | 03/02/2011 |
| (616) | 0.20 | 270 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (616) | 0.50 | 90 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (616) Moonlight Rd | 0.33 | 50 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| (617) Water Wheel Rd | 0.68 | 370 | G | 96% | 3% | 1% | 0% | 1% | 0% | C | 0.127 | F | 0.75 | 380 | G | 2012 |
| (618) | 0.80 | 160 | R | | | | | | | | NA | | NA | | | 03/03/2011 |
| (619) Purdy Rd | 0.43 | 1100 | G | 93% | 1% | 2% | 1% | 3% | 0% | F | 0.096 | F | 0.605 | 1100 | G | 2012 |

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|----------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (619) Purdy Rd | 3.16 | 790 | G | 93% | 1% | 2% | 1% | 3% | 0% | F | 0.106 | F | 0.526 | 810 | G | 2012 |
| | | | | | | From: 40-681 | | | | | | | | | | |
| | | | | | | To: 40-606 | | | | | | | | | | |
| (619) Purdy Rd | 1.54 | 640 | G | 93% | 1% | 2% | 1% | 3% | 0% | C | 0.105 | F | 0.5 | 650 | G | 2012 |
| | | | | | | From: 40-613 North | | | | | | | | | | |
| | | | | | | To: 40-612 | | | | | | | | | | |
| (619) Purdy Rd | 1.44 | 470 | G | 93% | 1% | 2% | 1% | 3% | 0% | F | 0.111 | F | 0.656 | 480 | G | 2012 |
| | | | | | | From: 40-608 | | | | | | | | | | |
| | | | | | | To: Sussex County Line | | | | | | | | | | |
| (620) Radium Rd | 1.50 | 120 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | From: 40-605 | | | | | | | | | | |
| | | | | | | To: 40-607 | | | | | | | | | | |
| (621) Diamond Grove Rd | 3.32 | 210 | R | | | | | | | | NA | | NA | | | 03/21/2011 |
| | | | | | | From: 40-633 Pine Log Rd | | | | | | | | | | |
| | | | | | | To: 40-650 Quarry Rd | | | | | | | | | | |
| (621) Quarry Rd | 0.49 | 440 | G | 60% | 2% | 4% | 21% | 14% | 0% | C | 0.095 | F | 0.5 | 450 | G | 2012 |
| | | | | | | From: 40-629 Moores Ferry Rd | | | | | | | | | | |
| | | | | | | To: 40-730 W, Low Ground Rd | | | | | | | | | | |
| (622) Little Low Ground Rd | 2.45 | 350 | G | 97% | 2% | 0% | 0% | 0% | 0% | C | 0.096 | F | 0.514 | 360 | G | 2012 |
| | | | | | | From: 40-629 North | | | | | | | | | | |
| (622) Little Low Ground Rd | 0.29 | 350 | G | 97% | 2% | 0% | 0% | 0% | 0% | F | 0.107 | F | 0.513 | 360 | G | 2012 |
| | | | | | | From: 40-629 S, Zion Church Rd | | | | | | | | | | |
| (622) | 5.30 | 120 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: 40-625 WEST | | | | | | | | | | |
| (622) | 2.60 | 230 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: 40-730 E, Low Ground Rd | | | | | | | | | | |
| (623) | 1.90 | 310 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: US 58 Courtland Rd | | | | | | | | | | |
| | | | | | | To: 40-611 Brick Yard Rd | | | | | | | | | | |
| (624) Steel Bridge Rd | 2.20 | 20 | R | | | | | | | | NA | | NA | | | 04/01/2008 |
| | | | | | | From: North Carolina State Line | | | | | | | | | | |
| (624) | 0.10 | 20 | R | | | | | | | | NA | | NA | | | 04/01/2008 |
| | | | | | | From: 40-655 | | | | | | | | | | |
| | | | | | | To: 40-730 Low Ground Rd | | | | | | | | | | |
| (625) | 3.94 | 280 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: North Carolina State Line | | | | | | | | | | |
| | | | | | | To: 40-622 EAST | | | | | | | | | | |
| (625) | 5.70 | 640 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: 40-622 WEST | | | | | | | | | | |
| | | | | | | To: 40-628 | | | | | | | | | | |
| (626) | 2.10 | 90 | R | | | | | | | | NA | | NA | | | 03/21/2011 |
| | | | | | | From: 40-629 Zion Church Rd | | | | | | | | | | |
| | | | | | | To: 40-622 | | | | | | | | | | |
| (627) Brink Rd | 8.03 | 670 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.103 | F | 0.743 | 680 | G | 2012 |
| | | | | | | From: North Carolina State Line | | | | | | | | | | |
| (627) Brink Rd | 5.60 | 1700 | G | 91% | 1% | 1% | 1% | 6% | 0% | C | 0.103 | F | 0.737 | 1700 | G | 2012 |
| | | | | | | From: 40-633 | | | | | | | | | | |
| (627) Brink Rd | 0.56 | 2500 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.091 | F | 0.693 | 2500 | G | 2012 |
| | | | | | | From: 40-1025 | | | | | | | | | | |
| | | | | | | To: SCL Emporia | | | | | | | | | | |
| (628) Rolling Acres Rd | 1.40 | 40 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | From: Dead End | | | | | | | | | | |
| | | | | | | To: US 301 Skippers Rd | | | | | | | | | | |

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|------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (628) Miles Town Rd | 3.40 | 50 | R | | | | | | | | NA | | NA | | | 03/21/2011 |
| | | | | | | | | | | | | | | | | |
| (629) | 3.20 | 370 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| (629) Lifsey Rd | 0.70 | 590 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| (629) Moores Ferry Rd | 1.06 | 880 | G | 79% | 1% | 1% | 16% | 3% | 0% | C | 0.115 | F | 0.667 | 900 | G | 2012 |
| (629) Moores Ferry Rd | 0.94 | 1300 | G | 82% | 1% | 1% | 4% | 11% | 0% | C | 0.088 | F | 0.531 | 1300 | G | 2012 |
| (629) Zion Church Rd | 0.10 | 1300 | G | 95% | 3% | 1% | 1% | 0% | 0% | F | 0.083 | F | 0.6 | 1400 | G | 2012 |
| (629) Zion Church Rd | 2.60 | 130 | G | 95% | 3% | 1% | 1% | 0% | 0% | C | 0.124 | F | 0.647 | 130 | G | 2012 |
| (629) Zion Church Rd | 1.35 | 100 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| (629) Ramp | 0.14 | 920 | G | | | | | | | | NA | | 920 | G | | 2012 |
| (629) Ramp | 0.14 | 2000 | G | | | | | | | | NA | | 2000 | G | | 2012 |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (630) N Allen St | 0.23 | 760 | G | 95% | 1% | 1% | 0% | 3% | 0% | F | 0.103 | F | 0.528 | 770 | G | 2012 |
| Greensville County | | | | | | | | | | | | | | | | |
| (630) River Rd | 2.30 | 450 | G | 95% | 1% | 1% | 0% | 3% | 0% | C | 0.111 | F | 0.698 | 460 | G | 2012 |
| (631) Spring Church Rd | 0.20 | 1100 | G | | | | | | | | NA | | 1100 | G | | 2012 |
| (631) | 4.77 | 220 | R | | | | | | | | NA | | NA | | | 04/01/2008 |
| (632) Massie Branch Rd | 4.60 | 220 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| (633) Pine Log Rd | 1.48 | 730 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| (633) Pine Log Rd | 0.30 | 640 | G | 90% | 1% | 0% | 0% | 7% | 0% | F | 0.098 | F | 0.507 | 650 | G | 2012 |
| (633) Pine Log Rd | 3.85 | 520 | G | 90% | 1% | 0% | 0% | 7% | 0% | C | 0.105 | F | 0.709 | 530 | G | 2012 |
| (633) Independence Church Rd | 2.80 | 340 | G | 90% | 1% | 0% | 0% | 7% | 0% | F | 0.117 | F | 0.596 | 350 | G | 2012 |
| (633) Independence Church Rd | 1.73 | 410 | G | 90% | 1% | 0% | 0% | 7% | 0% | F | 0.109 | F | 0.527 | 420 | G | 2012 |
| (633) Independence Church Rd | 1.81 | 130 | R | | | | | | | | NA | | NA | | | 03/22/2011 |

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|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (634) Bass Rd | 1.50 | 48 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (635) | 1.00 | 170 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| (637) | 0.35 | 250 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (637) | 0.25 | 430 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (638) Newsome Lane | 0.80 | 20 | R | | | | | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | | | | | | | | | | |
| (638) | 1.15 | 30 | R | | | | | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | | | | | | | | | | |
| (639) | 2.20 | 340 | R | | | | | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | | | | | | | | | | |
| (639) Rock Bridge Rd | 2.20 | 170 | G | 96% | 3% | 1% | 0% | 0% | 0% | C | 0.136 | F | 0.708 | 170 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| (639) East Rock Bridge Rd | 0.10 | 90 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (640) Ruritan Dr | 0.75 | 430 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (641) Garners Mill Rd | 0.35 | 20 | R | | | | | | | | NA | | | NA | | 04/01/2008 |
| | | | | | | | | | | | | | | | | |
| (642) | 0.40 | 80 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (643) | 1.17 | 190 | R | | | | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | | | | | | | | | | |
| (644) Satterfield Dr | 0.47 | 360 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| (646) Sykes Ave | 0.80 | 90 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| (647) Green Leaf Inn Rd | 0.26 | 110 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| (648) Felts Rd | 1.20 | 110 | R | | | | | | | | NA | | | NA | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| (649) Carter Rd | 0.90 | 47 | R | | | | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| (650) Quarry Rd | 1.33 | 310 | G | 51% | 2% | 1% | 34% | 12% | 0% | C | 0.138 | F | 0.735 | 320 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| (650) Quarry Rd | 1.48 | 70 | G | 51% | 2% | 1% | 34% | 12% | 0% | F | 0.122 | F | 0.591 | 70 | G | 2012 |
| | | | | | | | | | | | | | | | | |

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|---------------------------|--------|------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (650) Collins Rd | 1.60 | 130 | R | | | From: 40-639 E. Rock Bridge Rd | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | To: 40-627 Brink Rd | | | | | | | | | | |
| (651) Nottoway Rd | 3.00 | 380 | R | | | From: 40-610 Stagles Lake Rd | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | To: 40-608 EAST | | | | | | | | | | |
| (651) | 1.40 | 150 | R | | | From: 40-608 WEST | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: 40-619 Purdy Rd | | | | | | | | | | |
| (652) Inge Ave | 0.11 | 10 | R | | | From: Dead End | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: 40-653 | | | | | | | | | | |
| (652) | 0.13 | 5 | R | | | From: Dead End | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: 40-687 | | | | | | | | | | |
| (653) Fairground Rd | 0.30 | 170 | R | | | From: ECL Emporia | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: 40-652 | | | | | | | | | | |
| (654) | 1.74 | 190 | R | | | From: 40-730 Low Ground Rd | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: 40-611 Brick Yard Rd | | | | | | | | | | |
| (655) | 0.30 | 6 | R | | | From: 40-624 Steel Bridge Rd | | | | | NA | | | NA | | 04/01/2008 |
| | | | | | | To: 40-625 | | | | | | | | | | |
| (656) | 2.30 | 180 | R | | | From: 40-626 | | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | To: US 301 Skippers Rd | | | | | | | | | | |
| (657) Liberty Rd | 0.80 | 500 | R | | | From: Dead End | | | | | NA | | | NA | | 05/25/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (658) Campground Rd | 1.10 | 230 | R | | | From: Dead End | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | To: 40-611 Dry Bread Rd | | | | | | | | | | |
| (659) Fountain Creek Rd | 2.40 | 170 | R | | | From: 40-603 | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | To: 40-627 Brink Rd | | | | | | | | | | |
| (660) Fiddlers Rd | 5.65 | 280 | R | | | From: 40-656 | | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | To: 40-730 Low Ground Rd | | | | | | | | | | |
| (662) | 1.50 | 8 | R | | | From: US 301 Skippers Rd | | | | | NA | | | NA | | 04/01/2008 |
| | | | | | | To: North Carolina State Line | | | | | | | | | | |
| (663) Riegel Rd | 0.54 | 890 | R | | | From: US 301 | | | | | NA | | | NA | | 03/01/2011 |
| | | | | | | To: 40-614 Crescent Rd | | | | | | | | | | |
| (664) | 0.25 | 340 | R | | | From: Dead End | | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | To: NCL Emporia | | | | | | | | | | |
| (665) Blanks Lane | 0.80 | 250 | R | | | From: Dead End | | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | To: US 301 | | | | | | | | | | |
| (666) Goose Pond Rd | 0.90 | 160 | R | | | From: 40-730 Low Ground Rd | | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (667) | 1.00 | 210 | R | | | From: Dead End | | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | To: 40-611 Dry Bread Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|--------------------------|--------|------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | | |
| (668) Quarter Rd | 0.75 | 4 | R | | | From: 40-730 Low Ground Rd | | | | | NA | | | NA | | 04/01/2008 | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (669) Dwights Lane | 0.50 | 30 | R | | | From: 40-605 | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (670) Rainey Pond Rd | 0.90 | 10 | R | | | From: Dead End | | | | | NA | | | NA | | 04/01/2008 | |
| | | | | | | To: 40-627 Brink Rd | | | | | | | | | | | |
| (671) Doodlum Rd | 1.39 | 30 | R | | | From: Dead End | | | | | NA | | | NA | | 05/13/2008 | |
| (671) Doodlum Rd | 1.71 | 100 | R | | | From: 1.39 ME Dead End | | | | | NA | | | NA | | 05/13/2008 | |
| | | | | | | To: 40-619 Purdy Rd | | | | | | | | | | | |
| (672) Stuart St | 0.06 | 120 | R | | | From: 40-664 | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-673 | | | | | | | | | | | |
| (673) Turner Lane | 0.06 | 100 | R | | | From: 40-672 | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | | |
| (675) Hunts Lane | 0.88 | 120 | R | | | From: 40-627 Brink Rd | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (676) Brantley Moore | 2.21 | 70 | R | | | From: 40-660 | | | | | NA | | | NA | | 05/13/2008 | |
| | | | | | | To: 40-629 | | | | | | | | | | | |
| (677) Hill Top Lane | 0.98 | 80 | R | | | From: Dead End | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-632 Massie Branch Rd | | | | | | | | | | | |
| (678) Mitchelle Mill Rd | 0.35 | 5 | R | | | From: Dead End | | | | | NA | | | NA | | 04/01/2008 | |
| | | | | | | To: 40-629 | | | | | | | | | | | |
| (679) Carpenter Rd | 0.50 | 110 | R | | | From: Dead End | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-650 Quarry Rd | | | | | | | | | | | |
| (680) | 0.83 | 110 | R | | | From: 40-608 Wyatts Mill Rd | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (681) Everetts Lake Rd | 0.55 | 120 | R | | | From: 40-640 & 1020 | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-619 Purdy Rd | | | | | | | | | | | |
| (682) | 0.12 | 30 | R | | | From: US 58 Courtland Rd | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (683) Sadler Dr | 0.11 | 180 | R | | | From: US 58 Pleasant Shade Dr | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-705 | | | | | | | | | | | |
| (683) | 0.10 | 210 | R | | | From: 40-697 | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-644 | | | | | | | | | | | |
| (683) | 0.15 | 160 | R | | | From: Dead End | | | | | NA | | | NA | | 03/01/2011 | |
| | | | | | | To: 40-644 | | | | | | | | | | | |
| (684) Poultry Dr | 0.07 | 120 | R | | | From: Dead End | | | | | NA | | | NA | | 05/05/2011 | |
| | | | | | | To: US 58 E, Pleasant Shade Dr | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-----------------|-------------------------------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (684) Westover Dr | 0.33 | 140 | R | | | | US 58 W, Pleasant Shade Dr | | | | NA | | | NA | | 05/05/2011 |
| | | | | | | | 40-644 Satterfield Dr | | | | | | | | | |
| (687) Mill Rd | 0.20 | 180 | R | | | | 40-611; 40-643 | | | | NA | | | NA | | 05/05/2011 |
| | | | | | | | 40-653 Fairground Rd | | | | | | | | | |
| (687) | 0.13 | 240 | R | | | | Dead End | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (688) Quarter Rd | 0.20 | 10 | R | | | | Dead End | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | SCL Emporia | | | | | | | | | |
| (689) Old Halifax Rd | 0.52 | 110 | R | | | | US 301; I-95 Ramp | | | | NA | | | NA | | 03/31/2011 |
| | | | | | | | SCL Emporia | | | | | | | | | |
| (690) Morgan Rd | 0.80 | 120 | R | | | | US 301 Skippers Rd | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | US 301 Skippers Rd | | | | | | | | | |
| (691) Cedar Lane | 0.10 | 4 | R | | | | 40-634 Bass Rd | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | 0.10 MN 40-634 | | | | | | | | | |
| (691) Cedar Lane | 0.40 | 4 | R | | | | 40-639 East Rock Bridge Rd | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | US 301 Skippers Rd | | | | | | | | | |
| (691) Cedar Lane | 0.50 | 6 | R | | | | Dead End | | | | NA | | | NA | | 04/01/2008 |
| | | | | | | | US 301 Skippers Rd | | | | | | | | | |
| (691) Cedar Lane | 0.20 | 3 | R | | | | Dead End | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | 40-604 | | | | | | | | | |
| (692) | 0.81 | 10 | R | | | | Cul-de-Sac | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | 40-604 | | | | | | | | | |
| (693) | 1.50 | 290 | R | | | | 40-633 Independence Church Rd | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | 40-627 Brink Rd | | | | | | | | | |
| (694) Hobbs Rd | 1.00 | 30 | R | | | | Dead End | | | | NA | | | NA | | 04/01/2008 |
| | | | | | | | 40-608 | | | | | | | | | |
| (696) Fields Circle | 0.60 | 20 | R | | | | 40-637 | | | | NA | | | NA | | 05/13/2008 |
| | | | | | | | 40-683 | | | | | | | | | |
| (697) Watkins Dr | 0.17 | 40 | R | | | | 40-705 | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (697) | 0.06 | 10 | R | | | | 40-607 Westward Rd | | | | NA | | | NA | | 05/05/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (698) Spangler Lane | 0.50 | 90 | R | | | | Dead End | | | | NA | | | NA | | 03/03/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (699) William Rd | 0.50 | 140 | R | | | | US 301 Skippers Rd | | | | NA | | | NA | | 05/10/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (700) Louis St | 0.15 | 160 | R | | | | 40-643 | | | | NA | | | NA | | 03/22/2011 |
| | | | | | | | Dead End | | | | | | | | | |
| (701) Shore Dr | 0.32 | 130 | R | | | | 40-707 | | | | NA | | | NA | | 03/22/2011 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-----------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (701) Shore Dr | 0.35 | 270 | R | | | From: 40-707 | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-664 | | | | | | | | | | |
| (702) Wyatt St | 0.14 | 100 | R | | | From: Dead End | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-643 | | | | | | | | | | |
| (703) Douglas Run Rd | 0.90 | 40 | R | | | From: Brunswick County Line | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: 40-633 Independence Church Rd | | | | | | | | | | |
| (704) Calloway St | 0.15 | 70 | R | | | From: Dead End | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-643 | | | | | | | | | | |
| (705) Bell Meadow Dr | 0.16 | 80 | R | | | From: 40-683 | | | | | NA | | NA | | | 03/22/2011 |
| (705) Bell Meadow Dr | 0.07 | 20 | R | | | From: 40-706 | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-697 Watkins Dr | | | | | | | | | | |
| (706) Bell Meadow Circle | 0.04 | 30 | R | | | From: Dead End | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: 40-705 | | | | | | | | | | |
| (707) Cifers Lane | 0.43 | 1100 | R | | | From: 40-701 Shore Dr | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: 40-607 | | | | | | | | | | |
| (709) St Johns St | 0.16 | 180 | R | | | From: Dead End | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: 40-627 Brink Rd | | | | | | | | | | |
| (711) Green Plain Rd | 1.00 | 80 | R | | | From: 40-611 Brick Yard Rd | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: Southampton County Line | | | | | | | | | | |
| (712) Maclins Creek Rd | 0.05 | 100 | R | | | From: Dead End | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: US 58; 40-684 | | | | | | | | | | |
| (713) Ellington St | 0.15 | 140 | R | | | From: Dead End | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-643 | | | | | | | | | | |
| (714) Carver St | 0.15 | 60 | R | | | From: Dead End | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-643 | | | | | | | | | | |
| (715) Poplar Lane | 0.09 | 50 | R | | | From: Dead End | | | | | NA | | NA | | | 05/05/2011 |
| | | | | | | To: 40-644 Satterfield Dr | | | | | | | | | | |
| (717) Andeson St | 0.08 | 80 | R | | | From: Dead End | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: 40-643 | | | | | | | | | | |
| (718) Horton Rd | 0.26 | 60 | R | | | From: 40-611 Brick Yard Rd | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (719) | 0.20 | 60 | R | | | From: US 301 | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (720) Castle Lane | 0.12 | 70 | R | | | From: 40-663 Riegel Rd | | | | | NA | | NA | | | 02/28/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (721) | 1.20 | 110 | R | | | From: US 58 Pleasant Shade Dr | | | | | NA | | NA | | | 02/28/2011 |
| | | | | | | To: Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (722) Chambliss Rd | 0.40 | 290 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (724) Riverview Rd | 0.63 | 110 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (725) Crescent Court | 0.15 | 60 | R | | | | | | | | NA | | NA | | | 02/28/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (730) Low Ground Rd | 1.15 | 1300 | G | 97% | 1% | 0% | 0% | 1% | 0% | C | 0.097 | F | 0.566 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| (730) Low Ground Rd | 11.87 | 350 | G | 97% | 1% | 0% | 0% | 1% | 0% | F | 0.124 | F | 0.644 | 350 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (731) Mitchell Rd | 0.31 | 70 | R | | | | | | | | NA | | NA | | | 05/25/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1005) East Dr | 0.12 | 100 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1006) Lincoln Circle | 0.05 | 20 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1006) Abraham Ave | 0.13 | 110 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1007) West Dr | 0.12 | 130 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1010) Allen Court | 0.32 | 200 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1020) Rochelle Ave | 0.15 | 140 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1021) Fayes Circle | 0.40 | 30 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1021) Van Dyke Circle | 0.25 | 10 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1021) | 0.10 | 20 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1022) Green Ave | 0.12 | 170 | R | | | | | | | | NA | | NA | | | 03/11/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1022) | 0.03 | 40 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1022) | 0.05 | 40 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1025) Vincent Dr | 0.03 | 40 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1025) Vincent Dr | 0.12 | 240 | R | | | | | | | | NA | | NA | | | 03/22/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (1026) Salem Dr | 0.10 | 80 | R | | | From: Dead End To: 40-1025 Vincent Dr | | | | | NA | | | NA | | 03/22/2011 |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (1101) Grigg Ave | 0.13 | 140 | R | | | From: 40-610 Allen Rd To: 40-1107 Gray St | | | | | NA | | | NA | | 03/22/2011 |
| (1101) Grigg Ave | 0.09 | 100 | R | | | From: 40-1107 Gray St To: 40-1102 | | | | | NA | | | NA | | 03/22/2011 |
| (1101) Grigg Ave | 0.38 | 170 | R | | | From: 40-1102 To: 40-1106 Susan St | | | | | NA | | | NA | | 03/22/2011 |
| (1101) Grigg Ave | 0.02 | 220 | R | | | From: 40-1106 Susan St To: 40-1108 Willow Ave | | | | | NA | | | NA | | 04/25/2011 |
| (1101) | 0.03 | 380 | R | | | From: 40-1108 Willow Ave To: 40-1105 First St | | | | | NA | | | NA | | 05/10/2011 |
| (1101) | 0.05 | 300 | R | | | From: 40-1105 First St To: 40-1103 Braxton Ave | | | | | NA | | | NA | | 05/10/2011 |
| (1101) | 0.13 | 250 | R | | | From: 40-1103 Braxton Ave To: Sussex County Line | | | | | NA | | | NA | | 05/10/2011 |
| Greensville County | | | | | | | | | | | | | | | | |
| (1102) Horseshoe Rd | 0.08 | 130 | R | | | From: Sussex County Line To: 40-1103 | | | | | NA | | | NA | | 05/10/2011 |
| (1102) | 0.57 | 110 | R | | | From: 40-1103 To: SCL Jarratt | | | | | NA | | | NA | | 05/10/2011 |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (1102) | 0.25 | 90 | R | | | From: SCL Jarratt To: 40-1101 Grigg Ave | | | | | NA | | | NA | | 05/10/2011 |
| Greensville County | | | | | | | | | | | | | | | | |
| (1103) Mayes St | 0.15 | 130 | R | | | From: 40-1102 Horseshoe Rd To: SCL Jarratt | | | | | NA | | | NA | | 05/10/2011 |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (1103) Braxton Ave | 0.14 | 120 | R | | | From: SCL Jarratt To: 40-1111 St Francis St | | | | | NA | | | NA | | 05/10/2011 |
| (1103) Braxton Ave | 0.15 | 160 | R | | | From: 40-1111 St Francis St To: 40-1101 | | | | | NA | | | NA | | 05/10/2011 |
| (1103) | 0.03 | 260 | R | | | From: 40-1101 To: Sussex County Line | | | | | NA | | | NA | | 05/10/2011 |
| (1104) Lincoln Ave | 0.12 | 180 | R | | | From: 40-630; NCL Jarratt To: 40-1110 Pine St | | | | | NA | | | NA | | 05/10/2011 |
| (1104) Lincoln Ave | 0.17 | 50 | R | | | From: 40-1110 Pine St To: 40-1112 York St | | | | | NA | | | NA | | 05/10/2011 |
| (1105) Ivey St | 0.15 | 90 | R | | | From: 40-1112 York St To: 40-1111 St Francis St | | | | | NA | | | NA | | 04/25/2011 |
| (1105) | | | | | | From: 40-1111 St Francis St To: 40-1101 Grigg Ave | | | | | NA | | | NA | | 04/25/2011 |
| (1106) Susan St | 0.07 | 40 | R | | | From: Dead End To: 40-1111 St Francis St | | | | | NA | | | NA | | 04/25/2011 |
| (1106) Susan St | 0.15 | 160 | R | | | From: 40-1111 St Francis St To: 40-1101 Grigg Ave | | | | | NA | | | NA | | 04/25/2011 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Jarratt | | | | | | | | | | | | | | | | |
| (1107) Gray St | 0.25 | 190 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1108) Park St; Town St | 0.17 | 40 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1108) Park St; Town St | 0.07 | 5 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1108) Park St; Town St | 0.04 | 110 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1109) Pine Place | 0.09 | 30 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1110) Pine St | 0.64 | 170 | R | | | | | | | | NA | | NA | | | 06/16/2005 |
| | | | | | | | | | | | | | | | | |
| (1111) St Francis St | 0.05 | 80 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1111) St Francis St | 0.05 | 180 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1112) York St | 0.07 | 40 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1112) York St | 0.10 | 40 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1113) Batte St | 0.15 | 130 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1113) Batte St | 0.18 | 40 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1114) Holly Ave | 0.23 | 120 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1115) Duncan St | 0.03 | 20 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1115) Pine St | 0.12 | 50 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1116) Nicholson St | 0.06 | 70 | R | | | | | | | | NA | | NA | | | 04/25/2011 |
| | | | | | | | | | | | | | | | | |
| (1116) | 0.12 | 140 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| (1117) | 0.24 | 9 | R | | | | | | | | NA | | NA | | | 02/28/2011 |
| | | | | | | | | | | | | | | | | |
| (1118) | 0.11 | 130 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |
| Greensville County | | | | | | | | | | | | | | | | |
| (1120) | 0.13 | 110 | R | | | | | | | | NA | | NA | | | 05/13/2008 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|----------------|------|------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Greenville County | | | | | | | | | | | | | | | | |
| (9179) | 0.04 | 220 | R | | | | | | | | NA | | NA | | 02/28/2011 | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| City of Emporia | | | | | | | | | | | | | | | | |
| (109) | Brink Rd | 0.16 | 2300 | G | 99% | 0% | 0% | 0% | 0% | F | 0.093 | F | 0.602 | 2400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Purdy Rd | 0.49 | 2200 | G | 92% | 1% | 1% | 1% | 6% | C | 0.093 | F | 0.625 | 2300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Purdy Rd | 0.14 | 960 | G | 92% | 1% | 1% | 1% | 6% | F | 0.098 | F | 0.554 | 1000 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | West End Dr | 0.42 | 300 | G | 99% | 0% | 0% | 0% | 0% | C | 0.132 | F | 0.512 | 310 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Greenville Ave | 0.17 | 300 | G | 99% | 0% | 1% | 0% | 0% | C | 0.123 | F | 0.725 | 320 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Low Ground Rd | 0.43 | 2200 | G | 98% | 1% | 1% | 0% | 0% | C | 0.092 | F | 0.539 | 2300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Laurel St | 0.43 | 560 | G | 99% | 0% | 0% | 0% | 0% | C | 0.114 | F | 0.684 | 590 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Brunswick Ave | 0.20 | 3500 | G | 98% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.611 | 3700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Brunswick Ave | 0.66 | 3800 | G | 97% | 1% | 1% | 0% | 1% | C | 0.096 | F | 0.637 | 4100 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Hicksford Ave | 0.46 | 2600 | G | 98% | 1% | 0% | 0% | 0% | C | 0.104 | F | 0.569 | 2800 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Lee St | 0.37 | 1600 | G | 99% | 0% | 1% | 0% | 0% | C | 0.1 | F | 0.524 | 1700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Valley St | 0.14 | 840 | G | 99% | 0% | 1% | 0% | 0% | F | 0.093 | F | 0.531 | 900 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Southampton St | 0.29 | 1100 | G | 99% | 0% | 1% | 0% | 0% | C | 0.088 | F | 0.566 | 1200 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Southampton St | 0.18 | 1500 | G | 99% | 0% | 1% | 0% | 0% | F | 0.090 | F | 0.620 | 1600 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Davis St | 1.32 | 1200 | G | 98% | 1% | 1% | 0% | 1% | C | 0.117 | F | 0.62 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Halifax St | 0.15 | 1900 | G | 98% | 1% | 1% | 0% | 0% | F | 0.097 | F | 0.721 | 2000 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Halifax St | 0.34 | 2100 | G | 98% | 1% | 1% | 0% | 0% | C | 0.097 | F | 0.519 | 2200 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Halifax St | 0.30 | 1300 | G | 98% | 1% | 1% | 0% | 0% | F | 0.112 | F | 0.646 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Halifax St | 0.53 | 1100 | G | 98% | 1% | 1% | 0% | 0% | C | 0.103 | F | 0.602 | 1100 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (109) | Reese St | 0.12 | 610 | G | 98% | 0% | 1% | 1% | 0% | C | 0.124 | F | 0.741 | 640 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Emporia | | | | | | | | | | | | | | | | |
| 3808 109 Reese St | 0.83 | 1700 | G | 98% | 1% | From: Bus US 58 | | | | C | 0.097 | F | 0.601 | 1800 | G | 2012 |
| | | | | | | To: US 58 Bypass | | | | | | | | | | |
| 3808 109 Reese St | 0.84 | 890 | G | 88% | 3% | From: US 58 Bypass | | | | C | 0.122 | F | 0.678 | 940 | G | 2012 |
| | | | | | | To: Sunnyside Rd | | | | | | | | | | |
| 3809 109 Belfield Dr | 0.17 | 2100 | G | 99% | 0% | From: West Atlantic St | | | | C | 0.111 | F | 0.712 | 2200 | G | 2012 |
| | | | | | | To: Weaver Ave | | | | | | | | | | |
| 3810 109 Weaver Ave | 0.21 | 2200 | G | 97% | 1% | From: Belfield Dr | | | | C | 0.104 | F | 0.647 | 2400 | G | 2012 |
| | | | | | | To: North Main St | | | | | | | | | | |
| 3815 109 W Atlantic Ave | 0.24 | 680 | G | 99% | 0% | From: Dead End near Florida Ave | | | | F | 0.101 | F | 0.687 | 720 | G | 2012 |
| | | | | | | To: Bus US 58 | | | | | | | | | | |
| Baker St | | 480 | G | | | From: North Main St | | | | | 0.126 | F | | 510 | G | 2012 |
| | | | | | | To: Halifax St | | | | | | | | | | |
| Briggs St | | 2500 | G | | | From: Clay St | | | | | 0.104 | F | 0.547 | 2700 | G | 2012 |
| | | | | | | To: Tillar St | | | | | | | | | | |
| Clay St | | 2100 | G | | | From: Low Ground Rd | | | | | 0.101 | F | 0.590 | 2300 | G | 2012 |
| | | | | | | To: South Main St | | | | | | | | | | |
| Jefferson St | | 1300 | G | | | From: South Main St | | | | | 0.111 | F | 0.521 | 1300 | G | 2012 |
| | | | | | | To: West Ave | | | | | | | | | | |
| Reese St | | 440 | G | 97% | 2% | From: Sunnyside Rd | | | | C | 0.112 | F | 0.575 | 440 | G | 2012 |
| | | | | | | To: Riegel Rd | | | | | | | | | | |
| Ruffin St | | 1100 | G | | | From: Halifax St | | | | | 0.094 | F | 0.564 | 1100 | G | 2012 |
| | | | | | | To: North Main St | | | | | | | | | | |
| Temple Ave | | 510 | G | | | From: Laurel St | | | | | 0.119 | F | 0.552 | 540 | G | 2012 |
| | | | | | | To: Jefferson St | | | | | | | | | | |
| Tillar St | | 1500 | G | | | From: Briggs St | | | | | 0.121 | F | 0.531 | 1600 | G | 2012 |
| | | | | | | To: Hicksford Ave | | | | | | | | | | |
| West Ave | | 260 | G | | | From: Jefferson St | | | | | 0.128 | F | 0.554 | 280 | G | 2012 |
| | | | | | | To: Brunswick Ave | | | | | | | | | | |
| West End Blvd | | 610 | G | | | From: North Main St | | | | | 0.099 | F | 0.578 | 640 | G | 2012 |
| | | | | | | To: Gay St | | | | | | | | | | |