2002

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 Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

29 US Route

7 Virginia State Route

(600) 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Gre	ensville Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				r 1				۱۱ all		i ioui		i aciui			
(F9)	6.34	11000	F	From: 80%	1%	Brunswick County 2% 1%	Line 16%	0%	F	0.075	F	0.537	11000	F	2002
58	0.04	11000		Tn·	170	WCL Emporia		070	'	0.073	'	0.557	11000	'	2002
City of Emporia															
(58) West Atlantic St	0.41	14000	F	From: 80%	1%	WCL Emporia	16%	0%	F	0.080	F	0.519	14000	F	2002
(58) West Atlantic St	0.41	14000		To:	170		10 70		'	0.000		0.010	14000	'	2002
(58) West Atlantic St	0.21	21000	F	From: 80%	1%	Purdy Rd 2% 1%	16%	0%	F	0.072	F	0.551	21000	F	2002
<u> </u>				To: From:		I-95									
58	0.84	16000	F	72%	1%	1% 2%	23%	1%	С	0.074	F	0.546	15000	F	2002
~~~				To: From:		US 301 Main S		-							
58	0.64	13000	F	67%	1%	2% 2%	27%	1%	С	0.076	F	0.519	13000	F	2002
~~~	0.40	40000		From:	40/	Reese St	400/	00/		0.074		0.540	45000		2002
58	0.49	16000	F	83%	1%	2% 1%	13%	0%	F	0.074	F	0.516	15000	F	2002
59	0.65	15000	F	From:	1%	Davis St 2% 1%	13%	0%	F	0.076	F	0.514	15000	F	2002
58	0.00	.5000		To	1 /0	East Atlantic S				0.070		0.017	10000		2002
58	0.40	16000	F	From: 83%	1%	2% 1%	13%	0%	F	0.076	F	0.512	16000	F	2002
				To:		ECL Emporia									
Freensville County				From:		ECI F									
58	1.50	16000	F	83%	1%	ECL Emporia	13%	0%	F	0.075	F	0.525	15000	F	2002
<u> </u>				To:		Southampton Count	y Line								
City of Emporia				From:		****									
58	0.21	13000	F	95%	0%	US 58 West Interse 2% 1%	2%	0%	С	0.079	F	0.558	14000	F	2002
~	_			To:		West Atlantic S	St								
Bus 58 West Atlantic Stre	et 0.44	12000	F	97%	0%	US 58 Connect 1% 0%	or 1%	0%	С	0.084	F	0.503	13000	F	2002
58) West Attantio Stre	0.44	12000	•	To	070	North Main Stre				0.004		0.000	10000		2002
Bus Foot Atlantia Street	et 0.25	5200	F	From: 89%	0%	4% 0%	7%	0%	F	0.094	F	0.510	5500	F	2002
East Atlantic Stree	0.25	5200	г	0970	076		1 70	076	Г	0.094	Г	0.518	5500	Г	2002
Bus				From:		Reese St					_				
East Atlantic Stree	et 1.20	2100	F	89% To:	0%	4% 0% US 58 East Interse	7%	0%	С	0.095	F	0.563	2200	F	2002
Greensville County						OD DO LAST IIICISC	-uon								
North				From:		North Carolina State									
95	4.13	20000	Α	77%	1%	2% 1%	19%	0%	A	0.144	A	0 = : :	17000	A	2002
Cor	mbined Traffic	39000	Α	77%	1%	2% 1%	19%	0%	Α	0.131	Α	0.544	33000	Α	
North				From:		40-629 Skipper		-							
95	4.12	19000	F	77%	1%	2% 1%	19%	0%	F	0.069	F		16000	F	2002
Cor	mbined Traffic	37000	F	77%	1%	2% 1%	19%	0%	F	0.067	F	0.533	32000	F	
North				From:		US 301 South of Er	•								
95)	1.70	20000	F	77%	1%	2% 1%	19%	0%	F -	0.064	F		17000	F	2002
Cor	mbined Traffic	38000	F	77% To:	1%	2% 1% SCL Emporia	19%	0%	F	0.066	F	0.529	33000	F	
7:4£E- :						SCL Emporia									
City of Emporia North				From:		SCL Emporia									
95)	1.05	20000	F	77%	1%	2% 1%	19%	0%	F	0.064	F		17000	F	2002
	mbined Traffic	38000	F	77%	1%	2% 1%	19%	0%	F	0.066	F	0.529	33000	F	
North				To: From:		US 58		-							
95)	0.62	19000	F	77%	1%	2% 1%	19%	0%	F	0.067	F		16000	F	2002
	mbined Traffic	31000	F	78%	1%	2% 1%	18%	0%	F	0.066	F		28000	F	
				To		NCL Emporia									

					Gre	ensville l	Maintena	nce Are	a							
Route	Length	n AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		NC	I. Farancia									
North 95	1.89	19000	F	77%	1%	2%	L Emporia 1%	19%	0%	F	0.067	F		16000	F	2002
95)	Combined Traffic			78%	1%	2%	1%	18%	0%	F	0.066	F		28000	F	2002
	Combined Traine	. 01000	•	To:	170			1070		•	0.000	•		20000	•	
North				From:			40-614									
95)	3.63	16000	F	77%	1%	2%	1%	19%	0%	F	0.067	F		14000	F	2002
	Combined Traffic	: 26000	F	78% To:	1%	2%	1%	18%	0%	F	0.067	F		24000	F	
							County L									
South	4.39	20000	Α	From:	1%	North Ca	rolina State 1%	Line 19%	0%	۸	0.144	Α		17000	Α	2002
95	Combined Traffic			77%	1%	2%	1%	19%	0%	A A	0.144 NA	A		33000	A	2002
	Combined Trainic	. 39000	A	1170	1 70				0%	А	INA			33000	A	
South				From:		40-6	29 Skipper	S								
95)	3.83	18000	F	77%	1%	2%	1%	19%	0%	F	0.074	F		16000	F	2002
	Combined Traffic	: 37000	F	77%	1%	2%	1%	19%	0%	F	NA			32000	F	
Carrith				To: From:	_	US 301 S	outh of En	nporia								
South	1.81	19000	F	77%	1%	2%	1%	19%	0%	F	0.075	F		16000	F	2002
95	Combined Traffic			77%	1%	2% 2%	1%	19%	0%	F	NA	-		33000	F	2002
	COMDINED HAIR	. 30000	r	7 7 70 To:	1 70		L Emporia		0 /0	I.	INA			33000	ı	
City of Emporia				1			F									
South				From:		SC	L Emporia									
95)	1.24	19000	F	77%	1%	2%	1%	19%	0%	F	0.075	F		16000	F	2002
	Combined Traffic	: 38000	F	77%	1%	2%	1%	19%	0%	F	0.066	F	0.529	33000	F	
				To: From:			US 58									
South	0.35	12000	F	80%	1%	2%	0%	16%	0%	F	0.073	F		12000	F	2002
95	Combined Traffic			78%	1%	2%	1%	18%	0%	F	NA	'		28000	F	2002
	Combined Trainic	. 31000	•	To:	1 /0		L Emporia		070	'	IVA			20000	'	
Greensville County							•		<u> </u>							
South				From:		NC	L Emporia									
95)	1.92	12000	F	80%	1%	2%	0%	16%	0%	F	0.073	F		12000	F	2002
	Combined Traffic	: 31000	F	78%	1%	2%	1%	18%	0%	F	0.066	F		28000	F	
O: #				To: From:		US 301 N	North of En	nporia								
South	0.41	12000	F	80%	1%	2%	0%	16%	0%	F	0.073	F		12000	F	2002
95	Combined Traffic			78%	1%	2%	1%	18%	0%	F	NA	'		26000	F	2002
	Combined Traine	. 20000	•	7070	1 /0			1070	070		14/3			20000	Ī	
South				From:			40-614									
South 95	3.19	9800	F	80%	1%	2%	0%	16%	0%	F	0.067	F		9800	F	2002
	Combined Traffic	26000	F	78%	1%	2%	1%	18%	0%	F	NA			24000	F	
				To:		Sussex	County L	ine	ļ							
Town of Jarratt				From:		40.71	IO CT T	++	-							
(120)	0.76	1900	F	92%	1%	2%	10 CL Jarra 1%	π 5%	0%	F	0.080	F	0.665	1900	F	2002
139	0.70	.500		To:	1 /0		County L		3 /0	•	5.000	•	0.000	1000	•	_002
Croonsville Count				II.			.,									
Greensville County				From:		North Ca	rolina State	Line								
(301)	4.74	2200	F	87%	1%	3%	1%	7%	0%	F	0.091	F	0.502	2200	F	2002
$\overline{}$				To:		40-6	29 Skipper	S								
301	3.97	2900	F	87%	1%	3%	1%	7%	0%	С	0.079	F	0.532	2900	F	2002
				To:		40-689 S	outh of Em	noria								
(301)	0.39	5700	F	From: 87%	1%	3%	1%	7%	0%	F	0.079	F	0.55	5800	F	2002
301)				To:			L Emporia									
City of Emporia																
				From:		SC	L Emporia									
301 South Main S	t 0.45	6200	F	93%	1%	3%	1%	3%	0%	С	0.080	F	0.555	6500	F	2002
				To:		Low	Ground Re	d								

Route Length AADT QA 4Thr Put SAM 5TAM 1Trail Trail Chemical Che						Oic	ensville iv	iaii itoriai	ice Aic	u							
1.50 1.50	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
South Main St 0.24 9300 F 93% 1% 3% 1% 3% 0% F 0.064 F 0.565 9900 F 2002	City of Emporia				. 1												
Inflication Sc 1000 F 35% 1% 3% 1% 3% 0% F 0.078 F 0.605 11000 F 2002	South Main St	0.24	0300	_		10/				O%	_	0.084	_	0.565	0000	_	2002
301 South Main St 0.49 16000 F 93% 1% 3% 1% 3% 1% 3% 0% F 0.078 F 0.065 11000 F 2002	301 300111 Mail 31	0.24	9300	Г		1 70			3%	U 70	Г	0.064	г	0.505	9900	Г	2002
	Courth Main Ct	0.26	44000			10/			20/	00/		0.070		0.605	11000	г	2002
South Main St 0.49 18000 F 98% 1% 1% 0% 1% 0% F 0.082 F 0.505 17000 F 2002	301 South Main St	0.30	11000	г	93%	170	3%	170	3%	U%	Г	0.076	Г	0.005	11000	Г	2002
Valid St	~~~	0.40	40000			40/						0.000		0.505	47000		2222
South Main St	301 South Main St	0.49	16000	F	96%	1%	1%	0%	1%	0%	F	0.082	F	0.505	17000	F	2002
Admits Ave Adm	~~~																
North Main St	301 South Main St	0.20	14000	F	96%	1%	1%	0%	1%	0%	F	0.083	F	0.514	15000	F	2002
US SS	~~~																
North Main St	301 North Main St	0.74	8900	F	96%	1%	1%	0%	1%	0%	F	0.090	F	0.533	9400	F	2002
Halifax St	~						Ţ	US 58									
North Main St	301 North Main St	0.34	8400	F	94%	0%	2%	0%	3%	0%	F	0.099	F	0.596	8900	F	2002
301 North Main St					To: From:		На	alifax St									
1.53 6100 F 94% 0% 2% 0% 3% 0% 0% 0% 0% 0% 0	301 North Main St	0.16	9300	F		0%	2%	0%	3%	0%	F	0.093	F	0.612	9900	F	2002
1.53 6100 F 94% 0% 2% 0% 3% 0% C 0.083 F 0.597 6100 F 2002					To:		NCL	Emporia									
1.53 6100 F 94% 0% 2% 0% 3% 0% C 0.083 F 0.597 6100 F 2002	Greensville County																
301 2.77 4400 F 94% 0% 2% 0% 3% 0% F 0.08 F 0.589 4400 F 2002	~~~	4.50	6400	_	_	00/			20/	00/	0	0.000	_	0.507	6400	г	2000
301 2.77 4400 F 34% 0% 2% 0% 3% 0% 5 0.08 F 0.589 4400 F 2002	301	1.53	6100	r	94%	υ%	2%	υ%	3%	υ%	Ü	0.083	۲	0.597	0100	F	∠002
Brunswick County Line																_	
Brunswick County Line	301	2.77	4400	F		0%				0%	F	80.0	F	0.589	4400	F	2002
1.50 410 R																	
March Marc		4.50	440	_	From:		Brunswic	k County l	Line			NIA			NIA		4000
March Marc	(600)	1.50	410	ĸ	To:		40.62	7 NODTI	r			NA			NA		1999
Mathematics																	
North Carolina State Line Brunswick County Line NA NA 1999	(600)	3.40	420	R						•		NA			NA		1999
Substitute County Line	\bigcup				To:		North Care	olina State	Line								
Brunswick County Line	_				From:		Brunswic	k County l	Line								
Brunswick County Line	(601)	3.00	620	R								NA			NA		1999
1.38 250 R					To:		4	10-627									
North Carolina State Line					From:		Brunswic	k County l	Line								
North Carolina State Line	(602)	1.38	250	R	_					-		NA			NA		1999
603 0.30 800 R					To:												
1.50 690 F 94% 1% 3% 0% 2% 0% C 0.095 F 0.557 690 F 2002				_	From:		North Care	olina State	Line								
603	(603)	0.30	800	R								NA			NA		1999
To 40-633 South From 40-633 North NA NA 1999	<u> </u>																
Solution From	(603)	1.50	690	F		1%			2%	0%	С	0.095	F	0.557	690	F	2002
Solution Solution																	
Columbia Columbia	603	3.20	90	R	<u> </u>		40-0)33 I (OI III				NA			NA		1999
Column C	(000)				To:		40-	627 East									
604) 5.27 330 R					From:		40-6	527 West									
604) 5.27 330 R 40-603 NA NA 1999 To: Brunswick County Line	(603)	2.59	280	R								NA			NA		1999
Solution Solution									Line								
Brunswick County Line	$\overline{}$	- ^-		_	From:		4	10-603									4000
605) 2.70 230 R Brunswick County Line NA NA 1999 10 40-607 EAST 40-607 WEST 10 10 58 NA NA 1999	(604)	5.27	330	R	To:		D	dr Corret 1	Lima	1		NA			NA		1999
605 2.70 230 R NA NA 1999 To 40-607 EAST																	
605 0.70 230 R NA NA 1999		0.70	222	_	From:		Brunswic	k County l	Line			NI A			NI A		4000
605 0.70 230 R NA NA 1999	(605)	2.70	230	К	To-		40.7	07 E 4 ST		1		NA			NΑ		1999
0.70 230 R NA NA 1999					From:												
16 US 58	605)	0.70	230	R	<u></u>		0					NA			NA		1999
605) 2.20 230 R NA NA 1999					To:		т	IQ 50									
1000) To: 40-606 EAST	605	2 20	230	R	From:			US 36				NΑ			NΑ		1990
	(000)	2.20	200	11	To:		40-6	06 EAST				14/1			1 1/71		1000

					Orce	ensville Maintena	IICE AIE	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		AO COC WIEGE		1							
605	4.20	80	R			40-606 WEST				NA			NA		1999
605)	0			To		40-608 EAST									
\bigcirc				From:		40-608 WEST									4000
605	0.45	80	R	To:		Dead End				NA			NA		1999
				From:			T .								
606	5.32	110	R			Brunswick County	Line			NA			NA		1999
606	0.02		••	To:		40-619									
				From:		Brunswick County	Line								
607	0.60	50	R							NA			NA		1999
				To: From:		US 58 W Gap Tern									
607	2.30	49	R			40-606 Gap Termi	nus			NA			NA		1999
607				To:		40 CO5 WEST		1							
607)	3.70	90	R	From:		40-605 WEST				NA			NA		1999
001)				To:		US 58 EAST									
				From:		Brunswick County	Line								
608)	4.50	700	R							NA			NA		1999
				To: From:		40-619									
(608) (608)	5.28	770	R							NA			NA		1999
				From:		40-680									
(608)	1.47	1400	F	94%	0%	2% 0%	4%	0%	С	0.094	F	0.766	1400	F	2002
				To:		40-610									
	1 70	470	ь	From:		US 301				NIA			NIA		1000
609	1.72	170	R	To-		Sussex County L	ine	1		NA			NA		1999
				From:		US 301									
610	0.10	2100	F	89%	2%	2% 0%	6%	0%	F	0.128	F	0.551	2100	F	2002
				To:		40-9179									
610	2.22	1000	F	From: 89%	2%	2% 0%	6%	0%	F	0.096	F	0.564	1000	F	2002
(610) (610)				To:		40-617									
610)	6.92	720	F	89%	2%	2% 0%	6%	0%	С	0.095	F	0.514	720	F	2002
				To: From:		40-608									
610)	0.45	1700	F	89%	2%	2% 0%	6%	0%	F	0.097	F	0.640	1700	F	2002
				To:		WCL Jarratt									
Town of Jarratt															
(40)	0.29	1700	N	From: 89%	2%	WCL Jarratt	6%	0%	N	0.097	N	0.640	1700	N	2002
610)	0.23	1700		To:	270	40-1101	070	070	11	0.007	14	0.040	1700	11	2002
Greensville County															
				From:		Brunswick County								_	
611	1.91	1500	F	94%	1%	3% 1%	2%	0%	F	0.091	F	0.557	1500	F	2002
				From:		40-633 WEST									
611)	2.84	2000	F	94%	1%	3% 1%	2%	0%	С	0.091	F	0.68	2000	F	2002
	. ==			From:		40-658	601			0.155		0.0==	0===		
611)	1.79	2500	F	94%	1%	3% 1%	2%	0%	F	0.106	F	0.672	2500	F	2002
				From:	4.5.	40-635	000	22.							
611)	0.92	4000	F	94% To:	1%	3% 1%	2%	0%	F	0.104	F	0.643	4000	F	2002
				From:		WCL Emporia ECL Emporia									
611)	1.05	680	F	93%	2%	3% 0%	2%	0%	F	0.114	F	0.681	680	F	2002
				To: From:		40-654									
611)	0.99	360	F	93%	2%	3% 0%	2%	0%	С	0.091	F	0.528	370	F	2002
				To:		40-623									

					Gree	ensville Maintenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				-											
	4 74	200	_	From:	20/	40-623	20/	00/	_	0.007	_	0.540	200	_	2002
(611)	1.74	390	F	93% To:	2%	3% 0% Sussex County Lir	2%	0%	F	0.097	F	0.512	390	F	2002
				From:		40-619	ic								
612	2.40	390	R	110		40-619				NA			NA		1999
(612)			•••	To:		40-651									.000
				From:		40-605									
(613)	3.20	300	R							NA			NA		1999
				To: From:		40-619 NORTH									
(242)	1.70	300	R			40-619 SOUTH				NA			NA		1999
613)	0		•••	To:		40-610									1000
				From:		NCL Emporia									
614)	1.03	610	R	<u> </u>						NA			NA		1999
				To:		40-616 SOUTH									
	0.40	240	В	From:		40-616 NORTH				NIA			NIA		1000
614)	0.40	210	R	_						NA			NA		1999
	0.70	000	E	From:	20/	US 301	20/	00/	С	0.000	F	0.505	000	F	2002
614)	0.70	990	F	93%	2%	3% 1%	2%	0%	C	0.099	F	0.505	990	Г	2002
	5.00	340	R	From:		40-617				NA			NA		1999
614)	5.00	340	ĸ	To:		40-610				INA			INA		1999
				From:		40-610		-							
615	2.30	110	R			40-010				NA			NA		1999
615				To		40-614									
				From:		US 301		Ī							
616)	0.10	360	R							NA			NA		1999
				To:		FR-133									
616	0.20	350	R	r tom:						NA			NA		1999
				To:		40-614 WEST									
616)	0.50	200	R	rioni.						NA			NA		1999
				To: From:		40-614 EAST									
646	0.33	100	R	riom.		40-614 North				NA			NA		1999
616)	0.00	100		To:		Dead End				14/3			IVA		1000
				From:		40-610		l							
617)	0.23	320	F	96%	0%	0% 1%	3%	0%	С	0.087	F	0.621	320	F	2002
				To:		0.23 ME 40-610									
617)	0.45	440	F	From: 96%	0%	0% 1%	3%	0%	F	0.131	F	0.597	440	F	2002
				To:		40-614									
				From:		Dead End									
618)	0.80	40	R							NA			NA		1999
				To:		40-606									
\bigcirc	0.42	4000	_	From:	40/	NCL Emporia	40/	00/	_	0.007	_	0.500	1000	_	2002
619	0.43	1200	F	90%	1%	5% 1%	4%	0%	F	0.097	F	0.539	1200	F	2002
\bigcirc	0.10			From:	40/	40-681	40/	-00/	-	0.400		0.544	0.40	-	0000
(619)	3.16	940	F	90%	1%	5% 1%	4%	0%	F	0.122	F	0.541	940	F	2002
			_	From:	10/	40-606	10/								
(619)	1.54	770	F	90%	1%	5% 1%	4%	0%	С	0.126	F	0.594	780	F	2002
619619619				From:	4.5.	40-613 NORTH				0 / = :					00
(619)	1.44	520	F	90%	1%	5% 1%	4%	0%	F	0.121	F	0.614	520	F	2002
<u> </u>				From:		40-612									
(619)	1.77	430	F	90%	1%	5% 1%	4%	0%	F	0.145	F	0.657	430	F	2002
(619) (619)				To: From:		40-608									
(619)	2.89	290	F	90%	1%	5% 1%	4%	0%	F	0.149	F	0.66	290	F	2002
				To:		Sussex County Lir	ie								

					Oice	ensville Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		40-605		ı							
(620)	1.50	10	R	<u> </u>		40-003				NA			NA		1999
020				To		40-607									
				From:		40-633									
621)	3.32	360	R							NA			NA		1999
				To: From:		40-650									
(621)	0.49	840	F	29%	1%	4% 40%	26%	0%	С	0.103	F	0.552	840	F	2002
<u> </u>				To:		40-629									
\bigcirc				From:		40-730 WEST					_				
622	2.45	380	F	94%	2%	3% 0%	1%	0%	С	0.091	F	0.629	380	F	2002
				To: From:		40-629 NORTI									
622	0.29	390	F	94%	2%	3% 0%	1%	0%	F	0.092	F	0.622	390	F	2002
				To: From:		40-629 SOUTH	I	-							
622	5.30	320	R	· · · · ·						NA			NA		1999
				To: From:		40-625 WEST									
622	2.60	210	R	From:						NA			NA		1999
				To:		40-730 EAST	1								
				From:		US 58									
623	1.90	130	R					•		NA			NA		1999
				To:		40-611									
				From:		North Carolina State	e Line								
624)	2.20	40	R							NA			NA		1999
				To:		40-655									
624)	0.10	30	R	From:		40-033				NA			NA		1999
624)				To:		40-730									
				From:		North Carolina State	e Line								
625)	3.94	140	R	<u> </u>						NA			NA		1999
020				To:		40-622 EAST									
				From:		40-622 WEST									
625	5.70	400	R							NA			NA		1999
				To:		40-628		<u> </u>							
			_	From:		40-629									4000
626	2.10	110	R	To:		40. 622				NA			NA		1999
						40-622		<u>.</u>							
	0.00	770	_	From:		North Carolina State		00/	_	0.000	_	0.504	770	_	2002
627)	8.03	770	F	92%	1%	3% 1%	3%	0%	F	0.092	F	0.581	770	F	2002
				From:		40-633		-							
(627)	5.60	1800	F	92%	1%	3% 1%	3%	0%	С	0.096	F	0.697	1800	F	2002
(627) (627)				To: From:		40-1025									
(627)	0.56	2500	F	92%	1%	3% 1%	3%	0%	F	0.091	F	0.664	2500	F	2002
				To:		SCL Emporia									
				From:		Dead End									
628)	1.40	40	R							NA			NA		1999
$\overline{}$				To: From:		US 301		1							
(628)	3.40	40	R	rioiii.				•		NA			NA		1999
628				To:		40-629									
				From:		North Carolina State	e Line	1							
629	3.20	250	R							NA			NA		1999
				To:		40-632		<u>l</u>							
620	0.70	520	R	From:		70-032				NA			NA		1999
023	0.10	- - *	••	Te.											.500
629 629	1 06	1200	_	From: 53%	10/	40-621 3% 24%	100/	00/		0.086	F	0.540	1200	Е	აიია
(629)	1.06	1300	F	აა <u>"</u>	1%		18%	0%	С	0.080	г	0.549	1300	F	2002
				From:		I-95 Ramp									
629	0.94	1500	F	75%	1%	2% 4%	18%	0%	С	0.079	F	0.507	1500	F	2002
				To:		US 301									

					Gre	ensville Mai	ntenano	ce Are	a							
Route	Length	AADT	QA	4Tire	e Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				-												
629	0.10	1100	F	90%	4%		1%	1%	0%	F	0.085	F	0.639	1100	F	2002
629	2.60	160	F	From: 90%	4%	40-622 S	1%	1%	0%	С	0.130	F	0.625	160	F	2002
629	1.35	80	R	From:		40-6	522				NA			NA		1999
Town of Jarratt						10	30									
630)	0.23	920	F	95% To:	0%	SR 2% NCL J	0%	2%	0%	F	0.099	F	0.657	920	F	2002
Greensville County				<u> </u>												
630)	2.30	550	F	95% To:	0%	NCL J 2% Sussex Co	0%	2%	0%	С	0.105	F	0.623	560	F	2002
(631)	0.20	1700	F	From: 97%	0%	North Carolin			0%	С	0.099	F	0.541	1700	F	2002
<u>(631)</u>	4.77	1300	R	From:		40-6 North Carolin		ina			NA			NA		02/04/2002
				From:		40-c		ine								
632	4.60	150	R	_		10 (,,,,				NA			NA		1999
				To		40-0										
633)	1.48	960	R	From:		North Carolin		ine			NA			NA		1999
633	0.30	720	F	91%	2%		0%	2%	0%	F	0.099	F	0.543	720	F	2002
	3.85	540	F	From: 91%	2%	40-603 N 4%	ORTH 0%	2%	0%	С	0.092	F	0.604	540	F	2002
633 633	2.80	310	F	From: 91%	2%	4%	0%	2%	0%	F	0.098	F	0.521	310	F	2002
633)	1.73	470	F	From: 91% To:	2%		0%	2%	0%	F	0.106	F	0.636	470	F	2002
(633)	1.81	150	R	From:		40-611 40-611					NA			NA		1999
				To:		Dead										
634)	1.50	70	R	From:		US :					NA			NA		1999
				From:		Dead										
635)	1.00	100	R	To:		40-6					NA			NA		1999
637)	0.35	100	R	From:		40-6	508				NA			NA		1999
637)	0.25	90	R	From:		40-6					NA			NA		1999
				To:		Dead										
638)	0.80	30	R	From:		40-7					NA			NA		1999
638)	1.15	40	R	From:		0.80 MN			<u>}</u>		NA			NA		1999
				To:		Dead	End									

					Gree	ensville Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			α	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:		40-627		1							
639	2.20	300	R	I		40-027				NA			NA		1999
				To: From:		40-650 WEST									
639	2.20	220	F	93%	4%	2% 1%	0%	0%	С	0.106	F	0.5	220	F	2002
				From:		US 301									
639	0.10	80	R	To:		40-691		1		NA			NA		1999
				From:											
640	0.75	440	R	110		US 58; 40-607				NA			NA		1999
0+0				To:		40-681 & 1020									
				From:		Dead End									
641)	0.35	30	R	_						NA			NA		1999
				To:		40-633									
	0.40	90	R	From:		Dead End				NIA			NIA		1000
642	0.40	80	ĸ	To:		US 301				NA			NA		1999
				From:		40-635									
643)	1.17	130	R	<u> </u>		10 030				NA			NA		1999
				To		40-611									
				From:		40-640									
644)	0.47	170	R	т		NOLE :				NA			NA		1999
				To:		NCL Emporia									
940	0.80	90	R	From:		Dead End				NA			NA		1999
646)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:		40-730				1473			14/1		1000
				From:		40-605									
647)	0.26	40	R	<u></u>						NA			NA		1999
				To:		Dead End									
\sim				From:		40-630									
648	1.20	60	R	To:		Dead End				NA			NA		1999
				From:											
649)	0.90	560	R	110		US 58				NA			NA		1999
049	0.00			To:		Dead End									
				From:		40-621									
650)	1.33	740	F	21%	2%	4% 46%	28%	0%	С	0.117	F	0.510	740	F	2002
_				To: From:		40-679									
650	1.48	70	F	21%	2%	4% 46%	28%	0%	F	0.127	F	0.818	70	F	2002
<u> </u>				To: From:		40-639 WEST 40-639 EAST									
650	1.60	90	R	<u> </u>		10 037 12101				NA			NA		1999
				To:		40-627									
				From:		40-610									
651)	3.00	140	R			40.000 71.00				NA			NA		1999
				To: From:		40-608 EAST 40-608 WEST									
651)	1.40	140	R							NA			NA		1999
				To:		40-619									
$\overline{}$			_	From:		Dead End							***		
652	0.11	70	R							NA			NA		1999
				To: From:		40-653									
652	0.13	10	R	To:		Dead End				NA			NA		1999
				From:											
653	0.30	200	R			40-687				NA			NA		1999
				To:		40-652									
						•		•						-	

					Greensville Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	αc	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:	POLE :	i						
(GEA)	1.74	130	R	110	ECL Emporia	l	NA			NA		1999
(654)			•••	To	40-611							.000
				From:	40-730	1						
655	0.30	40	R			_	NA			NA		1999
				To:	40-624							
\bigcirc			_	From:	40-625							
656	2.30	190	R	To:	40.626	1	NA			NA		1999
				From:	40-626	<u> </u>						
657	0.80	730	R	110	US 301	l	NA			NA		1999
037)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End					101		1000
				From:	Dead End							
658)	1.10	90	R				NA			NA		1999
				To:	40-611							
\sim				From:	40-603							
659)	2.40	80	R			1	NA			NA		1999
				To:	40-627							
_	F 05	450	_	From:	40-656		NIA -	_		NIA	· <u> </u>	1000
660	5.65	150	R	To:	40-730	1	NA			NA		1999
				From:		<u> </u> 						
200	1.50	70	R	110	US 301	l	NA			NA		1999
662	1.00	70		To:	North Carolina State Line	1				14/1		1000
				From:	US 301							
663)	0.54	580	R	<u> </u>	20301	ı	NA			NA		1999
				To-	40-614							
				From:	Dead End							
664)	0.25	370	R			_	NA			NA		1999
				To:	NCL Emporia							
\bigcirc				From:	Dead End							
665	0.80	290	R	To:	110.201	1	NA			NA		1999
					US 301	1						
	0.90	100	R	From:	40-730		NA			NA		1999
666	0.90	100	K	To:	Dead End	1	INA			INA		1999
				From:	Dead End	l						
667	1.00	100	R	<u> </u>	Deat End	l	NA			NA		1999
667				To:	40-611							
				From:	40-730							
668	0.75	90	R			4	NA			NA		1999
				To:	Dead End							
				From:	40-605							
(669)	0.50	10	R	. —		1	NA			NA		1999
669				To:	Dead End							
	0.00	70	_	From:	Dead End		N.1.A			NIA		4000
670	0.90	70	R	To	40-627	1	NA			NA		1999
				From:		1						
671	1.39	140	R		Dead End	l	NA			NA		1999
(671) (671)	1.00	1-10		, I	1001000 1001	1				1471		.000
(274)	1.71	140	R	From:	1.39 ME Dead End		NA			NA		1999
(6/1)	1.7 1	140	ĸ	To	40-619	1	1 1/7			INA		1333
				From:	40-664							
672	0.06	20	R	<u> </u>	40-004	ı	NA			NA		1999
012	3.00			To	40-673		•					. 550
						-						

					Bus 20 de 20 Andre 4 Trail 27 Trail	Peak	Dir AAM/DT OM	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour QK	-actor AAWDT QW	Year
Greensville County				From:	40-672	<u> </u>		
673)	0.06	20	R	_	10 0/2	NA	NA	1999
$\bigcup_{i=1}^{n}$				To-	Cul-de-Sac]		
\bigcirc	0.00	440		From:	40-627	NA	NIA	1000
675)	0.88	110	R	To:	Dead End	NA 1	NA	1999
				From:	40-660	<u> </u>		
676	2.21	70	R			NA	NA	1999
				To:	40-629			
	0.00	40		From:	Dead End	NIA.	NIA	1000
677)	0.98	40	R	To:	40-632	NA 1	NA	1999
				From:	Dead End			
678	0.35	20	R		Dead End	NA	NA	1999
0.0				To:	40-629]		
				From:	Dead End	[
679	0.50	60	R	т	40.000	NA 1	NA	1999
				To:	40-650			
(000)	0.83	70	R	From:	40-608	NA	NA	1999
680	0.00	70		To	Dead End]	INA	1555
				From:	40-640 & 1020			
681)	0.55	100	R			NA	NA	1999
				To:	40-619			
$\overline{}$				From:	US 58			
682	0.12	70	R	To:	Dead End	NA 1	NA	1999
				From:				
602	0.11	370	R	r toni.	US 58	NA	NA	1999
683	•			To	40-705	1		
683	0.10	270	R	From:	40-703	NA	NA	1999
000				To:	40-697	1		
683)	0.15	150	R	From:	10 057	NA	NA	1999
				To	40-644			
				From:	Dead End			
684)	0.07	500	R	To:	VIG 50 F A GT	NA 1	NA	1999
				From:	US 58 EAST US 58 WEST			
(684)	0.33	230	R			NA	NA	1999
				To:	40-644			
\bigcirc			_	From:	40-611; 40-643			1000
687	0.20	440	R			NA .	NA	1999
	0.42	1100	Р	From:	40-653	N/A	NA	1000
687)	0.13	1100	R	To:	Dead End	NA I	INA	1999
				From:	Dead End	!		
688	0.20	40	R	<u> </u>	Dette End	NA	NA	1999
				To:	SCL Emporia			
\bigcirc				From:	US 301; I-95 Ramp			
689	0.52	360	R	To:	COL F	NA 1	NA	1999
				From:	SCL Emporia	<u>I</u>		
690	0.80	40	R	rrom:	US 301] NA	NA	1999
(090)	0.00	70	1	To-	US 301]	IAC	1000
				From:	40-634			
691)	0.10	20	R	_		NA	NA	1999
\bigcirc				To:	0.10 MN 40-634			

					Greensville Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	\cap C	QK Dir Factor	AAWDT QW	Year
Greensville County				From:	0.10 MN 40-634	1			
691)	0.40	20	R	<u> </u>	0.10 19114 40-034	NA		NA	1999
				To: From:	40-639	<u> </u>			
391	0.50	20	R			NA		NA	1999
				From:	US 301				,
691)	0.20	20	R	To:	Dead End	NA I		NA	1999
				From:	40-00604(B)/				
692)	0.81	NA			40-00004(B)/	NA NA		NA	
				To:	Cul-de-Sac/				
$\overline{}$				From:	40-604				
693)	1.50	70	R	To:	40-633	NA I		NA	1999
				From:					
204)	1.00	70	R	1101111	40-627	l NA		NA	1999
594	1.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End]		7.0.1	1000
				From:	40-608				
6 96	0.60	46	R			NA		NA	1999
				To:	40-637				
$\overline{}$	^ ·-		_	From:	40-683				4000
697)	0.17	80	R			NA		NA	1999
	2.22			From:	40-705	<u> </u>		NIA	4000
697)	0.06	20	R	To-	Dead End	NA I		NA	1999
				From:	40-607				
698)	0.50	330	R		40-007	NA NA		NA	1999
000				To:	Dead End				
				From:	Dead End				
699)	0.50	240	R			NA		NA	1999
				To:	US 301				
	0.15	220	R	From:	Dead End	NIA		NA	1000
700	0.15	220	ĸ	To:	40-643	NA I		INA	1999
				From:	Dead End	: 			
701)	0.32	30	R	<u> </u>		NA		NA	1999
				To:	40-707	ļ			
701)	0.35	140	R	From:		NA		NA	1999
				To:	40-664				
$\overline{}$.=-	_	From:	Dead End				
702)	0.14	150	R	To:	40-643	NA I		NA	1999
				From:	Brunswick County Line				
703	0.90	80	R	<u> </u>	Dianswick County Line	NA NA		NA	1999
700)				To-	40-633				
				From:	Dead End				
704)	0.15	130	R			NA		NA	1999
				To:	40-643				
	0.46	440	D	From:	40-683	NA		NA	1000
705	0.16	110	R			INA 1		INA	1999
	0.07	40	R	From:	40-706	NA		NA	1999
705)	0.07	40	ĸ	To:	40-697	INA]		INA	1998
				From:	Dead End				
706	0.04	70	R	<u> </u>		NA		NA	1999
				Tn:	40-705				

					Greensville Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Greensville County				From:	40-701	1						
707)	0.43	670	R		10 702	<u>.</u>	NA			NA		1999
				To-	40-607							
	0.16	300	R	From:	Dead End]	NA			NA		1999
709	0.10	300	ĸ	To:	40-627	1	INA			INA		1999
				From:	40-611							
(711)	1.00	140	R			-	NA			NA		1999
				To:	Southampton County Line							
	0.05	1800	R	From:	Dead End]	NA			NA		1999
712	0.05	1000	K	To:	US 58; 40-684	1	INA			INA		1999
				From:	Dead End							
713	0.15	360	R			-	NA			NA		1999
				To:	40-643							
	0.15	340	R	From:	Dead End]	NA			NA		1999
714	0.15	340	K	To:	40-643	1	INA			INA		1999
				From:	Dead End							
715)	0.09	60	R			-	NA			NA		1999
				To-	40-644	<u> </u>						
	0.08	60	R	From:	Dead End]	NΙΔ			NA		1999
717)	0.06	60	K	To:	40-643	1	NA			INA		1999
				From:	40-611	1						
718)	0.26	70	R			_	NA			NA		1999
				Tn·	Dead End							
	0.20	NA		From:	US 301]	NA			NA		
719	0.20	INA		To:	Dead End	1	INA			INA		
				From:	40-663	: 						
(720)	0.12	20	R			_	NA			NA		1999
				To:	Dead End							
	1.20	NA		From:	US 58		NA			NA		
(721)	1.20	INA		To:	Dead End	1	INA			INA		
				From:	40-730							
(722)	0.40	170	R			_	NA			NA		1999
				To:	Dead End							
	0.45	47		From:	Dead End		NIA			NIA		00/04/0000
725)	0.15	47	R	To:	40-614	1	NA			NA		02/04/2002
				From:	SCL Emporia							
730	1.15	1700	F	96%	2% 2% 0% 1% 0%	С	0.094	F	0.612	1700	F	2002
				From:	40-622 WEST	 						
(730)	11.87	380	F	96%	2% 2% 0% 1% 0%	F	0.091	F	0.519	390	F	2002
				To:	Southampton County Line	<u> </u>						
(724)	0.31	70	R	From:	40-604	J	NA			NA		1999
731)	U.J1			To:	Dead End	L	1.1/2/			IN/A		1998
				From:	40-611							
1005	0.12	200	R			-	NA			NA		1999
				Tn:	40-1006	<u> </u>						
	0.05	40	R	From:	Cul-de-Sac	J	NA	_		NA	_	1999
1006	0.05	40	ĸ	To:	40-1007	1	INA			INA		1999

					Greensville Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C;	eak lour	QK Dir Factor	AAWDT QW	Year
Greensville County				From:	40-1007	1				
1006)	0.13	160	R		10 1007	_	NA		NA	1999
				To:	40-1005	<u>l</u>				
\bigcirc	0.10	470	_	From:	40-611]	NI A		NA	1000
1007	0.12	170	R	To:	40-1006	1	NA		NA	1999
				From:	Dead End					
1010	0.32	70	R		2000		NA		NA	1999
				To:	40-707					
\bigcirc				From:	40-640; 40-681					
1020	0.15	120	R	To:	40-1021	1	NA		NA	1999
				From:		<u> </u>				
1021)	0.40	40	R		40-1022 SOUTH	1	NA		NA	1999
1021)	00			To:	40-1022 NORTH	·				
1021)	0.25	110	R	From:	40-1022 NOR 1 H		NA		NA	1999
1021)				To:	40-1020	1				
1021)	0.10	40	R	From:	10 1020		NA		NA	1999
				To	40-1022 MID	1				
0.12				From:	40-681]				
	0.12	150	R			I	NA		NA	1999
				To: From:	40-1021 SOUTH	<u> </u>				
1022	0.03	60	R			I	NA		NA	1999
				To: From:	40-1021 MID	}				
1022	0.05	70	R	To:	40.1001 NOPTH	1	NA		NA	1999
				From:	40-1021 NORTH					
1025)	0.03	40	R	r tonii.	Dead End	J	NA		NA	1999
1025)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	40.1027	1				1000
1025	0.12	300	R	From:	40-1026		NA		NA	1999
1023)				To:	40-627					
				From:	Dead End					
(1026)	0.10	150	R	т.		•	NA		NA	1999
				To:	40-1025	<u> </u>				
Town of Jarratt				From:	40-610	1				
1101)	0.13	840	R		10 010		NA		NA	1999
				To:	40-1107					
1101)	0.09	760	R	From:			NA		NA	1999
				To: From:	40-1102	 				
1101	0.38	690	R	110		•	NA		NA	1999
				To: From:	40-1106]				
1101)	0.02	1100	R				NA		NA	1999
				To: From:	40-1108	}				
1101)	0.03	1200	R				NA		NA	1999
				To: From:	40-1105	}				
1101)	0.05	1200	R				NA		NA	1999
$\overline{}$				To: From:	40-1103	 				
1101)	0.13	790	R	т	01 1101 0	1	NA		NA	1999
				To:	91-1101 Sussex County Line	<u> </u>				-
Freensville County				From:	91-1102 Sussex County Line					-
1102)	0.08	500	R			•	NA		NA	1999
				To:	40-1103	<u> </u>				

					Greensville Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	O.C.	Peak Hour	QK	Dir Factor	AAWDT QW	Year
Greensville Countv				From:	40.1102	i					
1102)	0.57	300	R		40-1103	J	NA			NA	1999
				To	SCL Jarratt						
Town of Jarratt				From:	agr I	1					
(1102)	0.25	210	R	From:	SCL Jarratt		NA			NA	1999
1102				To:	40-1101]					
Greensville County				r	40.4400	1					
(1103)	0.15	290	R	From:	40-1102	J	NA			NA	1999
(1103)				To:	SCL Jarratt						
Town of Jarratt						ı					
1102	0.14	310	R	From:	SCL Jarratt		NA			NA	1999
1103	• • • • • • • • • • • • • • • • • • • •			To:	40-1111	1					
1103	0.15	390	R	From:	40-1111	l	NA			NA	1999
				To:	40-1101	<u> </u>					
1103	0.03	970	R	eront.		•	NA	Α		NA	1999
				To:	91-1103 Sussex County Line						
	0.12	260	R	From:	40-630 NCL Jarratt		NA		NA	1999	
1104	0.12	200	IX.	To	40.1110	1	INA			IVA	1999
1104)	0.17	70	R	From:	40-1110		NA			NA	1999
1104)	• • • • • • • • • • • • • • • • • • • •			To:	40-1112						
				From:	40-1111						
1105 0.15	40	R		40.4404	1	NA			NA	1999	
				To:	40-1101						
1106	0.07	100	R	From:	Dead End	J	NA			NA	1999
1106				To-	40-1111]					
1106	0.15	220	R	From:	40-1111	l	NA			NA	1999
				To:	40-1101						
\bigcirc			_	From:	40-1101						4000
1107	0.25	100	R	To:	Dead End	1	NA			NA	1999
				From:	Dead End	! 					
1108)	0.17	30	R		Dona 2.na	ı	NA			NA	1999
<u> </u>				To: From:	40-1109 NORTH						
1108	0.07	110	R	110111.			NA			NA	1999
				To: From:	40-1109 SOUTH	 					
1108	0.04	240	R	To:	40-1101	1	NA			NA	1999
				From:	40-1108	l					
1109	0.09	70	R		40-1106	l	NA			NA	1999
				To:	40-1108						
$\overline{}$				From:	SR 139						
1110	0.64	240	R	To:	Sussex County Line	1	NA			NA	1999
				From:	40-1106	! 					
1111	0.05	110	R	<u> </u>	1 0-1100	ı	NA			NA	1999
				To: From:	40-1105	1					
1111	0.05	130	R				NA			NA	1999
				To:	40-1103	<u> </u>					
\cap	0.07	40	Б	From:	40-1113		NIA			NIA	1000
(1112)	0.07	40	R	To:	40-1104	1	NA			NA	1999
					10 1107						

					Gree	ensville Maintenand	e Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		Ω C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Jarratt														
(1112)	0.10	50	R	From:		40-1104			NA			NA		1999
(1112)	0.10			To		40-1110								1000
				From:		40-630								
(1113)	0.15	100	R						NA			NA		1999
<u> </u>				To: From:		40-1110								
(1113)	0.18	60	R	т		40.1112			NA			NA		1999
				To: From:		40-1112								
(1114)	0.23	170	R			40-630			NA			NA		1999
(1114)				To:		40-1116								
				From:		Dead End								
(1115)	0.03	49	R						NA			NA		1999
				To: From:		40-1110								
(1115)	0.12	30	R	To		40.1117			NA			NA		02/04/2002
				Erom:		40-1116								
(1116)	0.06	70	R	FIOIII.		SR 139			NA			NA		1999
(110)	0.00			To:		40-1114								.000
1116	0.12	20	R	From:		40-1114			NA			NA		02/04/2002
				To:		40-1115								
				From:	9	1-1117 Sussex County	Line							
0.24		20	R						NA			NA		1999
				la:		Dead End								
(1118)	0.11	20	R	From:		40-630			NA			NA		02/04/2002
(1118)	0.11			To:		40-1110			1471			147.		02/04/2002
Greensville County														
	0.04				(Greensville Jr High Sch	ool		NΙΛ					1000
(9179)	0.04	530	R	To		40-610		NA			NA	1999		
City of Emporia						40-010								
City of Emboria				From:		JB-40-109 SCL Empor	ria							
1 Brink Rd	0.16	NA				***			NA			NA		
				To:		US 301								
2 Purdy Rd	0.49	2300	F	94%	1%	West Atlantic St 2% 1%	2% 0%	С	0.107	F	0.567	2500	F	2002
Purdy Rd	00		-	To:	.,,	NCL Emporia		Ů	01.0.	•	0.00.		•	
O 5 + 5+	0.44			From:		Satterfield Dr								
Purdy Rd	0.14	NA		To:		JB-40-109			NA			NA		
				From:		US 58								
West End Dr	0.42	NA				05.00			NA			NA		
109				To:		109-2 Purdy Rd								
				From:		South Main St								
(3800) Greenville Ave	0.17	420	F	97% To:	0%	2% 0% Tillar St	0% 0%	С	0.107	F	0.588	440	F	2002
				From:										
(3801) Low Ground Rd	0.43	2900	F	97%	1%	SCL Emporia 1% 0%	0% 0%	С	0.093	F	0.561	3100	F	2002
Low Ground Rd	-	-		To- From:	-	South Main St								
(3801) Laurel St	0.43	760	F	96%	1%		1% 0%	С	0.099	F	0.6	810	F	2002
109/				To:		Temple Ave								
$\widehat{}$				From:		WCL Emporia								
3802 Brunswick Ave	0.20	4100	F	97%	0%	2% 0%	1% 0%	F	0.092	F	0.534	4400	F	2002
<u> </u>		4-4-		From:	401	Brunswick Ave Ext.	00/		0.05=		0.7:-	.=		
3802 Brunswick Ave	0.66	4500	F	94% To:	1%	2% 1% South Main St	2% 0%	С	0.097	F	0.545	4700	F	2002
-						South Main St								

				Gree	ensville ivlaintenan	ice Are	a							
Length	AADT	QA	4Tire	Bus			 2Trail	- QC		QK	Dir Factor	AAWDT	QW	Year
					Zivic o i vic	TTTGII	Z TTGII		rioui		1 dotoi			
0.40	2000	_		00/	South Main St	40/	00/	0	0.407	_	0.550	0000	_	0000
0.46	2200	г	97% Ta:	0%		1%	0%	C	0.107	F	0.553	2300	F	2002
			From:		Hicksford Ave									
0.37	1800	F	96%	0%	2% 0%	1%	0%	С	0.105	F	0.584	2000	F	2002
					Southampton St									
0.14	4000	_		10/		10/	00/	_	0.101	_	0.500	1100	_	2002
0.14	1000	г	95%	170		170	0%	Г	0.101	Г	0.569	1100	Г	2002
0.20	4400		From:	10/		10/	00/		0.102		0.510	1100		2002
0.29	1100	г	95%	1 70		1 70	070	C	0.103	г	0.512	1100	Г	2002
0.19	2100		From:	10/		10/_	00/-		0.12		0.540	2200		2002
0.10	2100	-	93 /6 To:	1 /0		1 /0	0 70		0.12	ı	0.540	2200	,	2002
			From:				1							
1.32	2000	F	95%	0%	1% 0%	2%	0%	С	0.109	F	0.648	2100	F	2002
			To:		ECL Emporia									
			From:		Southampton St									
0.15	3000	F	97%	0%	2% 0%	1%	0%	F	0.092	F	0.621	3100	F	2002
			To: From:		East Atlantic St									
0.34	2500	F	97%	0%	2% 0%	1%	0%	С	0.104	F	0.505	2600	F	2002
			From:		Ruffin St									
0.30	1800	F	97%	0%	2% 0%	1%	0%	F	0.1	F	0.547	1900	F	2002
			To: From:		US 58									
0.53	1400	F		1%		1%	0%	С	0.098	F	0.529	1500	F	2002
0.05	1000	_		10/		10/	00/	C	0.000	_		2000	_	2002
0.95	1900	г	9170	1 70		1 70	U70	C	0.099	Г		2000	Г	2002
0.84	910		From:	10/		30/		C	0.120			070		2002
0.04	910	г	94 70 To-	170		370	070	C	0.120	Г		970	Г	2002
			From:				1							
0.17	3000	F	97%	0%	1% 0%	1%	0%	С	0.103	F	0.638	3200	F	2002
			To:		Weaver Ave									
			From:		Belfield Dr									
0.21	3200	F	96%	1%	2% 1%	1%	0%	С	0.091	F	0.508	3400	F	2002
0.04	4000	_					00/	_	0.000	_	0.044	4000	_	0000
0.24	1300	г	97% To:	0%		1%	0%	F	0.088	F	0.844	1300	F	2002
			From:											
	640	F	<u> </u>		1xorui iviaiii St				0.133	F		670	F	2002
			To:		Halifax St									
			From:		Clay St									
	1400	F							0.113	F		1500	F	2002
			To		Tillar St]							
·		_	From:		Low Ground Rd				0.000	_			_	
	2700	F	To		Couth Main Co				0.097	F		2900	F	2002
			Eron.											
	1500	F	roof.		South Main St				n naa	F		1600	F	2002
	1000	•	To:		West Ave				0.000	'		1000	'	2002
			From:											
	1200	F	From:		Halifax St				0.098	F		1200	F	2002
	0.46 0.37 0.14 0.29 0.18 1.32 0.15 0.34 0.30 0.53 0.95 0.84 0.17	0.37 1800 0.14 1000 0.29 1100 0.18 2100 1.32 2000 0.34 2500 0.30 1800 0.53 1400 0.95 1900 0.84 910 0.21 3200 0.24 1300 640	0.46	0.46	Length AADT QA 4Tire Bus	Length AADT QA	Length AADT QA 4Tire Bus Truck- 2Axle 3+Axle 1Trail	Care	Length AADT QA	Length AADT QA 4Tire Bus Bus Truck QC Peak Hour	Length AADT QA 4Tire Bus	Length AADT QA	Length AADT QA 4Tire Bus Caxie 9+Ade 1Trail 2Trail Created Caxie Caxie	Length AADT QA 4Tire Bus South Main St Substitution South Main St Substitution Substitution

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Temple Ave		640	F	From:		Laure Jefferso			0.107	F		670	F	2002
Tillar St		1800	F	From:		Briggs Hicksfor			0.106	F		1900	F	2002
West Ave		360	F	From:		Jefferso Brunswic			0.108	F		380	F	2002
West End Blvd		820	F	From:		North M Gay			0.097	F		860	F	2002