2019

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

North	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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600	The VDOT Mainta	inenance Jurisdiction number is displayed below the Secondary Route

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.

Devite	have all all as	Louistic AADT		47.00	Dur		Tru	uck		00	К		Dir		0.14
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
58 Pleasant Shade Dr	From: Greensville County	Brunswick Cou 6.34 11000		80%	1%	1%	1%	17%	1%	F	0.097	F	0.635	11000	G
				0070	170		170	17 /0	170	•	0.007		0.000	11000	G
(58) West Atlantic St	City of Emporia (Maint: 40)	WCL Emp 0.41 13000		80%	1%	1%	1%	17%	1%	F	0.099	F	0.637	13000	G
	Ta:	Purdy R													
West Atlantic St	City of Emporia (Maint: 40)	0.13 21000		80%	1%	1%	1%	17%	1%	F	0.086	F	0.554	21000	G
e	To	I-95													
58	City of Emporia (Maint: 40)	0.92 19000	G	79%	0%	1%	1%	18%	1%	F	0.085	F	0.598	17000	G
	Tor	US 301 Ma	in St												
58	City of Emporia (Maint: 40)	0.64 16000	G	79%	0%	1%	1%	18%	1%	F	0.074	F	0.514	14000	G
\bigcirc	To: From:	Reese S	t												
58	City of Emporia (Maint: 40)	0.49 15000	G	79%	0%	1%	1%	18%	1%	F	0.076	F	0.503	14000	G
	To: From	Davis S	t												
58	City of Emporia (Maint: 40)	0.65 14000	G	79%	0%	1%	1%	18%	1%	F	0.075	F	0.504	12000	G
	To: From	East Atlant													
58	City of Emporia (Maint: 40)	0.40 15000	G	79%	0%	1%	1%	18%	1%	F	0.075	F	0.508	14000	G
~	To: From	ECL Empo													
58 Courtland Rd	Greensville County	1.50 15000		79%	0%	1%	1%	18%	1%	F	0.075	F	0.512	13000	G
	From	Southampton Co													
East 58 Ramp	City of Emporia (Maint: 40)	US 58 E, West A 0.18 2000	tlantic St G								0.136	F		2000	G
		I-95 Sou									0.100			2000	u
East	From:	US 58 Ea	ist												
58 Ramp	City of Emporia (Maint: 40)	0.13 1300	G								0.136	F		1300	G
\bigcirc	To:	I-95 Nor	th												
West	From:	US 58 W													
58 Ramp	City of Emporia (Maint: 40)	0.14 4100	G								0.092	F		4100	G
~	10.	I-95 Sou													
West	From: City of Emporia (Maint: 40)	US 58 W	est G								0.000	F		1500	0
58 Ramp		0.18 1500 I-95 Nor				1					0.099	Г		1500	G
Bus	From:	US 58 West Int													
58 Market Dr	City of Emporia	0.21 12000		98%	0%	1%	0%	1%	0%	С	0.089	F	0.518	13000	G
\bigcirc	Τœ	West Atlant													
Bus		US 58 Conn		000/	0%	10/	09/	00/	00/	0	0.000	F	0.622	11000	C
Uest Atlantic St	City of Emporia	0.44 11000		99%	0%	1%	0%	0%	0%	С	0.088	F	0.622	11000	G
Bus	To: From	North Main	Street												
(58) East Atlantic St	City of Emporia	0.25 3500	G	87%	1%	0%	1%	11%	0%	F	0.102	F	0.607	3700	G
\rightarrow	Τα	Reese S	t												

								Tru	ick			K		Dir		
Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From		Reese St													
58 East Atlantic St	City of Emp		1800	G	87%	1%	0%	1%	11%	0%	С	0.096	F	0.554	1900	G
~	To:	US 58	BEast Inters	ection												
North	From		Carolina Sta			1.01				6 6 <i>i</i>						
95	Greensville C	•	22000	A	82%	1%	1%	1%	15%	0%	C	0.130	A	0.010	18000	A
-	Combined Traffic Estimates for 2 Parallel			Α	82%	1%	1%	1%	15%	0%	С	0.120	A	0.616	36000	A
North	To: From:	40	-629 Skippe	ers												
(95)	Greensville C	Sounty 4.12	21000	Α	82%	1%	1%	1%	15%	0%	F	0.130	А		18000	А
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	82%	1%	1%	1%	15%	0%	F	0.120	А	0.566	36000	Α
N	Too	US 301	I South of E	mporia												
North (95)	Greensville C	county 1.70	22000	Α	82%	1%	1%	1%	15%	0%	F	0.131	А		18000	А
(93)	Combined Traffic Estimates for 2 Parallel	,		A	82%	1%	1%	1%	15%	0%	F	0.12	A	0.589	37000	A
	To		SCL Empori									-				
North					000/	10/	10/	10/		00/	-	0.404			10000	
95	City of Emporia (I	,	22000	A	82%	1%	1%	1%	15%	0%	F	0.131	A	0 500	18000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	82%	1%	1%	1%	15%	0%	F	0.12	A	0.589	37000	A
North	Tor From		US 58													
(95)	City of Emporia (I	Maint: 40) 0.62	19000	Α	82%	1%	1%	1%	15%	0%	F	0.136	А		16000	А
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	Α								0.124	А	0.594	31000	А
North	To: From	Ν	ICL Empori	ia												
(95)	Greensville C	county 1.37	19000	Α	82%	1%	1%	1%	15%	0%	F	0.136	А		16000	А
00	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α								0.124	А	0.594	31000	А
	Ta		North of E	mnoria												
North					000/	10/	10/	10/	150/	00/	F	0 100	•		15000	^
95	Greensville C	,	18000	A	82%	1%	1%	1%	15%	0%	г	0.138 NA	A		15000 30000	A
	Combined Traffic Estimates for 2 Parallel	-		Α								INA			30000	A
North	Tor From		14 Otterdan	n Rd												
95)	Greensville C		18000	Α	82%	1%	1%	1%	15%	0%	F	0.139	А		15000	Α
\smile	Combined Traffic Estimates for 2 Parallel	-		Α								0.125	А	0.565	31000	А
	To:		sex County 1													
North	From:		h to Welcor			00/	10(00/	40/	00/		0.450			1000	NI
95 Skippers Welcome Ce	nter Ramp Greensville C	Enter Welco	1600	N	97%	0%	1%	0%	1%	0%	Ν	0.152	A		1200	Ν
North	From:		ome Center I													
(95) Skippers Welcome Cer	nter Ramp Greensville C	ounty 0.04	1600	Ν	97%	0%	1%	0%	1%	0%	Ν	0.152	А		1200	Ν
		Ramp to A	dditional Pa	urking A	rea											
North	nter Ramp Greensville C		1600	A	97%	0%	1%	0%	1%	0%	С	0.152	А		1200	А
(95) Onippers Welcome del			I-95 North	~	51 /0	070	1 /0	070	170	070	0	0.102	Л		1200	Л
			,													

Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	From: Greensville County	I-95 Nor 0.15 2600 40-629 Moores	G								0.213	F		2600	G
North 95 Ramp	From Greensville County	I-95 Nor 0.18 1200 I-95 South E	G								0.096	F		1200	G
North 95 Ramp	From City of Emporia (Maint: 40)	I-95 Nor 0.13 3300 I-95 North Exit 11/	th G	lit							0.073	F		3300	G
North 95 Ramp	From City of Emporia (Maint: 40)	I-95 Nor 0.12 1300 US 58 W	th G								0.182	F		1300	G
North 95 Ramp	From Greensville County	I-95 Nor 0.08 590 US 301	th A								0.324	A		570	А
North 95 Ramp	From Greensville County Tax	I-95 Nor 0.24 260 40-614 Ottero	th G								0.102	F		260	G
South (95)	From Greensville County Combined Traffic Estimates for 2 Parallel Roadways on t	North Carolina 3 4.39 22000	State Line	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	C C	0.127 0.113	A B	0.612	18000 36000	A A
South 95	Greensville County Combined Traffic Estimates for 2 Parallel Roadways on t	40-629 Ski 3.83 22000 this Route: 43000	A	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	F F	0.128 0.120	A A	0.566	18000 36000	A A
South 95	Greensville County Combined Traffic Estimates for 2 Parallel Roadways on	US 301 South o 1.81 22000 this Route: 44000	A	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	F F	0.128 0.12	A A	0.589	18000 37000	A A
South 95	City of Emporia (Maint: 40) Combined Traffic Estimates for 2 Parallel Roadways on t	SCL Emp 1.24 22000 his Route: 44000	Α	82% 82%	1% 1%	1% 1%	1% 1%	15% 15%	0% 0%	F F	0.128 0.12	A A	0.589	18000 37000	A A
South 95	Tan From City of Emporia (Maint: 40) Combined Traffic Estimates for 2 Parallel Roadways on t	US 58 0.35 18000 this Route: 37000	A								0.13 0.124	A A	0.594	15000 31000	A A
South 95	Greensville County Combined Traffic Estimates for 2 Parallel Roadways on t	NCL Emp 1.89 18000 this Route: 37000 40-614 Ottero	A A								0.13 0.124	A A	0.594	15000 31000	A A

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South 95 Combined Traffic E	Greensville County Estimates for 2 Parallel Roadways	3.63	14 Otterdam Rd 19000 A 37000 A								0.130 0.125	A A	0.565	16000 31000	A A
	To:		ex County Line												
South	From:		I-95 South									_			-
95 Ramp	Greensville County	0.14	2000 G Moores Ferry Rd	1							0.079	F		2000	G
South	From:	10 02)	I-95 South												
(95) Ramp from I-95 South to Ramp to US 301	Greensville County	0.35	1200 G								0.117	F		1200	G
\checkmark	To:	Ramp from	I-95 North to US	301											
South	From: City of Emporia (Maint: 40)	0.13	I-95 South								0.001	F		1300	G
95 Ramp			1300 G US 58 East								0.091	Г		1300	G
South	From:		I-95 South												
95 Ramp	City of Emporia (Maint: 40)	0.18	1600 G								0.116	F		1600	G
	Τœ	US 58 V	W, West Atlantic S	St											
South	From:		I-95 South												
95 Ramp	Greensville County	0.16	1300 G								0.109	F		1300	G
<u> </u>	Ecom		14 Otterdam Rd												
139)Allen Rd	Town of Jarratt (Maint: 40)	0.76	610 CL Jarratt 1300 G	93%	1%	1%	1%	4%	0%	С	0.104	F	0.540	1300	G
133	То:	Suss	ex County Line												
	From	North (Carolina State Lin	9											
301 Skippers Rd	Greensville County	4.74	1300 G	77%	1%	1%	2%	19%	0%	С	0.094	F	0.692	1300	G
~~	To: From	40-629 Zion Ch	urch Rd; Moores												
301)Skippers Rd	Greensville County	2.80	2200 G	88%	1%	1%	1%	9%	0%	С	0.095	F	0.647	2200	G
~~~	To: From		ban Boundary												
301 Skippers Rd	Greensville County	1.17	2200 N	88%	1%	1%	1%	9%	0%	Ν	0.095	F	0.647	2200	Ν
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Old Halifax Rd; I-												
301 Skippers Rd	Greensville County	0.39	5800 G	88%	1%	1%	1%	9%	0%	F	0.098	F	0.528	6100	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From		CL Emporia									_			
301)South Main St	City of Emporia	0.45	6300 G	95%	1%	1%	1%	3%	0%	С	0.092	F	0.544	6700	G
	From		w Ground Rd	050/	10/		4.07	00/	00/	-		-	0.504	0.400	~
301 South Main St	City of Emporia	0.24	8800 G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.594	9400	G
South Main St	City of Emposio		Jefferson St	95%	1%	10/	10/	20/	09/	F	0.000	F	0 607	10000	~
301 South Main St	City of Emporia	0.36	9600 G	95%	1%	1%	1%	3%	0%	F	0.089	F	0.607	10000	G
South Main St	City of Emposio		unswick Ave	069/	10/	10/	00/	00/	09/	0	0.000	F	0 590	15000	~
301 South Main St	City of Emporia	0.49	14000 G Valley St	96%	1%	1%	0%	2%	0%	С	0.093	F	0.583	15000	G

		aroonoviir			liou											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		Valley St													
(301)South Main St	City of Emporia	0.20	14000	G	96%	1%	1%	0%	2%	0%	F	0.091	F	0.556	14000	G
~	Tax		Atlantic Ave	e			<u> </u>									
301 North Main St	City of Emporia	0.74	9900	G	96%	1%	1%	0%	2%	0%	F	0.094	F	0.556	11000	G
<u>}</u>	To:		US 58													
301 North Main St	City of Emporia	0.34	9900	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.669	10000	G
<u>}</u>	To		Halifax St													
301 North Main St	City of Emporia	0.16	9300	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.591	9900	G
<u>~</u>	To	1	NCL Empori	ia			<u> </u>									
(301)Sussex Dr	Greensville County	1.53	5700	G	97%	0%	1%	1%	1%	0%	С	0.101	F	0.655	6000	G
<u></u>	To:	40-6	14 Otterdar	n Rd												
(301)	Greensville County	2.77	3800	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.525	4000	G
$\searrow$	To:	Sus	sex County	Line												
	From:	US 301; 4	0-689 Old I	Halifax I	Rd											
(301) Ramp	Greensville County	0.23	2000	G								0.141	F		2000	G
	To:		I-95 North													
	From:		US 301													
(301)Ramp	Greensville County	0.53	1000	G								0.139	F		1000	G
$\sim$	To:		I-95 South													

Route	Length	AADT	<b>QA</b> 4Ti	e Bus of the Anthread Contractor		ĸ	QK _ Dir	AAWDT	QW Year
Greensville County			-	2Axle 3+Axle 1T	rail 21 rail	Factor	Factor		
(F128) Holly Huck Trail	3.89	Erom 280	R	40-631		NA		NA	02/02/2017
1120		To		40-629 Moores Ferry Rd	l				
		From		Dead End					
(F129) Ivory Lane	1.60	5 ^{To}	R	40-639 Rock Bridge Rd		NA		NA	02/02/2017
		From		Dead End					
(F130) Ashbin Rd	1.69	290	R	Dead End		NA		NA	02/02/2017
$\bigcirc$		To		Dead End					
City of Emporia		From		US 58; Bus US 58					
(F131) Clover Leaf Dr	1.06	220	R	03 58, Bus 03 58		NA		NA	02/02/2017
0		To		Dead End					
Greensville County		From	1	5 15 1					
(F132) Belfield Rd	0.36	640	R	Dead End	-	NA		NA	02/02/2017
(F132) = = = = = = = = = = = = = = = = = = =		То		40-610 Slagles Lake Rd					
		From		40-616 Moonlight Rd; Cresce	nt Rd				
(F133)	0.43	190	R			NA		NA	02/02/2017
<u> </u>		To		US 301 Sussex Dr					
<u>Citv of Emporia</u>		From		Bus US 58					
(F963)	0.04	10	R			NA		NA	02/02/2017
		То		Dead End					
$\bigcirc$	0.07	From	R	US 58; Bus US 58				NIA	00/00/0017
(F964)	0.07	<b>9</b>	R	Dead End		NA		NA	02/02/2017
		From		Reese St					
(F965)	0.31	5	R			NA		NA	02/02/2017
$\bigcirc$		То		Dead End					
Greensville County		From	1	Beneavyials Country Lina					
600) Bartley Rd	1.50	470	R	Brunswick County Line		NA		NA	01/05/2017
		То		40-627 N, Brink Rd					
600) Beef Rd	3.40	From 230	R	40-627 S, Brink Rd		NA		NA	01/05/2017
600 Beef Rd	5.40	<b>230</b>	n	North Carolina State Line				INA	01/03/2017
		From		Brunswick County Line					
(601) Hell Island Rd	3.00	140	R			NA		NA	01/05/2017
		Το		40-627 Brink Rd					
	1 00	From		Brunswick County Line				NIA	10/00/0014
602 Quarrell Rd	1.38	10 ^{To}	R	40-603 Macedonia Rd		NA		NA	10/03/2014
		From		North Carolina State Line	e				
(603)	0.30	1500	R	Horar Caronna State Enk	·	NA		NA	01/18/2017
0		To		40-631 N, Spring Church F	Rd				
603) Gaston Rd	1.50	490	<b>G</b> 92		% 0% C	0.112	F 0.586	500	G 2019
$\bigcirc$		To		40-633 S, Pine Log Rd 40-633 N, Pine Log Rd					
603) Gaston Rd	3.20	220	R	40-055 N, Fille Log Ku		NA		NA	01/18/2017
		To		40-627 E, Brink Rd					
603) Macedonia Rd	2.59	From 970	R	40-627 W, Brink Rd		NA		NA	01/05/2017
(603) Macedonia Rd	2.00	970 ^{To}		Brunswick County Line					01/03/2017
		From		40-603 Macedonia Rd		1			
604) Doyles Rd	5.27	250	R			NA		NA	01/05/2017
$\smile$		To		Brunswick County Line					

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County									211411		Tacio		T actor			
605) Roger Rd	2.70	From <b>90</b>	R			Brunswic	ck County	Line			NA			NA		01/18/2017
		To					507 EAST 507 WEST									
605 Brunswick Rd	0.70	120	R			40-0	007 WEST	•			NA			NA		01/18/2017
605) Chapmans Ford Rd	2.20	To From	R			US 58 Ple	easant Sha	de Dr			NA			NA		01/18/2017
$\bigcirc$		To					506 EAST 506 WEST				_					<u> </u>
605	4.20	350 ^{To}	R				508 EAST				NA			NA		01/18/2017
(605)	0.45	From 7	R				08 WEST				NA			NA		01/05/2017
		To					ead End									
606) Grassy Pond Rd	5.32	610	R				ck County				NA			NA		01/18/2017
		To					9 Purdy R									
607) Westward Rd	0.60	110	R				ck County				NA			NA		01/18/2017
<u> </u>		To					58 W Gap -606 Gap	)								
607 Brunswick Rd	2.30	310	R					-			NA			NA		01/18/2017
(607)	3.70	140	R				605 WEST				NA			NA		01/18/2017
		To	1		ι		leasant Sh									
608 Smokey Ordinary Rd	4.50	330	G	98%	1%	0%	ck County 0%	2%	0%	С	0.157	F	0.691	330	G	2019
608) Wyatts Mill Rd	5.28	From 1500	G	95%	0%	40-61 0%	<u>9 Purdy R</u> 0%	4%	0%	С	0.154	F	0.637	1500	G	2019
608) Wyatts Mill Rd	1.47	To From	G	94%	1%	40-68 1%	0 Sykes L 1%	_n 3%	0%	С	0.145	F	0.608	1500	G	2019
		То					0 Allen R									
	1.72	From 190	R			τ	JS 301				NA			NA		01/18/2017
(609)	1.72	190 _{To}	n			Sussex	County L	ine						NA		01/10/2017
		From					JS 301					_			_	
610 Slagles Lake Rd	0.10	2200	G	91%	6%	1%	0%	1%	0%	С	0.151	F	0.58	2400	G	2019
610) Slagles Lake Rd	2.22	920	G	97%	1%	40-917 <b>1%</b>	9 Thomas 0%	Dr 0%	0%	С	0.122	F	0.591	980	G	2019
		From	<u> </u>	079/	10/		Vater Whe		09/	0			0.716	010		2010
610 Slagles Lake Rd; Allen	1 K00.92	830 To	G	97%	1%	1%	0% Vyatts Mi	0%	0%	С	0.13	F	0.716	810	G	2019
610 Allen Rd	0.45	From 2000 To	G	95%	1%	1%	1% CL Jarratt	3%	0%	С	0.103	F	0.519	2000	G	2019
Town of Jarratt						WC										
	0.00	From		059/	10/		CL Jarratt	00/	00/	NI	0 102	г	0.510	2000	N	2010
610 Allen Rd	0.29	2000 _{то}	N	95%	1%	1% 40-110	1% )1 Grigg A	3%	0%	N	0.103	F	0.519	2000	N	2019
Greensville County		From	1			Brunewi	ck County	Line			<u> </u>					
611 Dry Bread Rd	1.91	1200 _{то}	G	94%	1%	1%	1%	4%	0%	С	0.088	F	0.708	1200	G	2019
		From				40-	633 West									<u>_</u>
611 Dry Bread Rd	2.84	1700 To	G	95%	1%	1%	0%	3%	0%	С	0.087	F	0.673	1700	G	2019
611) Dry Bread Rd	1.79	From 6	G	94%	1%	1%	ampgroun 0%	nd Rd 5%	0%	С	0.09	F	0.717	2100	G	2019
$\smile$		To				4	40-635									

					Gree	nsville Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From				40 (25									
611) Dry Bread Rd	0.92	2600 _{то}	G	95%	1%	40-635 1% 0% WCL Empor	<b>4%</b>	0%	С	0.091	F	0.710	2700	G	2019
611 Brick Yard Rd	1.05	From 490	G	98%	1%	ECL Empori 0% 0% 40-654 Sunnysic	0%	0%	С	0.094	F	0.608	490	G	2019
611) Brick Yard Rd	0.99	From 330	G	98%	1%	40-654 40-654 1% 0%	0%	0%	С	0.106	F	0.55	340	G	2019
611) Brick Yard Rd	1.74	το From <b>450</b> Το	G	98%	2%	40-623 James Riv 0% 0%	0%	0%	С	0.1	F	0.623	450	G	2019
<u> </u>		From				Sussex County									
(612)	2.40	240	R			40-619 Purdy	Rd			NA			NA		01/18/2017
OIZ		To				40-651 Nottowa	y Rd								
0		From				40-605									
613) Whitehouse Rd	3.20	110 ^{To}	R			10 (10 N D 1	<b>D</b> 1			NA			NA		01/19/2017
		From				40-619 N, Purdy 40-619 S, Purdy									
(613)	1.70	440	R							NA			NA		01/19/2017
$\bigcirc$		To				40-610 Slagles La									
(614) Crescent Rd	1.03	From 630	R			NCL Empori	a			NA			NA		01/19/2017
(614) Crescent Rd	1.05	030 To				40-616 S, Moonli	pht Rd			INA			INA		01/19/2017
$\sim$		From				40-616 N, Moonli									
614 Otterdam Rd	0.40	270	R							NA			NA		01/19/2017
614) Otterdam Rd	0.70	From 1200	G	98%	0%	US 301 1% 0%	0%	0%	С	0.122	F	0.543	1100	G	2019
	5.00	From	Ĺ,			40-617 Water Wh	eel Rd								04/05/004
614 Otterdam Rd	5.00	150 To	R			40-610 Allen	24			NA			NA		01/25/2017
		From				40-614 Otterdar									
614) Ramp	0.24	870	G			10 011 Otteruur	i Ru			0.084	F		870	G	2019
0		To				I-95 North									
<u> </u>		From				40-614 Otterdar	n Rd								
614 Ramp	0.28	530 ^{To}	G			LOS South				0.127	F		530	G	2019
_		From				I-95 South 40-610 Slagles La	Ira D.d								
615) Aberdour Rd	2.30	130	R			40-010 Stagles La	ke Ku			NA			NA		01/19/2017
		To				40-614 Otterdar	n Rd								
0		From				US 301 Sussex	Dr								
616 Crescent Rd	0.10	310	R							NA			NA		01/25/2017
	0.00	From				FR-133									01/05/001
616 Moonlight Rd	0.20	280	R							NA			NA		01/25/2017
$\bigcirc$	0.50	From	Ļ			40-614 W, Cresco	ent Rd						NIA		01/10/0017
(616)	0.50	90 To	R			40-614 E, Otterda	ım Rd			NA			NA		01/19/2017
$\sim$		From				40-614 N, Otterda									
616 Moonlight Rd	0.33	60 To	R			D 15 1				NA			NA		02/21/2014
<u> </u>		From				Dead End	1 D 1								
(617) Water Wheel Rd	0.68	510	G	98%	0%	40-610 Slagles La 1% 1%	0%	0%	С	0.127	F	0.527	500	G	2019
		То	-			40-614 Otterdar		-					-		-
		From				Dead End									
618) Deerfeild Rd	0.80	180	R							NA			NA		01/18/2017
$\checkmark$		To				40-606 Grassy Po									
(619) Purdy Rd	0.43	From 1100	G	97%	1%	NCL Empori 1% 1%	a 1%	0%	С	0.122	F	0.601	1100	G	2019
(619) Purdy Rd	0.40	1100	9	01/0	1 /0	1/0 1/0	1 /0	0 /0	0	0.122		0.001	1100	J	2010

					Gree	ensville I										
Route	Length	AADT	QA	4Tire	Bus			uck • 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
<b>Greensville Countv</b>			1													
(619) Purdy Rd	3.16	770	G	96%	1%	40-681 E 1%	veretts La 1%	ke Rd 1%	0%	С	0.133	F	0.553	780	G	2019
(619) Fuldy Hu	3.10	110	G	90%	1 70				0%	U	0.133	Г	0.555	780	G	2019
	1 5 4	From From		070/	10/		Jrassy Por		00/	<u> </u>	0.114	F	0.65	640	0	2010
619 Purdy Rd	1.54	640	G	97%	1%	1%	1%	1%	0%	С	0.114	Г	0.65	640	G	2019
619 Purdy Rd	1.44	From:	G	97%	1%	40-613 N		me Rd 1%	00/	С	0.124	F	0.581	450	G	2019
619 Purdy Rd	1.44	440	G	97%	I 70	1%	0%		0%	U	0.124	Г	0.561	450	G	2019
619 Purdy Rd	1 77	To: From:		96%	1%	40-612 1%	2 Scotland 0%	Dr 1%	0%	С	0.121	F	0.519	410	G	2019
(619) Purdy Rd	1.77	410	G	90%	1 70	170	0%	I 70	0%	U	0.121	Г	0.519	410	G	2019
	0.00	From:		070/	10/		Wyatts Mi		00/		0.104	F	0.000	050	~	0010
619 Purdy Rd	2.89	250 To:	G	97%	1%	1%	0% County I	1%	0%	С	0.134	Г	0.606	250	G	2019
		From:														
(620) Radium Rd	1.50	130	R			40-60	15 Roger I	Ka			NA			NA		10/03/2014
620)		To:				40-607	Brunswic	k Rd								
		From:				40-633	Pine Log	Rd								
(621) Diamond Grove Rd	3.32	210	R								NA			NA		01/05/2017
		To				40-65	0 Quarry 1	Rđ								
(621) Quarry Rd	0.49	From: 830	G	47%	1%	1%	41%	9%	0%	С	0.112	F	0.521	830	G	2019
		To:				40-629 N	loores Fei	ry Rd								
		From:				40-730 W,	Low Gro	und Rd								
622) Little Low Ground Rd	2.45	390	G	93%	2%	3%	2%	1%	0%	С	0.118	F	0.6	390	G	2019
$\bigcirc$		To				40-629	N, Lifsey	Rd			<b>—</b> —					
622) Little Low Ground Rd	0.29	360	G	93%	2%	3%	1%	1%	0%	С	0.116	F	0.651	360	G	2019
$\bigcirc$		To: From:				40-629 S,	Zion Chu	rch Rd			<b>_</b>					
(622)	5.30	120	R			ŕ					NA			NA		01/18/2017
$\bigcirc$		To				40-6	525 WEST	ſ								
(622)	2.60	230	R								NA			NA		01/18/2017
$\bigcirc$		To:				40-730 E,	Low Grou	und Rd								
		From:				US 58	Courtland	Rd								
(623) James River Jet	1.90	340	R								NA			NA		01/18/2017
$\bigcirc$		To:				40-611	Brick Yar	d Rd								
		From:				North Ca	rolina Stat	e Line								
624) Steel Bridge Rd	2.20	20	R								NA			NA		10/03/2014
<u> </u>		To: From:					40-655									
(624)	0.10	<b>20</b>	R			10 520 1		1.5.1			NA			NA		10/03/2014
							low Grou									
625) Creek Rd	3.94	From: 290	R			North Ca	rolina Stat	e Line			NA			NA		01/18/2017
625) Creek Rd	3.94	<b>290</b> To:	n			40-	622 EAST	•						11/4		01/10/2017
-		From:					522 WEST									
625 Taylors Mill Rd	5.70	660	R								NA			NA		01/18/2017
$\bigcirc$		To:				40-628 1	Miles Tow	n Rd								
		From				40-629 2	Zion Churo	ch Rd								
626 Elm Rd	2.10	90 To	R				10 (22				NA			NA		01/05/2017
							40-622									
627) Brink Rd	8.03	From: 680	G	89%	1%	North Ca 1%	rolina Stat 2%	e Line 8%	0%	С	0.112	F	0.654	680	G	2019
627) Brink Rd	0.03	000	G	09%						U	0.112	Г	0.054	000	G	2019
	5.00	To: From:		050/		-633 Indep						-	0.040	1 100	~	0010
627 Brink Rd	5.60	1400	G	95%	1%	1%	1%	3%	0%	С	0.108	F	0.643	1400	G	2019
	0.50	To: From:		0561	101		25 Vincent		001	~		-	0.055	1000	~	0010
627 Brink Rd	0.56	1900 To:	G	95%	1%	1%	1%	3%	0%	С	0.102	F	0.655	1900	G	2019
-							L Emporia	1								
(628) Rolling Acres Rd	1 40	From:				D	ead End							NIA		01/10/2017
628 Rolling Acres Rd	1.40	<b>40</b>	R			118 301	l Skippers	Rd			NA			NA		01/19/2017
						0.5 50	suppers	nu								

Route	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	QW	Year
Greensville County	-						3+Axle		21 rail		Factor		Factor			
(628) Miles Town Rd	3.40	From <b>70</b>	R			US 301	Skippers I	Rd			NA			NA		01/19/2017
		Το				40-629 Z	Zion Church	Rd								
Magrag Formy Bd	3.20	From 280	R			North Car	olina State	Line			NA			NA		01/05/2017
629 Moores Ferry Rd	3.20	200	n			40 622 M	oosia Daona	h D d						INA		01/05/2017
(629) Lifsey Rd	0.70	610	R			40-052 M	assie Branc	li Ku			NA			NA		01/05/2017
		To				40-62	1 Quarry R	1								
629 Moores Ferry Rd	1.06	1300	G	65%	0%	1%	27%	6%	0%	С	0.094	F	0.675	1300	G	2019
Maaraa Farry Pd	0.94	From		91%	1%	1%	I-95	5%	0%	С	0.084	F	0.539	1800	G	2019
629 Moores Ferry Rd	0.94	1800 To	G	91%	1 70		1%	5%	0%	U	0.064	Г	0.559	1000	G	2019
(629) Zion Church Rd	0.10	From 1200	G	94%	2%	2%	US 301 1%	1%	0%	F	0.083	F	0.567	1200	G	2019
		To				40-628 R	olling Acre	s Rd								
629 Zion Church Rd	2.60	150	G	94%	2%	2%	1%	1%	0%	С	0.122	F	0.556	150	G	2019
<u> </u>		To					tle Low Gr tle Low Gr									
629 Zion Church Rd	1.35	130	R								NA			NA		01/19/2017
		To	 r				ow Ground									
(629) Ramp	0.14	From 1700	G			40-629 N	loores Ferry	7 Rd			0.089	F		1700	G	2019
	-	То				I-9	95 South									
$\bigcirc$ -		From				40-629 N	loores Ferry	/ Rd				_			_	
629 Ramp	0.14	2600 To	G			I-0	95 North				0.071	F		2600	G	2019
Town of Jarratt						1,	o rtorui				I					
	0.00	From		000/	10/		9 Jarratt Av		00/	<u> </u>	0.005	-	0 500	<u> </u>	~	0010
630 N Allen St	0.23	680 ^{To}	G	98%	1%	0% NO	0% CL Jarratt	0%	0%	С	0.095	F	0.522	680	G	2019
Greensville County																
	2.30	From <b>390</b>	G	99%	0%	NC 0%	CL Jarratt 0%	0%	0%	С	0.112	F	0.612	390	G	2019
(630) River Rd	2.00	<b>390</b> To	G	3378	078		County Li		078	0	0.112	1	0.012	030	u	2013
		From				North Car	olina State	Line								
(631) Spring Church Rd	0.20	650 ^{To}	G	95%	1%	1%	0%	3%	0%	С	0.094	F	0.641	650	G	2019
		From					3 Gaston R 40-603	1								
(631)	4.77	240 ^{To}	R			N 4 G		•••			NA			NA		10/03/2014
<u> </u>		From					rolina State									
(632) Massie Branch Rd	4.60	300	R			40-633	Pine Log F	a			NA			NA		01/05/2017
<u> </u>		To				40-62	9 Lifsey Ro	l								
	1 10	From	Ļ			North Car	olina State	Line								01/05/0017
633 Pine Log Rd	1.48	790	R								NA			NA		01/05/2017
(633) Pine Log Rd	0.30	From 590	G	92%	1%	40-603 1%	S, Gaston I 0%	≀d 5%	0%	С	0.102	F	0.576	590	G	2019
633) T IIIC Edg Tid	0.00	То	<u> </u>	02 /0	170		N, Gaston I		070	U	0.102	•	0.070	000	ŭ	2010
633) Pine Log Rd	3.85	510 From	G	93%	1%	0%	0%	5%	0%	С	0.101	F	0.535	520	G	2019
		To				40-62	27 Brink Rd									
633 Independence Churcl	h Rd2.80	340	G	88%	1%	1%	1%	8%	0%	С	0.112	F	0.61	340	G	2019
		To		0000	0-1		40-693	76 /	0.57	<u> </u>		_	0.0	4.10	_	
633 Independence Church	n Rd1.73	410 To	G	90%	2%	1% 40-611 W	1% , Dry Brea	7% 1Rd	0%	С	0.116	F	0.6	410	G	2019
		From					, Dry Bread									
633 Independence Churcl	h Rd1.81	140 ^{To}	R			5	and Do 4				NA			NA		01/19/2017
		10				D	ead End									

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	·													
1.50	50	R			03.50	1 Skippers F	u			NA			NA		01/19/2017
	To	-			Ι	Dead End									
1.00	From:				Ι	Dead End							ΝΙΔ		01/05/2017
1.00	190 To:				40-611	Dry Bread	Rd						NA		01/05/2017
	From	· ·													
0.35	250	R								NA			NA		01/19/2017
	To: From:				40-69	6 Fields Circ	le								
0.25	450	R								NA			NA		01/19/2017
0.80		B			40-730	Low Ground	Rd			NA			NA		01/19/2017
0.00	<b>UU</b>	 			0.90	NDI 40 720									01/10/2011
1.15	From: 40	R			0.80	MIN 40-730				NA			NA		01/19/2017
	To:				Ι	Dead End									
	From:				40-6	27 Brink Rd	i								
2.20	380	R								NA			NA		01/19/2017
	To: From:		0.0 <i>.</i> 1	0.04				<b>0</b> .04	_						
2.20		G	88%	2%			7%	0%	С	0.151	F	0.643	190	G	2019
	From:	:					۲d								
0.10	100	R								NA			NA		01/25/2017
	To:	:			40-69	1 Cedar Lan	ie								
0.75	From:	Ļ			US	58; 40-607							NIA		01/05/001-
0.75	44U Tor	-			40-	681 & 1020							NA		01/25/2017
	From:	:													
0.35	20	R								NA			NA		10/03/2014
	To:	:			40-63	3 Pine Log P	łd								
	From:				Ι	Dead End									
0.40					110.20	1 Cl-i	1			NA			NA		01/18/2017
					05 30		a								
1.17		R				40-635				NA			NA		01/05/2017
					40-611	Dry Bread	Rd								
	From:				40-64	40 Ruritan D	r								
0.47	380	R								NA			NA		01/18/2017
0.80					I	Dead End							ΝΙΔ		01/18/2017
0.00	<b>90</b> To:				40-730	Low Ground	Rd						NA		01/10/2017
	From:	:													
0.26	120	R								NA			NA		01/18/2017
	To				Ι	Dead End									
	From:				40-6	30 River Rd									10/00/001
1.20					т	Dood End				NA			NA		10/03/2014
	From						o Dr								
0.90	60	R			05 56 1	icasant Shau				NA			NA		01/19/2017
	To:	-			Ι	Dead End									
	From:	-													
1.33	600	G	29%	1%	1%	56%	13%	0%	С	0.128	F	0.519	600	G	2019
1.48	From: 110	G	88%	5%	40-679 0%	9 Carpenter I 7%	Rd 0%	0%	С	0.134	F	0.6	110	G	2019
	1.50         1.00         0.35         0.25         0.80         1.15         2.20         2.20         0.10         0.75         0.35         0.40         1.17         0.40         1.17         0.40         1.120	1.50       50       Form         1.00       190       To         0.35       250       To         0.25       450       To         0.25       450       To         0.36       30       To         0.37       400       To         0.25       450       To         0.25       450       To         0.30       30       To         2.20       380       To         0.10       100       To         0.10       70       To         0.10       70       To         0.20       130       To         0.40       70       To         0.21       130       To         0.26       120       To<	1.50       50       R         1.00       190       R         1.00       190       R         0.35       250       R         0.35       250       R         0.25       450       R         0.26       100       R         1.15       40       R         1.15       40       R         0.20       190       G         0.10       100       R         0.10       100       R         0.10       100       R         0.35       20       R         0.40       70       R         1.17       210       R         0.40       70       R         0.40       70       R         1.17       210       R         0.40       70       R         1.17       210       R         0.47       380       R <t< td=""><td>1.50       50       R         1.00       190       R         Tor      </td><td>I.50       50       R      </td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Lengin ALU U UA 4119 BUS 2Axle 3+Axle 1Trail 2Trail U Factor UA Fa</td><td>Lengm         AAU         Tual And File         Eus         2Axie 3+Akle 1Trail         2Trail         CC         Factor         AAU           1.50         50         "        </td><td></td></t<>	1.50       50       R         1.00       190       R         Tor	I.50       50       R								Lengin ALU U UA 4119 BUS 2Axle 3+Axle 1Trail 2Trail U Factor UA Fa	Lengm         AAU         Tual And File         Eus         2Axie 3+Akle 1Trail         2Trail         CC         Factor         AAU           1.50         50         "	

Route	Length	AADT	QA 4Tir	re Bu	s			uck 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From			40-6	539 E, R	Rock Brid	lge Rd							
650 Collins Rd	1.60	140	R							NA			NA		01/05/2017
$\bigcirc$		То					7 Brink R								
(651) Nottoway Rd	3.00	From <b>410</b>	R		40	-610 Sla	agles Lak	æ Rd		NA			NA		01/19/2017
(651) Nottoway Rd	5.00	410 To	n			40-60	08 EAST						NA		01/19/2017
		From					08 WEST								
(651)	1.40	150 то	R							NA			NA		01/19/2017
0		From					Purdy R	d							
652) Inge Ave	0.11	8	R			Dea	ad End			NA			NA		01/19/2017
652) mge / mg	0.11	U Ta						101		_					01/10/2011
(652)	0.13	From 2	R		40	0-653 Fa	airground	i Rd		NA			NA		01/19/2017
052	0.10	To				De	ad End			٦ ^{°°}					01/10/2011
		From				40-68	7 Mill Ro	1							
653) Fairground Rd	0.30	170	R							NA			NA		01/25/2017
$\bigcirc$		To				40-652	2 Inge Av	/e							
$\sim$		From				ECL	Emporia								
654 SunnySide Rd	1.74	210	R					1.5.1		NA			NA		01/25/2017
0		То					rick Yard								
$\bigcirc$	0.30	From 4	R		40	-730 Lo	ow Groun	id Rd		NA			NA		10/03/2014
655	0.30	To To	n		40	-624 St	eel Bridg	e Rd					NA.		10/03/2014
		From					0-625								
656) Caney Branch Rd	2.30	170	R				0 025			NA			NA		01/05/201
		То				4(	0-626								
-		From			τ	JS 301 3	Skippers	Rd							
(657) Liberty Rd	0.80	550	R							NA			NA		01/05/2017
$\bigcirc$		То				De	ad End								
	1 10	From				De	ad End						NIA		01/05/001
658 Campground Rd	1.10	230 ^{To}	R		4	0 611 D	Dry Bread	Pd		NA			NA		01/05/201
		From					Gaston I								
(659) Fountain Creek Rd	2.40	180	R			40-003	Gaston	xu		NA			NA		01/05/201
033	-	То				40-627	7 Brink R	d							
		From				4(	0-656								
660) Fiddlers Rd	5.65	280	R							NA			NA		01/19/201
$\bigcirc$		To			40	-730 Lo	ow Groun	d Rd							
		From	_		ι	JS 301 3	Skippers	Rd							
(662)	1.50	<b>20</b>	R		N	th Com	1	. T		NA			NA		10/03/201
		From			Noi		olina Stat	e Line							
663) Riegel Rd	0.54	900	R			U	S 301			NA			NA		01/18/201
003) Hiegel Hu	0.04	То				40-614	Crescent	Rd					1.0.1		01/10/2011
		From					ad End								
664) Walnut Dr	0.25	370	R							NA			NA		01/18/201
0		To				NCL	Emporia								
$\sim$		From				Dea	ad End								
665) Blanks Lane	0.80	<b>260</b>	R			_	0.001			NA			NA		01/18/2017
$\sim$		To					S 301								
Cooco Bond Dd	0.00	From 160	B		40	-730 Lo	ow Groun	d Rd					NIA		01/10/004
666 Goose Pond Rd	0.90	160 ^{To}	R			De	ad End			NA			NA		01/18/2017
		From					ad End								
(667) Allen Town Rd	1.00	160	R			Dea	au ENO			NA			NA		01/05/2017
		То			4	0-611 D	Dry Bread	Rd		<u> </u>					

Route	Length	AADT	QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir Factor	V Year
Greensville County		From	<b></b>				
668) Quarter Rd	0.75	8	R	40-730 Low Ground Rd	NA	NA	10/03/2014
		То		Dead End			
<u> </u>		From		40-605			
(669) Dwights Lane	0.50	40	R		NA	NA	01/19/2017
		To		Dead End			
(670) Rainey Pond Rd	0.90	From <b>20</b>	R	Dead End	NA	NA	10/03/2014
(670) Rainey Pond Rd	0.00	To		40-627 Brink Rd			10/00/201-
		From		Dead End			
(671) Doodlum Rd	1.39	30	R		NA	NA	10/03/2014
$\bigcirc$		To		1.39 ME Dead End			
(671) Doodlum Rd	1.71	90	R		NA	NA	10/03/2014
$\bigcirc$		To		40-619 Purdy Rd			
~		From		40-664			
(672) Stuart St	0.06	150	R		NA	NA	01/18/2017
<u> </u>		То		40-673 Turner Lane			
	0.00	From	L	40-672 Stuart St	N	NIA	01/10/001
673 Turner Lane	0.06	110 ^{To}	R	Cul-de-Sac	NA	NA	01/19/2017
		From					
(675) Hunts Lane	0.88	120	R	40-627 Brink Rd	NA	NA	01/19/201
675) Hunte Lune	0.00	To		Dead End			01/10/201
		From		40-660 Fiddlers Rd			
676) Brantley Moore	2.21	70	R		NA	NA	10/03/201
0		Τo		40-629 Zion Church Rd			
2		From		Dead End			
(677) Hill Top Lane	0.98	80	R		NA	NA	01/05/201
$\bigcirc$		To		40-632 Massie Branch Rd			
	0.05	From		Dead End			00/01/001
678 Mitchelle Mill Rd	0.35	8 To	R	40-629 Lifsey Rd	NA	NA	02/21/201
		From					
679) Carpenter Rd	0.50	110	R	Dead End	NA	NA	01/19/201
(6/9) outpointer rid	0.00	То		40-650 Quarry Rd			01/10/201
		From		40-608 Wyatts Mill Rd			
680) Skyes Ln	0.83	90	R		NA	NA	01/19/201
		То		Dead End			
		From		40-640 & 1020			
681) Everetts Lake Rd	0.55	120	R		NA	NA	01/19/201
$\bigcirc$		To		40-619 Purdy Rd			
		From		US 58 Courtland Rd			
682 Airport Dr	0.12	20 ^{To}	R	Deed Pad	NA	NA	01/19/201
-		From		Dead End			
(683) Sadler Dr	0.11	210	R	US 58 Pleasant Shade Dr	NA	NA	01/19/201
683) Sadler Dr	0.11	210					01/10/2011
	0.10	From 240	R	40-705 Bell Meadow Dr	NA	NA	01/19/2017
683	0.10	270				INA.	01/13/2017
	0.15		R	40-697 Watkins Dr	NA	NA	01/19/2017
683	0.15	170 _{To}	n	40-644 Satterfield Dr		INA	01/13/201
		From	I	Dead End			
(684) Poultry Dr	0.07	140	R		NA	NA	01/19/201
	0.07	To		US 58 E, Pleasant Shade Dr	<u> </u>		

Route	Length	AADT	QA	4Tire	B	Bus				ruck e 1Tra		QC	K Factor	QK	Dir Facto	or A	AWDT	QW	Year
Greensville Countv		From				115				Shade D									
(684) Westover Dr	0.33	150	R			0	. 55 M	, i ica	Sult				NA				NA		01/19/2017
$\bigcirc$		To					40-6	44 Sat	terfiel	d Dr									
		From:					4(	)-611;	40-64	43									
(687) Mill Rd	0.20	190	R										NA				NA		01/05/2017
$\sim$	0.10	From:	_				40-65	53 Fair	rgrour	nd Rd									01/05/001-
687	0.13	<b>200</b>	R					Dood	End				NA				NA		01/05/2017
_		From:						Dead											
688) Quarter Rd	0.20	20	R					Dead	End				NA				NA		01/05/2017
000		To					S	SCL E	mpori	a									
		From					US	301; I-	-95 R	amp									
689 Old Halifax Rd	0.52	120	R										NA				NA		01/05/2017
$\bigcirc$		To:						SCL E											
	0.00	From:	_				US 3	301 Sk	tipper	s Rd							N 1 A		01/05/001-
690 Morgan Rd	0.80	180 To:	R				US (	301 Sk	inner	e Pd			NA				NA		01/05/2017
		From:											-						
(691) Cedar Lane	0.10	3	R				40	)-634 1	Bass I	<u>ka</u>			NA				NA		01/05/2017
(091) codd: 14/10	0110	To					0	10 MN	1 40 6	24									0.,00,20.,
(691) Cedar Lane	0.40	From: 3	R				0.1	10 MN	140-0	34			NA				NA		01/05/2017
(091) eedaa 14.10	0.10	To				40	620 1	Zeat D	a alr D	uidaa D.	4								0.,00,2011
(691) Cedar Lane	0.50	From: <b>10</b>	R			40-	-039 E	Last K	OCK B	ridge Ro	1		NA				NA		10/03/2014
(091)		To					LIC /	201 61		a D d									
691) Cedar Lane	0.20	From:	R				05:	301 Sk	apper	s Kd			NA				NA		01/05/2017
(031)	••	To						Dead	l End										,,
		From						40-0	604										
(692) Ruby Trail	0.81	30	R										NA				NA		01/05/2017
$\bigcirc$		To:						Cul-d	e-Sac										
		From:			_			40-0	604										
(693) Bowen Rd	1.50	180 To:	R			10.0	22 T		1	<u> </u>	D 1		NA				NA		01/05/2017
-		From:				40-6.				Church	Rđ								
(694) Hobbs Rd	1.00	30	R				40	-627 E	3rink .	Rd			NA				NA		10/03/2014
694) 1100003 110	1.00	To:						Dead	l End				Ť				1.17.1		10/00/2014
		From:						40-0											
696) Fields Circle	0.60	30	R										NA				NA		10/03/2014
0		To:						40-0	637										
		From:						40-0	683										
(697) Watkins Dr	0.17	4	R										NA				NA		01/18/2017
0		From:				Δ	40-705	5 Bell	Mead	low Dr									
(697)	0.06	10	R										NA				NA		01/18/2017
<u> </u>		To			_			Dead											
	0.50	From:					40-6	07 We	estwar	d Rd							NIA		01/10/0017
698) Spangler Lane	0.50	100 To	R					Dead	End				NA				NA		01/18/2017
		From:						Dead											
699) William Rd	0.50	140	R					Dead	LIIU				NA				NA		01/18/2017
		To:					US :	301 Sk	tipper	s Rd									
		From:						Dead	l End										
(700) Louis St	0.15	180	R									 	NA				NA		01/05/2017
$\bigcirc$		To:						40-0	643										
		From:						Dead	l End										
(701) Shore Dr	0.32	140	R										NA				NA		01/18/2017
$\checkmark$		To:					40-7	707 Ci	ifers L	lane									

Route	Length	AADT	QA	4Tir	re	Bus				Tru				QC	K	Qł	Di		AAW	DT	QW	١	/ear
Greensville County											1Trai	1 21	rail		Facto	r	Fact	tor					
(701) Shore Dr	0.35	510 From:	R					40-70	07 Cife	ers La	ne				NA				NA			01/1	8/2017
	0.00	то							40-66	64									10			0171	0/2011
		From:					_		Dead I	End													
702 Wyatt St	0.14	100 To:	R						40-64	12					NA				NA	۱.		01/0	5/2017
		From					B	Primer	vick Co		Line												
(703) Douglas Run Rd	0.90	60	R				D	n uns w	VICK C	ounty	Linc				NA				NA			01/0	5/2017
		To				40	0-63	3 Inde	epende	ence C	hurch R	d											
	0.45	From:	_				_	]	Dead I	End												01/0	
(704) Calloway St	0.15	<b>70</b>	R						40-64	43					NA				NA	•		01/0	)5/2017
		From					_	40-6	583 Sa		)r												
(705) Bell Meadow Dr	0.16	90	R						505 Bu	uner D					NA				NA			01/0	5/2017
$\bigcirc$		To: From:					40-	-706 B	ell Me	eadow	Circle												
(705) Bell Meadow Dr	0.07	20	R												NA				NA			01/0	5/2017
		To					_		97 Wa		Dr												
(706) Bell Meadow Circle	0.04	From: <b>40</b>	R				_	]	Dead I	End					NA				NA			01/1	9/2017
(706) Bell Meadow Circle	0.04	<b>40</b> To:	n				4(	0-705	Bell N	leado	w Dr								11/			01/1	5/2017
		From							701 Sh														
(707) Cifers Lane	0.43	1100	R												NA				NA			01/1	9/2017
$\bigcirc$		To					_		40-60														
(709) St Johns St	0.16	From: 90	R					]	Dead I	End					NA				NA			01/0	)5/2017
(709) St Johns St	0.10	<b>90</b>	n					40-(	627 Br	rink R	d								IN/-			01/0	5/2017
		From					L		l Brick														
(711) Green Plain Rd	1.00	90	R												NA				NA			01/2	25/2017
$\bigcirc$		To					So	outham	npton (	County	y Line												
(712) Maclins Creek Rd	0.05	From: 100	R					]	Dead I	End					NA				NA			01/5	25/2017
(712) Maclins Creek Rd	0.05	To:	n					US	5 58; 4	0-684									IN/-			01/2	.5/2017
		From:							Dead I														
(713) Ellington St	0.15	130	R												NA				NA			01/0	5/2017
$\bigcirc$		To:							40-64														
(714) Carver St	0.15	From:						]	Dead I	End					NA				NA			01/0	)5/2017
(714) Carver St	0.15	60 To:	R				—		40-64	43									IN/-			01/0	5/2017
		From:					_	1	Dead I														
(715) Poplar Lane	0.09	50	R												NA				NA			01/2	25/2017
$\bigcirc$		To:					_	40-64	4 Satte	erfield	Dr												
(717) Andeson St	0.08	From: <b>90</b>	R					]	Dead I	End					NA				NA			01/0	NE/2017
(717) Andeson St	0.06	90 To:	n				—		40-64	43									IN/-			01/0	05/2017
		From:				_	2	40-611	1 Brick		l Rd										_		
(718) Horton Rd	0.26	60	R												NA				NA			01/2	25/2017
<u> </u>		To:					_	]	Dead I														
Liviah Branch W/v	0.00	From	<b>D</b>				_		US 3	01												01/0	0017
719 Urich Branch Wy	0.20	60	R					,	Dead I	End					NA				NA	•		01/2	25/2017
		From:					_		563 Rie		d				Ť								
(720) Castle Lane	0.12	70	R												NA				NA			01/2	25/2017
		To						]	Dead I	End													
	1.00	From:	-				U	S 58 F	Pleasar	nt Shao	de Dr											0.1	
721) Maclin Creek Rd	1.20	110 To:	R						Dead I	End					NA				NA	1		01/2	25/2017
									Dedu I	LIIU													

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville Countv		From	1				ow Ground									
(722) Chambliss Rd	0.40	320	R			10 100 2	on oroun	a rtu			NA			NA		04/21/2014
$\bigcirc$		To				De	ead End									
(724) Riverview Rd	0.63	From 100	R			De	ead End				NA			NA		10/03/2014
(724) Riverview Rd	0.03	То				4	0-607							IN/A		10/03/2014
		From				De	ead End									
(725) Crescent Court	0.15	60	R								NA			NA		01/25/2017
$\bigcirc$		To					Crescent l	Rd								
(730) Low Ground Rd	1.15	From 1300	G	96%	2%	SCL 1%	. Emporia 1%	0%	0%	С	0.104	F	0.643	1300	G	2019
		To		0070		522 W, Lit			070	Ũ			0.010	1000	G	2010
(730) Low Ground Rd	11.87	310	G	93%	5%	<u>1%</u>	0%	1%	0%	С	0.133	F	0.744	310	G	2019
		То				Southampt	on County	/ Line								
		From				4	0-604									
(731) Mitchell Rd	0.31	90 ^{To}	R			D	od End				NA			NA		01/05/2017
_		From					ead End	D4								
(1005) East Dr	0.12	110	R			40-0111	Dry Bread	Ku			NA			NA		01/05/2017
		То				40-1006	Abraham	Ave								
0		From				Cu	l-de-Sac									
(1006) Lincoln Circle	0.05	20	R								NA			NA		01/05/2017
		From				40-10	07 West D	r								
(1006) Abraham Ave	0.13	110 To	R			40.10	05 E+ D				NA			NA		01/05/2017
_		From					05 East D Dry Bread				1					
(1007) West Dr	0.12	130	R			40-0111	JIY BICau	Ku			NA			NA		01/05/2017
		То			40-100	06 Abrahai	m Ave; Liı	ncoln Circ	le							
0		From				De	ead End									
(1010) Allen Court	0.32	210 ^{To}	R			40 707	C':C I				NA			NA		01/05/2017
0		From	<u> </u>				Cifers La									
(1020) Rochelle Ave	0.15	130	R			40-04	40; 40-681				NA			NA		01/05/2017
1020		То				40-1021 V	an Dyke (	Circle								
~		From				40-10	22 SOUTH	ł								
(1021) Fayes Circle	0.40	40	R								NA			NA		01/05/2017
		From				40-102	22 NORTI	Η								
(1021) Van Dyke Circle	0.25	20	R								NA			NA		01/05/2017
$\bigcirc$	0.10	From				40-1020	Rochelle	Ave			NA			NA		01/05/2017
(1021)	0.10	<b>30</b>	R			40-1	022 MID							NA		01/05/2017
		From	:			40-681 Ev		e Rd								
(1022) Green Ave	0.12	180	R			10 001 21	eretto Edit				NA			NA		01/05/2017
$\bigcirc$		To				40-1021 \$	S, Fayes C	lircle			_					
(1022)	0.03	40	R								NA			NA		01/05/2017
$\overline{)}$		To				40-1	021 MID									
(1022)	0.05	40	R		10 10 -		. ~ .	<u> </u>			NA			NA		01/05/2017
$\checkmark$		To			40-1021	N, Van D		; Fayes Ci	ircle							
(1025) Vincent Dr	0.03	From 20	R			De	ead End				NA			NA		01/05/2017
(1025) Vincent Dr	0.05	20				40.10	× a 1				1 1/21			11/1		01/03/2017
(1025) Vincent Dr	0.12	From 170	R			40-102	26 Salem I	Jr			NA			NA		01/05/2017
1023)	0.12	То	-			40-62	7 Brink Ro	d								2.,00,2017

Route	Length	AADT	QA	4Tire	Bus		Truc e 3+Axle	k		QC	K Factor	QK	Dir Factor	AAWD	- QW	Year
Greensville Countv		From							- 11 all		. 20101		i actor			
(1026) Salem Dr	0.10	70	R				Dead End				NA			NA		01/05/2017
		To				40-10	25 Vincent D	r								
Town of Jarratt		From:				40-6	510 Allen Rd									
(1101) Grigg Ave	0.13	130	R			40-0	510 Alleli Ku				NA			NA		02/01/2017
(1101) Grigg Ave	0.09	From: 110	R			40-1	1107 Gray St							NA		02/01/2017
	0.00	To: From:				40-110	2 Horseshoe F	۲d			7					02/01/2017
(1101) Grigg Ave	0.38	180	R								NA			NA		02/01/2017
(1101) Grigg Ave	0.02	From: 220	R			40-1	106 Susan St				NA			NA		02/01/2017
<u> </u>		To: From:				40-11	08 Willow Av	e			]—					
(1101) Grigg Ave	0.03	350	R								NA			NA		02/01/2017
	0.05	From:				40-	1105 First St							NIA		00/01/0017
(1101) Grigg Ave	0.05	290	R								NA			NA		02/01/2017
(1101) Grigg Ave	0.13	250	R			40-110	03 Braxton Av	'e			NA			NA		02/01/2017
	0.10	To:				Susse	x County Line	•						101		02/01/2017
Greensville County																
	0.09	From: 140	R			Susse	ex County Line	2			NA			NA		02/01/2017
(1102) Horseshoe Rd	0.08	140	n											INA		02/01/2017
(1102) Horseshoe Rd	0.57	From: 100	R			40-1	103 Mayes St				NA			NA		02/01/2017
	0.07	To:				S	CL Jarratt							101		02/01/2017
Town of Jarratt																
	0.25	From-	P			S	CL Jarratt				NA			NA		02/01/2017
(1102) Horseshoe Rd	0.25	120 To:	R			40-11	101 Grigg Ave	;						INA		02/01/2017
Greensville County							- <u>60</u>									
		From:				40-110	2 Horseshoe F	Rd								
(1103) Mayes St	0.15	130 To:	R				CL Jarratt				NA			NA		02/01/2017
TT						3	CL Jaffatt									
Town of Jarratt		From:				S	CL Jarratt									
(1103) Braxton Ave	0.14	120	R								NA			NA		02/01/2017
<u> </u>		To: From:				40-111	11 St Francis S	St			]—					
(1103) Braxton Ave	0.15	170	R								NA			NA		02/01/2017
	0.00	From:				40-11	101 Grigg Ave	;								00/01/0017
(1103) Braxton Ave	0.03	270 To:	R			Susse	x County Line	<b>`</b>			NA			NA		02/01/2017
		From:					0; NCL Jarrat									
(1104) Lincoln Ave	0.12	180	R			-0-05	o, itel jana	ι			NA			NA		02/01/2017
0		To: From:				40-	1110 Pine St									
(1104) Lincoln Ave	0.17	70	R								NA			NA		02/01/2017
$\bigcirc$		To				40-1	1112 York St									
	0.45	From:				40-11	11 St Francis S	St								00/01/0017
(1105) Ivey St	0.15	100 To:	R			40-11	101 Grigg Ave				NA			NA		02/01/2017
		From:	I				Dead End				+					
(1106) Susan St	0.07	60	R				Soud Lind				NA			NA		02/01/2017
$\bigcirc$		To: From:				40-11	11 St Francis S	St								
(1106) Susan St	0.15	140	R								NA			NA		02/01/2017
$\smile$		To:				40-11	101 Grigg Ave									

Route	Length	AADT	QA	4Tire	Bu	IS			Truck Axle 1		QC	K Facto	r QK	Dir Facto	AAWDI	QW	Year
Town of Jarratt		From	r						gg Ave								
(1107) Gray St	0.25	190	R				10 11	or on	55 110			NA			NA		02/01/2017
$\bigcirc$		Τα	_				I	Dead E	nd								
O David Sty Tayun St	0.17	From					Ι	Dead E	ind						NIA		00/01/0017
(1108) Park St; Town St	0.17	30	R									NA			NA		02/01/2017
(1108) Park St; Town St	0.07	From	R				40-110	9 N, Pi	ine Place	2		NA			NA		02/01/2017
(1108) Park St; Town St	0.07	I Ta					40.110	0 G D	DI						IN/A		02/01/2017
(1108) Park St; Town St	0.04	From 100	R				40-110	19 S, Pi	ine Place			NA			NA		02/01/2017
(1106) - ann et, renn et		То					40-11	01 Gri	gg Ave								
		From				40	0-1108	Park S	t; Town	St							
(1109) Pine Place	0.09	30	R									NA			NA		02/01/2017
$\bigcirc$		То				40	)-1108	Park S	t; Town	St							
	0.04	From	Ļ				SR 13	39 Jarr	ett Ave								10/00/001/
(1110) Pine St	0.64	190 ^{To}	R				Susse	x Cour	nty Line			NA			NA		10/03/2014
		From						106 Su									
(111) St Francis St	0.05	80	R				40-1	100.30	isan St			NA			NA		02/01/2017
		Та					40-	1105 Iv	vev St								
(111) St Francis St	0.05	160 From	R				-0-1	1105 1	icy St			NA			NA		02/01/2017
		To					40-110	)3 Brax	ton Ave								
-		From				<u> </u>	40-1	113 Ba	atte St								
(1112) York St	0.07	40	R									NA			NA		02/02/2017
<u> </u>		To					40-110	04 Linc	coln Ave								
(1112) York St	0.10	40	R									NA			NA		02/02/2017
<u> </u>		То				_		1110 P									
(1113) Batte St	0.15	From 120	R				40-6	530 All	en Rd			NA			NA		02/02/2017
(1113) Batte St	0.15	120													INA		02/02/2017
(1113) Batte St	0.18	From 46	R				40-1	1110 P	ine St			NA			NA		02/02/2017
	00	То					40-1	112 Y	ork St								02/02/2011
		From					40-6	530 All	en Rd								
(1114) Holly Ave	0.23	130	R									NA			NA		02/02/2017
$\bigcirc$		To					40-111	6 Nich	nolson St								
	0.00	From					Ι	Dead E	nd								00/00/00/
1115 Duncan St	0.03	20	R									NA			NA		02/02/2017
	0.10	From	Ļ				40-1	1110 P	ine St		 				NIA		00/00/001
(1115) Cary St	0.12	50 ^{To}	R				40-111	6 Nich	nolson St			NA			NA		02/02/2017
		From							att Ave								
(1116) Nicholson St	0.06	80	R				51(1)	JJ Jan	att Tive			NA			NA		02/02/2017
		То					40-11	14 Ho	lly Ave								
(1116) Nicholson St	0.12	^{From}	R				10 11	11110	ily rive			NA			NA		10/03/2014
0		То					40-1	1115 Pi	ine St								
~		From					Susse	x Cour	nty Line								
(1117)	0.24	10	R									NA			NA		02/02/2017
<u> </u>		To						Dead E				_					
(1118) Oak St	0.11	From 140	R				40-6	530 All	en Rd		 	NA			NA		10/03/2014
(1118) Oak St	0.11	140 To					40-	1110 P	ine St						11/1		10,00,2014
Greensville County																	
		From				_	40-6	510 All	en Rd								
(1120)	0.13	120	R						~			NA			NA		04/21/2014
<u> </u>		To					C	Cul-de-S	Sac								

					Gree		ntenance Al								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greensville County		From	1			Greensville Jı	High Sabaal								
(9179)	0.04	220	R			Oleensville Ji	High School			NA			NA		02/02/2017
		To				40-610 Slag	les Lake Rd								
City of Emporia		-	1												
1 Brink Rd	0.16	From: 2100	G	96%	1%	JB-40-109 S 1%	CL Emporia 1% 2%	0%	С	0.100	F	0.645	2200	G	2019
(1) Brink Rd	0.10	<b>2100</b> To:	ГŬ –	5078	170	US		078	0	0.100		0.040	2200	u	2015
		From:				West At	lantic St								
2 Purdy Rd	0.49	2600	G	94%	1%	1%	1% 3%	0%	С	0.105	F	0.575	2800	G	2019
		To: From:				Satterf	eld Dr								
(2 109) Purdy Rd	0.14	1200	G	96%	1%	1%	1% 1%	0%	С	0.12	F	0.573	1200	G	2019
		To:				NCL E									
(5) West End Dr	0.42	From: 390	G	99%	0%	US 0%	58 0% 0%	0%	С	0.112	F	0.546	410	G	2019
(5) West End Dr	0.42	<b>330</b> To:		0070	070	109-2 P		070	0	0.112		0.040	410	u	2015
		From:				South N									
Greenville Ave	0.17	390	G	98%	1%	0%	0% 0%	0%	С	0.107	F	0.614	410	G	2019
		To:				Tilla	r St								
	0.40	From:		070/	10/	SCL E		00/	0	0.005	-	0.0	0000	0	0010
(3801) Low Ground Rd	0.43	2600	G	97%	1%	1%	1% 0%	0%	С	0.095	F	0.6	2800	G	2019
	0.40	From:		000/	00/	South N		09/	С	0.117	F	0.600	900	G	2010
(3801) Laurel St	0.43	750 To:	G	99%	0%	0% Templ	0% 0% e Ave	0%	U	0.117	Г	0.628	800	G	2019
		From	 			WCL E									
(3802) Brunswick Ave	0.20	3800	G	98%	1%	0%	0% 0%	0%	F	0.085	F	0.668	4000	G	2019
109		To: From:				Brunswick	Ave Ext.								
3802 Brunswick Ave	0.66	4000	G	96%	1%	1%	0% 2%	0%	С	0.098	F	0.560	4200	G	2019
109		To: From:				South N	/lain St								
(3802) Hicksford Ave	0.46	2800	G	98%	1%	0%	0% 0%	0%	С	0.112	F	0.502	3000	G	2019
		To: From:				Lee									
(3802) Lee St	0.37	1800	G	98%	1%	Hicksfo 0%	0% 0%	0%	С	0.112	F	0.639	1900	G	2019
(3802) 109 Lee St		To:				Southan	npton St								
		From:				North M	/lain St								
$\binom{3804}{109}$ Valley St	0.14	970	G	98%	1%	0%	0% 0%	0%	F	0.100	F	0.534	1000	G	2019
<u> </u>		To: From:				Halif									
(3804) Southampton St	0.29	1200	G	98%	1%	0%	0% 0%	0%	С	0.100	F	0.546	1300	G	2019
		To: From:				Lee			_						
3804 Southampton St	0.18	1600 _{To:}	G	97%	1%		0% 0%	0%	С	0.1	F	0.599	1700	G	2019
		From:	I			East Atl									
(3805) Davis St	1.32	1400	G	97%	1%	East Atl 1%	1% 1%	0%	С	0.106	F	0.715	1500	G	2019
(3805) Davis St	-	To:				ECL E									
		From:				Southan	pton St								
(3807) Halifax St	0.15	1900	G	97%	1%	1%	0% 0%	0%	С	0.091	F	0.635	2000	G	2019
		To: From:				US 58 East	Atlantic St								
(3807) Halifax St	0.34	2100	G	98%	1%	1%	0% 0%	0%	С	0.108	F	0.591	2200	G	2019
		To: From				Ruff									
(3807) Halifax St	0.83	1200 To:	G	97%	1%		0% 0%	0%	С	0.099	F	0.517	1200	G	2019
		To: From:	I			US 301 No									
(3808) Reese St	0.12	630	G	99%	0%	109-3804 Sov 1%	uthampton St 0% 0%	0%	С	0.106	F	0.662	670	G	2019
(3808) Reese St	0.12	Ter	~	0070	0 /0			0 /0	0	0.100		0.002	070	<u> </u>	
(3808) Reese St	0.83	From: 1500	G	98%	0%	Bus U 1%	1% 0%	0%	С	0.085	F	0.519	1600	G	2019
(3808) Reese St		To:				US 58									

					arco		viaintena		a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia																
		From.				US	58 Bypass									
3808 Reese St	0.84	880	G	92%	1%	1%	3%	3%	0%	С	0.118	F	0.611	930	G	2019
•		To				Sun	nyside Rd									
$\sim$		From:					t Atlantic S									
Belfield Dr	0.17	2400	G	98%	1%	1%	1%	0%	0%	С	0.103	F	0.697	2500	G	2019
$\smile$		To:				We	eaver Ave									
$\sim$		From					elfield Dr									
Weaver Ave	0.21	2600	G	98%	1%	1%	0%	1%	0%	С	0.111	F	0.610	2700	G	2019
		To:				Nor	th Main St									
$\sim$		From:					near Florid									
W Atlantic Ave	0.24	850	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.837	900	G	2019
<u> </u>		To:				Bı	us US 58									
		From:				Nor	th Main St									
Baker St		500	G								0.123	F		530	G	2019
		To:				Н	alifax St									
		From:				(	Clay St									
Briggs St		1500	G								0.113	F	0.578	1600	G	2019
		To:				1	Fillar St									
		From:				Low	Ground Ro	1								
Clay St		2200	G								0.107	F	0.552	2300	G	2019
		To:				Sou	th Main St									
		From:				Sou	th Main St									
Jefferson St		1600	G								0.089	F	0.568	1600	G	2019
		To:				W	/est Ave									
		From:				Sun	nyside Rd									
Reese St		440	G	97%	2%	1%	0%	0%	0%	С	0.112	F	0.575	440	G	2019
		To				R	iegel Rd									
		From:				Н	alifax St									
Ruffin St		1200	G								0.100	F	0.574	1300	G	2019
		To:				Nor	th Main St									
		From:				L	aurel St									
Temple Ave		520	G								0.123	F	0.659	550	G	2019
		To:				Jet	fferson St									
		From:				В	riggs St									
Tillar St		1700	G								0.115	F	0.578	1800	G	2019
		To:				Hicl	ksford Ave									
		From:				Jet	fferson St									
West Ave		370	G								0.111	F	0.758	390	G	2019
		To:				Brur	nswick Ave	,								
		From:				Nor	th Main St									
West End Blvd		630	G								0.099	F	0.529	670	G	2019
		To:					Gay St									