2014
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
109

City of Emporia

Information in this report is included in Report

40

(Greensville County)

Prepared By

Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

US Route

Virginia State Route

Frontage Road (F precedes frontage route number)

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wye - Wye Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT 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.

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Emporia

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: WCL Emporia															
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	**12000**	**F**	81%	1%	1%	1%	16%	1%	F	0.075	F	0.524	12000	F
	To: Purdy Rd															
	From:															
58 West Atlantic St	City of Emporia (Maint: 40)	0.13	**20000**	**F**	81%	1%	1%	1%	16%	1%	F	0.088	F	0.501	20000	F
	To: I-95															
	From:															
58	City of Emporia (Maint: 40)	0.92	**16000**	**F**	75%	1%	1%	1%	22%	1%	C	0.077	F	0.567	14000	F
	To: US 301 Main St															
	From:															
58	City of Emporia (Maint: 40)	0.64	**14000**	**F**	70%	1%	1%	1%	26%	1%	C	0.074	F	0.507	13000	F
	To: Reese St															
	From:															
58	City of Emporia (Maint: 40)	0.49	**13000**	**F**	80%	1%	1%	1%	17%	0%	F	0.076	F	0.522	12000	F
	To: Davis St															
	From:															
58	City of Emporia (Maint: 40)	0.65	**13000**	**F**	80%	1%	1%	1%	17%	0%	F	0.076	F	0.536	12000	F
	To: East Atlantic St															
	From:															
58	City of Emporia (Maint: 40)	0.40	**14000**	**F**	80%	1%	1%	1%	17%	0%	F	0.074	F	0.508	13000	F
	To: ECL Emporia															
	From: US 58 I-95-S011B TO RT 95															
East 58 Ramp	City of Emporia (Maint: 40)	0.18	**2400**	**G**								NA			2400	G
	To: I-95-S FROM RT 58															
	From: US 58 I-95-N011B TO AND FROM 95															
East 58 Ramp	City of Emporia (Maint: 40)	0.13	**1300**	**G**								NA			1300	G
	To: I-95-N FROM RT 58															
	From: US 58 I-95-S011A TO AND FROM 95															
West 58 Ramp	City of Emporia (Maint: 40)	0.14	**4400**	**G**								NA			4400	G
	To: I-95-S FROM RT 58															
	From: US 58															
West 58 Ramp	City of Emporia (Maint: 40)	0.18	**1200**	**G**								NA			1200	G
	To: I-95 North															
	From: US 58 West Intersection															
Bus 58 Market Dr	City of Emporia	0.21	**11000**	**F**	98%	0%	1%	0%	1%	0%	C	0.086	F	0.552	11000	F
	To: West Atlantic St															
	From: US 58 Connector															
Bus 58 West Atlantic St	City of Emporia	0.44	**9800**	**F**	99%	0%	0%	0%	0%	0%	C	0.088	F	0.529	10000	F
	To: North Main Street															
	From:															
Bus 58 East Atlantic St	City of Emporia	0.25	**3600**	**F**	87%	0%	1%	0%	11%	0%	F	0.091	F	0.528	3800	F
	To: Reese St															
	From:															
Bus 58 East Atlantic St	City of Emporia	1.20	**1600**	**F**	87%	0%	1%	0%	11%	0%	C	0.088	F	0.555	1700	F
	To: US 58 East Intersection															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	**20000**	**A**	82%	1%	1%	1%	15%	0%	F	0.145	A		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**40000**	**A**	83%	1%	1%	1%	15%	0%	F	NA			34000	A
	To: US 58															
North 95	From: US 58															
	City of Emporia (Maint: 40)	0.62	**17000**	**A**	82%	1%	1%	1%	15%	0%	F	0.149	A		14000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**34000**	**A**	84%	1%	1%	1%	14%	0%	F	NA			28000	A
	To: NCL Emporia															
North 95 Ramp	From: I-95 North															
	City of Emporia (Maint: 40)	0.13	**3300**	**G**								NA			3300	G
	To: I-95 North Exit 11A Ramp split															
North 95 Ramp	From: I-95-N011C TO RT 58 BUS															
	City of Emporia (Maint: 40)	0.04	**NA**									NA			NA	
	To: US 58 FROM RT 95 N															
North 95 Ramp	From: I-95 North															
	City of Emporia (Maint: 40)	0.12	**1100**	**G**								NA			1100	G
	To: US 58															
North 95 Ramp	From: I-95-N011A TO Bus US 58															
	City of Emporia (Maint: 40)	0.05	**NA**									NA			NA	
	To: FROM RT 95 N															
South 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	**20000**	**A**	83%	1%	1%	1%	14%	0%	F	0.148	A		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**40000**	**A**	83%	1%	1%	1%	15%	0%	F	NA			34000	A
	To: US 58															
South 95	From: US 58															
	City of Emporia (Maint: 40)	0.35	**17000**	**A**	86%	1%	1%	0%	12%	0%	F	0.153	A		14000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**34000**	**A**	84%	1%	1%	1%	14%	0%	F	NA			28000	A
	To: NCL Emporia															
South 95 Ramp	From: I-95 South															
	City of Emporia (Maint: 40)	0.13	**1500**	**F**								0.077	F		1500	F
	To: US 58															
South 95 Ramp	From: I-95 South															
	City of Emporia (Maint: 40)	0.18	**1900**	**G**								NA			1900	G
	To: US 58 West Atlantic St															
301 South Main St	From: SCL Emporia															
	City of Emporia	0.45	**5900**	**F**	95%	1%	1%	1%	2%	0%	C	0.085	F	0.530	6300	F
	To: Low Ground Rd															
301 South Main St	From: City of Emporia	0.24	**8900**	**F**	95%	1%	1%	1%	2%	0%	F	0.083	F	0.573	9500	F
	To: Jefferson St															
301 South Main St	From: City of Emporia	0.36	**9600**	**F**	95%	1%	1%	1%	2%	0%	F	0.087	F	0.582	10000	F
	To: Brunswick Ave															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: Brunswick Ave															
301 South Main St	City of Emporia	0.49	**14000**	**F**	97%	1%	1%	0%	1%	0%	C	0.083	F	0.578	15000	F
	To: Valley St From:															
301 South Main St	City of Emporia	0.20	**13000**	**F**	97%	1%	1%	0%	1%	0%	F	0.084	F	0.521	14000	F
	To: Atlantic Ave From:															
301 North Main St	City of Emporia	0.74	**9200**	**F**	97%	1%	1%	0%	1%	0%	F	0.093	F	0.528	9800	F
	To: US 58 From:															
301 North Main St	City of Emporia	0.34	**8800**	**F**	96%	0%	1%	1%	1%	0%	F	0.093	F	0.613	9400	F
	To: Halifax St From:															
301 North Main St	City of Emporia	0.16	**9000**	**F**	96%	0%	1%	1%	1%	0%	F	0.096	F	0.605	9600	F
	To: NCL Emporia															

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia																
F131 Clover Leaf Dr	1.06	**210**	**R**								NA			NA		05/13/2008
From: US 58; Bus US 58																
To: Dead End																
F963	0.04	**0**	**R**								NA			NA		02/28/2011
From: Bus US 58																
To: Dead End																
F964	0.07	**7**	**R**								NA			NA		05/13/2008
From: US 58; Bus US 58																
To: Dead End																
F965	0.31	**3**	**R**								NA			NA		05/13/2008
From: Reese St																
To: Dead End																
1 Brink Rd	0.16	**2000**	**F**	98%	0%	1%	1%	0%	0%	F	0.099	F	0.691	2100	F	2014
From: JB-40-109 SCL Emporia																
To: US 301																
2 Purdy Rd	0.49	**2400**	**F**	92%	0%	1%	1%	5%	0%	C	0.104	F	0.583	2500	F	2014
From: West Atlantic St																
To: Satterfield Dr																
2 Purdy Rd	0.14	**1100**	**F**	92%	0%	1%	1%	5%	0%	F	0.111	F	0.56	1200	F	2014
From: Satterfield Dr																
To: NCL Emporia																
5 West End Dr	0.42	**320**	**F**	98%	0%	1%	1%	0%	0%	C	0.119	F	0.605	340	F	2014
From: US 58																
To: 109-2 Purdy Rd																
3800 Greenville Ave	0.17	**320**	**F**	97%	1%	1%	0%	0%	0%	C	0.107	F	0.583	340	F	2014
From: South Main St																
To: Tillar St																
3801 Low Ground Rd	0.43	**2100**	**F**	98%	1%	0%	0%	0%	0%	C	0.1	F	0.585	2300	F	2014
From: SCL Emporia																
To: South Main St																
3801 Laurel St	0.43	**510**	**F**	99%	1%	0%	0%	0%	0%	C	0.104	F	0.589	540	F	2014
From: South Main St																
To: Temple Ave																
3802 Brunswick Ave	0.20	**3500**	**F**	99%	0%	1%	0%	0%	0%	F	0.084	F	0.59	3700	F	2014
From: WCL Emporia																
To: Brunswick Ave Ext.																
3802 Brunswick Ave	0.66	**3900**	**F**	97%	1%	1%	0%	1%	0%	C	0.084	F	0.603	4200	F	2014
From: Brunswick Ave Ext.																
To: South Main St																
3802 Hicksford Ave	0.46	**2600**	**F**	99%	0%	1%	0%	0%	0%	C	0.101	F	0.521	2800	F	2014
From: South Main St																
To: Lee St																
3802 Lee St	0.37	**1400**	**F**	98%	1%	1%	0%	0%	0%	C	0.102	F	0.568	1500	F	2014
From: Hicksford Ave																
To: Southampton St																
3804 Valley St	0.14	**800**	**F**	99%	0%	1%	0%	0%	0%	F	0.098	F	0.663	850	F	2014
From: North Main St																
To: Halifax St																
3804 Southampton St	0.29	**1000**	**F**	99%	0%	1%	0%	0%	0%	C	0.09	F	0.536	1100	F	2014
From: Halifax St																
To: Lee St																
3804 Southampton St	0.18	**1300**	**F**	99%	0%	1%	0%	0%	0%	F	0.103	F	0.646	1400	F	2014
From: Lee St																
To: East Atlantic St																
3805 Davis St	1.32	**1200**	**F**	97%	1%	0%	1%	1%	0%	C	0.099	F	0.798	1200	F	2014
From: East Atlantic St																
To: ECL Emporia																
3807 Halifax St	0.15	**2000**	**F**	98%	1%	1%	0%	0%	0%	F	0.097	F	0.605	2100	F	2014
From: Southampton St																
To: US 58 East Atlantic St																
3807 Halifax St	0.34	**2000**	**F**	98%	1%	1%	0%	0%	0%	C	0.1	F	0.509	2200	F	2014
From: US 58 East Atlantic St																
To: Ruffin St																

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City of Emporia																
(3807) Halifax St	0.83	**1000**	**F**	98%	1%	1%	0%	0%	0%	C	0.116	F	0.504	1100	F	2014
From: Ruffin St																
To: US 301 North Main St																
(3808) Reese St	0.12	**580**	**F**	97%	1%	1%	1%	0%	0%	C	0.106	F	0.662	620	F	2014
From: 109-3804 Southampton St																
To: Bus US 58																
(3808) Reese St	0.83	**1400**	**F**	98%	1%	1%	1%	0%	0%	C	0.085	F	0.519	1500	F	2014
From: Bus US 58																
To: US 58 Bypass																
(3808) Reese St	0.84	**880**	**F**	87%	4%	1%	2%	5%	0%	C	0.103	F	0.667	930	F	2014
From: US 58 Bypass																
To: Sunnyside Rd																
(3809) Belfield Dr	0.17	**2200**	**F**	98%	0%	1%	1%	0%	0%	C	0.102	F	0.766	2300	F	2014
From: West Atlantic St																
To: Weaver Ave																
(3810) Weaver Ave	0.21	**2200**	**F**	98%	1%	1%	0%	0%	0%	C	0.092	F	0.562	2300	F	2014
From: Belfield Dr																
To: North Main St																
(3815) W Atlantic Ave	0.24	**780**	**F**	98%	0%	1%	1%	0%	0%	F	0.094	F	0.837	830	F	2014
From: Dead End near Florida Ave																
To: Bus US 58																
Baker St		**320**	**F**								0.113	F		340	F	2014
From: North Main St																
To: Halifax St																
Briggs St		**1300**	**F**								0.09	F	0.514	1400	F	2014
From: Clay St																
To: Tillar St																
Clay St		**2300**	**F**								0.087	F	0.516	2400	F	2014
From: Low Ground Rd																
To: South Main St																
Jefferson St		**1500**	**F**								0.082	F	0.538	1600	F	2014
From: South Main St																
To: West Ave																
Reese St		**440**	**G**	97%	2%	1%	0%	0%	0%	C	NA			440	G	2014
From: Sunnyside Rd																
To: Riegel Rd																
Ruffin St		**1100**	**F**								0.082	F	0.564	1200	F	2014
From: Halifax St																
To: North Main St																
Temple Ave		**420**	**F**								0.1	F	0.692	440	F	2014
From: Laurel St																
To: Jefferson St																
Tillar St		**1500**	**F**								0.1	F	0.518	1600	F	2014
From: Briggs St																
To: Hicksford Ave																
West Ave		**290**	**F**								0.117	F	0.573	310	F	2014
From: Jefferson St																
To: Brunswick Ave																
West End Blvd		**770**	**F**								0.083	F	0.557	820	F	2014
From: North Main St																
To: Gay St																