

2011
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

Wve - Wve Route connector



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



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Emporia															
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	12000	F	82%	1%	1%	1%	14%	1%	F	0.073	F	12000	F	
	To: Purdy Rd															
58 West Atlantic St	City of Emporia (Maint: 40)	0.13	20000	F	82%	1%	1%	1%	14%	1%	F	0.07	F	19000	F	
	To: I-95															
58	City of Emporia (Maint: 40)	0.92	15000	F	74%	1%	1%	1%	22%	1%	C	0.082	F	14000	F	
	To: US 301 Main St															
58	City of Emporia (Maint: 40)	0.64	13000	F	70%	1%	1%	1%	26%	1%	C	0.075	F	12000	F	
	To: Reese St															
58	City of Emporia (Maint: 40)	0.49	15000	F	87%	1%	1%	1%	11%	0%	F	0.072	F	14000	F	
	To: Davis St															
58	City of Emporia (Maint: 40)	0.65	14000	F	87%	1%	1%	1%	11%	0%	F	0.071	F	13000	F	
	To: East Atlantic St															
58	City of Emporia (Maint: 40)	0.40	15000	F	87%	1%	1%	1%	11%	0%	F	0.069	F	14000	F	
	To: ECL Emporia															
East 58 Ramp	City of Emporia (Maint: 40)	0.18	2400	F							0.085	F		2400	F	
	To: I-95-S FROM RT 58															
East 58 Ramp	City of Emporia (Maint: 40)	0.13	1300	F							0.117	F		1300	F	
	To: I-95-N FROM RT 58															
West 58 Ramp	City of Emporia (Maint: 40)	0.14	4400	F							0.082	F		4400	F	
	To: I-95-S FROM RT 58															
West 58 Ramp	City of Emporia (Maint: 40)	0.18	1200	F							NA			1200	F	
	To: I-95 North															
Bus 58 Market Dr	City of Emporia	0.21	10000	F	97%	0%	1%	0%	1%	0%	C	0.092	F	11000	F	
	To: West Atlantic St															
Bus 58 West Atlantic St	City of Emporia	0.44	10000	F	98%	0%	1%	0%	1%	0%	C	0.086	F	11000	F	
	To: North Main Street															
Bus 58 East Atlantic St	City of Emporia	0.25	3800	F	90%	1%	1%	0%	8%	0%	F	0.087	F	4000	F	
	To: Reese St															
Bus 58 East Atlantic St	City of Emporia	1.20	1700	F	90%	1%	1%	0%	8%	0%	C	0.100	F	1800	F	
	To: US 58 East Intersection															

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							2Axle	3+Axle	1Trail	2Trail						
North 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	19000	B	82%	1%	1%	1%	15%	0%	F	0.142	A	16000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	B	82%	1%	1%	1%	15%	0%	F	NA		33000	B	
North 95	To: US 58															
	City of Emporia (Maint: 40)	0.62	17000	B	82%	1%	1%	1%	15%	0%	F	0.148	A	14000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	B	85%	1%	1%	1%	12%	0%	F	NA		28000	B	
North 95 Ramp	From: I-95 North															
	City of Emporia (Maint: 40)	0.13	3300	F								NA		3300	F	
North 95 Ramp	From: I-95 North Exit 11A Ramp split															
	City of Emporia (Maint: 40)	0.04	NA									NA		NA		
North 95 Ramp	From: I-95 North															
	City of Emporia (Maint: 40)	0.12	1100	F								NA		1100	F	
North 95 Ramp	From: I-95-N011C TO RT 58 BUS															
	City of Emporia (Maint: 40)	0.05	NA									NA		NA		
South 95	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	19000	B	82%	1%	1%	1%	15%	0%	F	0.145	A	16000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	B	82%	1%	1%	1%	15%	0%	F	NA		33000	B	
South 95	From: US 58															
	City of Emporia (Maint: 40)	0.35	16000	B	89%	1%	1%	1%	9%	0%	F	0.151	A	14000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	B	85%	1%	1%	1%	12%	0%	F	NA		28000	B	
South 95 Ramp	From: I-95-S TO RT 58															
	City of Emporia (Maint: 40)	0.13	NA									NA		NA		
South 95 Ramp	From: I-95 South															
	City of Emporia (Maint: 40)	0.18	1900	F								NA		1900	F	
301 South Main St	From: SCL Emporia															
	City of Emporia	0.45	5700	F	96%	1%	1%	0%	2%	0%	C	0.09	F	6000	F	
301 South Main St	From: Low Ground Rd															
	City of Emporia	0.24	8900	F	96%	1%	1%	0%	2%	0%	F	0.089	F	9400	F	
301 South Main St	From: Jefferson St															
	City of Emporia	0.36	9900	F	96%	1%	1%	0%	2%	0%	F	0.085	F	11000	F	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: Brunswick Ave									
301 South Main St	City of Emporia	0.49	14000	F	97%	1%	1%	0%	1%	0%	C	0.09	F	15000	F	
							To: Valley St									
301 South Main St	City of Emporia	0.20	13000	F	97%	1%	1%	0%	1%	0%	F	0.087	F	14000	F	
							From: Atlantic Ave									
301 North Main St	City of Emporia	0.74	8700	F	97%	1%	1%	0%	1%	0%	F	0.095	F	9300	F	
							To: US 58									
301 North Main St	City of Emporia	0.34	9000	F	97%	0%	1%	0%	2%	0%	F	0.099	F	9600	F	
							From: Halifax St									
301 North Main St	City of Emporia	0.16	9500	F	97%	0%	1%	0%	2%	0%	F	0.099	F	10000	F	
							To: NCL Emporia									

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
(F131) Clover Leaf Dr	1.06	210	R			From: US 58; Bus US 58					NA			NA		05/13/2008
						To: Dead End										
(F963)	0.04	0	R			From: Bus US 58					NA			NA		02/28/2011
						To: Dead End										
(F964)	0.07	7	R			From: US 58; Bus US 58					NA			NA		05/13/2008
						To: Dead End										
(F965)	0.31	3	R			From: Reese St					NA			NA		05/13/2008
						To: Dead End										
(1) Brink Rd	0.16	2300	F	99%	0%	From: JB-40-109 SCL Emporia				F	0.093	F		2500	F	2011
						To: US 301										
(2) Purdy Rd	0.49	2300	F	92%	1%	From: West Atlantic St				C	0.093	F		2400	F	2011
						To: Satterfield Dr										
(2) Purdy Rd	0.14	980	F	92%	1%	From: Satterfield Dr				F	0.098	F		1000	F	2011
						To: NCL Emporia										
(5) West End Dr	0.42	300	F	99%	0%	From: US 58				C	0.132	F		320	F	2011
						To: 109-2 Purdy Rd										
(3800) Greenville Ave	0.17	310	F	99%	0%	From: South Main St				C	0.123	F		320	F	2011
						To: Tillar St										
(3801) Low Ground Rd	0.43	2300	F	98%	1%	From: SCL Emporia				C	0.092	F		2400	F	2011
						To: South Main St										
(3801) Laurel St	0.43	570	F	99%	0%	From: South Main St				C	0.114	F		610	F	2011
						To: Temple Ave										
(3802) Brunswick Ave	0.20	3600	F	98%	1%	From: WCL Emporia				F	0.083	F		3800	F	2011
						To: Brunswick Ave Ext.										
(3802) Brunswick Ave	0.66	3900	F	97%	1%	From: Brunswick Ave Ext.				C	0.096	F		4200	F	2011
						To: South Main St										
(3802) Hicksford Ave	0.46	2700	F	98%	1%	From: South Main St				C	0.104	F		2900	F	2011
						To: Lee St										
(3802) Lee St	0.37	1600	F	99%	0%	From: Hicksford Ave				C	0.1	F		1700	F	2011
						To: Southampton St										
(3804) Valley St	0.14	860	F	99%	0%	From: North Main St				F	0.093	F		920	F	2011
						To: Halifax St										
(3804) Southampton St	0.29	1100	F	99%	0%	From: Halifax St				C	0.088	F		1200	F	2011
						To: Lee St										
(3804) Southampton St	0.18	1500	F	99%	0%	From: Lee St				F	0.090	F		1600	F	2011
						To: East Atlantic St										
(3805) Davis St	1.32	1300	F	98%	1%	From: East Atlantic St				C	0.117	F		1300	F	2011
						To: ECL Emporia										
(3807) Halifax St	0.15	1900	F	98%	1%	From: Southampton St				F	0.097	F		2100	F	2011
						To: East Atlantic St										
(3807) Halifax St	0.34	2100	F	98%	1%	From: East Atlantic St				C	0.097	F		2300	F	2011
						To: Ruffin St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
3807 Halifax St	0.30	1300	F	100%	0%	0%	0%	0%	0%	C	0.112	F		1400	F	2011
From: Ruffin St																
To: US 58																
3807 Halifax St	0.53	1100	F	98%	1%	1%	0%	0%	0%	C	0.103	F		1100	F	2011
From: North Main St																
To: 109-3804 Southampton St																
3808 Reese St	0.12	620	F	98%	0%	1%	1%	0%	0%	C	0.124	F		660	F	2011
From: Bus US 58																
3808 Reese St	0.83	1700	F	98%	1%	1%	0%	0%	0%	C	0.097	F		1800	F	2011
From: US 58 Bypass																
3808 Reese St	0.84	910	F	88%	3%	1%	2%	5%	0%	C	0.122	F		960	F	2011
From: Sunnyside Rd																
To: West Atlantic St																
3809 Belfield Dr	0.17	2100	F	99%	0%	0%	0%	0%	0%	C	0.111	F		2200	F	2011
From: Weaver Ave																
To: Belfield Dr																
3810 Weaver Ave	0.21	2300	F	97%	1%	2%	0%	0%	0%	C	0.104	F		2400	F	2011
From: North Main St																
To: Dead End near Florida Ave																
3815 W Atlantic Ave	0.24	690	F	99%	0%	0%	0%	0%	0%	F	0.101	F		730	F	2011
From: Bus US 58																
To: North Main St																
Baker St		490	F								0.126	F		520	F	2011
From: Halifax St																
To: Clay St																
Briggs St		2600	F								0.104	F		2800	F	2011
From: Tillar St																
To: Low Ground Rd																
Clay St		2200	F								0.101	F		2300	F	2011
From: South Main St																
To: South Main St																
Jefferson St		1300	F								0.111	F		1400	F	2011
From: West Ave																
To: Sunnyside Rd																
Reese St		440	F	97%	2%	1%	0%	0%	0%	C	0.112	F		440	F	2011
From: Riegel Rd																
To: Halifax St																
Ruffin St		1100	F								0.094	F		1200	F	2011
From: North Main St																
To: Laurel St																
Temple Ave		520	F								0.119	F		550	F	2011
From: Jefferson St																
To: Briggs St																
Tillar St		1500	F								0.121	F		1600	F	2011
From: Hicksford Ave																
To: Jefferson St																
West Ave		270	F								0.128	F		290	F	2011
From: Brunswick Ave																
To: North Main St																
West End Blvd		620	F								0.099	F		660	F	2011
From: Gay St																