

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
Bypass - 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
 2020
 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: [] To: []															
	From: [] To: []															
58 West Atlantic St	City of Emporia (Maint: 40)	0.41	11000	F	79%	1%	1%	1%	18%	1%	F	0.088	F	0.517	11000	F
	From: [] To: []															
58 West Atlantic St	City of Emporia (Maint: 40)	0.13	19000	G	79%	1%	1%	1%	18%	1%	F	0.086	F	0.554	18000	G
	From: [] To: []															
58	City of Emporia (Maint: 40)	0.92	16000	F	77%	0%	1%	1%	20%	1%	F	0.076	F	0.546	15000	F
	From: [] To: []															
58	City of Emporia (Maint: 40)	0.64	14000	F	77%	0%	1%	1%	20%	1%	F	0.073	F	0.535	13000	F
	From: [] To: []															
58	City of Emporia (Maint: 40)	0.49	13000	F	77%	0%	1%	1%	20%	1%	F	0.075	F	0.53	12000	F
	From: [] To: []															
58	City of Emporia (Maint: 40)	0.65	12000	F	77%	0%	1%	1%	20%	1%	F	0.072	F	0.535	11000	F
	From: [] To: []															
58	City of Emporia (Maint: 40)	0.40	13000	F	77%	0%	1%	1%	20%	1%	F	0.075	F	0.518	13000	F
	From: [] To: []															
East 58 Ramp	City of Emporia (Maint: 40)	0.18	1700	G								0.136	F		1700	G
	From: [] To: []															
East 58 Ramp	City of Emporia (Maint: 40)	0.13	1100	G								0.136	F		1100	G
	From: [] To: []															
West 58 Ramp	City of Emporia (Maint: 40)		3500	G								0.092	F		3500	G
	From: [] To: []															
West 58 Ramp	City of Emporia (Maint: 40)	0.18	1300	G								0.099	F		1300	G
	From: [] To: []															
Bus 58 Market Dr	City of Emporia (Maint: 40)	0.21	12000	F	97%	0%	1%	0%	1%	0%	C	0.089	F	0.518	12000	F
	From: [] To: []															
Bus 58 West Atlantic St	City of Emporia (Maint: 40)	0.44	11000	F	99%	0%	0%	0%	0%	0%	C	0.088	F	0.622	11000	F
	From: [] To: []															
Bus 58 East Atlantic St	City of Emporia (Maint: 40)	0.25	3600	F	97%	0%	1%	1%	1%	0%	C	0.102	F	0.607	3900	F
	From: [] To: []															
Bus 58 East Atlantic St	City of Emporia (Maint: 40)	1.20	1800	F	98%	0%	0%	0%	0%	0%	F	0.096	F	0.554	1900	F
	From: [] To: []															

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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						
North 	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.05	19000	A	82%	1%	1%	1%	15%	0%	F	0.133	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	81%	1%	1%	1%	16%	0%	F	0.126	A	32000	A	
North 	From: US 58															
	City of Emporia (Maint: 40)	0.62	16000	A	82%	1%	1%	1%	15%	0%	F	0.138	A	14000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	82%	1%	1%	1%	15%	0%	F	0.129	A	28000	A	
North 	From: I-95 North															
Ramp	City of Emporia (Maint: 40)	0.13	2900	G								0.073	F	2900	G	
North 	From: I-95 North															
Ramp	City of Emporia (Maint: 40)		1200	G								0.182	F	1200	G	
South 	From: SCL Emporia															
	City of Emporia (Maint: 40)	1.24	18000	A	80%	1%	1%	1%	17%	1%	F	0.133	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	81%	1%	1%	1%	16%	0%	F	0.126	A	32000	A	
South 	From: US 58															
	City of Emporia (Maint: 40)	0.35	16000	A	82%	1%	1%	1%	15%	0%	F	0.138	A	14000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	82%	1%	1%	1%	15%	0%	F	0.129	A	28000	A	
South 	From: I-95 South															
Ramp	City of Emporia (Maint: 40)	0.13	1200	G								0.091	F	1200	G	
South 	From: I-95 South															
Ramp	City of Emporia (Maint: 40)		1400	G								0.116	F	1400	G	
	From: SCL Emporia															
South Main St	City of Emporia	0.45	6400	F	99%	0%	0%	0%	0%	0%	C	0.092	F	6800	F	
	From: Low Ground Rd															
South Main St	City of Emporia	0.24	8600	F	97%	0%	1%	0%	1%	0%	F	0.089	F	9200	F	
	From: Jefferson St															
South Main St	City of Emporia	0.36	9300	F	93%	0%	1%	1%	5%	0%	C	0.089	F	9900	F	
	From: Brunswick Ave															
South Main St	City of Emporia	0.49	14000	F	95%	0%	1%	1%	3%	0%	C	0.093	F	15000	F	
	From: Valley St															
South Main St	City of Emporia	0.20	13000	F	95%	0%	1%	1%	3%	0%	F	0.091	F	14000	F	
	From: Atlantic Ave															
North Main St	City of Emporia	0.74	8400	F	99%	0%	0%	0%	0%	0%	C	0.094	F	9000	F	
	From: US 58															

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							2Axle	3+Axle	1Trail	2Trail							
	From:	US 58															
301 North Main St	City of Emporia	0.34	8600	G	97%	0%	1%	1%	1%	0%	F	0.107	F	0.669	9100	G	
	To:	Halifax St															
301 North Main St	City of Emporia	0.16	8100	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.591	8600	G	
	To:	NCL Emporia															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
(F131) Clover Leaf Dr	1.06	220	R			From: US 58; Bus US 58					NA			NA		02/02/2017
						To: Dead End										
(F963)	0.04	10	R			From: Bus US 58					NA			NA		02/02/2017
						To: Dead End										
(F964)	0.07	9	R			From: US 58; Bus US 58					NA			NA		02/02/2017
						To: Dead End										
(F965)	0.31	5	R			From: Reese St					NA			NA		02/02/2017
						To: Dead End										
(1) Brink Rd		2100	F	93%	1%	3%	1%	3%	0%	C	0.100	F	0.645	2200	F	2020
						From: JB-40-109 SCL Emporia										
						To: US 301										
(2) Purdy Rd		3000	F	98%	0%	0%	0%	0%	0%	C	0.09	F	0.511	3200	F	2020
						From: West Atlantic St										
						To: Satterfield Dr										
(2) Purdy Rd		1400	F	99%	0%	1%	0%	0%	0%	C	0.101	F	0.546	1500	F	2020
						From: NCL Emporia										
						To: US 58										
(5) West End Dr		370	F	98%	0%	1%	0%	0%	0%	C	0.14	F	0.667	400	F	2020
						From: 109-2 Purdy Rd										
(3800) Greenville Ave		390	F	97%	1%	1%	1%	1%	0%	C	0.107	F	0.614	410	F	2020
						From: South Main St										
						To: Tillar St										
(3801) Low Ground Rd		2300	F	99%	0%	0%	1%	0%	0%	C	0.095	F	0.6	2500	F	2020
						From: SCL Emporia										
						To: South Main St										
(3801) Laurel St		490	F	99%	0%	0%	0%	0%	0%	C	0.117	F	0.628	520	F	2020
						From: Temple Ave										
						To: WCL Emporia										
(3802) Brunswick Ave		4100	F	96%	1%	2%	1%	0%	0%	F	0.085	F	0.668	4400	F	2020
						From: Brunswick Ave Ext.										
(3802) Brunswick Ave		4200	F	97%	0%	2%	0%	1%	0%	C	0.098	F	0.560	4500	F	2020
						From: South Main St										
(3802) Hicksford Ave		2700	F	97%	1%	1%	1%	0%	0%	C	0.112	F	0.502	2800	F	2020
						From: Lee St										
(3802) Lee St		1700	F	99%	0%	0%	0%	0%	0%	C	0.112	F	0.639	1800	F	2020
						From: Hicksford Ave										
						To: Southampton St										
(3804) Valley St		940	F	97%	0%	1%	0%	1%	0%	F	0.121	F	0.621	1000	F	2020
						From: North Main St										
(3804) Southampton St		1200	F	95%	0%	1%	1%	3%	0%	F	0.101	F	0.585	1200	F	2020
						From: Halifax St										
(3804) Southampton St		1800	F	97%	0%	1%	0%	1%	0%	C	0.097	F	0.584	1900	F	2020
						From: Lee St										
						To: East Atlantic St										
(3805) Davis St		1700	F	98%	0%	1%	0%	1%	0%	C	0.11	F	0.623	1800	F	2020
						From: East Atlantic St										
						To: ECL Emporia										
(3807) Halifax St		1500	F	98%	0%	1%	1%	0%	0%	C	0.093	F	0.640	1600	F	2020
						From: Southampton St										
(3807) Halifax St		2000	F	89%	0%	1%	1%	9%	0%	F	0.095	F	0.599	2100	F	2020
						From: US 58 East Atlantic St										
						To: Ruffin St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Emporia																
(3807) Halifax St		1100	F	89%	0%	1%	1%	9%	0%	C	0.104	F	0.622	1100	F	2020
						From: Ruffin St										
						To: US 301 North Main St										
(3808) Reese St		550	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.662	590	G	2020
						From: 109-3804 Southampton St										
(3808) Reese St		1300	F	98%	0%	1%	1%	0%	0%	C	0.085	F	0.519	1400	F	2020
						From: Bus US 58										
(3808) Reese St		900	F	98%	0%	1%	1%	0%	0%	C	0.099	F	0.522	960	F	2020
						From: US 58 Bypass										
						To: Sunnyside Rd										
(3809) Belfield Dr		2100	G	98%	1%	1%	1%	0%	0%	C	0.103	F	0.697	2200	G	2020
						From: West Atlantic St										
						To: Weaver Ave										
(3810) Weaver Ave		1800	F	98%	0%	1%	0%	0%	0%	C	0.111	F	0.610	1900	F	2020
						From: Belfield Dr										
						To: North Main St										
(3815) W Atlantic Ave		580	F								0.094	F	0.837	620	F	2020
						From: Dead End near Florida Ave										
						To: Bus US 58										
Baker St		300	F								0.123	F		320	F	2020
						From: North Main St										
						To: Halifax St										
Briggs St		1400	F								0.113	F	0.578	1500	F	2020
						From: Clay St										
						To: Tillar St										
Clay St		2000	F								0.107	F	0.552	2100	F	2020
						From: Low Ground Rd										
						To: South Main St										
Jefferson St		1300	F								0.089	F	0.568	1400	F	2020
						From: South Main St										
						To: West Ave										
Reese St		410	G	97%	2%	1%	0%	0%	0%	C	0.112	F	0.575	410	G	2020
						From: Sunnyside Rd										
						To: Riegel Rd										
Ruffin St		1300	F								0.097	F	0.507	1400	F	2020
						From: Halifax St										
						To: North Main St										
Temple Ave		330	F								0.123	F	0.659	350	F	2020
						From: Laurel St										
						To: Jefferson St										
Tillar St		1400	G								0.115	F	0.578	1500	G	2020
						From: Briggs St										
						To: Hicksford Ave										
West Ave		290	F								0.111	F	0.758	300	F	2020
						From: Jefferson St										
						To: Brunswick Ave										
West End Blvd		550	G								0.099	F	0.529	590	G	2020
						From: North Main St										
						To: Gay St										