# 2009

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

where available

# Jurisdiction Report 61

City of Suffolk

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<br>81 | Interstate Route   | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|--------------------|--|
| 29          | US Route           |  |
| 7           | Virginia State Rou | te   |
| (F241)      | Frontage Road (F   | precedes frontage route number)  |
| (600)       | Secondary Route    |  |

## **Special Routes**

| Bus   | Bus - Business Route      |
|-------|---------------------------|
| 29    | Bypas - Bypass Route      |
|       | Truck - Truck Route       |
| ALT   | ALT - Alternate Route     |
| (220) | 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.

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|   |                 |   |       |     |                 | Tru     | ck     |       |    | K       |    | Dir     |       |    |
|---|-----------------|---|-------|-----|-----------------|---------|--------|-------|----|---------|----|---------|-------|----|
| Route   | Jurisdiction    | Length AADT QA                                  | 4Tire | Bus |                 | 3+Axle  |        |       | QC | Factor  | QK | Factor  | AAWDT | Q۷ |
|   | From:           | Isle of Wight County Line                       |       |     | 2, 0.00         | 017 040 | TTTGII | Ziian |    | 1 40101 |    | 1 dotoi |       |    |
| 10) (32)                                      | City of Suffolk | 1.31 <b>9800 G</b>                              | 95%   | 0%  | 1%              | 1%      | 2%     | 0%    | F  | 0.096   | F  |         | 11000 | G  |
| 10 32   | 2.i, e. eae     |   |       | 0,0 |                 | .,,     | _,,    | 0,0   | •  | 0.000   | •  |         |       | ·  |
| On their Black                                | From:           | SR 125 Chuckatuck                               | 050/  | 00/ | 40/             | 40/     | 00/    | 00/   |    | 0.000   | _  |         | 40000 |    |
| 10 32 Godwin Blvd                             | City of Suffolk | 0.87 <b>12000 G</b>                             | 95%   | 0%  | 1%              | 1%      | 2%     | 0%    | F  | 0.093   | F  |         | 13000 | G  |
| <del></del>                                   | To:<br>From:    | 133-603 Everets Rd                              |       |     |                 |         |        |       |    |         |    |         |       |    |
| (10) (32) Godwin Blvd                         | City of Suffolk | 4.81 <b>11000 G</b>                             | 95%   | 0%  | 1%              | 1%      | 2%     | 0%    | С  | 0.095   | F  |         | 12000 | G  |
| $\circ$                                       | To:             | 133-634 Kings Fork Rd                           |       |     | <u> </u>        |         |        |       |    |         |    |         |       |    |
| (10) (32) Godwin Blvd                         | City of Suffolk | 1.36 <b>20000 G</b>                             | 95%   | 0%  | 1%              | 1%      | 2%     | 0%    | F  | 0.087   | F  |         | 22000 | G  |
| 10) (32) ************************************ | -               |   |       |     |                 | .,.     | _,,    |       | -  |         | •  |         |       |    |
|   | From:           | US 58 Suffolk Bypass                            | 050/  | 001 |                 | 407     | 001    | 201   |    |         |    |         | 00000 |    |
| 10) (32) Godwin Blvd                          | City of Suffolk | 0.54 <b>18000 G</b>                             | 95%   | 0%  | 1%              | 1%      | 2%     | 0%    | F  | NA      |    |         | 20000 | G  |
| Due   | From:           | Pruden Blvd US 460 Bus US 460 Elephant Fork     |       |     |                 |         |        |       |    |         |    |         |       |    |
| Bus   | City of Suffolk | 1.49 <b>29000 G</b>                             | 99%   | 0%  | 1%              | 0%      | 0%     | 0%    | F  | NA      |    |         | 30000 | G  |
| 10/(460)(32)                                  | Ta-             | Bus US 460, Bus US 58                           | 3370  | 070 | 170             | 0 70    | 070    | 070   | '  | INA     |    |         | 30000 |    |
| Bus   | From:           | Bus US 460<br>Bus US 460                        |       |     |                 |         |        |       |    |         |    |         |       |    |
|   | City of Suffolk | 0.09 <b>29000 G</b>                             | 99%   | 0%  | 1%              | 0%      | 0%     | 0%    | F  | NA      |    |         | 32000 |    |
| 10) (32) (460) Main St                        | To:             | Bus US 58                                       | 0070  | 070 |                 | 070     | 070    | 070   | •  |         |    |         | 02000 | `  |
| Bus   | From:           | Bus US 58, Bus US 460                           |       |     |                 |         |        |       |    |         |    |         |       |    |
| 10) (32) (13) Main St                         | City of Suffolk | 0.68 <b>21000 G</b>                             | 99%   | 0%  | 1%              | 0%      | 0%     | 0%    | F  | NA      |    |         | 23000 | (  |
| 10 (32) (13)                                  | To:             | SR 337 Washington St                            |       |     |                 |         |        |       |    |         |    |         |       |    |
|   | From:           | North Carolina State Line                       |       |     |                 |         |        |       |    |         |    |         |       |    |
| 13 Whaleyville Blvd                           | City of Suffolk | 5.37 <b>4900 A</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | С  | 0.099   | Α  | 0.592   | 4800  | A  |
| 13 Whaleyville Blvd                           | City of Surfork | 3.37 <b>4900 A</b>                              | 30 /6 | 070 | 1 /0            | 1 /0    | 070    | 070   | C  | 0.033   | ^  | 0.552   | 4000  |    |
|   | To:<br>From:    | 133-616 Mineral Spring Rd                       |       |     |                 |         |        |       |    |         |    |         |       |    |
| 13 Whaleyville Blvd                           | City of Suffolk | 1.28 <b>6200 G</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | F  | 0.077   | F  | 0.725   | 6000  | G  |
| ~   | To:             | 133-677 Great Fork Rd                           |       |     | $\neg$ $\vdash$ |         |        |       |    |         |    |         |       |    |
| 13 Whaleyville Blvd                           | City of Suffolk | 0.82 <b>8100 G</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | F  | 0.078   | F  | 0.763   | 7800  | (  |
| 19)   | T-1             |   |       |     |                 |         |        |       |    |         |    |         |       |    |
| Wholessille Phyd                              | From:           | 133-675 Cypress Chapel Rd<br>2.22 <b>7800 G</b> | 90%   | 00/ | 10/             | 10/     | 00/    | 00/   | F  | 0.070   | _  |         | 7500  | -  |
| Whaleyville Blvd                              | City of Suffolk | 2.22 <b>7800 G</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | Г  | 0.079   | F  |         | 7500  | G  |
|   | To:<br>From:    | 133-759 S, Liberty Spring Rd We                 | est   |     |                 |         |        |       |    |         |    |         |       |    |
| 13 Whaleyville Blvd                           | City of Suffolk | 1.06 <b>9100 G</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | F  | 0.080   | F  |         | 8800  | C  |
| $\checkmark$                                  | To:             | 133-759 N, Babbtown Rd                          |       |     |                 |         |        |       |    |         |    |         |       |    |
| 13 Whaleyville Blvd                           | City of Suffolk | 2.56 <b>9600 G</b>                              | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | F  | 0.084   | F  |         | 9300  | C  |
| 13) Whaleyville Biva                          | To-             | SR 32 Carolina Rd                               | 3070  | 070 |                 | 170     | 070    | 070   | •  | 0.004   | •  |         | 0000  | `  |
|   | From:           | SR 32 Whaleyville Blvd                          |       |     |                 |         |        |       |    |         |    |         |       |    |
| 13) (32) Carolina Rd                          | City of Suffolk | 1.64 <b>17000 G</b>                             | 90%   | 0%  | 1%              | 1%      | 8%     | 0%    | F  | 0.083   | F  |         | 16000 | (  |
| 13) (32)                                      | To              | Bus US 13                                       |       |     |                 |         |        |       |    |         |    |         |       |    |
|   | From:           | Bus US 13, SR 32 Carolina Rd                    |       |     |                 |         |        |       |    |         |    |         |       |    |
| 3 Southwest Suffolk Bypass                    | City of Suffolk | 2.80 <b>10000 G</b>                             | 84%   | 1%  | 2%              | 2%      | 11%    | 0%    | С  | 0.087   | F  |         | 9800  | (  |
| <u></u>                                       | To:             | US 58 Holland Rd                                |       |     |                 |         |        |       |    |         |    |         |       |    |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~        | From:           | Bus US 58                                       |       | •   |                 |         |        |       |    |         |    |         |       |    |
| 13 (58) Suffolk Bypass                        | City of Suffolk | 1.41 <b>37000 G</b>                             | 86%   | 1%  | 1%              | 1%      | 11%    | 0%    | F  | 0.079   | F  |         | 35000 | G  |
| $\rightarrow$ $\smile$                        | To:             | 61-604 Pitchkittle Rd                           |       | _   |                 |         |        |       |    |         |    |         |       |    |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|   |                  | Nansemond IV       |                            |           |     |                 | Tru    | ck          |        |    | K       |    | Dir     |       |    |
|---|------------------|--------------------|----------------------------|-----------|-----|-----------------|--------|-------------|--------|----|---------|----|---------|-------|----|
| Route                                   | Jurisdiction     | Length A           | ADT QA                     | 4Tire     | Bus |                 | 3+Axle |             |        | QC | Factor  | QK | Factor  | AAWDT | Q۷ |
|   | From:            | 61-604 Pi          | itchkittle Rd              |           |     | 2, 540          | 017040 | TTTGII      | 211011 |    | 1 40101 |    | 1 40101 |       |    |
| 13 (58) Suffolk Bypass                  | City of Suffolk  |                    | 9000 G                     | 93%       | 0%  | 1%              | 1%     | 5%          | 0%     | F  | 0.08    | F  |         | 40000 | G  |
|   | To               | US 460 F           | Pruden Blvd                |           |     |                 |        |             |        |    |         |    |         |       |    |
| 13) (58) (460) Suffolk Bypass           | City of Suffolk  |                    | 7000 G                     | 93%       | 0%  | 1%              | 1%     | 5%          | 0%     | F  | 0.077   | F  |         | 49000 | G  |
|   | To               | SD 10 SD 37        | 2 Godwin Blvd              |           |     |                 |        |             |        |    |         |    |         |       |    |
| 13 \ (58) \ (460) Suffolk Bypass        | City of Suffolk  |                    | 7000 G                     | 93%       | 0%  | 1%              | 1%     | 5%          | 0%     | F  | 0.080   | F  |         | 59000 | (  |
| 13) (36) (400)                          | To               |                    |                            |           |     |                 | .,,    | -,-         | -,-    | -  |         | -  |         |       |    |
| 13 (58) (460 Suffolk Bypass             | City of Suffolk  |                    | Wilroy Rd                  | 93%       | 0%  | 1%              | 1%     | 5%          | 0%     | F  | 0.077   | F  |         | 52000 | (  |
| 13 (58) (460) Suffolk Bypass            | City of Surfork  |                    |                            |           | 076 | 1 /0            | 1 /0   | 3/0         | 076    |    | 0.077   |    |         | 32000 | ,  |
| ~ ~ ~ ~ · · · · · · · · · · · · · · · · | From:            | Bus US 13,Bus U    |                            |           | 00/ |                 | 407    | <b>5</b> 0/ | 201    |    | 0.070   |    |         | 70000 |    |
| 13) 58 460 Military Highway             | City of Suffolk  |                    | 0000 G<br>SUS 13           | 93%       | 0%  | 1%              | 1%     | 5%          | 0%     | F  | 0.079   | F  |         | 72000 | (  |
|   |                  |                    |                            |           |     |                 |        |             |        |    |         |    |         |       |    |
| Gus Carolina Rd                         | City of Cuffolls | US 13 Southwe      | est Suffolk Byp:<br>2000 G |           | 00/ | 10/             | 10/    | 00/         | 0%     | F  | NA      |    |         | 11000 |    |
| 32 Carolina Rd                          | City of Suffolk  |                    |                            | 90%       | 0%  | 1%              | 1%     | 8%          | 0%     | Г  | INA     |    |         | 11000 | (  |
| Bus                                     | To:<br>From:     | Old SC             | L Suffolk                  |           |     |                 |        |             |        |    |         |    |         |       |    |
| (32) Carolina Rd                        | City of Suffolk  | 0.54 <b>12</b>     | 2000 G                     | 90%       | 0%  | 1%              | 1%     | 8%          | 0%     | F  | NA      |    |         | 12000 | (  |
|   | To:              |                    | ette St                    |           |     |                 |        |             |        |    |         |    |         |       |    |
| Sus Nation Or                           | From:            |                    | 32 Fayette St              | 000/      | 00/ |                 | 00/    | 00/         | 00/    | _  | 0.070   | _  |         | 40000 |    |
| Main St                                 | City of Suffolk  | 0.34 12            | 2000 G                     | 99%       | 0%  | 1%              | 0%     | 0%          | 0%     | С  | 0.078   | F  |         | 13000 | (  |
| Sus                                     | To:<br>From:     | Begi               | n SR 10                    |           |     |                 |        |             |        |    |         |    |         |       |    |
| Bus 13 32 10 Main St                    | City of Suffolk  | 0.68 <b>21</b>     | 1000 G                     | 99%       | 0%  | 1%              | 0%     | 0%          | 0%     | F  | NA      |    |         | 23000 | (  |
| $\sim$                                  | То:              |                    | Bus US 460                 |           |     |                 |        |             |        |    |         |    |         |       |    |
| Bus Bus Bus                             | From:            |                    | 2 Main St                  |           |     |                 |        |             |        | _  |         | _  |         | .=    |    |
| 13) (58) (460) Constance Rd             | City of Suffolk  | 0.88 16            | 6000 G                     | 97%       | 0%  | 1%              | 1%     | 2%          | 0%     | F  | 0.086   | F  |         | 17000 | (  |
| Bus Bus Bus                             | To-<br>From:     | Pin                | nner St                    |           |     |                 |        |             |        |    |         |    |         |       |    |
| 13) 58) 460 Portsmouth Blvd             | City of Suffolk  | 1.60 <b>16</b>     | 6000 G                     | 97%       | 0%  | 1%              | 1%     | 2%          | 0%     | С  | 0.092   | F  |         | 18000 | (  |
|   | To               | CD 337 W.          | Vashington St              |           |     |                 |        |             |        |    |         |    |         |       |    |
| Bus Bus Bus                             | From:            |                    |                            |           |     |                 |        |             |        | _  |         | _  |         |       |    |
| 13) (58) (460) Portsmouth Blvd          | City of Suffolk  |                    | 2000 G                     | 96%       | 1%  | 1%              | 1%     | 1%          | 0%     | С  | 0.087   | F  |         | 24000 | (  |
|   | 10.              |                    | S 58, US 460               |           |     |                 |        |             |        |    |         |    |         |       |    |
| Dridge Dd                               | From:            |                    | Chesapeake                 | 000/      | 00/ |                 | 00/    | 00/         | 00/    | _  | 0.004   | _  |         | 20000 |    |
| Bridge Rd                               | City of Suffolk  | 0.66 19            | 9000 G                     | 99%       | 0%  | 0%              | 0%     | 0%          | 0%     | F  | 0.084   | F  |         | 20000 |    |
| ~                                       | To:<br>From:     |                    | Western Freew              | •         |     |                 |        |             |        |    |         |    |         |       |    |
| 17 Bridge Rd                            | City of Suffolk  | 1.81 <b>31</b>     | 1000 G                     | 98%       | 0%  | 0%              | 1%     | 1%          | 0%     | F  | 0.092   | F  |         | 32000 | (  |
| ~                                       | To:<br>From:     | 133-626 Knots Neck | Road; Shoulder             | s Hill Rd |     |                 |        |             |        |    |         |    |         |       |    |
| Bridge Rd                               | City of Suffolk  | 1.54 <b>25</b>     | 5000 G                     | 98%       | 0%  | 0%              | 1%     | 1%          | 0%     | F  | 0.091   | F  |         | 26000 | (  |
| ~                                       | To:<br>From:     | 133-627 Benn       | netts Pasture Ro           | 1         |     | $\Box$ $\vdash$ |        |             |        |    |         |    |         |       |    |
| 17 Carrolton Blvd                       | City of Suffolk  | 2.47 <b>18</b>     | 8000 G                     | 98%       | 0%  | 0%              | 1%     | 1%          | 0%     | F  | 0.091   | F  |         | 19000 | (  |
| <del>~</del>                            | To-              | 133-628 (          | Crittenden Rd              |           |     |                 |        |             |        |    |         |    |         |       |    |
| 17)                                     | City of Suffolk  |                    | 4000 G                     | 98%       | 0%  | 0%              | 1%     | 1%          | 0%     | F  | 0.096   | F  |         | 15000 | (  |
| : <i>)</i>                              | To:              |                    | ht County Line             |           |     | $\overline{}$   |        |             |        |    |         |    |         |       |    |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

| _                     |                 |   |              |     |     | Tru    | ck  |     |    | K      |    | Dir    |       |    |
|-----------------------|-----------------|---|--------------|-----|-----|--------|-----|-----|----|--------|----|--------|-------|----|
| Route                 | Jurisdiction    | Length AADT                             | QA 4Tire     | Bus |     | 3+Axle |     |     | QC | Factor | QK | Factor | AAWDT | Q۷ |
|                       | From:           | North Carolina State                    |              |     |     |        |     |     | _  |        |    |        |       |    |
| 32 Carolina Rd        | City of Suffolk | 2.89 <b>3700</b>                        | <b>G</b> 93% | 1%  | 1%  | 1%     | 5%  | 0%  | С  | 0.098  | F  |        | 3900  | G  |
|                       | To:<br>From:    | 133-642 Adams Swam                      |              |     |     |        |     |     |    |        |    |        |       |    |
| 32) Carolina Rd       | City of Suffolk | 2.07 <b>4000</b>                        | <b>G</b> 93% | 1%  | 1%  | 1%     | 5%  | 0%  | F  | 0.097  | F  |        | 4200  | G  |
|                       | To-<br>From:    | 133-675 Cypress Chap                    |              |     |     |        |     |     |    |        |    |        |       |    |
| 32) Carolina Rd       | City of Suffolk | 1.40 <b>4300</b>                        | <b>G</b> 94% | 1%  | 1%  | 1%     | 5%  | 0%  | С  | 0.091  | F  |        | 4600  | G  |
|                       | To:<br>From:    | 133-759 Babbtown                        |              |     |     |        |     |     |    |        |    |        |       |    |
| 32) Carolina Rd       | City of Suffolk | 0.65 <b>4600</b>                        | <b>G</b> 94% | 1%  | 1%  | 1%     | 5%  | 0%  | F  | 0.096  | F  |        | 5000  | (  |
|                       | To-<br>From:    | 133-647 Copeland I                      | Rd           |     |     |        |     |     |    |        |    |        |       |    |
| 32) Carolina Rd       | City of Suffolk |   | <b>G</b> 94% | 1%  | 1%  | 1%     | 5%  | 0%  | F  | 0.094  | F  | 0.761  | 5100  | (  |
| <u> </u>              | To:<br>From:    | US 13 South of Suff<br>Whaleyville Blvd |              |     |     |        |     |     |    |        |    |        |       |    |
| 32) (13) Carolina Rd  | City of Suffolk |   | <b>G</b> 90% | 0%  | 1%  | 1%     | 8%  | 0%  | F  | 0.083  | F  |        | 16000 |    |
| 32) (13) Carolina Rd  | To.             |   | 0070         | 070 |     | 170    | 070 | 070 | •  | 0.000  | ·  |        | 10000 |    |
| Bus                   | From:           | 61-731 Dill Rd                          |              |     |     |        |     |     |    |        |    |        |       |    |
| 32) (13) Carolina Rd  | City of Suffolk | 1.17 <b>12000</b>                       | <b>G</b> 90% | 0%  | 1%  | 1%     | 8%  | 0%  | F  | NA     |    |        | 11000 |    |
| Bus                   | To-<br>From:    | Old SCL Suffolk                         |              |     |     |        |     |     |    |        |    |        |       |    |
| $\overline{}$         | City of Suffolk | 0.54 <b>12000</b>                       | <b>G</b> 90% | 0%  | 1%  | 1%     | 8%  | 0%  | F  | NA     |    |        | 12000 |    |
| (13) Carolina Rd      | To              | Bus US 58 Constance                     |              |     |     |        |     |     |    |        |    |        |       |    |
| Bus                   | From            | Fayette St                              |              |     |     |        |     |     |    |        |    |        |       |    |
| Main St               | City of Suffolk | 0.34 <b>12000</b>                       | <b>G</b> 99% | 0%  | 1%  | 0%     | 0%  | 0%  | С  | 0.078  | F  |        | 13000 | (  |
| Bus                   | To:<br>From:    | SR 337 Washington                       | n St         |     |     |        |     |     |    |        |    |        |       |    |
| 32) (13) (10) Main St | City of Suffolk | 0.68 <b>21000</b>                       | <b>G</b> 99% | 0%  | 1%  | 0%     | 0%  | 0%  | F  | NA     |    |        | 23000 |    |
|                       | To              | Bus US 58, Bus US                       | 460          |     |     |        |     |     |    |        |    |        |       |    |
| Bus                   | From:           | ·                                       |              | 00/ | 40/ | 00/    | 00/ | 00/ | _  | NIA    |    |        | 00000 |    |
| 32 460 10 Main St     | City of Suffolk | 0.09 <b>29000</b>                       | <b>G</b> 99% | 0%  | 1%  | 0%     | 0%  | 0%  | F  | NA     |    |        | 32000 |    |
| Bus                   | To:<br>From:    | Old NCL of Suffol                       | lk           |     |     |        |     |     |    |        |    |        |       |    |
| 32)(460)(10)          | City of Suffolk | 1.49 <b>29000</b>                       | <b>G</b> 99% | 0%  | 1%  | 0%     | 0%  | 0%  | F  | NA     |    |        | 30000 |    |
|                       | To:             | SR 10 Elephant Fo                       | ork          |     |     |        |     |     |    |        |    |        |       |    |
| Codwin Plyd           | From:           | Bus US 460                              | <b>G</b> 95% | 0%  | 1%  | 40/    | 20/ | 00/ | F  | NΙΔ    |    |        | 20000 |    |
| 32) (10) Godwin Blvd  | City of Suffolk |   |              | 0%  | 1%  | 1%     | 2%  | 0%  | Г  | NA     |    |        | 20000 |    |
|                       | To:<br>From:    | US 58 Suffolk Bypa                      |              | 00/ |     | 407    | 00/ | 201 |    | 0.007  | _  |        | 00000 |    |
| 32) (10) Godwin Blvd  | City of Suffolk | 1.36 <b>20000</b>                       | <b>G</b> 95% | 0%  | 1%  | 1%     | 2%  | 0%  | F  | 0.087  | F  |        | 22000 |    |
|                       | To.<br>From:    | 61-634 Kings Fork                       |              |     |     |        |     |     |    |        |    |        |       |    |
| 32 10 Godwin Blvd     | City of Suffolk | 4.81 <b>11000</b>                       | <b>G</b> 95% | 0%  | 1%  | 1%     | 2%  | 0%  | С  | 0.095  | F  |        | 12000 | (  |
|                       | To:<br>From:    | 61-603 Everets Ro                       |              |     |     |        |     |     |    |        |    |        |       |    |
| (10) Godwin Blvd      | City of Suffolk | 0.87 <b>12000</b>                       | <b>G</b> 95% | 0%  | 1%  | 1%     | 2%  | 0%  | F  | 0.093  | F  |        | 13000 | (  |
| <u> </u>              | To-<br>From:    | SR 125 Chuckatuc                        | ck           |     |     |        |     |     |    |        |    |        |       |    |
| 32 10                 | City of Suffolk | 1.31 <b>9800</b>                        | <b>G</b> 95% | 0%  | 1%  | 1%     | 2%  | 0%  | F  | 0.096  | F  |        | 11000 | (  |
| $\smile$              | To              | Isle of Wight County                    | Line         |     |     |        |     |     |    |        |    |        |       |    |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|                                 |                 | Nanschlond     |            |           |       |     |                 | Tru    | ıck  |     |    | K      |    | Dir    |       |    |
|---------------------------------|-----------------|----------------|------------|-----------|-------|-----|-----------------|--------|------|-----|----|--------|----|--------|-------|----|
| Route                           | Jurisdiction .  | Length I       | AADT       | QA        | 4Tire | Bus |                 | 3+Axle |      |     | QC | Factor | QK | Factor | AAWDT | QW |
| ~~~~                            | From:           | Southamp       |            |           |       |     |                 |        |      |     | _  |        | _  |        |       |    |
| 58 258 Franklin Bypass          | City of Suffolk | 1.27           | 20000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.07   | F  |        | 19000 | G  |
| ~~                              | To:<br>From:    |                | US 258     |           |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58 Franklin Bypass              | City of Suffolk | 0.18 1         | 19000      | N         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | N  | 0.070  | N  |        | 18000 | Ν  |
| <del>*</del>                    | To:<br>From:    |                | SR 189     |           |       |     |                 |        |      |     |    |        |    |        |       |    |
| (58) (189) Franklin Bypass      | City of Suffolk | 1.01 1         | 19000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.070  | F  |        | 18000 | G  |
| <del></del>                     | Ta:<br>From:    | SR 272 S       | South Qua  | ay Rd     |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58 (189)                        | City of Suffolk | 4.17           | 21000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.07   | F  |        | 20000 | G  |
| $\sim$                          | To:<br>Fram:    |                | SR 189     |           |       |     | <u> </u>        |        |      |     |    |        |    |        |       |    |
| 58 Holland Bypass               | City of Suffolk | 1.11           | 20000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.071  | F  |        | 19000 | G  |
| <i></i>                         | Tax             | Bı             | us US 58   |           |       |     | $\neg$ $\vdash$ |        |      |     |    |        |    |        |       |    |
| 58 Holland Rd                   | City of Suffolk |                | 25000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.071  | F  |        | 24000 | G  |
| <del>"</del>                    | To              | 133-610 V      | W Buckh    | orn Rd    |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58                              | City of Suffolk |                | 24000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.073  | F  |        | 23000 | G  |
| 36)                             | To:             | 133-647        | E, Lumm    | is Rd     |       |     |                 |        |      |     |    |        |    |        |       |    |
| ~~ <u>`</u>                     | From:           |                | 7 Lummis   |           |       |     |                 |        |      |     |    |        |    |        |       |    |
| Holland Rd                      | City of Suffolk | 2.05           | 25000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.072  | F  |        | 24000 | G  |
|                                 | To:<br>From:    | 133-643 M      | Ianning Br | idge Rd   |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58 Holland Rd                   | City of Suffolk | 0.67           | 27000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.075  | F  |        | 26000 | G  |
| <del>~</del>                    | To:<br>Fram:    | 133-73         | 38 Kenyon  | Rd        |       |     | $\neg \vdash$   |        |      |     |    |        |    |        |       |    |
| 58 Holland Rd                   | City of Suffolk | 0.38           | 29000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.075  | F  |        | 28000 | G  |
| <del>~</del>                    | To:             | Cov            | e Point Ro | d         |       |     | _               |        |      |     |    |        |    |        |       |    |
| 58 Holland Rd                   | City of Suffolk |                | 31000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.073  | F  |        | 30000 | G  |
| <del>***</del>                  | То:             | US 13 South    |            | olk Bypas | is    |     |                 |        |      |     |    |        |    |        |       |    |
| O ((all Barrers                 | From:           |                | us US 58   |           | 000/  | 40/ |                 | 40/    | 440/ | 00/ | _  | 0.070  | _  |        | 05000 | _  |
| 58 (13) Suffolk Bypass          | City of Suffolk | 1.41           | 37000      | G         | 86%   | 1%  | 1%              | 1%     | 11%  | 0%  | F  | 0.079  | F  |        | 35000 | G  |
| ~~~                             | To:<br>From:    |                | Pitchkittl |           |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58) (13) Suffolk Bypass         | City of Suffolk | 1.88           | 39000      | G         | 93%   | 0%  | 1%              | 1%     | 5%   | 0%  | F  | 80.0   | F  |        | 40000 | G  |
| ~ ~                             | To:<br>From:    | US 460         | ) Pruden E | Blvd      |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58 (13) (460 Suffolk Bypass     | City of Suffolk | 0.93           | 47000      | G         | 93%   | 0%  | 1%              | 1%     | 5%   | 0%  | F  | 0.077  | F  |        | 49000 | G  |
| $\sim \sim$                     | To:<br>From:    | SR 10, SR      | 32 Godw    | in Blvd   |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58) (13) (460) Suffolk Bypass   | City of Suffolk |                | 57000      | G         | 93%   | 0%  | 1%              | 1%     | 5%   | 0%  | F  | 0.080  | F  |        | 59000 | G  |
|                                 | To              | 133-64         | 42 Wilroy  | Rd        |       |     |                 |        |      |     |    |        |    |        |       |    |
| 58) (13) (460) Suffolk Bypass   | City of Suffolk |                | 50000      | G         | 93%   | 0%  | 1%              | 1%     | 5%   | 0%  | F  | 0.077  | F  |        | 52000 | G  |
| 30 (10) (400) 11 11 11          | To:             | Bus US 13, Bus |            |           |       |     |                 |        |      |     |    |        |    |        |       | _  |
|                                 | From:           | Bus US 58 Mil  | litary Hwy | / Eastbou | nd    |     |                 |        |      |     |    |        |    |        |       |    |
| 58) (13) (460) Military Highway | City of Suffolk |                | 70000      | G         | 93%   | 0%  | 1%              | 1%     | 5%   | 0%  | F  | 0.079  | F  |        | 72000 | G  |
| ~ ~ ~                           | To:             | WCL            | Chesapea   | ıke       |       |     | 1               |        |      |     |    |        |    |        |       |    |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|                                       |                  |                                      |           |        |      |       | Tru    | ck     |        |    | K      |    | Dir    |       | _ |
|---------------------------------------|------------------|--------------------------------------|-----------|--------|------|-------|--------|--------|--------|----|--------|----|--------|-------|---|
| Route                                 | Jurisdiction     | Length AADT                          | QA        | 41 ire | Bus  | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q |
| Bus                                   | From:            | Isle of Wight Cou                    | _         |        |      |       |        |        |        |    |        |    |        |       |   |
| 58                                    | City of Suffolk  | 2.65 <b>2300</b>                     | G         | 96%    | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.098  | F  |        | 2500  |   |
|                                       | To:<br>From:     | SR 189                               |           |        |      |       |        |        |        |    |        |    |        |       | _ |
| us<br>88                              | City of Suffolk  | 0.26 <b>2600</b>                     | G         | 97%    | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.091  | F  | 0.547  | 2800  |   |
|                                       | To               | 133-653 Dutch Rd; Gle                | n Hayan I | )rivo  |      |       |        |        |        |    |        |    |        |       |   |
| us<br>8                               | From:            |                                      |           |        |      |       |        |        |        |    |        |    |        |       |   |
| 8)                                    | City of Suffolk  | 0.46 3300                            | G         | 97%    | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.102  | F  |        | 3500  |   |
|                                       | In:              | US 58                                |           |        |      |       |        |        |        |    |        |    |        |       | _ |
|                                       | From:            | US 58 East of H                      |           |        |      |       |        |        |        | _  |        |    |        |       |   |
| B Holland Rd                          | City of Suffolk  | 0.05 <b>10000</b>                    | G         | 97%    | 1%   | 1%    | 0%     | 1%     | 0%     | F  | NA     |    |        | 11000 |   |
| is .                                  | To:<br>From:     | 133-1722 Kilby S                     | hores Rd  |        |      |       |        |        |        |    |        |    |        |       | _ |
| Holland Rd                            | City of Suffolk  | 1.79 <b>9800</b>                     | G         | 97%    | 1%   | 1%    | 0%     | 1%     | 0%     | С  | 0.099  | F  |        | 11000 |   |
|                                       | To:              | SR 337 Constar                       |           |        |      |       |        |        |        |    |        |    |        |       |   |
| ıs                                    | From:            | SR 337 Hollar                        |           |        |      |       |        |        |        |    |        |    |        |       |   |
| us<br>8 Constance Rd                  | City of Suffolk  | 0.29 <b>8300</b>                     | G         | 98%    | 0%   | 1%    | 0%     | 0%     | 0%     | F  | 0.093  | F  |        | 9000  |   |
|                                       | To:<br>From:     | WCL Suffolk Pitch                    | kettle Rd |        |      |       |        |        |        |    |        |    |        |       | _ |
| Constance Rd                          | City of Suffolk  | 0.86 <b>10000</b>                    | G         | 98%    | 0%   | 1%    | 0%     | 0%     | 0%     | С  | 0.096  | F  | 0.559  | 11000 |   |
| is Bus Bus                            | To:<br>From:     | SR 32 Main                           | St        |        |      |       |        |        |        |    |        |    |        |       | _ |
| Bus Bus Bus (13) (460) Constance Rd   | City of Suffolk  | 0.88 <b>16000</b>                    | G         | 97%    | 0%   | 1%    | 1%     | 2%     | 0%     | F  | 0.086  | F  |        | 17000 |   |
| 6) (13) (400)                         | To:              | Pinner Stre                          |           |        |      |       |        |        | -,-    |    |        |    |        |       |   |
| us Bus Bus                            | From:            | Highland A                           | ve        |        |      |       |        |        |        |    |        |    |        |       |   |
| R) (13) (460) Portsmouth Blvd         | City of Suffolk  | 1.60 <b>16000</b>                    | G         | 97%    | 0%   | 1%    | 1%     | 2%     | 0%     | С  | 0.092  | F  |        | 18000 |   |
| Dura Bura                             | To:<br>From:     | SR 337 Washin                        | gton St   |        |      |       |        |        |        |    |        |    |        |       | _ |
| us Bus Bus (13) (460) Portsmouth Blvd | City of Suffolk  | 1.22 <b>22000</b>                    | G         | 96%    | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.087  | F  |        | 24000 |   |
| 8) (13) (460) 1 Ortsmouth Bivd        | To:              | US 58                                |           | 3070   | 1 /0 |       | 1 70   | 1 /0   | 070    | O  | 0.007  | •  |        | 24000 |   |
|                                       | From:            | SR 10; SR 32 God                     | win Blvd  |        |      |       |        |        |        |    |        |    |        |       | = |
| 25)Kings Hwy                          | City of Suffolk  | 0.69 <b>3200</b>                     | G         | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | С  | 0.091  | F  |        | 3400  |   |
| 25)g,                                 | To               |                                      |           |        |      |       |        |        | -,-    | _  |        | -  |        |       |   |
| Kingo Hun                             | City of Suffolk  | 133-628 Critten<br>1.09 <b>570</b>   | G G       | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | F  | 0.104  | F  | 0.584  | 620   |   |
| Kings Hwy                             | City of Surfork  |                                      |           | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | Г  | 0.104  | Г  | 0.564  | 620   |   |
|                                       | To:<br>From:     | 133-620 Ferry P                      |           |        |      |       |        |        |        | _  |        | _  |        |       | _ |
| Kings Hwy                             | City of Suffolk  | 0.91 280                             | G         | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | F  | 0.102  | F  | 0.742  | 300   |   |
|                                       | From:            | Dead End @ Nanser                    |           | ar     |      |       |        |        |        |    |        |    |        |       | _ |
| 5)Kings Hwy                           | City of Suffolk  | 1.34 <b>600</b>                      | G         | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | F  | 0.118  | F  | 0.552  | 650   |   |
| 20)90                                 | 2, 3. Garrent    |                                      |           |        | 2,0  |       | 2,0    | 0,0    | 270    | •  | 0.110  | •  | 0.502  | 500   |   |
| Kingo Huay                            | City of Cuffolls | 133-629 W, Sleepy<br>1.22 <b>820</b> |           | 95%    | 0%   | 1%    | 20/    | 00/    | 0%     |    | 0 11 1 | Г  | 0.777  | 900   | _ |
| Kings Hwy                             | City of Suffolk  | 1.22 <b>820</b>                      | G         | 95%    | υ%   | 1%    | 3%     | 0%     | υ%     | F  | 0.114  | F  | 0.777  | 890   |   |
|                                       | To-<br>From:     | 133-627 Bennetts I                   |           |        |      |       |        |        |        |    |        |    |        |       | _ |
| Kings Hwy                             | City of Suffolk  | 0.48 <b>2900</b>                     | G         | 95%    | 0%   | 1%    | 3%     | 0%     | 0%     | F  | 0.099  | F  | 0.605  | 3100  |   |
|                                       | To:              | SR 337 Nansemone                     | d Parkway | ,      |      |       |        |        |        |    |        |    |        |       |   |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|  |                             | Nansemond M      | idii ito idi ioo i    | ii ca |     |                 | Tru    | ck     |        |    | K       |    | Dir     |       |      |
|--|-----------------------------|------------------|-----------------------|-------|-----|-----------------|--------|--------|--------|----|---------|----|---------|-------|------|
| Route  | Jurisdiction                | Length AA        | ADT QA                | 4Tire | Bus |                 | 3+Axle |        |        | QC | Factor  | QK | Factor  | AAWDT | . Q1 |
|  | From:                       | US 17 F          | Bridge Rd             |       |     | ZANE            | JIANE  | iiiaii | LIIQII |    | 1 40101 |    | i actor |       |      |
| 135)College Dr                                 | City of Suffolk             |                  | 6000 G                | 98%   | 0%  | 1%              | 1%     | 0%     | 0%     | F  | 0.090   | F  |         | 17000 | (    |
| 100)   | To                          | SD 164 Was       | stern Freeway         |       |     |                 |        |        |        |    |         |    |         |       |      |
| 135)College Dr                                 | City of Suffolk             |                  | 6000 G                | 98%   | 0%  | 1%              | 1%     | 0%     | 0%     | С  | 0.09    | F  |         | 18000 |      |
| 135) Conege Di                                 | ony of our one              |                  |                       | 3070  | 070 | 170             | 1 70   | 070    | 070    | O  | 0.03    |    |         | 10000 |      |
| College Dr                                     | From:                       |                  | owne Point Rd         | 000/  | 00/ | 10/             | 10/    | 00/    | 00/    | С  | 0.090   | F  |         | 24000 |      |
| College Dr                                     | City of Suffolk             | 0.76 <b>20</b>   | 0000 G                | 98%   | 0%  | 1%              | 1%     | 0%     | 0%     | C  | 0.090   | Г  |         | 21000 |      |
|  | To:<br>From:                |                  | -664                  |       |     |                 |        |        |        |    |         |    |         |       |      |
| 135  | City of Suffolk             |                  | 000 G                 | 95%   | 1%  | 2%              | 1%     | 3%     | 0%     | С  | 0.084   | F  |         | 12000 |      |
| <u> </u>                                       | To:                         | SR 367 Tidewater | Community Co          | llege |     |                 |        |        |        |    |         |    |         |       |      |
|  | From                        |                  | ridge Road            |       |     |                 |        |        |        |    |         | _  |         |       |      |
| 164 Western Freeway                            | City of Suffolk (Maint: 61) | 0.84 <b>19</b>   | 9000 G                | 96%   | 0%  | 0%              | 1%     | 3%     | 0%     | F  | 0.091   | F  |         | 21000 |      |
| <u> </u>                                       | To:<br>From:                | I-               | -664                  |       |     |                 |        |        |        |    |         |    |         |       |      |
| <sub>164</sub> )Western Freeway                | City of Suffolk (Maint: 61) | 0.64 <b>37</b>   | 7000 G                | 96%   | 0%  | 0%              | 1%     | 3%     | 0%     | F  | NA      |    |         | 41000 |      |
| $\smile$                                       | To:                         | SR 135 (         | College Dr            |       |     | $\neg$ $\vdash$ |        |        |        |    |         |    |         |       |      |
| 164)Western Freeway                            | City of Suffolk (Maint: 61) |                  | 1000 A                | 96%   | 0%  | 0%              | 1%     | 3%     | 0%     | С  | 0.103   | Α  | 0.535   | 50000 |      |
| ,  | To                          | WCL Po           | ortsmouth             |       |     |                 |        |        |        |    |         |    |         |       |      |
|  | From:                       | Southhampto      | on County Line        |       |     |                 |        |        |        |    |         |    |         |       |      |
| 189)   | City of Suffolk             |                  | 900 G                 | 86%   | 0%  | 1%              | 1%     | 12%    | 0%     | С  | 0.09    | F  |         | 2000  |      |
| 189)   | To:                         | 122 666          | 6 Gates Rd            |       |     |                 |        |        |        |    |         |    |         |       |      |
| 100  | City of Suffolk             |                  | 400 G                 | 86%   | 0%  | 1%              | 1%     | 12%    | 0%     | F  | 0.083   | F  | 0.702   | 3600  |      |
| 189  |                             |                  |                       | 0070  | 0,0 | -,,,            | .,0    | ,0     | 0,0    | •  | 0.000   | •  | 002     | 0000  |      |
|  | City of Suffolk             |                  | outh Quay Rd<br>400 G | 86%   | 0%  | 1%              | 1%     | 12%    | 0%     | F  | 0.083   | F  | 0.6     | 2600  |      |
| 189)   | City of Surfork             |                  |                       | 00%   | 0%  | 1 70            | 1 70   | 1270   | 0%     | Г  | 0.063   | Г  | 0.6     | 2000  |      |
|  | To:<br>From:                |                  | S 58                  |       |     |                 |        |        |        |    |         | _  |         |       | _    |
| 189) (58) Franklin Bypass                      | City of Suffolk             | 1.01 <b>19</b>   | 9000 G                | 86%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.070   | F  |         | 18000 |      |
| <u> </u>                                       | To:<br>From:                | SR               | R 272                 |       |     |                 |        |        |        |    |         |    |         |       |      |
| 189) (58)                                      | City of Suffolk             | 4.17 <b>21</b>   | 1000 G                | 86%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.07    | F  |         | 20000 |      |
|  | To:                         | US 58 SOUTH      | H OF HOLLANI          | D     |     | $\neg$ $\vdash$ |        |        |        |    |         |    |         |       |      |
| <sub>189</sub> )S Quay Rd                      | City of Suffolk             |                  | 660 G                 | 90%   | 1%  | 2%              | 4%     | 2%     | 0%     | С  | 0.106   | F  | 0.57    | 710   |      |
|  | To:                         | Cumbor           | rland Lane            |       |     |                 |        |        |        |    |         |    |         |       |      |
| 189)   | City of Suffolk             |                  | 100 G                 | 90%   | 1%  | 2%              | 4%     | 2%     | 0%     | F  | 0.107   | F  |         | 1100  |      |
| 169)   | To:                         |                  | US 58                 | 0070  | 170 |                 | 170    |        | 070    | •  | 0.101   | •  |         | 1100  |      |
|  | From:                       |                  | on County Line        |       |     |                 |        |        |        |    |         |    |         |       | _    |
| 258 (58) Franklin Bypass                       | City of Suffolk             |                  | 0000 G                | 86%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.07    | F  |         | 19000 |      |
| 238) (38) * ********************************** | To:                         |                  | nklin Bypass          |       |     | Ť               | .,.    | , .    | -,-    | •  |         | -  |         |       |      |
|  | From:                       |                  | n Bypass; SR 18       |       |     |                 |        |        |        |    |         |    |         |       |      |
| 258)   | City of Suffolk             | 0.97 <b>3</b> 3  | 300 G                 | 55%   | 0%  | 1%              | 4%     | 40%    | 0%     | С  | 0.087   | F  |         | 3500  |      |
| ~  | To                          | NCL              | Suffolk               |       |     |                 |        |        |        |    |         |    |         |       |      |
|  | From:                       | SR               | R 189                 |       |     |                 |        |        |        |    |         |    |         |       |      |
| South Quay Rd                                  | City of Suffolk             | 1.24 <b>1</b> 4  | 400 G                 | 95%   | 1%  | 1%              | 0%     | 3%     | 0%     | С  | 0.102   | F  | 0.694   | 1500  |      |
| $\smile$                                       | To:                         | US 58 Sou        | uth Quay Rd           |       |     |                 |        |        |        |    |         |    |         |       |      |

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|                                  |                 | Nansemon                 | a maintoi                  | 1011007              |              |      |                 | Tru    | ck          |        |    | K       |    | Dir     |        |    |
|----------------------------------|-----------------|--------------------------|----------------------------|----------------------|--------------|------|-----------------|--------|-------------|--------|----|---------|----|---------|--------|----|
| Route                            | Jurisdiction    | Length                   | AADT                       | QA                   | 4Tire        | Bus  |                 | 3+Axle |             |        | QC | Factor  | QK | Factor  | AAWDT  | QW |
|                                  | From:           | Bus US                   | 5 58 Consta                | nce Rd               |              |      | ZAXIC           | JIANIC | TTTGII      | ZITAII |    | 1 actor |    | 1 actor |        |    |
| 337) Washington St               | City of Suffolk | 0.34                     | 8300                       | G                    | 98%          | 1%   | 1%              | 0%     | 0%          | 0%     | F  | 0.081   | F  | 0.544   | 9000   | G  |
| 3                                | To              |                          | Broad St                   |                      |              |      |                 |        |             |        |    |         |    |         |        |    |
| 337) Washington St               | City of Suffolk | 0.59                     | 9200                       | G                    | 98%          | 1%   | 1%              | 0%     | 0%          | 0%     | С  | 0.083   | F  |         | 10000  | G  |
| 337) 11 401 111 91011 91         | any or current  |                          |                            |                      |              | 1,70 |                 | 070    | 070         | 070    | Ū  | 0.000   | ·  |         | 10000  | Ŭ  |
| (337) Washington St              | City of Suffolk | 0.20                     | R 32 Main S<br><b>9600</b> | St<br>G              | 98%          | 1%   | 1%              | 0%     | 0%          | 0%     | С  | 0.078   | F  |         | 10000  | G  |
| 337) Washington St               | City of Surfork | 0.20                     |                            |                      | 90 /6        | 1 /0 | 1 /0            | 0 /6   | 076         | 076    | C  | 0.076   | -  |         | 10000  | G  |
|                                  | From            | 0.40                     | Pinner St                  |                      | 200/         | 407  |                 | 201    | 00/         | 201    | _  | 0.070   | _  |         | 4.4000 |    |
| 337 Washington St                | City of Suffolk | 0.49                     | 13000                      | G                    | 98%          | 1%   | 1%              | 0%     | 0%          | 0%     | F  | 0.079   | F  |         | 14000  | G  |
|                                  | To:<br>From:    |                          | i ECL Suffo                |                      |              |      |                 |        |             |        |    |         |    |         |        |    |
| 337) Washington St               | City of Suffolk | 2.38                     | 11000                      | G                    | 98%          | 1%   | 1%              | 0%     | 0%          | 0%     | F  | 0.083   | F  |         | 12000  | G  |
| <u> </u>                         | To:<br>From:    | Bus US :                 | 58 Portsmoi                | uth Blvd             |              |      |                 |        |             |        |    |         |    |         |        |    |
| (337) Nansemond Parkway          | City of Suffolk | 3.03                     | 4200                       | G                    | 95%          | 2%   | 2%              | 1%     | 0%          | 0%     | С  | 0.092   | F  |         | 4600   | G  |
| $\smile$                         | Tou             | 133-                     | 642 Wilroy                 | / Rd                 |              |      | $\neg$ $\vdash$ |        |             |        |    |         |    |         |        |    |
| (337) Nansemond Parkway          | City of Suffolk | 1.40                     | 11000                      | G                    | 95%          | 2%   | 2%              | 1%     | 0%          | 0%     | F  | 0.101   | F  |         | 11000  | G  |
|                                  | To:             | V                        | Vhitley Lan                | Δ                    |              |      | —               |        |             |        |    |         |    |         |        |    |
| 337)Nansemond Parkway            | City of Suffolk | 2.01                     | 8000                       | G                    | 95%          | 2%   | 2%              | 1%     | 0%          | 0%     | F  | 0.097   | F  | 0.567   | 8700   | G  |
| 337) (337)                       | 2.i, e. eae     |                          |                            |                      |              |      |                 | . , 0  | 0,0         | 0,0    | •  | 0.00.   | •  | 0.00.   | 0.00   |    |
| 337 Nansemond Parkway            | City of Suffolk | 2.52                     | 125 Kings F<br>12000       | G G                  | 93%          | 1%   | 1%              | 4%     | 1%          | 0%     | С  | 0.091   | F  |         | 13000  | G  |
| 337) Nariserioliu i arkway       | The             |                          | L Chesape                  |                      | 9370         | 1 /0 | 170             | 4 /0   | 1 /0        | 076    | C  | 0.031   | '  |         | 13000  | J  |
|                                  | From:           |                          | Wight Coun                 |                      |              |      |                 |        |             |        |    |         |    |         |        |    |
| 460 Pruden Blvd                  | City of Suffolk | 3.08                     | 15000                      | G                    | 84%          | 1%   | 1%              | 1%     | 13%         | 0%     | F  | NA      |    |         | 14000  | G  |
| (460). 1333.1 2113               | 7:              |                          |                            |                      |              | .,,  |                 | . , 0  | .070        | 0,0    | •  |         |    |         |        | •  |
| (460) Pruden Blvd                | City of Suffolk | 133-604 Lake 1           | Prince Dr; I<br>17000      | Providen<br><b>G</b> | ce Rd<br>84% | 1%   | 10/             | 1%     | 13%         | 0%     | F  | NA      |    |         | 16000  | G  |
| 7460 Fluderi Biva                | City of Surfork | 0.54                     | 17000                      | <u> </u>             | 04%          | 170  | 1%              | 1 70   | 1370        | 0%     | Г  | INA     |    |         | 16000  | G  |
| ~~~                              | From:           |                          | 34 Kings Fo                |                      |              | 407  |                 |        |             |        |    |         | _  |         |        |    |
| Pruden Blvd                      | City of Suffolk | 1.47                     | 22000                      | G                    | 84%          | 1%   | 1%              | 1%     | 13%         | 0%     | F  | 0.085   | F  |         | 21000  | G  |
|                                  | From:           | US 58, BUS<br>US 58, BUS |                            |                      |              |      |                 |        |             |        |    |         |    |         |        |    |
| 460 (58) (13) Suffolk Bypass     | City of Suffolk | 0.93                     | 47000                      | G                    | 93%          | 0%   | 1%              | 1%     | 5%          | 0%     | F  | 0.077   | F  |         | 49000  | G  |
| 7                                | Too             | CD 10 C                  | R 32 Godw                  | in Dlvd              |              |      |                 |        |             |        |    |         |    |         |        |    |
| 460 (58) (13) Suffolk Bypass     | City of Suffolk | 1.87                     | 57000                      | G G                  | 93%          | 0%   | 1%              | 1%     | 5%          | 0%     | F  | 0.080   | F  |         | 59000  | G  |
| (460) (58) (13) Suffolk Bypass   | Sity of Curron  |                          |                            |                      | 3070         | 070  |                 | 170    | 070         | 070    | •  | 0.000   | •  |         | 00000  | Ü  |
| Coffella Borness                 | From:           |                          | 642 Wilroy                 |                      | 000/         | 00/  | 40/             | 40/    | <b>5</b> 0/ | 00/    | _  | 0.077   | _  |         | F0000  |    |
| 460 58 13 Suffolk Bypass         | City of Suffolk | 2.30<br>Bus US 13,B      | 50000                      | G<br>Ailitory L      | 93%          | 0%   | 1%              | 1%     | 5%          | 0%     | F  | 0.077   | F  |         | 52000  | G  |
|                                  | From:           | XXX Bus US 1             |                            |                      | ~            |      |                 |        |             |        |    |         |    |         |        |    |
| (460) (58) (13) Military Highway | City of Suffolk | 3.46                     | 70000                      | G                    | 93%          | 0%   | 1%              | 1%     | 5%          | 0%     | F  | 0.079   | F  |         | 72000  | G  |
|                                  | To:             | WC                       | L Chesape                  | ake                  |              |      |                 |        |             |        |    |         |    |         |        |    |
| Bus                              | From:           | U                        | S 58, US 46                | 50                   |              | -    |                 | -      |             | -      |    |         |    |         |        |    |
| 460)                             | City of Suffolk | 1.11                     | 10000                      | G                    | 99%          | 0%   | 1%              | 0%     | 0%          | 0%     | F  | NA      |    |         | 11000  | G  |
|                                  | To:             | S                        | R 10, SR 32                | 2                    |              |      |                 |        |             |        |    |         |    |         |        |    |

6/12/2010 13

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

|  |   |                | -                    |                 |            |          |          | Tru      | ck       |          |        | K              |        | Dir    |                |        |
|--|---|----------------|----------------------|-----------------|------------|----------|----------|----------|----------|----------|--------|----------------|--------|--------|----------------|--------|
| Route  | Jurisdiction .  | Length         | AADT                 | QA              | 4Tire      | Bus      |          | 3+Axle   |          |          | QC     | Factor         | QK     | Factor | AAWDT          | QW     |
| Bus  | City of Suffolk   | 1.49           | R 10, SR 32<br>29000 | G               | 99%        | 0%       | 1%       | 0%       | 0%       | 0%       | F      | NA             |        |        | 30000          | G      |
| 460 10 32                                    | City of Surfork   |                |                      |                 | 9970       | 076      | 1 /0     | 0 /0     | 076      | 0 /0     |        | INA            |        |        | 30000          | G      |
| Bus  | From:   |                | NCL Suffo            |                 | 000/       | 00/      | 40/      | 00/      | 00/      | 00/      | _      | NIA            |        |        | 00000          | 0      |
| 460 (32) (10) Main St                        | City of Suffolk   | 0.09           | 29000                | G               | 99%        | 0%       | 1%       | 0%       | 0%       | 0%       | F      | NA             |        |        | 32000          | G      |
| Bus Bus Bus                                  | To:<br>From:  | US 13,1        | BUS US 58,           | SR 32           |            |          |          |          |          |          |        |                |        |        |                |        |
| $\binom{460}{58}\binom{58}{13}$ Constance Rd | City of Suffolk   | 0.88           | 16000                | G               | 97%        | 0%       | 1%       | 1%       | 2%       | 0%       | F      | 0.086          | F      |        | 17000          | G      |
| Bus Bus Bus                                  | To:<br>From:  |                | Pinner St            |                 |            |          |          |          |          |          |        |                |        |        |                |        |
| 460 58 13 Portsmouth Blv                     | d City of Suffolk   | 1.60           | 16000                | G               | 97%        | 0%       | 1%       | 1%       | 2%       | 0%       | С      | 0.092          | F      |        | 18000          | G      |
| $\hookrightarrow \hookrightarrow$            | To-<br>From:  | SR 33          | 7 Washingto          | on St           |            |          |          |          |          |          |        |                |        |        |                |        |
| Bus Bus Bus A60 (58) (13) Portsmouth Blve    | d City of Suffolk   | 1.22           | 22000                | G               | 96%        | 1%       | 1%       | 1%       | 1%       | 0%       | С      | 0.087          | F      |        | 24000          | G      |
| 400 (30) (13)                                | To  |                | US 58                |                 |            | - , ,    |          | .,,      | .,,      |          |        |                | -      |        |                |        |
| East   | From:   | ECL            | Newport N            | ews             |            |          |          |          |          |          |        |                |        |        |                |        |
| 664 Monitor Merrimac Memorial I              | Bridge Tunnel City of Suffolk (Maint: 61)                                       | 3.05           | 27000                | Α               | 94%        | 0%       | 1%       | 1%       | 3%       | 0%       | F      | 0.118          | Α      |        | 28000          | Α      |
| $\smile$                                     | Combined Traffic Estimates for 2 Parallel Roadways                              |                |                      | Α               | 94%        | 0%       | 1%       | 1%       | 4%       | 0%       | F      | 0.11           | Α      | 0.503  | 59000          | Α      |
|  |   | East I-664 is  |                      |                 | ı I-664    |          |          |          |          |          |        |                |        |        |                |        |
| East   | To:<br>From:  | SR             | 135 College          | Dr              |            |          |          |          |          |          |        |                |        |        |                |        |
| 664 Hampton Roads Beltway                    | City of Suffolk (Maint: 61)   | 1.38           | 29000                | Α               | 94%        | 0%       | 1%       | 1%       | 3%       | 0%       | С      | 0.131          | Α      |        | 32000          | Α      |
|  | Combined Traffic Estimates for 2 Parallel Roadways                              |                |                      | Α               | 94%        | 0%       | 1%       | 1%       | 4%       | 0%       | С      | 0.107          | Α      | 0.602  | 64000          | Α      |
|  |   | East I-664 is  | signed as            | South           | ı I-664    |          |          |          |          |          |        |                |        |        |                |        |
| East   | To:<br>From:  | SR 164         | Western Fr           | eeway           |            |          |          |          |          |          |        |                |        |        |                |        |
| 664 Hampton Roads Beltway                    | City of Suffolk (Maint: 61)   | 0.58           | 27000                | G               | 94%        | 0%       | 1%       | 1%       | 3%       | 0%       | F      | NA             |        |        | 30000          | G      |
|  | Combined Traffic Estimates for 2 Parallel Roadways                              | on this Route: | 55000                | G               | 94%        | 0%       | 1%       | 1%       | 4%       | 0%       | F      | NA             |        |        | 60000          | G      |
|  |   | East I-664 is  | signed as            | South           | ı I-664    |          |          |          |          |          |        |                |        |        |                |        |
| East   | To:<br>From:  | US             | 17 Bridge I          | Rd              |            |          |          |          |          |          |        |                |        |        |                |        |
| (664) Hampton Roads Beltway                  | City of Suffolk (Maint: 61)   | 0.62           | 39000                | G               | 94%        | 0%       | 1%       | 1%       | 3%       | 0%       | F      | NA             |        |        | 42000          | G      |
|  | Combined Traffic Estimates for 2 Parallel Roadways                              | on this Route: | 78000                | G               | 94%        | 0%       | 1%       | 1%       | 4%       | 0%       | F      | NA             |        |        | 84000          | G      |
|  |   | East I-664 is  |                      |                 | ı I-664    |          |          |          |          |          |        |                |        |        |                |        |
|  | 10*   |                | L Chesapea           |                 |            |          |          |          |          |          |        |                |        |        |                |        |
| West<br>664 Monitor Merrimac Memorial E      | Bridge Tunnel City of Suffolk (Maint: 61)                                       | 3.46           | Newport No. 29000    | ews<br><b>A</b> | 94%        | 0%       | 1%       | 1%       | 4%       | 0%       | F      | 0.109          | Α      |        | 31000          | Α      |
| 664 World Welling Wellora                    | City of Surrolk (Maint. 61)  Combined Traffic Estimates for 2 Parallel Roadways |                |                      | A               | 94%<br>94% | 0%       | 1%       | 1%       | 4%<br>4% | 0%<br>0% | F      | 0.109          | A      | 0.503  | 59000          | A      |
|  | Combined Traine Edinated for 21 drailer Nedaways                                | West I-664 is  |                      |                 |            | 070      | 1 /0     | 170      | 770      | 0 /0     | •      | 0.11           | ,,     | 3.000  | 00000          | ,,     |
|  | To:   |                | 135 College          |                 |            |          |          |          |          |          |        |                |        |        |                |        |
| West   | City of Suffalk (Maint: C4)   |                |                      |                 | 0.40/      | 00/      | 10/      | 10/      | 40/      | 00/      | _      | 0.120          | ٨      |        | 22000          | ۸      |
| Hampton Roads Beltway                        | City of Suffolk (Maint: 61) Combined Traffic Estimates for 2 Parallel Roadways  | 1.04           | 31000                | A<br>A          | 94%<br>94% | 0%<br>0% | 1%<br>1% | 1%<br>1% | 4%<br>4% | 0%<br>0% | C<br>C | 0.120<br>0.107 | A<br>A | 0.602  | 33000<br>64000 | A<br>A |
|  | Combined Trainic Estimates for 2 Faraller Roadways                              | West I-664 is  |                      |                 |            | U70      | 1 70     | 1 70     | 4 70     | U70      | C      | 0.107          | ^      | 0.002  | 04000          | A      |
|  |   |                |                      |                 |            |          |          |          |          |          |        |                |        |        |                |        |

6/12/2010 14

## Nansemond Maintenance Area

| Route                       | Jurisdiction Length   | AADT        | QA      | 4Tire   | Bus |    | Tru<br>3+Axle |    |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|-----------------------------|---|-------------|---------|---------|-----|----|---------------|----|----|----|-------------|----|---------------|-------|----|
| West                        | From: SR 16   | 4 Western   | Freeway |         |     |    |               |    |    |    |             |    |               |       |    |
| 664 Hampton Roads Beltway   | City of Suffolk (Maint: 61) 0.40                                  | 28000       | G       | 94%     | 0%  | 1% | 1%            | 4% | 0% | F  | 0.120       | Ν  |               | 30000 | G  |
|                             | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 55000       | G       | 94%     | 0%  | 1% | 1%            | 4% | 0% | F  | NA          |    |               | 60000 | G  |
|                             | West I-664 i  | signed      | as Nort | h I-664 |     |    |               |    |    |    |             |    |               |       |    |
| West                        | To:<br>From:  | S 17 Bridge | Rd      |         |     |    |               |    |    |    |             |    |               |       |    |
| (664) Hampton Roads Beltway | City of Suffolk (Maint: 61) 0.57                                  | 39000       | G       | 94%     | 0%  | 1% | 1%            | 4% | 0% | F  | NA          |    |               | 42000 | G  |
| $\smile$                    | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 78000       | G       | 94%     | 0%  | 1% | 1%            | 4% | 0% | F  | NA          |    |               | 84000 | G  |
|                             | West I-664 i  | signed      | as Nort | h I-664 |     |    |               |    |    |    |             |    |               |       |    |
|                             | To: E   | CL Chesape  | eake    |         |     |    |               |    |    |    |             |    |               |       |    |

|                         |        |                    |         |       | inans | semona           | Maintena                   | ance Are     | a      |    |             |    |               |       |    |            |
|-------------------------|--------|--------------------|---------|-------|-------|------------------|----------------------------|--------------|--------|----|-------------|----|---------------|-------|----|------------|
| Route                   | Length | AADT               | QA      | 4Tire | Bus   |                  | Tru<br>3+Axle              |              | 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
| Nansemond Maintenance A | rea    | From               | :1      |       |       | 115 460          | ) Pruden B                 | lud          |        |    | -           |    |               |       |    |            |
| 690 Ennis Mill Rd       | 0.20   | 130                | R       |       |       |                  |                            |              |        |    | NA          |    |               | NA    |    | 05/18/2005 |
| 690 Ennis Mill Rd       | 0.10   | 320 From           | R       |       |       |                  | Old Suffoll                | c Rd         |        |    | NA          |    |               | NA    |    | 05/18/2005 |
|                         |        |                    | <u></u> |       |       | WC               | L Suffolk                  |              |        |    |             |    |               |       |    |            |
| City of Suffolk         |        | From               |         |       |       | 133-60           | 3 Everetts                 | Rd           |        |    |             |    |               |       |    |            |
| (602) Kirk Rd           | 0.60   | 410<br>To          | G       | 97%   | 0%    | 0%<br>Isle of Wi | 2%<br>ight County          | 0%<br>y Line | 0%     | С  | 0.137       | F  | 0.517         | 440   | G  | 2009       |
|                         |        | From               | :       |       |       |                  | ight County                |              |        |    |             |    |               |       |    |            |
| 603 Everets Rd          | 0.30   | 1600               | N       | 97%   | 1%    | 0%               | 1%                         | 1%           | 0%     | N  | 0.104       | N  | 0.725         | 1700  | N  | 2009       |
| 603 Everets Rd          | 1.97   | 1600               | G       | 97%   | 1%    | 0%               | Lake Princ<br>1%           | 1%           | 0%     | С  | 0.104       | F  | 0.725         | 1700  | G  | 2009       |
|                         |        | To<br>From         |         |       |       | 133-742 N        | Ioore Farn                 | ı Lane       |        |    |             |    |               |       |    |            |
| 603 Everets Rd          | 0.97   | 1600               | G       | 98%   | 1%    | 0%               | 1%                         | 1%           | 0%     | С  | 0.1         | F  |               | 1700  | G  | 2009       |
|                         |        | F                  | ]<br>.i |       |       |                  | Godwin Bl                  |              |        |    | <u> </u>    |    |               |       |    |            |
| 604) Desert Rd          | 6.91   | 280                | G       |       |       | North Car        | rolina State               | Line         |        |    | 0.109       | F  | 0.688         | 280   | G  | 2009       |
| (604) Desert Rd         | 0.51   | <b>200</b>         | _       |       |       | 122 642 1        | X71 14 X A                 | 1 D 1        |        |    | 0.103       | '  | 0.000         | 200   | J  | 2003       |
| 604) Hosier Rd          | 1.54   | 600 From           | G       | 97%   | 1%    | 133-642 \        | White Mar<br>2%            | sh Rd<br>0%  | 0%     | F  | 0.106       | F  | 0.691         | 640   | G  | 2009       |
| (604) Hosier Rd         | _      | To                 |         |       |       | 133-674 N        |                            |              |        |    |             |    |               |       |    |            |
| 604 Hosier Rd           | 4.11   | <b>700</b> From    | G       | 97%   | 1%    | 1%               | 2%                         | 0%           | 0%     | С  | 0.113       | F  | 0.762         | 760   | G  | 2009       |
| <u> </u>                |        | From               |         |       |       |                  | 5 Mahlon                   |              |        |    | _           |    |               |       |    |            |
| 604 Factory St          | 0.06   | 3200 <sub>To</sub> | G       | 97%   | 1%    | 1%               | 2%<br>Suffolk; Ga          | 0%           | 0%     | F  | 0.095       | F  | 0.566         | 3500  | G  | 2009       |
| _                       |        | From               |         |       | U     | S 58 Bus;        |                            | •            |        |    |             |    |               |       |    |            |
| 604 Pitchkettle Rd      | 1.30   | 3100               | G       | 98%   | 1%    | 1%               | 0%                         | 0%           | 0%     | С  | 0.105       | F  | 0.586         | 3400  | G  | 2009       |
|                         |        | To<br>From         |         |       |       | US 58 S          | Suffolk By                 | oass         |        |    | _           |    |               |       |    |            |
| 604 Pitchkettle Rd      | 2.55   | 2300               | G       | 97%   | 1%    | 1%               | 1%                         | 0%           | 0%     | F  | 0.105       | F  | 0.669         | 2500  | G  | 2009       |
| 1337                    |        | To                 | :       |       |       | 133-634 W        | V, Kings Fo<br>E, Kings Fo |              |        |    |             |    |               |       |    |            |
| 604) Providence Rd      | 0.51   | 1200               | G       | 97%   | 1%    | 1%               | 1%                         | 0%           | 0%     | С  | 0.115       | F  | 0.569         | 1300  | G  | 2009       |
| Providence Rd           |        | To                 | _       |       |       |                  | ) Pruden B                 |              |        |    |             |    |               |       |    |            |
| 604 Lake Prince Dr      | 0.78   | 2200 From          | G       | 97%   | 1%    | 1%               | 1%                         | 0%           | 0%     | С  | 0.102       | F  | 0.628         | 2300  | G  | 2009       |
| 133                     |        | To<br>From         |         |       |       | 133-605          | Girl Scou                  | t Rd         |        |    | $\neg$ —    |    |               |       |    |            |
| 604 Lake Prince Dr      | 3.16   | 1100               | G       | 97%   | 1%    | 1%               | 1%                         | 0%           | 0%     | F  | 0.13        | F  | 0.645         | 1200  | G  | 2009       |
| 1337                    |        | То                 | :       |       |       | 133-60           | 3 Everets                  | Rd           |        |    |             |    |               |       |    |            |
| O 1.007                 |        | From               |         |       |       | 133-739          | Deer Path                  | Rd           |        |    |             |    |               |       |    |            |
| 607 Milford Lane        | 1.50   | 130<br>To          | G       |       |       | 133-644          | W, Indian                  | Trail        |        |    | 0.125       | F  | 0.563         | 130   | G  | 2009       |
|                         |        | From               | :       |       |       |                  | W, Holland                 |              |        |    |             |    |               |       |    |            |
| 610 Buckhorn Rd         | 3.30   | 390                | G       | 97%   | 1%    | 1%               | 0%                         | 0%           | 0%     | С  | 0.140       | F  | 0.645         | 420   | G  | 2009       |
| (610) Buckhorn Rd       |        | To                 |         |       |       | 133-64           | 4 Indian T                 |              |        |    |             |    |               |       |    |            |
| 610 Buckhorn Rd         | 1.70   | 270 From           | G       | 97%   | 1%    | 1%               | 0%                         | 0%           | 0%     | F  | 0.118       | F  | 0.5           | 290   | G  | 2009       |
| 933                     |        | То                 | :       |       |       | Isle of Wi       |                            |              |        |    |             |    |               |       |    |            |
|                         |        | From               |         |       |       | US 460           | ) Pruden B                 | lvd          |        |    |             |    |               |       |    |            |
| (611) Gardner Lane      | 1.40   | 400                | G       |       |       |                  |                            |              |        |    | 0.113       | F  | 0.720         | 400   | G  | 2009       |
|                         |        | То                 |         |       |       |                  | 06 Exeter I                |              |        |    |             |    |               |       |    |            |
| (612) O'Kelly Dr        | 4.90   | 780                | R       |       |       | 133-616          | Vicksburg                  | g Rd         |        |    | <br>NA      |    |               | NA    |    | 02/05/2002 |
| (612) O'Kelly Dr        | 4.50   | То                 |         |       |       | US 58:           | Gap Termi                  | inus         |        |    |             |    |               | INA   |    | 02/03/2002 |
| <u> </u>                |        | From               |         |       |       |                  | Gap Term                   |              |        |    |             |    |               |       |    |            |
| 612 Kingsdale Rd        | 3.20   | 580                | R       |       |       |                  |                            |              |        |    | NA          |    |               | NA    |    | 02/05/2002 |
| <u> </u>                |        | From               |         |       |       |                  | 40 Carr La                 |              |        |    |             |    |               |       |    |            |
| (612) Kingsdale Rd      | 0.20   | 80                 | G       | 97%   | 0%    | 1%               | 1%                         | 1%           | 0%     | С  | 0.149       | F  | 0.818         | 80    | G  | 2009       |
|                         |        | То                 | 1       |       |       | Isle of Wi       | ight County                | y Line       |        |    |             |    |               |       |    |            |

|   |                      |   |  |       |      |   | nam tona   | nce Are            | a      |    |              |        |               |              |        |                              |
|---|----------------------|---|--|-------|------|---|--|--------------------|--------|----|--------------|--------|---------------|--------------|--------|------------------------------|
| Route   | Length               | AADT  | QA                                     | 4Tire | Bus  |   | Trud<br>3+Axle   |                    | 2Trail | QC | K<br>Factor  | QK     | Dir<br>Factor | AAWDT        | QW     | Year                         |
| City of Suffolk   |                      |   |  |       |      |   |  |                    |        |    |              |        |               |              |        |                              |
| O Lastwood Dd   | 1.50                 | From:   | <u> </u>                               |       | 13   | 3-661 W, S  | outhwester   | n Blvd             |        |    | 0.116        | _      | 0.55          | 600          | 0      | 2000                         |
| 613 Leafwood Rd   | 1.50                 | 680<br>To:  | G                                      |       |      | US  | 58 West  |                    |        |    | 0.116        | F      | 0.55          | 680          | G      | 2009                         |
|   |                      | From:   |  |       |      |   | JS 58  |                    |        |    | 1            |        |               |              |        |                              |
| 616 Holy Neck Rd  | 2.20                 | 720   | G                                      | 95%   | 4%   | 1%  | 0%   | 0%                 | 0%     | F  | 0.095        | F      | 0.516         | 770          | G      | 2009                         |
| (616) Holy Neck Rd  | 2.20                 |   | <u> </u>                               | 3070  | 470  |   |  |                    | 070    |    | 0.000        | •      | 0.010         | 110          | Ü      | 2000                         |
| - Halv Neak Pd  | 2.77                 | 280   | _                                      | 95%   | 4%   |   | S, Ellis R   | 0%                 | 0%     | С  | 0.108        | F      | 0.520         | 300          | G      | 2000                         |
| (616) Holy Neck Rd  | 2.77                 | 200   |  | 95%   | 470  | 1%  |  |                    | 0%     | C  | 0.106        | Г      | 0.528         | 300          | G      | 2009                         |
| O 1/21 1 - 121  | 4.00                 | From:   | <u> </u>                               | 050/  | 407  |   | , Pineview   |                    |        |    |              | _      | 0.5           | 000          | _      | 0000                         |
| 616 Vicksburg Rd  | 1.69                 | 280   | G                                      | 95%   | 4%   | 1%  | 0%   | 0%                 | 0%     | F  | 0.097        | F      | 0.5           | 300          | G      | 2009                         |
|   |                      | From:   | :                                      |       |      | 133-660 S, 1<br>133-660 S;                        |  |                    |        |    |              |        |               |              |        |                              |
| 616) Longstreet Lane  | 0.10                 | 500   | G                                      | 95%   | 4%   | 1%  | 0%   | 0%                 | 0%     | F  | 0.101        | F      | 0.548         | 530          | G      | 2009                         |
| 616 Longstreet Lane   |                      | To:   |  |       | 13   | 33-660 N; N                                       | Aineral Spr.   | ing Rd             |        |    |              |        |               |              |        |                              |
|   |                      | From:   | <u> </u>                               |       |      | 33-660 N,   |  |                    |        |    |              |        |               |              |        |                              |
| 616 Mineral Spring Rd                                       | 3.43                 | 700   | G                                      | 95%   | 4%   | 1%  | 0%   | 0%                 | 0%     | F  | 0.113        | F      | 0.691         | 750          | G      | 2009                         |
|   |                      | From:   |  |       |      | 133-668 Fr  | eeman Mil  | l Rd               |        |    |              |        |               |              |        |                              |
| 616 Mineral Spring Rd                                       | 1.48                 | 390   | G                                      | 95%   | 4%   | 1%  | 0%   | 0%                 | 0%     | F  | 0.096        | F      | 0.605         | 420          | G      | 2009                         |
| <u> </u>  |                      | To:<br>From:  | <u> </u>                               |       |      |   | aleyville B  |                    |        |    |              |        |               |              |        |                              |
| 616) Wedgewood Rd   | 2.10                 | 160   | G                                      |       |      | 133-677 N,  | , Great Forl   | Kd                 |        |    | 0.105        | F      | 0.647         | 160          | G      | 2009                         |
| 616) Wedgewood Rd   | 2.10                 | To:   | <u> </u>                               |       |      | 133-673 N   | , Greenway   | Rd                 |        |    | 0.103        |        | 0.047         | 100          | G      | 2008                         |
|   |                      | From:   | _                                      |       |      |   |  |                    |        |    | <u> </u>     |        |               |              |        |                              |
| 623) Respass Beach Rd                                       | 1.69                 | 5000  | G                                      |       |      | 133-038 1   | Townpoint :  | Ku                 |        |    | 0.1          | F      | 0.595         | 5000         | G      | 2009                         |
| Respass Beach Rd  | 1.03                 | To:   | <u> </u>                               |       |      | 133-654   | N, Bay Circ  | ·le                |        |    | <b>–</b> 0.1 | •      | 0.555         | 3000         | G      | 2003                         |
|   |                      | From:   | _                                      |       |      |   |  |                    |        |    | 1            |        |               |              |        |                              |
| 626 Shoulders Hill Rd                                       | 1.44                 | 6500  | G                                      | 96%   | 1%   | SR 337 Na<br>2%                                   | 1%   | 0%                 | 0%     | С  | 0.102        | F      |               | 7100         | G      | 2009                         |
|   | 1.44                 | 0300  |  | 90 /6 | 1 /0 | 2 /0  | 1 /0   | 0 /0               | 0 /6   |    | 0.102        |        |               | 7 100        | G      | 2008                         |
|   |                      | From:   | <u> </u>                               |       | 401  | 133-659 N.  | _  |                    |        |    |              | _      |               |              |        |                              |
| 626 Shoulders Hill Rd                                       | 1.63                 | 9200  | G                                      | 96%   | 1%   | 2%  | 1%   | 0%                 | 0%     | F  | 0.098        | F      |               | 10000        | G      | 2009                         |
|   |                      | 10.   | <u> </u>                               |       |      |   | Bridge Rd  |                    |        |    |              |        |               |              |        |                              |
| O D   | 4.00                 | From:   | <u> </u>                               | 000/  |      | SR 337 Na   |  |                    | 00/    |    |              | _      | 0.505         | 4700         | _      | 0000                         |
| Bennetts Pasture Rd   | 1.36                 | 4400  | G                                      | 96%   | 2%   | 1%  | 1%   | 0%                 | 0%     | F  | 0.118        | F      | 0.595         | 4700         | G      | 2009                         |
|   |                      | To:<br>From:  |  |       |      |   | Kings Hwy  |                    |        |    |              |        |               |              |        |                              |
| Bennetts Pasture Rd   | 3.51                 | 8400  | G                                      | 96%   | 2%   | 1%  | 1%   | 0%                 | 0%     | С  | 0.099        | F      |               | 9100         | G      | 2009                         |
|   |                      | To  |  |       |      | US 17   | Bridge Rd  |                    |        |    |              |        |               |              |        |                              |
| <u> </u>  |                      | From:   |  |       |      |   | Kings Hw   |                    |        |    |              |        |               |              |        |                              |
| 628 Crittenden Rd   | 5.26                 | 3000  | G                                      | 92%   | 1%   | 1%  | 5%   | 1%                 | 0%     | С  | 0.088        | F      |               | 3200         | G      | 2009                         |
| <u> </u>  |                      | To:   | <u> </u>                               |       |      |   | Bridge Rd  |                    |        |    |              |        |               |              |        |                              |
| <u> </u>  |                      | From:   | ــــــــــــــــــــــــــــــــــــــ |       |      | Isle of Wig                                       | tht County   | Line               |        |    |              |        |               |              |        |                              |
| 632 Old Myrtle Rd   | 5.70                 | 560   | G                                      |       |      |   |  |                    |        |    | 0.118        | F      | 0.769         | 560          | G      | 2009                         |
| <u> </u>  |                      | To:   | <u> </u>                               |       |      |   | Pruden Blv   |                    |        |    |              |        |               |              |        |                              |
|   | ·                    | From:   | ــــــــــــــــــــــــــــــــــــــ | 0001  | 001  |   | Indian Tra   |                    | 001    |    |              | _      | 0.000         | 400          | _      | 000                          |
| O 16  | a ==                 |   |  | 99%   | 0%   | 0%  | 0%   | 1%                 | 0%     | F  | 0.127        | F      | 0.830         | 420          | G      | 2009                         |
| 634 Kings Fork Rd   | 2.27                 | 390   | G                                      | 0070  |      |   |  |                    |        |    | _            |        |               |              |        |                              |
| 1337  |                      | To:<br>From:  |  |       |      |   | ake Meade  |                    |        |    |              |        |               |              |        |                              |
| Kings Fork Rd  Kings Fork Rd                                | 1.70                 | To  | G<br>G                                 | 99%   | 0%   | 133-637 L   | ake Meade  | Dr<br>1%           | 0%     | С  | 0.108        | F      | 0.663         | 1800         | G      | 2009                         |
| 1337  |                      | To:<br>From:  |  |       | 0%   |   | 0%   | 1%                 | 0%     | С  | 0.108        | F      | 0.663         | 1800         | G      | 2009                         |
| 1337  |                      | To:<br>From:  |  |       | 0%   | 0%  | 0%   | 1%                 | 0%     | С  | 0.108        | F<br>F | 0.663         | 1800<br>2500 | G<br>G |                              |
| 634 Kings Fork Rd   | 1.70                 | 1700<br>To:   | G                                      | 99%   | 0%   | 0%<br>133-604 W<br>1%                             | 0%<br>, Pitchkettle<br>0%                                | 1%<br>e Rd<br>0%   |        |    | <u> </u>     |        | 0.663         |              |        |                              |
| 634) Kings Fork Rd  | 1.70                 | 1700 To- From: 2300 To- From: | G                                      | 99%   | 0%   | 0%<br>133-604 W<br>1%                             | 0%<br>, Pitchkettl                                       | 1%<br>e Rd<br>0%   |        |    | 0.114        |        | 0.663         |              |        | 2009                         |
| 634 Kings Fork Rd   | 1.70                 | 1700<br>To:   | G<br>G                                 | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 460<br>1%             | 0%<br>, Pitchkettle<br>0%<br>Pruden Bly                  | 1% e Rd 0% ed 0%   | 0%     | С  | <u> </u>     | F      | 0.663         | 2500         | G      | 2009                         |
| 634) Kings Fork Rd  | 1.70                 | 1700 1700 To-From: 2300 To-From: 4400   | G<br>G                                 | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 4601<br>1%<br>SR 10 C | 0% , Pitchkettle 0%  Pruden Blv 0%  Godwin Blv           | 1% e Rd 0% ed 0% d | 0%     | С  | 0.114        | F      | 0.663         | 2500         | G      | 2009                         |
| 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd       | 1.70<br>0.64<br>2.27 | 1700 1700 To From: 2300 To From: 4400 To From:  | G<br>G<br>G                            | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 4601<br>1%<br>SR 10 C | 0%<br>, Pitchkettle<br>0%<br>Pruden Bly<br>0%            | 1% e Rd 0% ed 0% d | 0%     | С  | 0.114        | F      |               | 2500<br>4800 | G<br>G | 2009                         |
| 634 Kings Fork Rd 634 Kings Fork Rd                         | 1.70                 | 1700 To From: 2300 To From: 4400  | G<br>G                                 | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 460<br>1%<br>SR 10 C  | 0% , Pitchkettle 0%  Pruden Blv 0%  Godwin Blv           | 1% e Rd 0% ed 0% d | 0%     | С  | 0.114        | F      | 0.663         | 2500         | G      | 2009                         |
| 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd       | 1.70<br>0.64<br>2.27 | 1700 1700 To From: 2300 To From: 4400 To From:  | G<br>G<br>G                            | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 460<br>1%<br>SR 10 C  | 0% , Pitchkettle 0% Pruden Blv 0% Godwin Blv Pitchkettle | 1% e Rd 0% d 0% d  | 0%     | С  | 0.114        | F      |               | 2500<br>4800 | G<br>G | 2009                         |
| (334) Kings Fork Rd (634) Kings Fork Rd (634) Kings Fork Rd | 1.70<br>0.64<br>2.27 | 1700  To: From: 4400  From: 470  To:  | G<br>G<br>G                            | 99%   | 0%   | 0%<br>133-604 W<br>1%<br>US 460<br>1%<br>SR 10 C  | 0% Pruden Bly 0% Godwin Bly Pitchkettle                  | 1% e Rd 0% d 0% d  | 0%     | С  | 0.114        | F      |               | 2500<br>4800 | G<br>G | 2009<br>2009<br>2009<br>2009 |

|                        |        |              |    |       | ivaii | Semona           | Mainten                  | ance An        | <del>z</del> a |    |             |    |               |       |    |           |
|------------------------|--------|--------------|----|-------|-------|------------------|--------------------------|----------------|----------------|----|-------------|----|---------------|-------|----|-----------|
| Route                  | Length | AADT         | QA | 4Tire | Bus   | 2Axle            | Tr<br>3+Axle             | uck<br>1Trail  | 2Trail         | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year      |
| City of Suffolk        |        | Fron         | ,i |       |       |                  |                          |                |                |    | 1           |    |               |       |    |           |
| 642) Adams Swamp Rd    | 3.32   | 430          | G  | 97%   | 1%    | North Ca         | arolina Stat<br>1%       | e Line<br>1%   | 0%             | С  | 0.111       | F  | 0.726         | 460   | G  | 2009      |
| 642) Adams Swamp Rd    |        | Tr           | ·  |       |       | SR 32            | S, Carolina              | ı Rd           |                |    |             |    |               |       |    |           |
| O                      |        | Fron         |    |       |       |                  | Cypress Cl               |                |                |    |             | _  |               |       | _  |           |
| (642) White Marsh Rd   | 1.84   | 590          | G  | 95%   | 2%    | 2%               | 0%                       | 1%             | 0%             | С  | 0.112       | F  | 0.863         | 630   | G  | 2009      |
| <u> </u>               |        | Tron<br>Fron |    |       | 1     | 33-604 H         | osier Rd; D              | esert Rd       |                |    |             |    |               |       |    |           |
| White Marsh Rd         | 1.95   | 550          | G  | 95%   | 2%    | 2%               | 0%                       | 1%             | 0%             | F  | 0.124       | F  | 0.928         | 550   | G  | 2009      |
|                        |        | T-<br>Fron   |    |       |       | 133-6            | 74 Badger                | Rd             |                |    |             |    |               |       |    |           |
| White Marsh Rd         | 2.80   | 520          | R  |       |       |                  |                          |                |                |    | NA          |    |               | NA    |    | 02/05/200 |
| 100                    |        | Tr.<br>From  |    |       |       | 2.80 MN 1        | 33-674 Ba                | dger Rd        |                |    | $\Box$ —    |    |               |       |    |           |
| White Marsh Rd         | 0.79   | 810          | R  |       |       |                  |                          |                |                |    | NA          |    |               | NA    |    | 02/05/200 |
| 1337                   |        | To<br>Fron   |    |       |       | 133-11           | 25 Semino                | le Dr          |                |    |             |    |               |       |    |           |
| White Marsh Rd         | 0.84   | 2400         | G  | 97%   | 1%    | 1%               | 0%                       | 0%             | 0%             | С  | 0.098       | F  | 0.663         | 2600  | G  | 2009      |
| 133                    |        | To           | :  |       | Old E |                  | ; SR 337 V               |                | ı St           |    |             |    |               |       |    |           |
| Wilrow Dd              | 0.40   | From         | G  | 050/  | 00/   |                  | 58 Constan               |                | 00/            |    |             | _  |               | 5000  | 0  | 2000      |
| 642 Wilroy Rd          | 2.10   | 5400         |    | 95%   | 0%    | 1%               | 1%                       | 2%             | 0%             | С  | 0.094       | F  |               | 5900  | G  | 2009      |
| <u> </u>               |        | From         |    |       |       |                  | US 58                    |                |                |    | <u> </u>    |    |               |       |    |           |
| 642 Wilroy Rd          | 1.77   | 8100         | G  | 94%   | 1%    | 1%               | 3%<br>Nansemond          | 2%             | 0%             | С  | 0.1         | F  |               | 8800  | G  | 2009      |
|                        |        | From         | 1  |       |       |                  |                          | •              |                |    |             |    |               |       |    |           |
| 643) Manning Rd        | 2.56   | 560          | G  | 95%   | 3%    | 133-616 E,<br>1% | Mineral S<br>0%          | pring Rd<br>0% | 0%             | F  | 0.118       | F  | 0.706         | 600   | G  | 2009      |
| (643) Manning Rd       | 2.50   | 300          |    | 95 /6 | 3/0   | 1 /0             | 0 /6                     | 0 /6           | 0 /6           | -  | 0.116       | -  | 0.700         | 000   | G  | 2009      |
| <u> </u>               | 0.00   | From         |    | 050/  | 00/   |                  | 3 Leesville              |                | 201            |    |             | _  | 0.770         |       | _  | 2000      |
| 643 Manning Rd         | 2.32   | 760          | G  | 95%   | 3%    | 1%               | 0%                       | 0%             | 0%             | F  | 0.122       | F  | 0.778         | 820   | G  | 2009      |
| ^                      |        | Fron         |    |       |       |                  | 7 Copelano               |                |                |    |             |    |               |       |    |           |
| 643 Manning Rd         | 1.30   | 1100         | G  | 95%   | 3%    | 1%               | 0%                       | 0%             | 0%             | С  | 0.116       | F  | 0.814         | 1100  | G  | 2009      |
|                        |        | Fron         | :  |       |       |                  | Ianning Br<br>I5 Manning | _              |                |    |             |    |               |       |    |           |
| 643) Manning Bridge Rd | 0.94   | 880          | G  |       |       | 133 0            | is ividining             | , 144          |                |    | 0.136       | F  | 0.791         | 880   | G  | 2009      |
| Manning Bridge Rd      |        | To           | c  |       | 0     | .94 MN 1:        | 33-645 Ma                | nning Rd       |                |    |             |    |               |       |    |           |
|                        |        | Fron         | :  |       |       | 133-7            | 740 Carr La              | ine            |                |    |             |    |               |       |    |           |
| 644 Indian Trail       | 1.70   | 230          | G  | 99%   | 0%    | 0%               | 0%                       | 0%             | 0%             | F  | 0.169       | F  | 0.507         | 240   | G  | 2009      |
| 133/                   |        | To           | -  |       |       | 133-61           | 0 Buckhor                | n Rd           |                |    | _           |    |               |       |    |           |
| 644 Indian Trail       | 3.70   | 420 From     | G  | 99%   | 0%    | 0%               | 0%                       | 0%             | 0%             | F  | 0.106       | F  | 0.696         | 440   | G  | 2009      |
| 9437                   |        | Tr           |    |       |       | 122 62           | 4 Kings For              | dr D.d         |                |    |             |    |               |       |    |           |
| 644) Indian Trail      | 2.30   | 480 From     | G  | 99%   | 0%    | 0%               | 0%                       | 0%             | 0%             | С  | 0.11        | F  | 0.527         | 520   | G  | 2009      |
| 933                    |        | To           |    |       |       |                  |                          |                |                |    |             | -  |               |       |    |           |
| 644) Indian Trail      | 0.60   | 910 From     | G  | 99%   | 0%    | 0%               | 38 Kenyon<br>0%          | 0%             | 0%             | F  | 0.112       | F  | 0.659         | 990   | G  | 2009      |
| 644 Indian I rail      | 0.00   | 310          |    | 3370  | 070   |                  |                          |                | 070            | '  | 0.112       | '  | 0.000         | 330   | O  | 2003      |
| Indian Trail           | 1 10   | 840 From     | G  | 000/  | 0%    |                  | Lake Mea                 | de Dr<br>0%    | 0%             | F  | 0.104       | F  | 0.747         | 920   |    | 2009      |
| 644 Indian Trail       | 1.18   | 04U          |    | 99%   | 0%    | 133.6            | 39 Cohoon                |                | 0%             | Г  | 0.104       | Г  | 0.747         | 920   | G  | 2009      |
|                        |        | Fron         |    |       |       |                  |                          |                |                |    | 1           |    |               |       |    |           |
| 645) Manning Rd        | 1.70   | 680          | G  | 98%   | 1%    | 133-043 N        | 1anning Br<br>0%         | 0%             | 0%             | С  | 0.119       | F  | 0.667         | 730   | G  | 2009      |
| (645) Manning Rd       | 1.70   |              | _  | 3070  | 170   |                  |                          |                | 070            |    |             | •  | 0.007         | 700   | Ŭ  | 2000      |
| 645) Manning Rd        | 1.50   | 1400         | G  | 98%   | 1%    | Urb<br>1%        | an Bounda<br>0%          | y<br>0%        | 0%             | С  | 0.101       | F  | 0.661         | 1500  | G  | 2009      |
| 133 Warming Ku         | 1.50   | 1400 To      | _  | 90 /6 | 1 /0  |                  | 8 Holland                |                | 076            |    | 0.101       | -  | 0.001         | 1300  | G  | 2009      |
|                        |        | Fron         |    |       |       |                  |                          |                |                |    | 1           |    |               |       |    |           |
| 646) Airport Rd        | 0.40   | 1600         | G  | 96%   | 0%    | 133-705 M        | leadow Cor<br>2%         | 1%             | 0%             | С  | 0.094       | F  | 0.6           | 1700  | G  | 2009      |
| (646) Airport Rd       | 5.40   | То           | Ť  | 0070  | 370   |                  | R 32 Caro                |                | J /0           |    | 0.004       | •  | 0.0           | .,,   | J  | _000      |
|                        |        | From         |    |       |       |                  | E, Holland               |                |                |    | l           |    |               |       |    |           |
| 647) Lummis Rd         | 0.20   | 1400         | R  |       |       | 00 00            | _, 11011dll              |                |                |    | NA          |    |               | NA    |    | 07/09/200 |
| 433/                   |        | To           |    |       |       | 122.6            | 40 I                     | D.I            |                |    | _           |    |               |       |    |           |
| 647) Copeland Rd       | 2.50   | 640          | G  |       |       | 133-6            | 49 Lummis                | KU             |                |    | 0.187       | F  | 0.796         | 640   | G  | 2009      |
| (647) Copeland Rd      | 2.00   | 5-10         |    |       |       |                  |                          |                |                |    |             | •  | 0.700         | 0-10  | 5  | 2000      |
| Concland Dd            | O GE   | Fron         | Ь. |       |       | 133-643 N        | Ianning Br               | idge Rd        |                |    | NI A        |    |               | NIA   |    | 07/00/202 |
| 647 Copeland Rd        | 0.65   | 990<br>Tr    | R  |       |       | 122 6            | Q5 Indras-               | Dd             |                |    | NA          |    |               | NA    |    | 07/09/200 |
|                        |        |              | 1  |       |       | 133-6            | 85 Jackson               | ιχu            |                |    |             |    |               |       |    |           |

|                        |        |             |          |       | Nan      | semond N          | /laintenar  | nce Are       | ea      |    |             |    |               |       |    |           |
|------------------------|--------|-------------|----------|-------|----------|-------------------|---|---------------|---------|----|-------------|----|---------------|-------|----|-----------|
| Route                  | Length | AADT        | QA       | 4Tire | Bus      |                   | Trud<br>3+Axle                                    |               | 2Trail  | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year      |
| City of Suffolk        |        | From        | :        |       |          | 133-685           | Jackson R   | d             |         |    |             |    |               |       |    |           |
| 647 Copeland Rd        | 1.75   | 720         | R        |       |          | 100 000           | ouenson re  |               |         |    | NA          |    |               | NA    |    | 07/09/200 |
| 133/                   |        | To          |          |       |          | US 13 Wh          | aleyville B                                       | lvd           |         |    |             |    |               |       |    |           |
| O 0 : - D1             | 4.00   | From        |          |       |          | 133-660 L         | ongstreet L                                       | ane           |         |    | 0.440       | _  | 0.5           | 000   | _  | 2222      |
| Quince Rd              | 1.90   | 230<br>To   | G        |       |          | 133 640           | Lummis R  | d             |         |    | 0.113       | F  | 0.5           | 230   | G  | 2009      |
|                        |        | From        | :I       |       |          |                   | Kingsdale I                                       |               |         |    | +           |    |               |       |    |           |
| 653 Glen Haven Dr      | 0.13   | 900         | R        |       |          | 133-012           | Kingsdale I                                       | · · ·         |         |    | NA          |    |               | NA    |    | 07/09/200 |
| 483                    |        | To          |          |       |          | US 58             | Bus EAST  |               |         |    |             |    |               |       |    |           |
| 653 Dutch Rd           | 3.12   | 450 From    | G        | 93%   | 2%       | 3%                | 0%  | 2%            | 0%      | С  | 0.101       | F  | 0.623         | 480   | G  | 2009      |
| 133/                   |        | To          | :        |       |          |                   | N, Quaker   |               |         |    |             |    |               |       |    |           |
| 653) Holland Corner Rd | 2.17   | 190         | G        | 95%   | 3%       | 2%                | S, Quaker I<br>0%                                 | 0%            | 0%      | С  | 0.122       | F  | 0.885         | 200   | G  | 2009      |
| 653) Holland Corner Rd | 2.17   | To          | Ť        | 3070  | 070      | 133-616 Mi        |   |               | 070     |    | 0.122       | •  | 0.000         | 200   | Ŭ  | 2000      |
|                        |        | From        | :        |       |          |                   | 1 Barnes Ro                                       |               |         |    |             |    |               |       |    |           |
| 655 Brentwood Rd       | 0.90   | 160         | G        |       |          |                   |   |               |         |    | 0.11        | F  | 0.657         | 160   | G  | 2009      |
| 1337                   |        | To          |          |       |          | Ţ                 | JS 58   |               |         |    |             |    |               |       |    |           |
| <u> </u>               |        | From        |          |       |          |                   | Pughsville l                                      |               |         |    |             |    |               |       | _  |           |
| 658 Town Point Rd      | 1.36   | 1100        | G        | 97%   | 1%       | 2%                | 0%  | 0%            | 0%      | С  | 0.102       | F  | 0.517         | 1200  | G  | 2009      |
| O = 0::10:             | 0.40   | From        |          | 070/  | 40/      |                   | Plummer B   |               | 201     |    |             |    | 0.505         | 0500  |    |           |
| 658 Town Point Rd      | 0.46   | 2300 To     | G        | 97%   | 1%       | 2%                | 0%<br>idge Rd; G                                  | 0%            | 0%      | F  | 0.093       | F  | 0.535         | 2500  | G  | 2009      |
|                        |        | From        | :        |       |          |                   | ew Blvd.; (                                       | •             |         |    |             |    |               |       |    |           |
| 658 Town Point Rd      | 0.60   | 7600        | G        | 97%   | 1%       | 2%                | 0%  | 0%            | 0%      | F  | 0.09        | F  |               | 8300  | G  | 2009      |
|                        |        | To<br>From  |          |       |          | 133-2253          | Brookwood   | l Dr          |         |    | _           |    |               |       |    |           |
| 658 Town Point Rd      | 0.18   | 9800        | G        | 98%   | 1%       | 1%                | 0%  | 0%            | 0%      | С  | 0.086       | F  |               | 11000 | G  | 2009      |
| <u> </u>               |        | To<br>From  |          |       |          | SR 135            | College D   |               |         |    |             |    |               |       |    |           |
| 658 Town Point Rd      | 0.68   | 8200        | G        | 99%   | 0%       | 1%                | 0%  | 0%            | 0%      | С  | 0.098       | F  |               | 8900  | G  | 2009      |
|                        |        | 10          |          |       |          |                   | Portsmouth  |               |         |    |             |    |               |       |    |           |
| 659) Pughsville Rd     | 1.28   | 4800        | G        | 98%   | 1%       | 33-626 N, S<br>1% | Shoulders H<br>0%                                 | Iill Rd<br>0% | 0%      | С  | 0.099       | F  |               | 5200  | G  | 2009      |
| 659 Pughsville Rd      | 1.20   | <b>4000</b> |          | 30 /0 | 1 /0     |                   | Chesapeake  |               | 0 70    |    | 0.033       | '  |               | 3200  | G  | 2009      |
|                        |        | From        | :        | 13    | 33-616 N | ; Mineral S       | •   |               | et Lane |    | i           |    |               |       |    |           |
| 660 Longstreet Ln      | 5.50   | 460         | G        |       |          | ,                 | <del>, , , , , , , , , , , , , , , , , , , </del> |               |         |    | 0.129       | F  | 0.728         | 460   | G  | 2009      |
| 133                    |        | То          | :        |       |          | J                 | JS 58   |               |         |    |             |    |               |       |    |           |
| O                      |        | From        |          |       |          | 133-759           | W, Quaker   | Dr            |         |    |             |    |               |       |    |           |
| 662 Box Elder Rd       | 1.10   | <b>50</b>   | G        |       |          | 122 640           | 1 D   | .1            |         |    | 0.167       | F  | 0.778         | 50    | G  | 2009      |
|                        |        | From        | ]<br>:I  |       | 12       |                   | Lummis R  |               |         |    | _           |    |               |       |    |           |
| 666) Gates Rd          | 2.10   | 1300        | G        | 69%   | 1%       | 3-759 Pines<br>2% |   | 27%           | 0%      | F  | 0.089       | F  | 0.606         | 1400  | G  | 2009      |
| Gates Rd               | 20     | To          | .—       | 0070  | .,,      |                   |   |               |         | •  |             | •  | 0.000         |       |    | 2000      |
| 666 Gates Rd           | 3.37   | 1300 From   | G        | 69%   | 1%       | 2%                | 51 Ellis Rd<br>1%                                 | 27%           | 0%      | F  | 0.083       | F  | 0.593         | 1400  | G  | 2009      |
| Gates Rd               |        | To          |          |       |          |                   | Wildwood  |               |         |    |             |    |               |       |    |           |
| Gates Rd               | 0.65   | 1300 From   | G        | 69%   | 1%       | 2%                | 1%  | 27%           | 0%      | С  | 0.091       | F  |               | 1400  | G  | 2009      |
| 9339                   |        | To          |          |       |          | S                 | R 189   |               |         |    |             |    |               |       |    |           |
|                        |        | From        |          |       |          | 133-759 E         | , Pineview  | Rd            |         |    |             |    |               |       |    |           |
| 667 Butler Dr          | 1.90   | 120         | G        |       |          |                   |   |               |         |    | 0.096       | F  | 0.75          | 120   | G  | 2009      |
|                        |        | То          | 1        |       |          |                   | ongstreet L                                       |               |         |    |             |    |               |       |    |           |
| Dittmontown Pd         | 0.42   | From        | G        | 68%   | 0%       |                   | S, Short La                                       | ne<br>31%     | Ω0/     | С  | 0.093       | _  |               | 1200  | C  | 2009      |
| 668 Pittmantown Rd     | 0.12   | 1100<br>To  |          | 00%   | U%       | 0%<br>133-759     | 1%<br>N, Gates R                                  |               | 0%      | U  | 0.093       | F  |               | 1200  | G  | ∠009      |
| $\widehat{}$           |        | From        |          |       |          |                   | pivey Run   |               |         |    |             |    |               |       |    |           |
| 668 Freeman Mill Rd    | 4.50   | 570         | G        |       |          | **** 10.55 ==     | W 4   | D1 :          |         |    | 0.11        | F  | 0.736         | 570   | G  | 2009      |
|                        |        | To          | 1        |       |          | US-13 N, W        |   |               |         |    |             |    |               |       |    |           |
| 672) Little Fork Rd    | 3 60   | 110         | <u> </u> |       |          | US 13 Wh          | aleyville B                                       | lvd           |         |    | 0.208       | _  | 0.667         | 110   | C  | 2000      |
| 673 Little Fork Rd     | 3.60   | To To       | G        |       |          | North Caro        | olina State I                                     | Line          |         |    | 0.208       | F  | 0.667         | 110   | G  | 2009      |
|                        |        |             |          |       |          | - torus cut       | 51410 1   |               |         |    |             |    |               |       |    | -         |

|                               |        |                |          |       | rvario | SCITIONA    | iviali ileriarice i              | TICA |    |             |    |               |       |    |          |
|-------------------------------|--------|----------------|----------|-------|--------|-------------|----------------------------------|------|----|-------------|----|---------------|-------|----|----------|
| Route                         | Length | AADT           | QA       | 4Tire | Bus    |             | Truck<br>3+Axle 1Tra             |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year     |
| City of Suffolk               |        | From:          |          |       | 122    |             |                                  |      |    | -           |    |               |       |    |          |
| 673) Liberty Spring Rd North  | 2.00   | 540            | G        |       | 133-   | -759 E, Lil | perty Spring Rd W                | /est |    | 0.158       | F  | 0.777         | 540   | G  | 2009     |
| (673) Liberty Spring Rd North |        | To             |          |       |        | 133-647     | Copeland Rd                      |      |    |             |    |               |       |    |          |
|                               |        | From:          |          |       |        | 133-60-     | 4 S, Hosier Rd                   |      |    |             |    |               |       |    |          |
| 674 Badger Rd                 | 1.30   | 180            | R        |       |        |             |                                  |      |    | NA          |    |               | NA    |    | 02/18/20 |
| 100                           |        | To:            |          |       |        | 133-642     | White Marsh Rd                   |      |    |             |    |               |       |    |          |
| Commence Changel Del          | 2.00   | From:          | <u> </u> | 0.40/ | 40/    |             | haleyville Blvd                  | 00/  |    |             | _  | 0.704         | 200   | _  | 2000     |
| Cypress Chapel Rd             | 3.60   | 200            | G        | 94%   | 1%     | 2%          | 1% 2%                            | 0%   | С  | 0.142       | F  | 0.704         | 220   | G  | 2009     |
| Currence Change Dd            | 0.50   | 130 From:      | G        |       |        | SR 32       | Carolina Rd                      |      |    | 0.121       | F  | 0.6           | 140   | G  | 2009     |
| Cypress Chapel Rd             | 0.50   | To:            |          |       | 1      | 133-642 S.  | White Marsh Rd                   |      |    | 0.121       | Г  | 0.6           | 140   | G  | 2009     |
|                               |        | From:          |          |       |        |             | rolina State Line                |      |    | l           |    |               |       |    |          |
| Great Fork Rd                 | 3.60   | 1600           | G        | 98%   | 0%     | 1%          | 0% 1%                            | 0%   | С  | 0.106       | F  | 0.695         | 1700  | G  | 2009     |
| 933                           |        | To             |          |       |        |             | haleyville Blvd                  |      |    |             |    |               |       |    |          |
|                               |        | From:          |          |       |        | 133-673     | Greenway Rd                      |      |    |             |    |               |       |    |          |
| 678 Cherry Grove Rd           | 2.60   | 80             | G        |       |        |             |                                  |      |    | 0.136       | F  | 0.682         | 80    | G  | 2009     |
|                               |        | To:            |          |       | 13     | 33-642 N,   | Adams Swamp R                    | d    |    |             |    |               |       |    |          |
| O Basta Bd                    | 4.00   | From:          | Ļ        |       |        | D           | ead End                          |      |    |             | _  | 0.544         | 400   | 0  | 0000     |
| 683 Benton Rd                 | 1.00   | 490            | G        |       |        |             | US 13                            |      |    | 0.121       | F  | 0.541         | 490   | G  | 2009     |
|                               |        | From:          |          |       |        |             |                                  |      |    |             |    |               |       |    |          |
| 688) Turlington Rd            | 3.16   | 1800           | G        | 97%   | 1%     | 1%          | 13, SR 32<br>1% 0%               | 0%   | С  | 0.104       | F  | 0.517         | 1900  | G  | 2009     |
| Turlington Rd                 | 0.10   | To:            | Ť        | 01 70 |        |             | Kilby Shores Rd                  | 070  |    | 0.104       | •  | 0.017         | 1000  | Ŭ  | 2000     |
|                               |        | From:          |          |       |        |             | 3 Matoaka Rd                     |      |    |             |    |               |       |    |          |
| 95 Mockingbird Lane           | 1.25   | 100            | G        |       |        |             |                                  |      |    | 0.154       | F  | 0.563         | 100   | G  | 2009     |
|                               |        | To:            |          |       |        | D           | ead End                          |      |    |             |    |               |       |    |          |
| <u> </u>                      |        | From:          |          |       |        | 133-64      | 6 Airport Rd                     |      |    |             |    |               |       |    |          |
| Meadow Country Rd             | 1.80   | 670            | G        | 96%   | 1%     | 1%          | 1% 0%                            |      | С  | 0.098       | F  | 0.569         | 710   | G  | 2009     |
| <u> </u>                      |        | 10:            |          |       | 1      |             | eadow Country Ro                 | i    |    |             |    |               |       |    |          |
| 715) Nansemond Dr North       | 0.53   | 500            | G        |       |        | 133-202     | 23 N, Lake Rd                    |      |    | 0.103       | F  | 0.558         | 500   | G  | 2009     |
| Nansemond Dr North            | 0.55   | <b>300</b> To: |          |       |        | 133-717     | North Shore Dr                   |      |    | 0.103       | Г  | 0.556         | 300   | G  | 2009     |
|                               |        | From:          |          |       |        |             | Carolina Rd                      |      |    |             |    |               |       |    |          |
| 731) Dill Rd                  | 0.66   | 4500           | G        | 86%   | 2%     | 2%          | 3% 8%                            | 0%   | С  | 0.095       | F  |               | 4900  | G  | 2009     |
| (133)                         |        | To:            |          |       |        | 133-11      | 11 E, Dill Rd                    |      |    |             |    |               |       |    |          |
|                               |        | From:          |          |       |        | 133-644     | W, Indian Trail                  |      |    |             |    |               |       |    |          |
| 739 Deer Path Rd              | 5.20   | 340            | G        |       |        |             |                                  |      |    | 0.107       | F  | 0.757         | 340   | G  | 2009     |
|                               |        | To:            |          |       |        | 133-644     | E, Indian Trail                  |      |    |             |    |               |       |    |          |
|                               | 0.00   | From:          |          | 050/  | 201    |             | Kingsdale Rd                     | 201  |    |             | _  |               |       | •  | 2222     |
| Carr Lane                     | 0.80   | 50             | G        | 95%   | 3%     | 1%          | 0% 1%                            | 5 0% | С  | 0.164       | F  | 0.6           | 60    | G  | 2009     |
|                               |        | From:          |          |       |        |             | 4 Indian Trail                   |      |    |             |    |               |       |    |          |
| 744) Jasmine Ln               | 0.93   | 110            | G        |       |        | D           | ead End                          |      |    | 0.124       | F  | 0.571         | 110   | G  | 2009     |
| 744) Jasmine Ln               | 0.55   | To:            | Ť        |       |        | 133-616     | Holy Neck Rd                     |      |    | 0.124       | •  | 0.57 1        | 110   | J  | 2003     |
|                               |        | From:          |          |       |        |             | ead End                          |      |    |             |    |               |       |    |          |
| 757) Bennetts Creek Park Rd   | 1.03   | 2900           | G        |       |        |             |                                  |      |    | 0.113       | F  | 0.555         | 2900  | G  | 2009     |
| 133/                          |        | To:            |          |       |        | 133-626 S   | houlders Hill Rd                 |      |    |             |    |               |       |    |          |
|                               |        | From           |          |       |        |             | rolina State Line                |      |    |             |    |               |       |    |          |
| 759 Short Lane                | 0.12   | 1600           | G        | 92%   | 5%     | 2%          | 1% 0%                            | 0%   | F  | 0.089       | F  | 0.602         | 1700  | G  | 2009     |
|                               |        | To:<br>From:   |          |       |        |             | Pittmantown Rd<br>Pittmantown Rd |      |    |             |    |               |       |    |          |
| 759 Gates Rd                  | 1.23   | 1600           | G        | 92%   | 5%     | 2%          | 1% 0%                            |      | F  | 0.09        | F  | 0.636         | 1700  | G  | 2009     |
| 759 Gates Rd                  |        | To:            |          | /-    |        |             | 5 Pineview Rd                    |      |    |             |    |               |       |    |          |
| <u> </u>                      |        | From:          |          |       |        | 133-6       | 66 Gates Rd                      |      |    |             |    | _             |       | _  |          |
| 759 Pineview Rd               | 3.75   | 60             | G        | 92%   | 5%     | 2%          | 1% 0%                            | 0%   | С  | 0.159       | F  | 0.6           | 60    | G  | 2009     |
| <u> </u>                      |        | To:            |          |       |        | 133-616 V   | V, Holy Neck Rd                  |      |    |             |    |               |       |    |          |

|                          |                  |        |              |          |       | INAIR | semona i        | /laintenand         | Je Ale   | a    |    |             |     |               |       |    |           |
|--------------------------|------------------|--------|--------------|----------|-------|-------|-----------------|---------------------|----------|------|----|-------------|-----|---------------|-------|----|-----------|
| Route                    |                  | Length | AADT         | QA       | 4Tire | Bus   |                 | Truck<br>3+Axle 1   |          |      | QC | K<br>Factor | QK  | Dir<br>Factor | AAWDT | QW | Year      |
| City of Suffo            | olk              |        |              | 1        |       |       |                 |                     |          |      |    |             |     |               |       |    |           |
| 750 Quake                | or Dr            | 3.55   | From:        | G        | 92%   | 5%    | 133-616 E<br>2% | , Vicksburg I<br>1% | Rd<br>0% | 0%   | F  | 0.124       | F   | 0.628         | 740   | G  | 2009      |
| (759) Quake              | ыы               | 3.33   | To           |          | 92 /0 | 370   |                 | N, Dutch Rd         |          | 0 /6 |    | 0.124       |     | 0.020         | 740   | G  | 2009      |
|                          |                  |        | From         |          |       |       |                 | , Manning R         |          |      |    |             |     |               |       |    |           |
| 759 Libert               | y Spring Rd West | 2.28   | 460          | G        |       |       |                 |                     |          |      |    | 0.108       | F   | 0.771         | 460   | G  | 2009      |
| (1.3.5)                  |                  |        | To:          |          |       |       | US 13 S, W      | haleyville B        | lvd      |      |    |             |     |               |       |    |           |
| $\bigcirc$               |                  |        | From:        |          |       |       | Cul             | -de-Sac             |          |      |    |             |     |               |       |    |           |
| (785) Burne              | etts Ct          | 0.12   | 140          | G        |       |       |                 |                     |          |      |    | 0.163       | F   | 0.62          | 140   | G  | 2009      |
| $\overline{}$            |                  |        | 10:          |          |       |       |                 | Burnetts Wa         | У        |      |    | <u> </u>    |     |               |       |    |           |
| Char.                    | Dd               | 0.44   | From:        | <u> </u> |       |       | Cul             | -de-Sac             |          |      |    | 0.450       | _   | 0.000         | 450   | 0  | 2000      |
| 1035 Chena               | aneo Rd          | 0.14   | 150          | G        |       |       | 122 1024        | Eallwater W         | ov.      |      |    | 0.153       | F   | 0.688         | 150   | G  | 2009      |
|                          |                  |        | From:        |          |       |       |                 | Fallwater Wa        | ay       |      |    |             |     |               |       |    |           |
| 1 <sub>101</sub> ) Count | h./ Qt           | 0.62   | 3000         | G        | 86%   | 1%    | 133-11<br>2%    | 11 Dill Rd<br>3%    | 8%       | 0%   | С  | 0.089       | F   | 0.585         | 3200  | G  | 2009      |
| 1101 Count               | ty St            | 0.02   | To:          |          | 00 /0 | 1 /0  |                 | lk Corp Limi        |          | 070  |    | 0.003       | •   | 0.505         | 3200  | G  | 2009      |
|                          |                  |        | From:        |          |       |       |                 | W, Dill Rd          |          |      |    | i           |     |               |       |    |           |
| 1111) Dill Ro            | d                | 0.39   | 100          | G        | 82%   | 1%    | 3%              |                     | 4%       | 0%   | С  | 0.133       | F   | 0.625         | 110   | G  | 2009      |
| (1111) Dill Ro           | -<br>            |        | To:          |          |       | . 70  |                 | 1 County St         |          |      |    |             | _ • |               |       | _  |           |
|                          |                  |        | From:        |          |       |       |                 | Winterview l        | Dr       |      |    | Ì           |     |               |       |    |           |
| 1147 Sumn                | nerfield Ct      | 0.06   | 400          | G        |       |       | 133 1140        | vv intervie w i     | D1       |      |    | 0.118       | F   | 0.768         | 400   | G  | 2009      |
| 1147 Sumn                |                  |        | To:          |          |       | 1     | 33-1145 Sp      | ringfield Ter       | rrace    |      |    |             |     |               |       |    |           |
|                          |                  |        | From         |          |       |       | 133-133         | 2 Truman Rd         | 1        |      |    |             |     |               |       |    |           |
| 1310 6th St              | t                | 0.39   | 4700         | G        | 98%   | 1%    | 1%              |                     | 0%       | 0%   | С  | 0.091       | F   |               | 5200  | G  | 2009      |
| 133                      |                  |        | To           |          |       |       | SR 337: Wa      | shington St I       | Fast     |      |    |             |     |               |       |    |           |
| 1310) 6th St             | t                | 0.17   | 690 From:    | G        | 97%   | 1%    | 1%              |                     | 0%       | 0%   | С  | 0.108       | F   | 0.571         | 750   | G  | 2009      |
| 1310 6th St              |                  |        | To           |          |       |       | 301 Railroa     | d Ave; Gap          |          | 1S   |    |             |     |               |       |    |           |
| <u> </u>                 | _                |        | From         |          |       |       |                 | 18 Clary Dr         |          |      |    |             |     |               |       |    |           |
| (1310) Goodi             | man St           | 0.11   | 320          | G        | 97%   | 1%    | 1%              |                     | 0%       | 0%   | F  | 0.116       | F   | 0.638         | 340   | G  | 2009      |
|                          |                  |        | 10.          |          |       |       |                 | 7 Center Ave        | 2        |      |    |             |     |               |       |    |           |
| MoAr                     | uthur Dr         | 0.16   | From:        | <u> </u> |       |       | 133-642         | 2 Wilroy Rd         |          |      |    | 0.242       | F   | 0.515         | 70    | C  | 2000      |
| 1322 MCArt               | uthur Dr         | 0.16   | <b>70</b>    | G        |       | 1     | 33_1310-13      | 3-1323 Myrt         | tle St   |      |    | 0.243       | Г   | 0.515         | 70    | G  | 2009      |
|                          |                  |        | From:        |          |       | 1.    |                 |                     |          |      |    |             |     |               |       |    |           |
| Holly                    | vood Ave         | 0.06   | 2400         | G        | 97%   | 1%    | 1%              | Vashington S<br>0%  | 0%       | 0%   | С  | 0.097       | F   | 0.573         | 2600  | G  | 2009      |
| 1324 Hollyv              | VOOD AVC         | 0.00   | Z-100<br>To: | Ĕ        | 31 70 | 1 /0  |                 | Myrick Ave          |          | 070  |    | 0.037       | •   | 0.575         | 2000  | O  | 2003      |
|                          |                  |        | From:        |          |       |       |                 | Goodman S           |          |      |    | 1           |     |               |       |    |           |
| 1325 Cente               | er Ave           | 0.39   | 1700         | G        | 98%   | 1%    | 1%              |                     | 0%       | 0%   | С  | 0.097       | F   | 0.551         | 1900  | G  | 2009      |
| 133                      |                  |        | To:          |          |       |       |                 | Hollywood A         |          |      |    |             | •   |               |       |    |           |
|                          |                  |        | From         |          |       |       |                 | nner St             |          |      |    |             |     |               |       |    |           |
| 1329 Old P               | inner St         | 0.17   | 2300         | G        | 96%   | 0%    | 1%              |                     | 1%       | 0%   | С  | 0.126       | F   | 0.921         | 2500  | G  | 2009      |
| 133                      |                  |        | To:          |          |       |       |                 | ; Constance         | Rd       |      |    |             |     |               |       |    |           |
|                          |                  |        | From         |          |       |       | 133-642 W       | hite Marsh I        | Rd       |      |    |             |     |               |       |    |           |
| 1332) Truma              | an Rd            | 0.23   | 3200         | R        |       |       |                 |                     |          |      |    | NA          |     |               | NA    |    | 08/07/200 |
| 133/                     |                  |        | To:          |          |       |       | 133-1           | 310 6th St          |          |      |    |             |     |               |       |    |           |
|                          |                  |        | From         |          |       |       | 133-1366 B      | lythewood L         | ane      |      |    |             |     |               |       |    |           |
| 1368<br>133 Nixon        | Dr               | 0.06   | 950          | G        |       |       |                 |                     |          |      |    | 0.115       | F   | 0.637         | 950   | G  | 2009      |
| 1337                     |                  |        | To           |          |       |       | 133-136         | 69 Sierra Dr        |          |      |    |             |     |               |       |    |           |
| $\overline{}$            |                  |        | From         |          |       |       | De              | ad End              |          |      |    |             |     |               |       |    |           |
| 1502 Eclips              | se Dr            | 0.19   | 130          | G        |       |       |                 |                     |          |      |    | 0.17        | F   | 0.75          | 130   | G  | 2009      |
|                          |                  |        | To:          |          |       |       |                 | 05 Cross St         |          |      |    |             |     |               |       |    |           |
| $\bigcirc$ -             |                  |        | From         |          |       | _     | De              | ad End              |          |      |    |             | _   |               |       | _  |           |
| 1 <sub>605</sub> Sunse   | et Manor Dr      | 0.07   | 30           | G        |       |       |                 |                     |          |      |    | 0.167       | F   | 0.6           | 30    | G  | 2009      |
|                          |                  |        | To:          |          |       |       |                 | Vaughan Av          |          |      |    |             |     |               |       |    |           |
| <u> </u>                 |                  |        | From         |          |       |       |                 | 8 Holland R         |          |      |    |             |     |               |       |    |           |
| (1722) Kilby (           | Shores Rd        | 0.03   | 5500         | G        | 97%   | 1%    | 1%              |                     | 0%       | 0%   | С  | 0.098       | F   |               | 6000  | G  | 2009      |
| _                        |                  |        | To:          |          |       |       | 133-688         | Furlington R        | d        |      |    |             |     |               |       |    |           |

|                             |        |                |          |            | INGIIS |             | /laintenand       |        |       |    |               |     |               |       |    |      |
|-----------------------------|--------|----------------|----------|------------|--------|-------------|-------------------|--------|-------|----|---------------|-----|---------------|-------|----|------|
| Route                       | Length | AADT           | QA       | 4Tire      | Bus    |             | Trucl<br>3+Axle 1 |        |       | QC | K<br>Factor   | QK  | Dir<br>Factor | AAWDT | QW | Year |
| City of Suffolk             |        | From:          |          |            |        | 133-1718    | N, Staley D       | r      |       |    | Ī             |     |               |       |    |      |
| 1727 Brittle Dr             | 0.07   | 70             | G        |            |        |             |                   |        |       |    | 0.182         | F   | 0.5           | 70    | G  | 2009 |
| 1337                        |        | To             |          |            |        | De          | ad End            |        |       |    |               |     |               |       |    |      |
| Ash Wasad Da                | 0.07   | From:          | <u> </u> |            |        | 133-1790    | Woods Pkw         | У      |       |    | 0.47          | _   | 0.547         | 400   | 0  | 2000 |
| Ash Wood Dr                 | 0.27   | 180<br>To:     | G        |            |        | Cul         | -de-Sac           |        |       |    | 0.17          | F   | 0.517         | 180   | G  | 2009 |
|                             |        | From:          |          |            |        |             | -de-Sac           |        |       |    |               |     |               |       |    |      |
| 1856 Berkshire Blvd         | 0.35   | 500            | G        |            |        | Cui         | de sue            |        |       |    | 0.099         | F   | 0.515         | 500   | G  | 2009 |
| 133                         |        | To             |          |            |        | 133-1851    | Ashford Di        |        |       |    |               |     |               |       |    |      |
| $\overline{}$               |        | From           |          |            |        | 133-190     | 2 Wren Rd         |        |       |    |               |     |               |       |    |      |
| 1905) Hawk Rd               | 0.11   | 260<br>To:     | G        |            |        | 122 1007    | D 1               |        |       |    | 0.16          | F   | 0.523         | 260   | G  | 2009 |
|                             |        | From:          |          |            |        |             | Beaver Lan        |        |       |    |               |     |               |       |    |      |
| 2029) Foxcroft Rd           | 0.43   | 230            | G        |            | 1      | 33-627 Ber  | nnets Pasture     | Rd     |       |    | 0.165         | F   | 0.610         | 230   | G  | 2009 |
| 2029 Foxcroft Rd            |        | <b>230</b> To: |          |            |        | 133-2028    | Brittany Lar      | ne     |       |    | 3.103         | _ ' |               |       | _  |      |
|                             |        | From:          |          |            | 1      |             | ech Grove I       |        |       |    |               | •   |               |       |    | _    |
| 2073 Carter Ln              | 0.08   | 140            | G        |            |        |             |                   |        |       |    | 0.132         | F   | 0.711         | 140   | G  | 2009 |
| 133/                        |        | To             |          |            | 13     | 3-2070 Dri  | vers Station      | Way    |       |    |               |     |               |       |    |      |
| <u> </u>                    |        | From           |          |            |        | 133         | 3-2143            |        |       |    | <u>ا</u> ــــ | _   |               |       |    |      |
| Burbage Lake Circle         | 0.19   | 590            | G        |            | 12     | 3 2145 014  | e Bullocks (      | Pirole |       |    | 0.125         | F   | 0.6           | 590   | G  | 2009 |
|                             |        | From:          | <u> </u> |            | 13.    |             |                   | ncie   |       |    |               |     |               |       |    |      |
| Breeze Point Way            | 0.27   | 3000           | G        |            |        | De          | ad End            |        |       |    | 0.079         | F   |               | 3000  | G  | 2009 |
| Breeze Point Way            | 0.2.   | To:            |          |            |        | US 17       | Bridge Rd         |        |       |    |               | •   |               | 0000  |    |      |
|                             |        | From           |          |            |        | US 17       | Bridge Rd         |        |       |    |               |     |               |       |    |      |
| Harbour View Blvd           | 1.02   | 22000          | G        |            |        |             |                   |        |       |    | 0.089         | F   | 0.586         | 22000 | G  | 2009 |
| 13.57                       |        | To:<br>From:   |          |            |        | Town        | Point Rd          |        |       |    |               |     |               |       |    |      |
| Harbour View Blvd           | 1.44   | NA             |          |            |        |             |                   |        |       |    | NA            |     |               | NA    |    |      |
|                             |        | To:            |          |            |        | SI          | R 135             |        |       |    |               |     |               |       |    |      |
| O Dreeden one Cinela        | 0.04   | From:          | <u> </u> |            |        | Cul         | -de-Sac           |        |       |    | 0.404         | _   | 0.005         | 440   | 0  | 2000 |
| Preakness Circle            | 0.04   | 110<br>To:     | G        |            | 1      | 33-2350 Ste | eeplechase I      | ane    |       |    | 0.181         | F   | 0.905         | 110   | G  | 2009 |
|                             |        | From:          |          |            |        |             |                   | aure   |       |    | <u>!</u>      |     |               |       |    |      |
| 2450 Rabey Farm Rd          | 0.52   | 930            | G        | Cul-de-Sac |        |             |                   |        |       |    |               | F   | 0.575         | 930   | G  | 2009 |
| 133                         |        | To             |          |            | 13     | 33-626 N, S | houlders Hi       | ll Rd  |       |    |               |     |               |       |    |      |
|                             |        | From           |          |            |        | Wash        | ington St         |        |       |    |               |     |               |       |    |      |
| Pinner St                   | 0.63   | 5700           | G        | 99%        | 0%     | 0%          | 0%                | 0%     | 0%    | С  | 0.098         | F   |               | 6200  | G  | 2009 |
| <u> </u>                    |        | To:<br>From:   |          |            |        |             | ore Ave           |        |       |    |               |     |               |       |    |      |
| Pinner St                   | 0.41   | 9300 To:       | G        | 99%        | 0%     | 0%          |                   | 0%     | 0%    | F  | 0.094         | F   |               | 10000 | G  | 2009 |
|                             |        |                | 1        |            |        |             | L Suffolk         |        |       |    |               |     |               |       |    |      |
| 8505) South Broad St        | 0.15   | 1300           | G        | 98%        | 1%     | 1%          | nith St<br>0%     | 0%     | 0%    | F  | 0.102         | F   | 0.625         | 1400  | G  | 2009 |
| South Broad St              | 0.10   | 1500           |          | JU /0      | 1 /0   |             |                   | J /0   | 0 /0  | '  | 0.102         | '   | 0.020         | 1400  | 5  | 2008 |
| 8505 North Broad St         | 0.68   | 930 From:      | G        | 98%        | 1%     | Wash<br>1%  | ington St<br>0%   | 0%     | 0%    | С  | 0.111         | F   | 0.722         | 1000  | G  | 2009 |
| North Broad St              | 0.00   | JJU            |          | JU /0      | 1 /0   |             |                   | J /U   | J /U  |    | J.111         | •   | V.1 ZZ        | 1000  | J  | 2008 |
| Western Ave                 | 0.12   | 1300           | G        | 98%        | 1%     | East Ri     | verview Dr<br>0%  | 0%     | 0%    | F  | 0.092         | F   | 0.587         | 1400  | G  | 2009 |
| 8505<br>133<br>W estern Ave | J.12   | To:            |          | 0070       | 1 /0   |             | onstance Rd       | J / J  | - 7·0 |    | 3.002         | '   |               | . 100 | _  |      |
|                             |        | From           |          |            |        |             | by Ave            | •      |       |    |               | •   |               |       |    |      |
| Wellons St                  | 0.65   | 1700           | G        | 98%        | 1%     | 1%          |                   | 0%     | 0%    | F  | 0.09          | F   | 0.532         | 1900  | G  | 2009 |
| 133/                        |        | To:            |          |            |        | SR 337 W    | Vashington S      | t      |       |    | <b>—</b>      |     |               |       |    |      |
| Market St                   | 0.43   | 3900 From      | G        | 98%        | 1%     | 1%          |                   | 0%     | 0%    | С  | 0.098         | F   |               | 4300  | G  | 2009 |
| 1.5.5                       |        | To             |          |            |        | Sara        | atoga St          |        |       |    | <b>—</b>      |     |               |       |    |      |
| 8507 Market St              | 0.06   | 6900           | G        | 98%        | 1%     | 1%          |                   | 0%     | 0%    | F  | 0.095         | F   |               | 7500  | G  | 2009 |
| 133/                        |        | To             |          |            |        | SR 32       | 2 Main St         | •      |       |    |               |     |               |       |    |      |

| Length | AADT   | QA  | 4Tire                   | Bus                      |                 |  |  | QC             | K<br>Factor | QK          | Dir<br>Factor | AAWDT         | QW            | Year |
|--------|--|---|-------------------------|--------------------------|-----------------|--|--|----------------|-------------|-------------|---------------|---------------|---------------|------|
|        | From:  | 1   |                         |                          | M : 0:          |  |  |                |             |             |               |               |               |      |
| 0.20   |  | G   | 99%                     | 0%                       |                 | 0%   | 0%   | С              | 0.091       | F           |               | 7600          | G             | 2009 |
| 0.20   | To   | Ť   | 0070                    | 070                      |                 | 070  | 070  |                | 0.001       | •           |               | 7000          | Ü             | 2000 |
|        | From   |   |                         |                          | Carolina Av     |  |  |                | i           |             |               |               |               |      |
| 0.31   | 3600   | G   | 98%                     | 1%                       | 1% 0%           | 0%   | 0%   | С              | 0.101       | F           |               | 3900          | G             | 2009 |
|        | To   |   |                         |                          | Washington      | it.  |  |                |             |             |               |               |               |      |
| 0.12   |  | G   | 98%                     | 1%                       |                 |  | 0%   | F              | 0.097       | F           | 0.515         | 4900          | G             | 2009 |
|        | To:  |   |                         |                          | Market St       |  |  |                |             |             |               |               |               |      |
|        | From:  |   |                         |                          | Saratoga St     |  |  |                | <u> </u>    |             |               |               |               |      |
| 0.43   | 3400   | G   | 98%                     | 0%                       | 1% 1%           | 0%   | 0%   | С              | 0.091       | F           | 0.586         | 3700          | G             | 2009 |
|        | To:  |   |                         |                          | East Washingto  | n St   |  |                |             |             |               |               |               |      |
|        | From:  |   |                         |                          | SCL Suffoll     |  |  |                |             |             |               |               |               |      |
| 0.87   | 3200   | G   | 94%                     | 2%                       | 2% 1%           | 1%   | 0%   | С              | 0.094       | F           | 0.601         | 3500          | G             | 2009 |
|        | To   | <u> </u>  |                         |                          | Washington S    | St   |  |                | <u> </u>    |             |               |               |               |      |
|        | From:  |   |                         |                          |                 |  |  |                |             | _           |               |               | _             |      |
| 0.17   | 760  | G   | 74%                     | 1%                       |                 | 10%  | 0%   | F              | 0.1         | F           | 0.558         | 830           | G             | 2009 |
|        | From   |   |                         |                          |                 |  |  |                | +           |             |               |               |               |      |
| 0.04   | 630  | G   | 74%                     | 1%                       |                 | 10%  | 0%   | F              | 0.091       | F           | 0.798         | 690           | G             | 2009 |
|        | To:  |   |                         |                          |                 |  |  |                |             |             |               |               |               |      |
|        | From:  |   |                         |                          | Cedar St        |  |  |                |             |             |               |               |               |      |
| 0.33   | 920  | G   | 74%                     | 1%                       | 3% 13%          | 10%  | 0%   | С              | 0.097       | F           | 0.528         | 1000          | G             | 2009 |
|        | To:<br>From:                                   |   |                         |                          | County St       |  |  |                | $\Box$      |             |               |               |               |      |
| 0.11   | 1400   | G   | 74%                     | 1%                       |                 | 10%  | 0%   | F              | 0.107       | F           | 0.531         | 1500          | G             | 2009 |
|        | To:  |   |                         |                          | Factory St      |  |  |                |             |             |               |               |               |      |
|        | From   |   |                         |                          |                 |  |  |                |             |             |               |               |               |      |
| 0.20   | 1500   | G   | 98%                     | 0%                       |                 | 0%   | 0%   | С              | 0.118       | F           | 0.73          | 1600          | G             | 2009 |
|        | 10.  | <u> </u>  |                         |                          |                 |  |  |                |             |             |               |               |               |      |
| 0.10   |  | <u> </u>  | 000/                    | 10/                      |                 |  | 00/  |                | 0.000       | _           | 0.592         | 2000          | <u></u>       | 2009 |
| 0.16   | 3300   |   | 00%                     | 170                      | 176 576         | 3%   | U%   | Г              | 0.000       | Г           | 0.362         | 3000          | G             | 2009 |
| 0.07   | From:  | Ļ   | 000/                    | 40/                      |                 |  | 00/  |                |             |             | 0.504         | 4000          |               | 0000 |
| 0.27   | 3600<br>To:                                    | G   | 88%                     | 1%                       |                 |  | 0%   | C              | 0.086       | F           | 0.564         | 4000          | G             | 2009 |
|        | P  |   |                         |                          |                 |  |  |                | -           |             |               |               |               |      |
| 0.64   |  |   | 00%                     | 10/                      |                 |  | 09/  |                | 0.006       | _           | 0.607         | 5000          | G             | 2009 |
| 0.04   | 4000<br>To:                                    |   | JU /0                   | 1 /0                     |                 | J /0   | 0 /0   |                | 0.090       | Г           | 0.007         | 3000          | J             | 2009 |
|        | From:  |   |                         |                          |                 | Rd   |  |                |             |             |               |               |               |      |
|        |  | G   |                         |                          | repass Deach    | NU   |  |                | 0.129       | F           | 0.588         | 1500          | G             | 2009 |
|        | To:  |   |                         |                          | Wet Marsh (     | Lt .   |  |                | <u> </u>    | •           |               | . 300         | -             | _000 |
|        | From:  |   |                         |                          |                 |  |  |                | Ì           |             |               |               |               |      |
|        | 420  | G   |                         |                          |                 |  |  |                | 0.111       | F           | 0.629         | 420           | G             | 2009 |
|        | To:  |   |                         |                          | W. Washington S | Street   |  |                |             |             |               |               |               |      |
|        | From   |   |                         |                          | Ashford Dr      |  |  |                |             |             |               |               |               |      |
|        | 5700   | G   |                         |                          |                 |  |  |                | NA          |             |               | 5700          | G             | 2009 |
|        | To   |   |                         |                          | Godwin Blv      | i  |  |                |             |             |               |               |               |      |
|        | From   |   |                         |                          | Pioneer Ave     | ;  |  |                |             |             |               |               |               |      |
|        | 170  | G   |                         |                          |                 |  |  |                | 0.143       | F           | 0.686         | 170           | G             | 2009 |
|        | To   |   |                         |                          | Lummis Rd       |  |  |                |             |             |               |               |               |      |
|        | From   |   |                         |                          | Ithacha Tr      |  |  |                |             |             |               |               |               |      |
|        | 330  | G   |                         |                          |                 |  |  |                | 0.101       | F           | 0.58          | 330           | G             | 2009 |
|        | To:  |   |                         |                          | Shoulders Hill  | Rd   |  |                |             |             |               |               |               |      |
|        | 0.20  0.31  0.12  0.43  0.87  0.17  0.04  0.33 | 0.31 3600 0.12 4500 0.12 4500 To  From  0.43 3400 To  From  0.87 3200 To  From  0.17 760 To  From  0.33 920 0.11 1400 To  From  0.20 1500 To  From  0.18 3500 0.27 3600 To  From  1500 | 0.20 7000 G To    From: | 0.20 7000 G 99%    From: | 0.20            | Carolina Reference   Carolin | Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail | Carolina Radii | 1           | Carolina Rd | Carolina Ave  | Carolina AADT | Carolina RADT | Care |