### 2010

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

where available

# Special Locality Report 133

City of Suffolk

Information in this report is included in Report

**61** 

(Nansemond Maintenance Area)

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 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.

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AAD	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Isle of Wight C													
(10) (32)	City of Suffolk	1.31 <b>100</b> 0	00 G	95%	0%	1%	1%	2%	0%	F	0.096	F		11000	G
	To: From:	SR 125 Ch	uckatuck												
(10) (32) Godwin Blvd	City of Suffolk	0.87 <b>120</b> 0	00 G	95%	0%	1%	1%	2%	0%	F	0.093	F		13000	G
	To:	133-603 Ev	erets Rd												
(10) (32) Godwin Blvd	City of Suffolk	4.81 <b>120</b> 0	00 G	95%	0%	1%	1%	2%	0%	С	0.095	F		13000	G
	To	133-634 King	gs Fork Rd			<b>—</b> —									
(10) (32) Godwin Blvd	City of Suffolk	1.36 <b>210</b> 0		95%	0%	1%	1%	2%	0%	F	0.087	F		23000	G
	To	US 58 Suffo	lk Bypass												
(10) (32) Godwin Blvd	City of Suffolk	0.54 <b>190</b> 0		95%	0%	1%	1%	2%	0%	F	NA			21000	G
10 02	To	Pruden Blvo	d US 460												
Bus	From:	Bus US 460 El	_												
(10) (460) (32)	City of Suffolk	1.49 <b>260</b> 0		99%	0%	0%	0%	0%	0%	С	0.097	В	0.525	27000	F
	To: From:	Bus US 460, I Bus US													
(10) (32) (460) Main St	City of Suffolk	0.09 <b>300</b> 0		99%	0%	1%	0%	0%	0%	F	NA			33000	G
10 (32) (460)	To:	Bus US		0070	070		070	0,0	070	•				00000	Ū
Bus	From:	Bus US 58, B													
(10) (32) (13) Main St	City of Suffolk	0.68 <b>220</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	NA			24000	G
	To	SR 337 Wasl	hington St												
~~	From:	North Carolina	a State Line												
(13) Whaleyville Blvd	City of Suffolk	5.37 <b>490</b>	0 A	89%	0%	1%	1%	9%	0%	С	0.1	Α	0.631	4800	Α
<u> </u>	To: From:	133-616 Miner	al Spring Rd												
(13) Whaleyville Blvd	City of Suffolk	1.28 <b>620</b>	0 G	89%	0%	1%	1%	9%	0%	F	0.077	F	0.725	6000	G
$\sim$	To:	133-677 Grea	at Fork Rd												
13 Whaleyville Blvd	City of Suffolk	0.82 <b>810</b>		89%	0%	1%	1%	9%	0%	F	0.078	F	0.763	7900	G
	To	133-675 Cypres	s Chanel Ro	ı		$\neg$ $\sqsubseteq$									
13 Whaleyville Blvd	City of Suffolk	2.22 <b>780</b>		89%	0%	1%	1%	9%	0%	F	0.079	F		7600	G
(19)	Tec														
13 Whaleyville Blvd	City of Suffolk	133-759 S, Liberty 1.06 <b>910</b>		89%	0%	1%	1%	9%	0%	F	0.080	F		8800	G
(13) Whateywhie Blvd	Oity of Guilloik			0070	070	170	1 70	370	070		0.000	•		0000	J
Whales alle Dhad	To:	133-759 N, Ba		000/	00/	40/	40/	00/	00/		0.004			0200	
(13) Whaleyville Blvd	City of Suffolk	2.56 <b>970</b> SR 32 Card		89%	0%	1%	1%	9%	0%	г	0.084	F		9300	G
	From:	SR 32 Whaley													
(13) (32) Carolina Rd	City of Suffolk	1.64 <b>170</b> 0		89%	0%	1%	1%	9%	0%	F	0.083	F		16000	G
1.00	To:	Bus US	S 13												
~~	From:	Bus US 13, SR 3													
(13) Southwest Suffolk Bypass	City of Suffolk	2.80 1000		84%	1%	2%	2%	11%	0%	С	0.087	F		9900	G
<u> </u>	To: From:	US 58 Hol													
13 58 Suffolk Bypass	City of Suffolk	1.41 <b>380</b> 0		86%	1%	1%	1%	12%	0%	F	0.079	F		36000	G
/ 13 / / 28 / Ourion Dypass	Oity of Outlook	1.71 3000		00/0	1 /0	1 /0	1 /0	12/0	0 /0	•	0.070	•		00000	J

		City of Su	TOIK				Trι	ıok			- V		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC	K Factor	QK	Factor	AAWDT	QW
	From:	61-604 Pitchki	ttle Dd			ZAXIE	3+Axle	IIIali	ZITAII		Factor		Factor		
13 58 Suffolk Bypass	City of Suffolk	1.88 <b>4100</b> 0		93%	0%	1%	1%	5%	0%	F	0.08	F		42000	G
13) (58) Outlook Dypass	Oity of Guiroik			3370	070	170	1 70	370	070	•	0.00	'		42000	O
Con Con Suffally Purpose	City of Suffolk	US 460 Prude 0.93 <b>49000</b>		93%	0%	1%	1%	5%	0%	F	0.077	F		51000	G
13) (58) (460) Suffolk Bypass	City of Surfork			93%	0%	170	170	3%	0%	Г	0.077	Г		31000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 10 SR 32 Goo		2001	201		40/	<b>5</b> 0/	201		0.000			20222	
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>60000</b>	G	93%	0%	1%	1%	5%	0%	F	0.080	F		62000	G
	To: From:	61-642 Wilro	y Rd												
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>52000</b>	G	93%	0%	1%	1%	5%	0%	F	0.077	F		54000	G
$\sim \sim$	To- From:	Bus US 13,Bus US 58	Military I	łwy		-									
13) (58) (460) Military Highway	City of Suffolk	3.46 <b>73000</b>	G	93%	0%	1%	1%	5%	0%	F	0.079	F		76000	G
	To:	Bus US 1	.3												
Bus	From:	US 13 Southwest Su	ffolk Bypa	ISS											
Bus 13) (32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	G	89%	0%	1%	1%	9%	0%	F	NA			11000	G
<i>3</i> 0	To	Old SCL Su	ffolk												
Bus	From:			2221						_					_
32 Carolina Rd	City of Suffolk	0.54 12000		89%	0%	1%	1%	9%	0%	F	NA			12000	G
Oue Oue	From:	Fayette S US 13; SR 32 F				-									
Bus 13) (32) Main St	City of Suffolk	0.34 <b>12000</b>		99%	0%	1%	0%	0%	0%	С	0.078	F		13000	G
13) (32) Main St	any or current			0070	070		070	070	070	Ū	0.070	•		10000	Ŭ
Bus	From:	Begin SR	10												
(32) $(10)$ Main St	City of Suffolk	0.68 <b>22000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			24000	G
$\sim$ $\sim$	To:	US 58; Bus U													
Bus Bus Bus	From:	SR 32 Main		070/	00/	40/	40/	00/	00/	_	0.000	_		40000	_
13) (58) (460) Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
Bus Bus Bus	To: From:	Pinner S	t												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	G	97%	0%	1%	1%	2%	0%	С	0.092	F		18000	G
13) (30) (400)	To									_					
Bus Bus Bus	From:	SR 337 Washir	igton St												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>23000</b>		96%	1%	1%	1%	1%	0%	С	0.087	F		25000	G
<del>~ ~ ~</del>	To:	US 13, US 58,	US 460												
~~	From:	WCL Chesap													
17) Bridge Rd	City of Suffolk	0.66 <b>19000</b>	G	99%	0%	0%	0%	0%	0%	F	0.084	F		20000	G
<del>~</del>	To	I-664; SR 164 West	ern Freewa	ay		$\neg$ $\vdash$									
17 Bridge Rd	City of Suffolk	1.81 <b>32000</b>	G	98%	0%	0%	1%	1%	0%	F	0.092	F		33000	G
·	То	133-626 Knots Neck Road	Shoulder	Hill Rd											
17 Bridge Rd	City of Suffolk	1.54 <b>25000</b>		98%	0%	0%	1%	1%	0%	F	0.091	F		27000	G
11)							.,0	.,,	0,0	•	5.001	•		2.000	J
Carrelton Plud	City of Suffalk	133-627 Bennetts			0%	00/	10/	40/	00/	F	0.004			20000	
17 Carrolton Blvd	City of Suffolk	2.47 19000	G	98%	υ%	0%	1%	1%	0%	г	0.091	F		20000	G
~~	To: From:	133-628 Critter													
17)	City of Suffolk	1.17 <b>15000</b>		98%	0%	0%	1%	1%	0%	F	0.096	F		16000	G
~	To:	Isle of Wight Co	unty Line												

Route	Jurisdiction	Length <b>AADT QA</b> 4	Tire Bus	2Axle 3+A			QC	K Factor	QK Fac	AAWDT	QW
(17) Ramp	City of Suffolk (Maint: 61)	US 17-S034A TO ROUTE 0.13 NA I-664-E FROM ROUTE 17						NA		NA	
North (17) Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.03 NA US 17-S034A TO ROUTE	Н					NA		NA	
South (17) Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.05 NA US 17-N034A US 17-34A TO ROUT						NA		NA	
32 Carolina Rd	City of Suffolk	North Carolina State Line 2.89 <b>3700 G</b> 9	3% 1%	1% 19	% 5%	0%	С	0.098	F	4000	G
32 Carolina Rd	City of Suffolk		3% 1%	1% 19	% 5%	0%	F	0.097	F	4300	G
32) Carolina Rd	City of Suffolk	133-675 Cypress Chapel Rd 1.40 <b>4300 G</b> 9 133-759 Babbtown Rd	4% 1%	1% 19	% 5%	0%	С	0.091	F	4600	G
32 Carolina Rd	City of Suffolk	0.65 <b>4800 G</b> 9 133-647 Copeland Rd	4% 1%	1% 19		0%	F		F	5200	G
32 Carolina Rd	City of Suffolk To: Prom:	US 13 South of Suffolk Whaleyville Blvd	4% 1%	1% 19	% 5%	0%	F	0.094	F 0.76	1 5300	G
32 13 Carolina Rd	City of Suffolk	1.64 <b>17000 G</b> 8	9% 0%	1% 19	% 9%	0%	F	0.083	F	16000	G
32 13 Carolina Rd Bus	City of Suffolk	1.17 <b>12000 G</b> 8 Old SCL Suffolk	9% 0%	1% 19	% 9%	0%	F	NA		11000	G
32 (13) Carolina Rd	City of Suffolk	0.54 <b>12000 G</b> 8  Bus US 58 Constance Rd  Fayette St	9% 0%	1% 19	% 9%	0%	F	NA		12000	G
32 (13) Main St	City of Suffolk		9% 0%	1% 09	% 0%	0%	С	0.078	F	13000	G
32 13 10 Main St	City of Suffolk	0.68 <b>22000 G</b> 9  Bus US 58, Bus US 460	9% 0%	1% 09	% 0%	0%	F	NA		24000	G
32 460 10 Main St	City of Suffolk	0.09 <b>30000 G</b> 9 Old NCL of Suffolk	9% 0%	1% 09	% 0%	0%	F	NA		33000	G
32 460 10	City of Suffolk	1.49 <b>26000 F</b> 9 SR 10 Elephant Fork	9% 0%	0% 09	% 0%	0%	С	0.097	B 0.52	27000	F
32 10 Godwin Blvd	City of Suffolk	Bus US 460 0.54 <b>19000 G</b> 9 US 58 Suffolk Bypass	5% 0%	 1% 19	% 2%	0%	F	NA		21000	G

		City of Surroik				Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QV
	From:	US 58 Suffolk Bypass											
$\binom{32}{10}$ Godwin Blvd	City of Suffolk	1.36 <b>21000 G</b>	95%	0%	1%	1%	2%	0%	F	0.087	F	23000	G
$\smile$	To: From:	61-634 Kings Fork Rd											
32 (10) Godwin Blvd	City of Suffolk	4.81 <b>12000 G</b>	95%	0%	1%	1%	2%	0%	С	0.095	F	13000	G
	To: From:	61-603 Everets Rd											
32 10 Godwin Blvd	City of Suffolk	0.87 <b>12000 G</b>	95%	0%	1%	1%	2%	0%	F	0.093	F	13000	G
	To:	SR 125 Chuckatuck											
32 10	City of Suffolk	1.31 <b>10000 G</b>	95%	0%	1%	1%	2%	0%	F	0.096	F	11000	(
<del>5</del> 0	То:	Isle of Wight County Line											
	From:	Southampton County Line											
58) (258) Franklin Bypass	City of Suffolk	1.27 <b>20000 G</b>	86%	1%	1%	1%	12%	0%	F	0.07	F	19000	(
	To:	US 258											
58 Franklin Bypass	City of Suffolk	0.18 <b>20000 N</b>	86%	1%	1%	1%	12%	0%	Ν	0.070	N	19000	1
35) "	T	SR 189											
58 (189) Franklin Bypass	City of Suffolk	1.01 <b>20000</b> G	86%	1%	1%	1%	12%	0%	F	0.070	F	19000	(
58) (189) Teamin Dypace	any or current		0070	170		1,0	1270	070	•	0.070	•	10000	•
	City of Suffolk	SR 272 South Quay Rd 4.17 <b>21000 G</b>	86%	1%	1%	1%	12%	0%	F	0.07	F	20000	(
58) (189)	City of Surfork		80%	170	1%	170	12%	0%	Г	0.07	Г	20000	,
~~	From:	SR 189	2001				4001				_		
Holland Bypass	City of Suffolk	1.11 <b>20000 G</b>	86%	1%	1%	1%	12%	0%	F	0.071	F	19000	(
~	To: From:	Bus US 58											
Holland Rd	City of Suffolk	1.32 <b>25000 G</b>	86%	1%	1%	1%	12%	0%	F	0.071	F	24000	(
~	To: From:	133-610 W, Buckhorn Rd											
58	City of Suffolk	2.77 <b>24000 G</b>	86%	1%	1%	1%	12%	0%	F	0.073	F	23000	(
<u> </u>	To:	133-647 E, Lummis Rd											
Halland Bd	From:	133-647 Lummis Rd	000/	40/	40/	40/	400/	00/	_	0.070	_	0.4000	,
58 Holland Rd	City of Suffolk	2.05 <b>25000 G</b>	86%	1%	1%	1%	12%	0%	F	0.072	F	24000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	133-643 Manning Bridge Rd											
58) Holland Rd	City of Suffolk	0.67 <b>27000 G</b>	86%	1%	1%	1%	12%	0%	F	0.075	F	26000	(
~	Tax From:	133-738 Kenyon Rd											
58 Holland Rd	City of Suffolk	0.38 <b>30000 G</b>	86%	1%	1%	1%	12%	0%	F	0.075	F	29000	(
~	To:	Cove Point Rd											
58 Holland Rd	City of Suffolk	1.15 <b>32000 G</b>	86%	1%	1%	1%	12%	0%	F	0.073	F	31000	(
<del></del>	То:	US 13 Southwest Suffolk Bypa	ISS										
~ ~ ~	From:	Bus US 58							_		_		
58) (13) Suffolk Bypass	City of Suffolk	1.41 <b>38000 G</b>	86%	1%	1%	1%	12%	0%	F	0.079	F	36000	(
	To: From:	133-604 Pitchkittle Rd											
58) (13) Suffolk Bypass	City of Suffolk	1.88 <b>41000 G</b>	93%	0%	1%	1%	5%	0%	F	0.08	F	42000	(
~ ~	To: From:	US 460 Pruden Blvd											
58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 <b>49000 G</b>	93%	0%	1%	1%	5%	0%	F	0.077	F	51000	C
	To:	SR 10, SR 32 Godwin Blvd											

					Tru	ıck			K		Dir		
Route	Jurisdiction -	Length AADT QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 10, SR 32 Godwin Blvd											
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87 <b>60000 G</b> 93%	0%	1%	1%	5%	0%	F	0.080	F		62000	G
<del>~~~</del>	To: From:	133-642 Wilroy Rd											
(58) (13) (460) Suffolk Bypass	City of Suffolk	2.30 <b>52000 G</b> 93%	0%	1%	1%	5%	0%	F	0.077	F		54000	G
	To:	Bus US 13, Bus US 58 Military Hwy											
~~~~	From:	Bus US 58 Military Hwy Eastbound											
(58) (13) (460) Military Highway	City of Suffolk	3.46 <b>73000 G</b> 93%	0%	1%	1%	5%	0%	F	0.079	F		76000	G
<del>\$</del> <del>\$</del> <del>\$</del> <del>\$</del>	To:	WCL Chesapeake											
East	From:	US 58 TO RTE 189											
58 258	City of Suffolk	0.17 <b>NA</b>							NA			NA	
	Ta: From:	US 58-E451B TO RTE 189 SOUTH		$\Box$ $\vdash$									
East	City of Suffolk	0.05 <b>NA</b>							NA			NA	
(58) (258)	The	1SR 189-P FROM RTE 58 EAST							14/1			1471	
F .	From:			<u> </u>									
East 58	City of Suffolk	US 58-E451A TO RTE 189 SOUTH 0.03 NA							NA			NA	
58	To:	1SR 189-P FROM RTE 58 EAST							INA			INA	
West	From:	US 58 TO RTE 258 & 189											
58	City of Suffolk	0.19 <b>NA</b>							NA			NA	
West	To: From:	US 58-W451B TO RTE 258 & 189		⊢									
Viest Fo	City of Suffolk	0.03 <b>NA</b>							NA			NA	
58	To:	US 258 Gap TO											
M4	From:	US 58-W451A TO RTE 258 & 189											
West 58	City of Suffolk	0.06 <b>NA</b>							NA			NA	
(58)	To:	US 258 US 258-W013A TO & FROM RTE 5							INA			INA	
	Farm			<u> </u>									
Bus (58)	City of Coffee	Isle of Wight County Line	40/	40/	40/	40/	00/	_	0.000	_		0500	G
58	City of Suffolk	2.65 <b>2300 G</b> 96%	1%	1%	1%	1%	0%	С	0.098	F		2500	G
	To: From:	SR 189											
Bus (58)	City of Suffolk	0.26 <b>2600 G</b> 97%	1%	1%	1%	1%	0%	F	0.091	F	0.547	2800	G
30)	·												
Bus	To: From:	133-653 Dutch Rd; Glen Haven Drive											
Bus (58)	City of Suffolk	0.46 <b>3300 G</b> 97%	1%	1%	1%	1%	0%	С	0.102	F		3500	G
<u> </u>	To	US 58											
Bus	From:	US 58 East of Holland											
(58) Holland Rd	City of Suffolk	0.05 <b>11000 G</b> 97%	1%	1%	0%	1%	0%	F	NA			12000	G
<u> </u>	To: From:	133-1722 Kilby Shores Rd		一									
Bus							_		_	_	_		· <u>-</u>
(58) Holland Rd	City of Suffolk	1.79 <b>10000 G</b> 97%	1%	1%	0%	1%	0%	С	0.099	F		11000	G
<u> </u>	To: From:	SR 337 Constance Rd											
Bus		SR 337 Holland Rd	00/	40/	00/	007	00/	_	0.000	_		0.400	_
(58) Constance Rd	City of Suffolk	0.29 <b>8600 G</b> 98%	0%	1%	0%	0%	0%	F	0.093	F		9400	G
	10:	WCL Suffolk Pitchkettle Rd											

		City of Surroik				Tru	rck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Suffolk Pitchkettle Re	d		2,000	017040	TTTGIII	211011		1 40101		1 40101		
(58) Constance Rd	City of Suffolk	0.86 <b>11000 G</b>	98%	0%	1%	0%	0%	0%	С	0.096	F	0.559	12000	G
$\bigcirc$	Too	SR 32 Main St			$\neg$ $\vdash$									
Bus Bus Bus (58) (13) (460) Constance Rd	City of Suffolk	0.88 <b>16000 G</b>	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
(58) (13) (460) Constance Rd	To:	Pinner Street	31 /0	070	170	1 /0	270	076	'	0.000	'		10000	G
Bus Bus Bus	From:	Highland Ave												
(58) (13) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000 G</b>	97%	0%	1%	1%	2%	0%	С	0.092	F		18000	G
Pug Pug Pug	To: From:	SR 337 Washington St												
Bus Bus Bus (58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>23000 G</b>	96%	1%	1%	1%	1%	0%	С	0.087	F		25000	G
(36) (13) (400).	To:	US 58		.,,	TÎ.	.,.	.,.				•			
	From:	SR 10; SR 32 Godwin Blvd	l											
(125)Kings Hwy	City of Suffolk	0.69 <b>3300 G</b>	95%	0%	1%	3%	0%	0%	С	0.091	F		3600	G
	To- From:	133-628 Crittenden Rd												
(125)Kings Hwy	City of Suffolk	1.09 <b>590 G</b>	95%	0%	1%	3%	0%	0%	F	0.104	F	0.584	640	G
	Tax	133-620 Ferry Point Rd												
125 Kings Hwy	City of Suffolk	0.91 <b>290 G</b>	95%	0%	1%	3%	0%	0%	F	0.102	F	0.742	320	G
120 3 7	To:	Dead End												
	From:	Dead End @ Nansemond Riv							_		_			_
125 Kings Hwy	City of Suffolk	1.34 <b>620 G</b>	95%	0%	1%	3%	0%	0%	F	0.118	F	0.552	670	G
	From:	133-629 W, Sleepy Hole Ro												
(125) Kings Hwy	City of Suffolk	1.22 <b>850 G</b>	95%	0%	1%	3%	0%	0%	F	0.114	F	0.777	920	G
	To: From:	133-627 Bennetts Pasture R												
(125)Kings Hwy	City of Suffolk	0.48 <b>3000 G</b>	95%	0%	1%	3%	0%	0%	F	0.099	F	0.605	3200	G
<u> </u>	To:	SR 337 Nansemond Parkwa	у											
Oallana Da	From:	US 17 Bridge Rd	000/	00/	40/	407	007	00/	_	0.000	_		40000	_
135 College Dr	City of Suffolk	0.20 <b>16000 G</b>	98%	0%	1%	1%	0%	0%	F	0.090	F		18000	G
	To: From:	SR 164 Western Freeway												
135 College Dr	City of Suffolk	0.65 <b>17000 G</b>	98%	0%	1%	1%	0%	0%	С	0.09	F		18000	G
	To: From:	133-658 Towne Point Rd												
135 College Dr	City of Suffolk	0.76 <b>20000 G</b>	98%	0%	1%	1%	0%	0%	С	0.090	F		22000	G
<u> </u>	To: From:	I-664												
(135)	City of Suffolk	0.59 <b>12000 G</b>	95%	1%	2%	1%	3%	0%	С	0.084	F		13000	G
$\overline{}$	To:	SR 367 Tidewater Community C	ollege											
North	From:	SR 135 TO I-664												
135 Ramp	City of Suffolk (Maint: 61)	0.37 NA								NA			NA	
	Tor	I-664-W FROM RT 135												
North	From:	SR 135 TO I-664								N. A			A I A	
(135) Ramp	City of Suffolk (Maint: 61)	0.12 <b>NA</b>			<del></del>					NA			NA	
	10:	I-664-E FROM RT 135												

Route	Jurisdiction	Length AADT QA	4Tire	Rus	xle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	SR 135 TO I-664			AC STAXIC	TITAL	ZITAII		1 actor		1 40101		
<sub>135</sub> )Ramp	City of Suffolk (Maint: 61)	0.16 <b>NA</b>			_				NA			NA	
$\bigcirc$	То:	I-664-W FROM RT 135											
South	From:	TO ROUTE 664 EAST											
<sub>135</sub> )Ramp	City of Suffolk (Maint: 61)	0.40 <b>NA</b>							NA			NA	
$\smile$	То:	I-664-E FROM ROUTE 135 SO	UTH										
	From:	US 17 Bridge Road											
164) Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>19000 G</b>	96%	0% 09	% 1%	3%	0%	F	0.091	F		22000	G
	To	I-664			<u></u>								
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>38000 G</b>	96%	0% 09	1 % 1%	3%	0%	F	NA			43000	G
164) 17 55.5.11 1 155.113)	ony of barroin (Maint: 61)					070	070	•				10000	Ŭ
NA - stare Francisco	From:	SR 135 College Dr	000/	00/ 0/	2/ 40/	00/	00/		0.400		0.550	40000	
Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>44000 A</b>	96%	0% 09	% 1% I	3%	0%	С	0.103	Α	0.552	49000	Α
	117	WCL Portsmouth											
East	From:	SR 164 TO ROUTE 664 WESTN	ORTH		İ								
164)Ramp	City of Suffolk (Maint: 61)	0.20 <b>NA</b>			ī				NA			NA	
<u> </u>	To:	I-664-W FROM ROUTE 164 E.	AST		Ц								
Vest	From:	SR 164 TO ROUTE 664 EASTS0	HTUC										
Ramp	City of Suffolk (Maint: 61)	0.22 <b>NA</b>			_				NA			NA	
$\smile$	To	I-664-E FROM ROUTE 165 W	EST										
West	From:	SR 164 TO ROUTE 664 WESTN	ORTH									-	
Ramp	City of Suffolk (Maint: 61)	0.35 <b>NA</b>							NA			NA	
$\smile$	То:	I-664-W FROM ROUTE 164 W	EST										
	From:	Southhampton County Line	;	-		-							
189	City of Suffolk	1.36 <b>1900 G</b>	86%	0% 19	% 1%	12%	0%	С	0.09	F		2000	G
	To:	133-666 Gates Rd			<u> </u>								
400	City of Suffolk	0.82 <b>3400 G</b>	86%	0% 19	% 1%	12%	0%	F	0.083	F	0.702	3600	G
189)			0070	070 1	,0 1,0 •	12 /0	070		0.000	'	0.702	3000	O
	From:	SR 272 South Quay Rd											
189)	City of Suffolk	0.55 <b>2400 G</b>	86%	0% 19	% 1%	12%	0%	F	0.083	F	0.6	2600	G
<u> </u>	To:	US 58			<u> </u>								
100	City of Suffolk	Ramp To US 58 0.08	900	\//\ 190 f	I or directiona	al traffic	volumo	octime	toe for th	ic coc	rmont		
189 (189)	City of Surfork	Ramp to US 58	366	VA 109 IC		ıı ııaıııc	volume	5511111a	ies ioi iii	is sey	inent.		
	From:	Ramp From SR 189											
189)(189)	City of Suffolk	0.26 <b>NA</b>			ı				NA			NA	
189/189/	T-1				ı								
	From:	US 58		407 41	101	400/			0.070			40000	_
189 58 Franklin Bypass	City of Suffolk	1.01 <b>20000 G</b>	86%	1% 19	% 1%	12%	0%	F	0.070	F		19000	G
	To: From:	SR 272			<del> </del>								
189) (58)	City of Suffolk	4.17 <b>21000 G</b>	86%	1% 19	% 1%	12%	0%	F	0.07	F		20000	G
	То:	US 58 SOUTH OF HOLLAN	ID.		<u></u>								
		US JO SOUTH OF HOLLAN	ω.										
189)S Quay Rd	City of Suffolk	0.37 <b>670 G</b>		1% 29	% 4%	2%	0%	С	0.106	F	0.57	710	G

		City of Surior
Route	Jurisdiction	Length AADT QA 4Tire Bus CALL CALL TO QC QK AAWDT C
	- 1	ZAXIE 3+AXIE 11rail 21rail Factor Factor
	From:	Cumberland Lane
89)	City of Suffolk	0.12 <b>1100 G</b> 90% 1% 2% 4% 2% 0% F 0.107 F 1200
	10:	Bus US 58
_	From:	SR 189-S005A TO RTE 58
89)	City of Suffolk	0.26 <b>NA</b> NA NA
<i></i>	To:	US 58 FROM RTE 189
orth	From:	SR 189; 1SR 189-P TO RT 58 EAST
	City of Suffolk	0.08 NA NA NA
89)	To:	SR 189-S005A TO RTE 58
	From:	
outh		1SR 189-P TO RTE 58 EAST
189)	City of Suffolk	0.05 <b>NA</b> NA NA
	10.	SR 189-N005A SR 189- 5A TO RTE 58
~~~~	From:	Southampton County Line
258 58 Franklin Bypass	City of Suffolk	1.27 <b>20000 G</b> 86% 1% 1% 1% 12% 0% F 0.07 F 19000
~~ <u>~</u>	To:	US 58 Franklin Bypass
~~ ~~	From:	x
58 } { 58 }	City of Suffolk	0.17 See US 58 for directional traffic volume estimates for this segment.
~ ~ <u> </u>	Tor	X
~~~	From:	Start Label Here
:58 ] ( 58 )	City of Suffolk	0.05 See US 58 for directional traffic volume estimates for this segment.
<del>~ ~</del>	To:	End Label Here
~~	City of Coeffells	US 58 Franklin Bypass; SR 189 0.97 <b>3300 G</b> 55% 0% 1% 4% 40% 0% C 0.087 F 3600
58)	City of Suffolk	
<b>—</b>	117	NCL Suffolk
~~	From:	US 258-W013A TO RTE 58
258	City of Suffolk	0.19 <b>NA</b> NA NA
<del>~</del>	To:	US 58 FROM RTE 258 & 189
ast	From:	US 258 Gap TO
258	City of Suffolk	0.04 <b>NA</b> NA NA
East 258	To:	US 258-W013A TO RTE 58
	F	
Vest	City of Coffee	US 258 US 58-W451B TO & FROM RTE 5  0.07 NA NA NA
258}	City of Suffolk	
~	10:	US 258-E013A US 258- 13A TO RTE 58
	From:	SR 189
272)South Quay Rd	City of Suffolk	1.24 <b>1400 G</b> 95% 1% 1% 0% 3% 0% C 0.102 F 0.694 1500
<u> </u>	To:	US 58 South Quay Rd
	From:	Bus US 58 Constance Rd
(337)Washington St	City of Suffolk	0.34 <b>8600 G</b> 98% 1% 1% 0% 0% F 0.081 F 0.544 9400
)	5, 5. 5a	
	To:	Broad St
	From:	
337) Washington St	City of Suffolk	0.59 <b>9600 G</b> 98% 1% 1% 0% 0% 0% C 0.083 F 10000
Washington St	City of Suffolk	
337) Washington St	City of Suffolk  City of Suffolk  City of Suffolk	0.59 <b>9600 G</b> 98% 1% 1% 0% 0% 0% C 0.083 F 10000 SR 32 Main St 0.20 <b>10000 G</b> 98% 1% 1% 0% 0% 0% C 0.078 F 11000

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Pinner St													
337 Washington St	City of Suffolk	0.49 <b>14000</b>	G	98%	1%	1%	0%	0%	0%	F	0.079	F		15000	G
	To: From:	Old ECL Suff													
337) Washington St	City of Suffolk	2.38 <b>12000</b>	G	98%	1%	1%	0%	0%	0%	F	0.083	F		13000	G
<u> </u>	To: From:	Bus US 58 Portsmo	outh Blvd												
Nansemond Parkway	City of Suffolk	3.03 <b>4400</b>	G	95%	2%	2%	1%	0%	0%	С	0.092	F		4800	G
<u> </u>	To: From:	133-642 Wilro	y Rd												
Nansemond Parkway	City of Suffolk	1.40 <b>11000</b>	G	95%	2%	2%	1%	0%	0%	F	0.101	F		12000	G
	To: From:	Whitley Lan	ne												
Nansemond Parkway	City of Suffolk	2.01 8300	G	95%	2%	2%	1%	0%	0%	F	0.097	F	0.567	9000	G
$\smile$	Too	SR 125 Kings l	Hwy												
337)Nansemond Parkway	City of Suffolk	2.52 13000	Ğ	93%	1%	1%	4%	1%	0%	С	0.091	F		14000	G
	To:	WCL Chesape	eake												
	From:	Isle of Wight Cour	nty Line												
Pruden Blvd	City of Suffolk	3.08 <b>15000</b>	G	84%	0%	1%	1%	13%	0%	F	NA			14000	G
<del></del>	To:	133-604 Lake Prince Dr;	Providen	æ Rd											
Pruden Blvd	City of Suffolk	0.54 <b>16000</b>	G	84%	0%	1%	1%	13%	0%	F	NA			15000	G
~ <i>_</i>	To:	133-634 Kings Fo	ork Rd												
Pruden Blvd	City of Suffolk	1.47 <b>22000</b>	G	84%	0%	1%	1%	13%	0%	F	0.085	F		20000	G
<del></del>	То:	US 58, BUS US 460; St													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Prom:	US 58, BUS US 460, I													_
58 (13) Suffolk Bypass	City of Suffolk	0.93 <b>49000</b>	G	93%	0%	1%	1%	5%	0%	F	0.077	F		51000	G
	To: From:	SR 10 SR 32 Godw													
460) (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>60000</b>	G	93%	0%	1%	1%	5%	0%	F	0.080	F		62000	C
~ ~ ~	To: From:	61-642 Wilroy	Rd												
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 <b>52000</b>	G	93%	0%	1%	1%	5%	0%	F	0.077	F		54000	C
$\Rightarrow \diamond \diamond$	To: From:	Bus US 13,Bus US 58 I													
460 (58) (13) Military Highway	City of Suffolk	XXX Bus US 13,Bus US 5 3.46 <b>73000</b>	G Militai	93%	0%	1%	1%	5%	0%	F	0.079	F		76000	
460 (58) (13) Military Highway	City of Surfork	WCL Chesape		93%	0%	176	1 70	3%	0%	Г	0.079	г		70000	
	Prom:					<u>_</u>									
Bus 460	City of Suffolk	US 58, US 4	G	99%	0%	0%	0%	0%	0%	F	NA			11000	(
460)	ony or curron			3370	070	070	070	070	070	•	INA			11000	
Bus	From:	SR 10, SR 3	32												
460 (10) (32)	City of Suffolk	1.49 <b>26000</b>	F	99%	0%	0%	0%	0%	0%	С	0.097	В	0.525	27000	F
	To- From:	Old NCL Suff	folk												
Bus 460 (32) (10) Main St	City of Suffolk	0.09 <b>30000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			33000	G
460 32 10 Main St	and the second s			0070	0 /0	- 70	0 /0	0 /0	O /0	'	14/7			55500	
Bus Bus Bus	From:	US 13,BUS US 58	s,SR 32												
460 (58) (13) Constance Rd	City of Suffolk	0.88 <b>16000</b>	G	97%	0%	1%	1%	2%	0%	F	0.086	F		18000	G
$\sim$ $\sim$	To:	Pinner St													

Route   Jurisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail
Bus
SR 337 Washington St   SR 337 Washington St
Sustain   Bus
City of Suffolk   1.22   23000   G   96%   1%   1%   1%   1%   0%   C   0.087   F   25000   G
Tro
Tool:   1-664-W009B TO ROUTE
Ramp         City of Suffolk (Maint: 61)         0.13         NA         NA         NA           To:         SR 164 FROM ROUTE 664         NA         NA
SR 164 FROM ROUTE 664
Fast From FCL Newport News
Monitor Merrimac Memorial Bridge Tunnel City of Suffolk (Maint: 61) 3.05 <b>29000 A</b> 94% 0% 1% 1% 4% 0% F 0.128 A 31000 A
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>58000</b> A 94% 0% 1% 1% 4% 0% F 0.108 A 0.581 63000 A
East I-664 is signed as South I-664
East SR 135 College Dr
(664) Hampton Roads Beltway City of Suffolk (Maint: 61) 1.38 <b>28000 A</b> 94% 0% 1% 1% 4% 0% C 0.135 A 30000 A
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>59000 F</b> 94% 0% 1% 1% 4% 0% C 0.105 A 0.559 63000 F
East I-664 is signed as South I-664
SR 164 Western Freeway
East (664) Hampton Roads Beltway City of Suffolk (Maint: 61) 0.58 <b>29000 G</b> 94% 0% 1% 1% 4% 0% F NA 32000 G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>59000 G</b> 94% 0% 1% 1% 4% 0% F NA 64000 G
East I-664 is signed as South I-664
US 17 Bridge Rd
East
664 Hampton Roads Beltway  City of Suffolk (Maint: 61)  0.62 41000 G 94% 0% 1% 1% 4% 0% F NA 45000 G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>82000 G</b> 94% 0% 1% 1% 4% 0% F NA 90000 G
East I-664 is signed as South I-664  ECL Chesapeake
East         I-664-E TO RT 135           Ramp         City of Suffolk (Maint: 61)         0.26         NA         NA         NA
To: SR 135 FROM I-664
East I-664-E TO RT 135
Ramp City of Suffolk (Maint: 61) 0.21 NA NA NA
To: SR 135 FROM I-664
East I-664-E TO ROUTE 164
Ramp City of Suffolk (Maint: 61) 0.23 NA NA NA
Front I-664-E009B TO ROUTE 164 EAST
East City of Suffolk (Maint: 61) 0.18 NA NA NA
To: SR 164 FROM ROUTE 66
East I-664-E009A TO ROUTE 164 EAST
Ramp City of Suffolk (Maint: 61) 0.46 NA NA NA
To: I-664-W009B TO ROUTE

										Tru	ıck			K		Dir		
Route		Jurisdic	tion	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West		Fr	om:	ECI	Newport N	News												
664 Monitor Merrimac Memorial	Bridge Tunnel	City of Suffolk (	(Maint: 61)	3.46	30000	Α	94%	0%	1%	1%	4%	0%	F	0.115	Α		32000	Α
	Combined Traf	fic Estimates for 2 Para	ıllel Roadway	s on this Route:	58000	Α	94%	0%	1%	1%	4%	0%	F	0.108	Α	0.581	63000	Α
				West I-664 is	signed a	as Norti	h I-664											
NA .		E <sub>0</sub>	To:	SR	135 College	e Dr												
West (664) Hampton Roads Beltway		City of Suffolk (	Maint: 61)	1.04	31000	F	94%	0%	1%	1%	4%	0%	С	0.116	Α		33000	F
664) Hampton Roads Beitway	Combined Traf	fic Estimates for 2 Para				F	94%	0%	1%	1%	4%	0%	C	0.110	Α	0.559	63000	F
	Combined Trai	no Estinates for 21 are	ilioi rtoadway	West I-664 is				070	170	1 70	770	070	O	0.103	^	0.555	03000	•
			To:		Western F													
West		City of Couffells	Moint: 64\			•	0.407	0%	40/	10/	407	00/	_	0.446	N.I		22000	^
664 Hampton Roads Beltway	0	City of Suffolk (		0.40	30000	G	94%		1%	1%	4%	0%	-	0.116	N		32000	G
	Combined I rat	fic Estimates for 2 Para	illel Roadway	s on this Route: West I-664 is		G North	94%	0%	1%	1%	4%	0%	F	NA			64000	G
							11-004											
West		Fr	To: om:	US	17 Bridge	Rd												
664) Hampton Roads Beltway		City of Suffolk (	(Maint: 61)	0.57	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	G
	Combined Traf	fic Estimates for 2 Para	ıllel Roadway	s on this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	NA			90000	G
				West I-664 is	signed a	as Norti	h I-664											
			To:	EC	L Chesape	ake												
West		Fr	om:	I-66	4-W TO RT	Γ 135												
664 Ramp		City of Suffolk (	(Maint: 61)	0.16	NA									NA			NA	
			To:	SR 135 RAM	P FR I-664	FROM_	I-664											
West		Fr	om:		4-W TO R1	Γ 135												
664 Ramp		City of Suffolk (	Maint: 61)	0.26	NA									NA			NA	
			10:		FROM R													
West		Fr	om:	I-664-W TO I		ON STAT	ΓΙΟΝ											
664 Ramp		City of Suffolk (	Maint: 61)	0.26	NA	TON OT	ATTION							NA			NA	
				I-664-W FROM			ATION											
West		City of Suffolk (	Moint: 61)	0.24	V TO ROU <b>NA</b>	TE 164								NA			NA	
664 Ramp		City of Surrolk (	To:	SR 164 FROM F		4 WEST	NORTH		_					INA			INA	
		D <sub>1</sub>	om:															
West 664 Ramp		City of Suffolk (	Maint: 61)	I-664-W TO ROU' 0.11	NA	UIH&	164 EAS I							NA			NA	
004/1/2011		Oity Of Guilloik (	ivialit. 01)											14/7			INA	
West		Fr	To: om:	I-664-W009C	TO ROUT	TE 17 SO	UTH											
(664) Ramp		City of Suffolk (	(Maint: 61)	0.17	NA									NA			NA	
$\smile$			To:	I-664-E009E	B I-664- 9B	TOROU	JTE											
West		Fr		I-664-W009B	TO ROUT	TE 17 SO	UTH											
(664) Ramp		City of Suffolk (	(Maint: 61)	0.11	NA									NA			NA	
$\smile$			To:	US 17 FROM R	OUTE 664	WESTN	NORTH											

						City	of Suffol	ĸ								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		Fron	.1			122.50	2.5	D.1								
602) Kirk Rd	0.60	420	G	97%	0%	0%	3 Everetts 2%	0%	0%	С	0.137	F	0.517	440	G	2010
(602) KIIK KU	0.00	<b>420</b>	ٿ	91 /0			ight County		0 /6		0.137		0.517	440	G	2010
		Fron									<u> </u>					
Cyarata Dd	0.20			070/			ight County		00/	N.I	0.104	N.I	0.705	1700	N.I	2010
603 Everets Rd	0.30	1600	N	97%	1%	0%	1%	1%	0%	N	0.104	N	0.725	1700	N	2010
		Fron				133-604	Lake Princ	e Dr								
(603) Everets Rd	1.97	1600	G	97%	1%	0%	1%	1%	0%	С	0.104	F	0.725	1700	G	2010
$\overline{}$		To Fron				133-742 N	Moore Farm	n Lane			$\neg$ —					
603) Everets Rd	0.97	1700	G	98%	1%	0%	1%	1%	0%	С	0.1	F		1800	G	2010
		To	:			SR 10	Godwin Bl	vd								
		Fron	:		JB-NC N	NORTH C	AROLINA	STATE	LINE							
(604) Desert Rd	6.91	280	G								0.109	F	0.688	280	G	2010
		Tr				122 642	White Mar	sh Dd								
(604) Hosier Rd	1.54	600 From	G	97%	1%	1%	2%	0%	0%	F	0.106	F	0.691	650	G	2010
(604) 1 (6016) 1 KG	1.01	-	<u> </u>	01 70					070	•		•	0.001	000	Ŭ	2010
Andrew Del	1 1 1	From	<u> </u>	070/			I, Skeeterto		00/		0.440		0.760	770		2040
(604) Hosier Rd	4.11	710	G	97%	1%	1%	2%	0%	0%	С	0.113	F	0.762	770	G	2010
<u> </u>		Fron					)5 Mahlon .									
(604) Factory St	0.06	3400	G	97%	1%	1%	2%	0%	0%	F	0.095	F	0.566	3700	G	2010
$\overline{}$		To			<b>y</b> v.		Suffolk; Ga	•								
604) Pitchkettle Rd	1.30	3200	G	98%	1%	S 58 Bus; 1%	WCL Suffe	olk; Gap 0%	0%	С	0.105	F	0.586	3500	G	2010
604) Pitchkettle Rd	1.30	5200		JU /0	1 /0				J /0	U	0.100	1	0.500	3300	3	2010
<u> </u>		Fron					Suffolk By				<u> </u>	_				
(604) Pitchkettle Rd	2.55	2400	G	97%	1%	1%	1%	0%	0%	F	0.105	F	0.669	2600	G	2010
<u> </u>		Fron	e e				W, Kings Fo									
604) Providence Rd	0.51	1200	G	97%	1%	133-0341	E, Kings Fo	0%	0%	С	0.115	F	0.569	1300	G	2010
604) Providence Rd	0.51	1200		31 70	1 70	170	170	070	070		0.113	•	0.505	1300	O	2010
<u> </u>		Fron					0 Pruden B					_			_	
(604) Lake Prince Dr	0.78	2200	G	97%	1%	1%	1%	0%	0%	С	0.102	F	0.628	2300	G	2010
<u> </u>		To From				133-605	5 Girl Scou	t Rd			$\Box$					
(604) Lake Prince Dr	3.16	1100	G	97%	1%	1%	1%	0%	0%	F	0.13	F	0.645	1200	G	2010
$\bigcirc$		To	:			133-60	03 Everets 1	Rd								
		From	:			133-739	9 Deer Path	Rd								
(607) Milford Lane	1.50	130	G								0.125	F	0.563	130	G	2010
<u> </u>		To	:			133-644	W, Indian	Trail								
		Fron	:			US 58	W, Holland	Rd								
610) Buckhorn Rd	3.30	400	G	97%	1%	1%	0%	0%	0%	С	0.140	F	0.645	430	G	2010
$\bigcirc$		To				133-6/	4 Indian Ti	rail			<u> </u>					
610 Buckhorn Rd	1.70	270 From	G	97%	1%	1%	0%	0%	0%	F	0.118	F	0.5	290	G	2010
(610) Bucknorn Rd		To	Ť	J. 70			ight County		373	•	<u> </u>	•	0.0	_00	9	2010
		Fron	:				0 Pruden B				i					
611) Gardner Lane	1.40	400	G			US 40	o i rauell B	ivu			0.113	F	0.720	400	G	2010
(611) Gardner Lane	1.40	400 To				133-6	06 Exeter I	)r			0.113	1	0.120	400	3	2010
		Fron														
O'Kally Dr	4.00		<u> </u>			133-610	5 Vicksburg	g Kd			NIA			NIA		02/05/202
612) O'Kelly Dr	4.90	380 To	R			110 50.	Gap Termi	nuc			NA			NA		02/05/200
		Fron					; Gap Term				-					
(612) Kingsdale Rd	3.20	580	R			32 000	, F = 0.111				NA			NA		02/05/200
<u></u>		To				100.5	40 C 1	••			<del></del>					
612) Kingsdale Rd	0.20	80 From	G	97%	0%	133-7	40 Carr Lar 1%	1%	0%	С	0.149	F	0.818	80	G	2010
(612) Kingsdale Rd	0.20	OU To		31 70	0 /0		ight County		U /0	U	0.149	I.	0.010	OU	G	2010
			<u> </u>								_					
O Leafur ed Dd	4.50	From	<u> </u>		13	3-661 W,	Southwest	ern Blvd				_	0.55	000	_	0040
613 Leafwood Rd	1.50	680	G			***	0.50.337				0.116	F	0.55	680	G	2010
		Te	1				S 58 West									
<u> </u>		Fron					US 58					_	_		_	
(616) Holy Neck Rd	2.20	720	G	95%	4%	1%	0%	0%	0%	F	0.095	F	0.516	770	G	2010
		To	d.			122 6	61 S, Ellis l	0.4			1					

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:					~ ~~~									
616) Holy Neck Rd	2.77	280	G	95%	4%	133-661 1%	S, Ellis I 0%	Rd 0%	0%	С	0.108	F	0.528	300	G	2010
616) Holy Neck Rd	2.11	200			770				070		0.100	•	0.520	300	0	2010
616) Vicksburg Rd	1.69	280 From:	G	95%	4%	133-759 W, 1%	O%	w Rd 0%	0%	F	0.097	F	0.5	300	G	2010
(616) Vicksburg Rd	1.00	To	Ť	- 30 / 0		133-660 S, L			070	•		•	0.0	000	Ü	2010
		From:				133-660 S;										
616 Longstreet Lane	0.10	500	G	95%	4%	1%	0%	0%	0%	F	0.101	F	0.548	540	G	2010
<u> </u>		From				33-660 N; M 133-660 N, L										
616) Mineral Spring Rd	3.43	700	G	95%	4%	1%	0%	0%	0%	F	0.113	F	0.691	750	G	2010
9.19		То				133-668 Fre	omon M	11 D.4								
616) Mineral Spring Rd	1.48	390 From:	G	95%	4%	1%	0%	0%	0%	F	0.096	F	0.605	420	G	2010
010)		То				US 13 Wha										
$\sim$		From:				133-677 N,	Great Fo	rk Rd								
616) Wedgewood Rd	2.10	160	G				~				0.105	F	0.647	160	G	2010
<u> </u>		To:	<u> </u>			133-673 N,										
Deenses Barat Da	4.00	From:	<u> </u>			133-658 To	ownpoin	t Rd				_	0.505	F000	_	0040
Respass Beach Rd	1.69	5000 To:	G			133-654 N	I Boy C:	rcle			0.1	F	0.595	5000	G	2010
		From									1					
626) Shoulders Hill Rd	1.44	6800	G	96%	1%	SR 337 Nan 2%	semond 1%	Pkwy 0%	0%	С	0.102	F		7400	G	2010
626) Shoulders Hill Rd	1.44	0000		JU /0	1 /0				U /0		0.102	'		7 700	J	2010
Chauldere Hill Dd	4.00	From	<u> </u>	000/	40/	133-659 N,			00/					40000		2040
Shoulders Hill Rd	1.63	9600 To:	G	96%	1%	2%	1% Bridge R	0%	0%	F	0.098	F		10000	G	2010
		From:	<u></u>													
Bennetts Pasture Rd	1.36	4500	G	96%	2%	SR 337 Nan 1%	1%	<u>Ркwy</u> 0%	0%	F	0.118	F	0.595	4900	G	2010
627) Bennetts Pasture Rd	1.50			3070	270				070	ı		•	0.555	4300	J	2010
Bennetts Pasture Rd	3.51	8700	G	96%	2%	SR 125 I 1%	Kings Hv 1%	vy 0%	0%	С	0.099	F		9500	G	2010
Bennetts Pasture Rd	3.31	0/UU To		90%	270		Bridge R		0%	C	0.099	Г		9300	G	2010
		From:														
628) Crittenden Rd	5.26	3100	G	92%	1%	SR 125 I 1%	5%	1%	0%	С	0.088	F		3400	G	2010
020) Omioridon rid	0.20	To	Ť	- 0270	170		Bridge R		070			•		0.00	Ü	2010
		From	:			Isle of Wigh	nt County	Line			i					
632) Old Myrtle Rd	5.70	560	G			inte or wigh	n county	Line			0.118	F	0.769	560	G	2010
<u> </u>		To									_					
						US 460 P	ruden B	vd								
		From:				US 460 P										
634) Kings Fork Rd	2.27	From:	G	99%	0%				0%	F	0.127	F	0.830	430	G	2010
634) Kings Fork Rd	2.27		G	99%	0%	133-644 I 0%	Indian Ti 0%	ail 1%	0%	F	0.127	F	0.830	430	G	2010
	2.27	390	G		0%	133-644 I 0% 133-637 La	Indian Ti 0% ike Mead	ail 1%	0%	F	_	F F		430	G G	
		390 From: 1700		99%		133-644 I 0% 133-637 La 0%	Indian Ti 0% ke Mead	1% le Dr 1%			0.127		0.830			
634) Kings Fork Rd	1.70	390 From: 1700 From:	G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W,	Indian Ti 0% ake Mead 0% Pitchket	ail 1% le Dr 1% tle Rd	0%	С	0.108	F		1900	G	2010
634) Kings Fork Rd		390 From: 1700				133-644 I 0% 133-637 La 0% 133-604 W, 1%	Indian Ti 0%  ke Mead 0%  Pitchkett 0%	ail 1% le Dr 1% le Rd 0%			_					2010
634) Kings Fork Rd 634) Kings Fork Rd	1.70	390 From: 1700 From: 2400	G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P	Indian Tr 0% ake Mead 0% Pitchket 0% Pruden Bi	ail 1% le Dr 1% le Rd 0%	0%	С	0.108	F		1900	G G	2010
634) Kings Fork Rd 634) Kings Fork Rd	1.70	390 From: 1700 Ta- From: 2400	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1%	Indian Ti 0%  ke Mead 0%  Pitchkett 0%  Pruden Bi 0%	ail 1% le Dr 1% le Rd 0% lvd 0%	0%	С	0.108	F		1900	G	2010
634) Kings Fork Rd 634) Kings Fork Rd	1.70	390 1700 1700 2400 4600	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Go	Indian Tr 0% ake Mead 0% Pitchkett 0% Pruden Bl 0% odwin Bl	ail 1% le Dr 1% cle Rd 0% lvd 0% vd	0%	С	0.108	F		1900	G G	2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd	1.70 0.64 2.27	390 1700 1700 From: 2400 Table Prom: 4600 To: From:	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P	Indian Tr 0% ake Mead 0% Pitchkett 0% Pruden Bl 0% odwin Bl	ail 1% le Dr 1% cle Rd 0% lvd 0% vd	0%	С	0.108	F	0.663	1900	G G	2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd	1.70	390 1700 1700  Tax From: 2400  Tax From: 4600  To	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Go	Indian Tr 0% ake Mead 0% Pitchkett 0% Pruden Bl 0% odwin Bl	ail 1% le Dr 1% cle Rd 0% lvd 0% vd	0%	С	0.108 0.114 0.121	F F		1900 2600 5000	G G G	2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd	1.70 0.64 2.27	390 1700 1700 1700 2400 From: From: From: 470	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Go	Indian Tr 0% ike Mead 0% Pitchkett 0% Pruden Bi 0% odwin Bl itchkettle	ail 1% le Dr 1% le Rd 0% lvd 0% le Rd 0%	0%	С	0.108 0.114 0.121	F F	0.663	1900 2600 5000	G G G	2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd	1.70 0.64 2.27	390 1700 1700 To From: 2400 4600 From: 470	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Gc	Indian Tr 0% ike Mead 0% Pitchkett 0% Pruden Bi 0% odwin Bl itchkettle	ail 1% le Dr 1% le Rd 0% lvd 0% le Rd 0%	0%	С	0.108 0.114 0.121	F F	0.663	1900 2600 5000	G G G	2010 2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd	1.70 0.64 2.27	390 To From: 1700 To From: 4600 From: 470 To From:	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Gc 133-604 Pi	Indian Ti 0%  ke Mead 0%  Pitchket 0%  Pruden Bi 0%  odwin Bi itchkettle 2-678  Indian Ti 1%	ail 1% le Dr 1% le Rd 0% le Rd 0% vd 0% vd e Rd	0%	C C F	0.108 0.114 0.121 0.122	F F F	0.663	1900 2600 5000 470	G G G	2010 2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd	1.70 0.64 2.27	390 1700 1700 1700 2400 4600 10: 470 1400	G G G	99%	0%	133-644 I 0% 133-637 La 0% 133-604 W, 1% US 460 P 1% SR 10 Gc 133-604 Pi	Indian Tr 0%  ke Mead  0%  Pitchkett  0%  Pruden Bl  0%  odwin Bl  itchkettle  1%  3 Holland	ail 1% le Dr 1% le Rd 0% le Rd 0% vd 0% vd Rd	0%	C C F	0.108 0.114 0.121 0.122	F F F	0.663	1900 2600 5000 470	G G G	2010 2010 2010 2010 2010
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 638 Murphys Mill Rd 639 Lake Cohoon Rd	1.70 0.64 2.27	390 To From 1700 To From 1470 To T	G G G	99%	0%	133-644 I 0%  133-637 La 0%  133-604 W, 1% US 460 P 1% SR 10 G 133-604 Pi FR 133-644 I 0% Bus US 58	Indian Tr 0%  ke Mead  0%  Pitchkett  0%  Pruden Bl  0%  odwin Bl  itchkettle  1%  3 Holland	ail 1% le Dr 1% le Rd 0% le Rd 0% vd 0% vd Rd	0%	C C F	0.108 0.114 0.121 0.122	F F F	0.663	1900 2600 5000 470	G G G	2010 2010 2010 2010 2010
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 638 Murphys Mill Rd 639 Lake Cohoon Rd	1.70 0.64 2.27 1.25	390 To From: 2400 To From: 4600 To: 470 To From: 440 To T	G G G G	99% 99% 99%	0%	133-644 I 0%  133-637 La 0%  133-604 W, 1% US 460 P 1% SR 10 Gc 133-604 Pi  FR  133-644 I 0% Bus US 58  North Carol 0% SR 32 S, 6	Indian Tr 0%  ke Meac  0%  Pitchkett  0%  Pruden Bl  0%  odwin Bl  itchkettle  1-678  Indian Tr  1%  3 Hollanc  ina State  1%  Carolina	ail 1% le Dr 1% le Rd 0% vd 0% vd e Rd 1% e Rd Line 1% Rd	0%	C C F	0.108 0.114 0.121 0.122 0.109	F F F	0.663 0.689 0.576	1900 2600 5000 470	G G G	2010 2010 2010 2010 2010
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd 639) Lake Cohoon Rd	1.70 0.64 2.27 1.25	390 To From 1700 To From 1400 To From 1400 To From 1400 To From 1700	G G G G	99% 99% 99%	0%	133-644 I 0%  133-637 La 0%  133-604 W, 1% US 460 P 1% SR 10 G 133-604 Pi  FR  133-644 I 0% Bus US 58  North Carol 0%	Indian Tr 0%  ke Meac  0%  Pitchkett  0%  Pruden Bl  0%  odwin Bl  itchkettle  1-678  Indian Tr  1%  3 Hollanc  ina State  1%  Carolina	ail 1% le Dr 1% le Rd 0% vd 0% vd e Rd 1% e Rd Line 1% Rd	0%	C C F	0.108 0.114 0.121 0.122 0.109	F F F	0.663 0.689 0.576	1900 2600 5000 470	G G G	2010 2010 2010 2010

						City	of Suffo	lk								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		Fron	.ī		12	2 (04 11-	-: D.4- D	D.1			-					
(642) White Marsh Rd	1.95	550	G	95%	2%	2%	osier Rd; D	1%	0%	F	0.124	F	0.928	550	G	2010
(642) White Marsh Rd	2.80	520 From	R				74 Badger				NA			NA		02/05/2002
(642) White Marsh Rd	0.79	810 From	R		2.	.80 MN 1	33-674 Ba	dger Rd			NA			NA		02/05/2002
(642) White Marsh Rd	0.84	2500 Tron	G	97%	1%	1%	25 Seminol	le Dr 0% Vashington	0%	С	0.098	F	0.663	2700	G	2010
(642) Wilroy Rd	2.10	From <b>5600</b>	G	95%			58 Constan 1%		0%	С	0.094	F		6100	G	2010
(642) Wilroy Rd	1.77	From <b>8500</b>	G	94%	1%	1%	US 58 3%	2%	0%	С	0.1	F		9200	G	2010
		To	:		i	SR 337 N	lansemond	l Pkwy								
643) Manning Rd	2.56	560	G	95%	3%	1%	Mineral S 0%	0%	0%	F	0.118	F	0.706	600	G	2010
(643) Manning Rd	2.32	770 From	G	95%	3%	133-66 1%	3 Leesville 0%	e Rd 0%	0%	F	0.122	F	0.778	830	G	2010
		Tron Fron				133-64	7 Copelano	d Rd								
(643) Manning Rd	1.30	1100	G	95%	3% 1		0% Ianning Br		0%	С	0.116	F	0.814	1200	G	2010
643) Manning Bridge Rd	0.94	880 To	G		0.0		5 Manning 3-645 Ma				0.136	F	0.791	880	G	2010
		Fron	:		0.2		40 Carr La									
644 Indian Trail	1.70	230	G	99%	0%	0%	0%	0%	0%	F	0.169	F	0.507	240	G	2010
644) Indian Trail	3.70	420 From	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.696	450	G	2010
644) Indian Trail	2.30	490	G	99%	0%	0%	Kings For	0%	0%	С	0.11	F	0.527	520	G	2010
644) Indian Trail	0.60	950 From	G	99%	0%	0%	0%	0%	0%	F	0.112	F	0.659	1000	G	2010
644) Indian Trail	1.18	880 To	G	99%	0%	0%	Lake Mea 0% 89 Cohoon	0%	0%	F	0.104	F	0.747	950	G	2010
		From	:		1		Ianning Br									
645) Manning Rd	1.70	680	G	98%	1%	1%	0%	0%	0%	С	0.119	F	0.667	740	G	2010
(645) Manning Rd	1.50	1400 To	G	98%	1%	1%	n Boundar 0% B Holland	0%	0%	С	0.101	F	0.661	1500	G	2010
		Fron			13		eadow Coi									
646) Airport Rd	0.40	1600 Te	G	96%	0% ι	1% US 13; S	2% R 32 Carol	1% lina Rd	0%	С	0.094	F	0.6	1800	G	2010
647) Lummis Rd	0.20	From 1400	R			US 58	E, Holland	l Rd			NA			NA		07/09/2002
647) Copeland Rd	2.50	670 From	G			133-64	9 Lummis	Rd			0.187	F	0.796	670	G	2010
(647) Copeland Rd	0.65	990 From	R		1	33-643 M	Ianning Br	idge Rd			NA			NA		07/09/2002
647) Copeland Rd	1.75	720 From	R			133-68	35 Jackson	Rd			NA			NA		07/09/2002
$\overline{}$		Tr					/haleyville									
(650) Quince Rd	1.90	230	G				Longstreet				0.113	F	0.5	230	G	2010
$\overline{}$		Te			•	133-64	9 Lummis	Rd								

						Oity	or Gurron	`								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	:			133-612	Kingsdale	Rd			1					
653) Glen Haven Dr	0.13	900	R			133-012	Kingsdate	Ku			NA			NA		07/09/2002
Dutch Dd	2.42	From ACO	Щ_	020/	20/		Bus EAS		00/		0.101		0.600	400		2010
653) Dutch Rd	3.12	460	G	93%	2%	3% 133-759	0% N, Quaker	2% Dr	0%	С	0.101	F	0.623	490	G	2010
		From					S, Quaker									
(653) Holland Corner Rd	2.17	190	G	95%	3%	2%	0%	0%	0%	С	0.122	F	0.885	210	G	2010
		10					ineral Spri				<u> </u>					
655) Brentwood Rd	0.90	160	G			133-65	1 Barnes R	.d			0.11	F	0.657	160	G	2010
(655) Brentwood Rd	0.50	To	Ť				US 58				<u> </u>	•	0.007	100	Ŭ	2010
		From				133-659	Pughsville	Rd								
(658) Town Point Rd	1.36	1100	G	97%	1%	2%	0%	0%	0%	С	0.102	F	0.517	1200	G	2010
$\bigcirc$		To From				133-2276	Plummer I	Blvd			<b>—</b>					
(658) Town Point Rd	0.46	2400	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.535	2600	G	2010
$\overline{}$		To					ridge Rd; C	_								
(658) Town Point Rd	0.60	7900	G	97%	1%	2%	iew Blvd.; 0%	<u>Оар</u> 0%	0%	F	0.09	F		8600	G	2010
(000)		To					Brookwoo									
(658) Town Point Rd	0.18	10000	G	98%	1%	1%	0%	0%	0%	С	0.086	F		11000	G	2010
000		To					5 College D									
(658) Town Point Rd	0.68	8600 From	G	99%	0%	1%	0%	0%	0%	С	0.098	F		9300	G	2010
		To				WCL	Portsmoutl	ı								
		From	c		1:	33-626 N,	Shoulders l	Hill Rd								
(659) Pughsville Rd	1.28	5000	G	98%	1%	1%	0%	0%	0%	С	0.099	F		5400	G	2010
		To					Chesapeak									
O Longotroot Lo	<i>E E</i> 0	From	<u> </u>	13	3-616 N	; Mineral	Spring Rd;	Longstree	et Lane		0.100	_	0.700	460	_	2010
660 Longstreet Ln	5.50	460	G			,	US 58				0.129	F	0.728	460	G	2010
		From	:				W, Quaker	Dr								
(662) Box Elder Rd	1.10	50	G			133 137	rr, Quaker	ы			0.167	F	0.778	50	G	2010
002		To	c			133-649	Lummis I	Rd								
		From	:		13	3-759 Pine	view Rd; C									
(666) Gates Rd	2.10	1300	G	69%	1%	2%	1%	27%	0%	F	0.089	F	0.606	1400	G	2010
0		To From					61 Ellis Ro									
666) Gates Rd	3.37	1400	G	69%	1%	2%	1%	27%	0%	F	0.083	F	0.593	1400	G	2010
<u> </u>		From					Wildwood									
666 Gates Rd	0.65	1400 To	G	69%	1%	2%	1%	27%	0%	С	0.091	F		1500	G	2010
			1				SR 189									
667) Butler Dr	1.90	120	G			133-759 1	E, Pineviev	v Rd			0.096	F	0.75	120	G	2010
(667) Butler Dr	1.50	To				133-660 I	Longstreet l	Lane			0.030	•	0.75	120	J	2010
		From	:				S, Short La									
(668) Pittmantown Rd	0.12	1100	G	68%	0%	0%	1%	31%	0%	С	0.093	F		1200	G	2010
		To	:				N, Gates 1									
668) Freeman Mill Rd	4.50	570	G			133-671	Spivey Run	Rd			0.11	F	0.736	570	G	2010
(668) Freeman Mill Rd	4.50	To	_		1	US-13 N, V	Whaleyville	Blvd			0.11	•	0.730	370	G	2010
		From	:				haleyville l									
(672) Little Fork Rd	3.60	110	G								0.208	F	0.667	110	G	2010
$\bigcirc$		To				North Car	olina State	Line								
$\sim$		From			133-	759 E, Lit	erty Spring	Rd West								
(673) Liberty Spring Rd North	2.00	540	G								0.158	F	0.777	540	G	2010
		To					Copeland									
Padgar Pd	1 20	400	<u> </u>			133-604	S, Hosier	Rd						NIA		02/10/2002
674) Badger Rd	1.30	180 To	R			133 642 5	Vhite Mars	h RA			NA			NA		02/18/2002
						100-044 \	, mic ividis	ıı ıxu								

						,	or Curron								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			LIC 12 W	h-1:11- Dl4			1					
675) Cypress Chapel Rd	3.60	210	G	94%	1%	2%	haleyville Blvd 1% 2%	0%	С	0.142	F	0.704	220	G	2010
0/9 // 1		To					Carolina Rd								
675) Cypress Chapel Rd	0.50	130 From	G			511.52	Cu oma ru			0.121	F	0.6	140	G	2010
		To			]	133-642 S,	White Marsh Rd								
$\sim$		From					olina State Line								
677) Great Fork Rd	3.60	1600 <sub>To</sub>	G	98%	0%	1%	0% 1%	0%	С	0.106	F	0.695	1700	G	2010
		From	.1				haleyville Blvd			<u></u>					
678) Cherry Grove Rd	2.60	80	G			155-0/5	Greenway Rd			0.136	F	0.682	80	G	2010
070)		То			13	33-642 N,	Adams Swamp Rd				-				
		From				D	ead End								
883) Benton Rd	1.00	490	G							0.121	F	0.541	490	G	2010
		To	<u> </u>			,	US 13								
○ <b>-</b> "	0.40	From	<u> </u>	070/	40/		13, SR 32	00/			_	0.547	0000	•	0040
688 Turlington Rd	3.16	1900 <sub>To</sub>	G	97%	1%	1%	1% 0% Kilby Shores Rd	0%	С	0.104	F	0.517	2000	G	2010
		From	<u>.                                    </u>				3 Matoaka Rd			_					
695) Mockingbird Lane	1.25	100	G			155-743	iviatoaka Ku			0.154	F	0.563	100	G	2010
090)		То				D	ead End								
		From	:			133-64	6 Airport Rd								
705) Meadow Country Rd	1.80	700	G	96%	1%	1%	1% 0%	0%	С	0.098	F	0.569	740	G	2010
<u> </u>		To			1	33-674 Me	eadow Country Rd								
<u> </u>		From				133-202	3 N, Lake Rd							_	
Nansemond Dr North	0.53	<b>500</b>	G			122 717	V 4 61 D			0.103	F	0.558	500	G	2010
		From					North Shore Dr			_					
731) Dill Rd	0.66	4700	G	86%	2%	2%	Carolina Rd 3% 8%	0%	С	0.095	F		5100	G	2010
731) 5111 110	0.00	To		0070	270		11 E, Dill Rd	070		0.000	•		0100	Ü	2010
		From	:			133-644	W, Indian Trail								
739) Deer Path Rd	5.20	340	G							0.107	F	0.757	340	G	2010
<u> </u>		То				133-644	E, Indian Trail								
		From					Kingsdale Rd								
740 Carr Lane	0.80	50	G	95%	3%	1%	0% 1%	0%	С	0.164	F	0.6	60	G	2010
		To	ı				4 Indian Trail								
744) Jasmine Ln	0.93	110	G			D	ead End			0.124	F	0.571	110	G	2010
Jasmine Ln	0.55	То	Ť			133-616	Holy Neck Rd			0.124	•	0.57 1	110	J	2010
		From	:				ead End			l					
757) Bennetts Creek Park Rd	1.03	2900	G							0.113	F	0.555	2900	G	2010
		To				133-626 S	houlders Hill Rd								
		From	:			North Car	olina State Line								
759) Short Lane	0.12	1600	G	92%	5%	2%	1% 0%	0%	F	0.089	F	0.602	1800	G	2010
<u> </u>		To From					Pittmantown Rd Pittmantown Rd								
759) Gates Rd	1.23	1600	G	92%	5%	2%	1% 0%	0%	F	0.09	F	0.636	1800	G	2010
		To	:				Pineview Rd								
Dinavian Dd	275	From	<u> </u>	000/	E0/		66 Gates Rd	00/		0.450	_	0.0	-	_	2040
759 Pineview Rd	3.75	60 To	G	92%	5%	2%	1% 0% /, Holy Neck Rd	0%	С	0.159	F	0.6	60	G	2010
_		From					E, Vicksburg Rd								
759) Quaker Dr	3.55	700	G	92%	5%	2%	1% 0%	0%	F	0.124	F	0.628	740	G	2010
$\smile$		To					N, Dutch Rd								
759 Liberty Spring Rd West	2.28	460	G			155-643	S, Manning Rd			0.108	F	0.771	460	G	2010
(759) Liberty Spring Rd West															

							oi Suitoik								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			Cu	1-de-Sac			1					
785) Burnetts Ct	0.12	140	G			Cu	i-ue-sac			0.163	F	0.62	140	G	2010
		To				133-780	Burnetts Way								
		From				Cu	1-de-Sac								
1035 Chenaneo Rd	0.14	150	G			122 1021				0.153	F	0.688	150	G	2010
<u> </u>		То					Fallwater Way								
1101) County St	0.62	3100	G	86%	1%	133-1 2%	111 Dill Rd 3% 8%	0%	С	0.089	F	0.585	3400	G	2010
County St	0.02	3100 To		00 /0	1 /0		olk Corp Limits	0 /6		0.069		0.363	3400	G	2010
_		From					1 W, Dill Rd								
1111) Dill Rd	0.39	100	G	82%	1%	3%	9% 4%	0%	С	0.133	F	0.625	110	G	2010
$\overline{}$		To				133-11	01 County St								
<u> </u>		From				133-1148	Winterview Dr								
1147) Summerfield Ct	0.06	400	G							0.118	F	0.768	400	G	2010
$\overline{}$		То			1		pringfield Terrace								
C+h C+	0.00	From	<u> </u>	000/	40/		2 Truman Rd	00/		0.004	_		E 400	_	2040
1310) 6th St	0.39	4900	G	98%	1%	1%	0% 0%	0%	С	0.091	F		5400	G	2010
Cth Ct	0.17	From	<u> </u>	070/			ashington St East	00/		0.100		0.571	700		2010
1310) 6th St	0.17	<b>720</b>	G	97%	1%	1% 301 Railros	0% 0% ad Ave; Gap Termi	0%	С	0.108	F	0.571	780	G	2010
		From			133-1		318 Clary Dr	iius							
1310) Goodman St	0.11	330	G	97%	1%	1%	0% 0%	0%	F	0.116	F	0.638	360	G	2010
<u> </u>		То				133-131	7 Center Ave								
<u> </u>		From	<u> </u>			133-64	2 Wilroy Rd								
McAruthur Dr	0.16	<b>70</b>	G		1.	22 1210, 1	22 1222 M1- Ct			0.243	F	0.515	70	G	2010
		From			1.		33-1323 Myrtle St								
Hollywood Ave	0.06	2500	G	97%	1%	1%	Washington St 0% 0%	0%	С	0.097	F	0.573	2700	G	2010
1324) 11011) 11000 7 110	0.00	То	Ť	0.70	. , 0		5 Myrick Ave	0,70			•	0.0.0			20.0
		From				133-131	0 Goodman St								
1325 Center Ave	0.39	1800	G	98%	1%	1%	0% 0%	0%	С	0.097	F	0.551	2000	G	2010
$\bigcirc$		To				133-1324	Hollywood Ave								
O		From					inner St								
Old Pinner St	0.17	2400	G	96%	0%	1%	1% 1%	0%	С	0.126	F	0.921	2600	G	2010
		From	<u> </u>				s; Constance Rd			<u> </u>					
1332) Truman Rd	0.23	3200	R			133-642 V	Vhite Marsh Rd			NA			NA		08/07/20
1332) Truman Rd	0.23	<b>3200</b> To	:			133-1	1310 6th St						INA		00/01/20
_		From					Blythewood Lane								
1368) Nixon Dr	0.06	950	G			133 1300 1	Tythe wood Earle			0.115	F	0.637	950	G	2010
		To				133-13	69 Sierra Dr								
		From				Do	ead End								
1502) Eclipse Dr	0.19	130	G							0.17	F	0.75	130	G	2010
$\overline{}$		To				133-15	505 Cross St								
$\circ$		From				De	ead End								
Sunset Manor Dr	0.07	30	G							0.167	F	0.6	30	G	2010
		То					Vaughan Ave			<del>_</del>					
Kilby Charas Dd	0.02	From <b>5700</b>	<u> </u>	070/	10/		58 Holland Rd	00/		0.000	_		6300	<u></u>	2040
1722) Kilby Shores Rd	0.03	5700 <sub>To</sub>	G	97%	1%	1% 133-688	0% 0% Turlington Rd	0%	С	0.098	F		6200	G	2010
		From					8 N, Staley Dr								
1727) Brittle Dr	0.07	70	G			133-1/18	, 14, Statey Dr			0.182	F	0.5	70	G	2010
1121) 2		To				D	ead End							_	
				_	-							•			
		From				133-1790	Woods Pkwv								
1795) Ash Wood Dr	0.27	180	G			133-1790	) Woods Pkwy			0.17	F	0.517	180	G	2010

						City	of Suffol	K								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			Cui	l-de-Sac				_					
1856) Berkshire Blvd	0.35	500	G			Cu	-uc-sac				0.099	F	0.515	500	G	2010
		To				133-185	1 Ashford	Dr								
		From				133-19	02 Wren I	Rd								
1905) Hawk Rd	0.11	260	G								0.16	F	0.523	260	G	2010
<u> </u>		To	<u> </u>				Beaver L				<u> </u>					
2029) Foxcroft Rd	0.42	230	G		1:	33-627 Be	nnets Past	ure Rd			0.165	F	0.610	230	G	2010
2029 Foxcroft Rd	0.43	<b>230</b> To				133-2028	Brittany I	ane			0.103	-	0.610	230	G	2010
		From	:		1′	33-2075 B										
2073) Carter Ln	0.08	140	G			20,02	Jeen Grov	c Lanc			0.132	F	0.711	140	G	2010
		To	-		13	3-2070 Dr	ivers Stati	on Way								
		From	:			13	3-2143									
Burbage Lake Circle	0.19	590	G								0.125	F	0.6	590	G	2010
<u> </u>		To	1		133	3-2145 Old	e Bullock	s Circle								
O Deces Delegan	0.07	From	پ			De	ad End		-		0.070	_		0000		0043
Breeze Point Way	0.27	3000 <sub>To</sub>	G			IIC 17	Bridge D	d			0.079	F		3000	G	2010
		From					Bridge R				_					
(2284) Harbour View Blvd	1.02	23000	G			US 17	Bridge R	u			0.089	F	0.586	23000	G	2010
2204)			_			т	Doing P	1				_			_	
2284) Harbour View Blvd	1.44	NA From				I OWI	n Point Rd	l.			NA			NA		
7284) Harboar Viole Biva		To	-			S	R 135				<b>–</b>			1471		
		From	:			Cui	l-de-Sac									
Preakness Circle	0.04	110	G								0.181	F	0.905	110	G	2010
		To	:		1.	33-2350 St	eeplechas	e Lane								
		From				Cui	l-de-Sac									
Rabey Farm Rd	0.52	930 To	G					*****			0.113	F	0.575	930	G	201
			]		13	33-626 N, S		Hill Ka								
Pinner St	0.63	From <b>5900</b>	G	99%	0%	0%	nington St 0%	0%	0%	С	0.098	F		6400	G	2010
Pinner St	0.00	3300	.—	3370	070			070	070		0.000	•		0400	J	2010
8501) Pinner St	0.41	9700	G	99%	0%	0%	ore Ave	0%	0%	F	0.094	F		11000	G	2010
Pinner St	0.41	37 OO To		3370	0 70		L Suffolk		076	'	0.034	'		11000	G	2010
		From	:				mith St									
South Broad St	0.15	1300	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.625	1400	G	2010
		To					nington St									
North Broad St	0.68	970 From	G	98%	1%	1%	0%	0%	0%	С	0.111	F	0.722	1100	G	2010
		To				Fact R	iverview I	)r								
8505) Western Ave	0.12	1400 From	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.587	1500	G	2010
		To				West C	onstance I									
		From	:			Ki	lby Ave									
Wellons St	0.65	1800	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.532	2000	G	2010
		To From				SR 337 V	Vashingto	n St			_					
Market St	0.43	4100	G	98%	1%	1%	0%	0%	0%	С	0.098	F		4500	G	2010
_		To From				Sar	atoga St									
Market St	0.06	7200	G	98%	1%	1%	0%	0%	0%	F	0.095	F		7800	G	2010
<u> </u>		To				SR 3	2 Main St									
<u> </u>		From					Iain St					_			_	_
Finney Ave	0.20	7300 <sub>To</sub>	G	99%	0%	0%	0%	0%	0%	С	0.091	F		7900	G	2010
			<u>1</u>				ner Ave									
						C										
8509) Saratoga St	0.31	3700	G	98%	1%	1%	olina Ave 0%	0%	0%	С	0.101	F		4000	G	2010

						,	or Surroir	-								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				***	1:				-1-					
Carataga St	0.12		<u> </u>	000/	10/		shington St	00/	00/	F	0.007	_	0.515	E100	_	2010
Saratoga St	0.12	4700	G	98%	1%	1%	0%	0%	0%	Г	0.097	F	0.515	5100	G	2010
						IV.	Iarket St									
		From:					ratoga St									
Hall Ave	0.43	3600	G	98%	0%	1%	1%	0%	0%	С	0.091	F	0.586	3900	G	2010
		To:				East W	Vashington S	St								
		From:				SC	L Suffolk									
<sub>8511</sub> ) Factory St	0.44	3300	G	94%	2%	2%	1%	1%	0%	С	0.094	F	0.601	3600	G	2010
$\mathcal{L}$		To:				Was	shington St									
		From:				Ca	rolina Rd									
Fayette St	0.17	790	G	74%	1%	3%	13%	10%	0%	F	0.1	F	0.558	860	G	2010
3312) : 4,0110 01	0	To:	Ť	, 0	. , ,		Cedar St	.070	0,0			-	0.000	000		_0.0
		From:					ayette St									
Gedar St	0.04	660	G	74%	1%	3%	13%	10%	0%	F	0.091	F	0.798	720	G	2010
		To:				Ma	dison Ave									
_		From:					Cedar St									
Madison Ave	0.23	950	G	74%	1%	3%	13%	10%	0%	С	0.097	F	0.528	1000	G	2010
$\mathcal{L}$		To:				C	ounty St									
Madison Ave	0.11	1400 From:	G	74%	1%	3%	13%	10%	0%	F	0.107	F	0.531	1600	G	2010
Madison Ave	0.11	To-		7470	1 /0		actory St	10 /0	0 70		0.107	•	0.551	1000	G	2010
											1					
	0.00	From:	<u> </u>	000/	00/		th Main St	001	00/			_	0.70	4700	_	0040
Bank St	0.20	1500	G	98%	0%	1%	0%	0%	0%	С	0.118	F	0.73	1700	G	2010
<u> </u>		To:				P	inner St									
		From:				Old Suffe	olk Corp Li	mits								
County St	0.18	3700	G	88%	1%	1%	5%	5%	0%	F	0.088	F	0.582	4000	G	2010
$\mathcal{L}$		To				Ma	dison Ave									
Ganata St	0.27	3800 From:	G	88%	1%	1%	5%	5%	0%	С	0.086	F	0.564	4100	G	2010
5813) County Ct	0.21	To:	Ť	0070	170		shington St	070	070		0.000	•	0.001	1100	Ū	2010
		From:	1					_								
C Liberto Ot / Marro Ave	0.04		<u> </u>	000/	40/		Washington		00/		0.000	_	0.007	5000	0	0040
Liberty St / Moore Ave	0.64	4800 To:	G	90%	1%	1%	4%	5%	0%	С	0.096	F	0.607	5200	G	2010
<u> </u>		10.	ļ			Р	inner St									
		From:				Repa	ss Beach Ro	l								
Burbage Lake Circle		1500	G								0.129	F	0.588	1500	G	2010
		To:				Wet	t Marsh Ct									
		From:				Sm	ith Street									
James Avenue		420	G								0.111	F	0.629	420	G	2010
		To:				W. Was	shington Str	eet								
		From:					shford Dr				i					
Kensington Blvd		5700	G			As	siliolu Di				NA			5700	G	2010
North Bird		37 00 To:				Car	dwin Blvd							3700	J	2010
0.1. 0.1		From:	<u> </u>			Pic	oneer Ave				<u>_</u>	_			_	
Quince Rd		170	G								0.143	F	0.686	170	G	2010
		To:	<u> </u>			Lu	mmis Rd									
		From:				Itl	hacha Tr									
Weatherby Way		330	G								0.101	F	0.58	330	G	2010