2011

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.

		City of Suffolk				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC		QK ,	-AAV	VDT	Q۷
	From:	Interest Winds Country Line			ZAXIE	3+Axie	IIIali	ZITAII		Factor		actor		
	City of Suffolk	Isle of Wight County Line 1.31 9500 F	95%	1%	1%	1%	2%	0%	F	0.09	F	100	000	F
10 32	City of Surfork		95 /6	1 /0	1 /0	1 /0	Z/0	076		0.09		100	,00	-
	To: From:	SR 125 Chuckatuck												_
10 (32) Godwin Blvd	City of Suffolk	0.87 11000 F	95%	1%	1%	1%	2%	0%	F	0.088	F	120	000	F
	To: From:	133-603 Everets Rd			\neg \vdash									
10 (32) Godwin Blvd	City of Suffolk	4.81 11000 F	95%	1%	1%	1%	2%	0%	С	0.088	F	120	000	F
	To:	133-634 Kings Fork Rd												
10 32 Godwin Blvd	City of Suffolk	1.36 20000 F	95%	1%	1%	1%	2%	0%	F	0.089	F	220	000	F
10 32 Godwin Blvd	City of Surfork	1.36 20000 F	95%	170	170	170	270	0%	Г	0.069	Г	220)00	,
	To: From:	US 58 Suffolk Bypass												
10) (32) Godwin Blvd	City of Suffolk	0.54 19000 F	95%	1%	1%	1%	2%	0%	F	0.084	F	200	000	F
$\circ \circ$	To:	Pruden Blvd US 460												
Bus	From:	Bus US 460 Elephant Fork							_					
10)(460)(32)	City of Suffolk	1.49 25000 A	99%	0%	0%	0%	0%	0%	С	0.099	Α	270	000	F
<u> </u>	To:	Bus US 460, Bus US 58												
Bus	C'the of Coeffee	Bus US 460	000/	00/	40/	00/	007	00/	_	0.007	_	004	200	
10) (32) (460) Main St	City of Suffolk	0.09 29000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	300	000	F
Dua .	From:	Bus US 58 Bus US 58, Bus US 460												
Bus 10 (32) (13) Main St	City of Suffolk	0.68 19000 F	99%	0%	1%	0%	0%	0%	F	0.079	F	200	000	
10 32 13 Main St	To:	SR 337 Washington St	9970	076	1 /0	0 /6	076	0 /6		0.079		200	000	
		-			l I									_
~~	From:	North Carolina State Line							_					
13) Whaleyville Blvd	City of Suffolk	5.37 4700 A	90%	0%	1%	1%	8%	0%	С	0.097	Α	46	00	,
~	To- From:	133-616 Mineral Spring Ro	l											
13 Whaleyville Blvd	City of Suffolk	1.28 6100 F	90%	0%	1%	1%	8%	0%	F	0.08	F	60	00	F
	To	122 C77 C + E 1 - D -1			1									
13 Whaleyville Blvd	City of Suffolk	133-677 Great Fork Rd 0.82 7700 F	90%	0%	1%	1%	8%	0%	F	0.084	F	75	00	F
13 Whaleyville Blvd	City of Surfork	0.82 7700 F	90 /6	076	1 /0	1 /0	070	076		0.004		73	00	'
<u></u>	To: From:	133-675 Cypress Chapel Ro												—
13 Whaleyville Blvd	City of Suffolk	2.22 7500 G	90%	0%	1%	1%	8%	0%	F	NA		73	00	(
~	From	133-759 S, Liberty Spring Rd V	Vest		<u> </u>									
13 Whaleyville Blvd	City of Suffolk	1.06 9000 F	90%	0%	1%	1%	8%	0%	F	0.084	F	88	00	F
13) ************************************						.,0	0,0	0,0	•	0.00	•			
~~	From:	133-759 N, Babbtown Rd												_
13) Whaleyville Blvd	City of Suffolk	2.56 9700 F	90%	0%	1%	1%	8%	0%	F	0.084	F	94	00	ı
~	From:	SR 32 Carolina Rd												
13 (32) Carolina Rd	City of Suffolk	SR 32 Whaleyville Blvd 1.64 17000 F	90%	00/	1%	10/	00/	00/	F	0.006	F	160	000	
13 (32) Carolina Rd	City of Surfoik		90%	0%	1%	1%	8%	0%	Г	0.086	Г	100	000	
- -	From:	Bus US 13 Bus US 13, SR 32 Carolina I	Rd		-									
13 (Southwest Suffolk Bypass	City of Suffolk	2.80 10000 F	86%	1%	1%	2%	10%	0%	С	0.09	F	QQ	00	ı
13) Southwest Suffolk Bypass	To:	US 58 Holland Rd	00 /0	1 /0	1 /0	2/0	10 /0	0 /0	C	0.03	'	99	00	
	From:	Bus US 58												
		Dus 05 36												
13 (58) Suffolk Bypass	City of Suffolk	1.41 38000 F	87%	1%	1%	1%	11%	0%	F	0.084	F	360	000	F

			V OI SUITOIK				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	61-60)4 Pitchkittle Rd												
13) (58) Suffolk Bypass	City of Suffolk	1.88	35000 F	93%	0%	1%	1%	5%	0%	F	0.087	F		36000	F
~ ~ ~ ~ ~	To: From:	US 40	60 Pruden Blvd												
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93	42000 F	93%	0%	1%	1%	5%	0%	F	0.096	F		44000	F
~ ~ ~ ~ ~ ~	To: From:		R 32 Godwin Blvo												
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87	53000 F	93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
~ ~ ~	To: From:		642 Wilroy Rd												
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30	47000 F	93%	0%	1%	1%	5%	0%	F	NA			49000	F
~	To: From:	Bus US 13,B	us US 58 Military	Hwy											
13) (58) (460) Military Highway	City of Suffolk		64000 F	93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
	To:]	Bus US 13												
Bus	From:		thwest Suffolk By												
(32) Carolina Rd	City of Suffolk	1.17	11000 F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
Bus	To: From:	Old	d SCL Suffolk												
13) (32) Carolina Rd	City of Suffolk	0.54	11000 F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	ı
9 69	To		Fayette St												
us Communication of the commun	From:		SR 32 Fayette St												
3 (32) Main St	City of Suffolk	0.34	12000 G	99%	0%	1%	0%	0%	0%	С	NA			13000	(
dus	To: From:	В	Begin SR 10												
13) (32) (10) Main St	City of Suffolk	0.68	19000 F	99%	0%	1%	0%	0%	0%	F	0.079	F		20000	ı
	To	US 5	58; Bus US 460												
us Bus Bus	From:		R 32 Main St												
13) (58) (460) Constance Rd	City of Suffolk	0.88	15000 F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	I
us Bus Bus	To: From:		Pinner St												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60	15000 F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	-
	To:	SR 33'	7 Washington St												
Bus Bus Bus	From:			000/	407	40/	407	40/	00/	_	0.007	_		00000	
13) 58 460 Portsmouth Blvd	City of Suffolk		21000 F 3, US 58, US 460	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	l
	From:														
17 Bridge Rd	City of Suffolk		21 Chesapeake	99%	0%	0%	0%	0%	0%	F	0.089	F		22000	
2 Bridge Nd	a City of Curron				070	070	070	070	070	•	0.000	•		22000	
Dridge Dd	City of Suffolk		164 Western Freev		00/		40/	40/	0%	F	0.00			24000	
Bridge Rd	City of Suffork	1.81	32000 F	97%	0%	0%	1%	1%	0%	г	0.09	F		34000	ı
~	To: From:	133-626 Knots Ne						401							
Bridge Rd	City of Suffolk	1.54	25000 F	97%	0%	0%	1%	1%	0%	F	0.091	F		27000	F
- 	To: From:		Bennetts Pasture R												
17) Bridge Rd	City of Suffolk	2.47	18000 F	97%	0%	0%	1%	1%	0%	F	0.090	F		19000	F
~	To- From:	133-62	28 Crittenden Rd												
17 Bridge Rd	City of Suffolk	1.17	15000 F	97%	0%	0%	1%	1%	0%	F	0.091	F		15000	F
~	To:	Isle of V	Wight County Line	:											

		City of Surroik			Tı	ruck			K		Dir		
Route	Jurisdiction	Length AADT QA 4T	ire B	us	xle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 17-S034A TO ROUTE											
(17) Ramp	City of Suffolk (Maint: 61)	0.13 13000 F			-				0.091	F		13000	F
<u> </u>	То:	I-664-E FROM ROUTE 17											
North	From:	US 17 TO ROUTE 664 EASTSOUTH											
(17) Ramp	City of Suffolk (Maint: 61)	0.03 4900 F			•				0.092	F		4900	F
<u> </u>	То:	US 17-S034A TO ROUTE											
South	From:	US 17 TO ROUTE 664 EASTSOUTH											
(17) Ramp	City of Suffolk (Maint: 61)	0.05 7800 F			•				0.092	F		7800	F
<u> </u>	То:	US 17-N034A US 17- 34A TO ROUTE	<u></u>										
	From	North Carolina State Line											
(32) Carolina Rd	City of Suffolk	2.89 3600 F 91	% 0	% 19	% 1%	7%	0%	С	0.098	F		3700	F
$\overline{}$	To	133-642 Adams Swamp Rd											
(32) Carolina Rd	City of Suffolk	2.07 3800 F 91	% 0	% 19	% 1%	7%	0%	F	0.09	F		4000	F
	To:	133-675 Cypress Chapel Rd											
(32) Carolina Rd	City of Suffolk	1.40 4200 F 92	2% 19	% 19	% 1%	6%	0%	С	0.093	F		4400	F
(32)	T-1							_					
(32) Carolina Rd	City of Suffolk	133-759 Babbtown Rd 0.65 4500 F 92	00/. 1	% 19	% 1%	6%	0%	F	0.093	F		4700	F
32 Carolina Rd	City of Surfork		./0 1	/0 I	/0 1/0	076	0 /6	-	0.093			4700	-
	To: From:	133-647 Copeland Rd											
(32) Carolina Rd	City of Suffolk	2.45 4500 F 92	2% 19	% 19	% 1% •	6%	0%	F	0.095	F		4700	F
	From:	US 13 South of Suffolk Whaleyville Blvd											
(32) (13) Carolina Rd	City of Suffolk	1.64 17000 F 90)% 0	% 19	% 1%	8%	0%	F	0.086	F		16000	F
(32) (13) 6 3 3 4 3 4	Ter				, , . I	-,-		-		•			-
Bus	From:	61-731 Dill Rd											
(32) (13) Carolina Rd	City of Suffolk	1.17 11000 F 90	0% 0	% 19	% 1%	8%	0%	F	0.081	F		11000	F
	To	Old SCL Suffolk											
Bus (32) 13 Carolina Rd	City of Suffolk	0.54 11000 F 90)% 0	% 1	% 1%	8%	0%	F	0.081	F		11000	F
(32) (13) Carolina Rd	To:	Bus US 58 Constance Rd	70 0	/0 I	/0 1/0	070	070	'	0.001	'		11000	'
Bus	From:	Fayette St											
32 (13) Main St	City of Suffolk	0.34 12000 G 99	9% 0	% 1	% 0%	0%	0%	С	NA			13000	G
\bigcirc	To:	SR 337 Washington St											
Bus	From:			24	l 	00/	00/	_	0.070	_		00000	_
(32) (13) (10) Main St	City of Suffolk	0.68 19000 F 99	9% 09	% 19	% 0%	0%	0%	F	0.079	F		20000	F
Bus	To: From:	Bus US 58, Bus US 460											
32) (460) (10) Main St	City of Suffolk	0.09 29000 F 99	9% 0	% 19	% 0%	0%	0%	F	0.087	F		30000	F
02/ (30) (0)					L								
Bus	From:	Old NCL of Suffolk				_							
(32)(460)(10)	City of Suffolk	1.49 25000 A 99	9% 0	% 0	% 0%	0%	0%	С	0.099	Α		27000	Α
	To: From:	SR 10 Elephant Fork											
(32) (10) Godwin Blvd	City of Suffolk	Bus US 460 0.54 19000 F 95	:0/. 1	% 1º	% 1%	2%	0%	F	0.084	F		20000	F
(32) (10) Godwin Blvd	City of Suffork	0.54 19000 F 95 US 58 Suffolk Bypass	/0 T	/0 T	/0 I 7/0	∠70	U%	г	0.064	٢		20000	۲
		US 38 SUITOIK Bypass											

			Suffolk				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 58 Suf	ffolk Bypass												
32) (10) Godwin Blvd	City of Suffolk	1.36 20	0000 F	95%	1%	1%	1%	2%	0%	F	0.089	F		22000	I
<u> </u>	To: From:	61-634 Ki	ings Fork Rd												
$_{32})$ $(_{10})$ Godwin Blvd	City of Suffolk	4.81 11	000 F	95%	1%	1%	1%	2%	0%	С	0.088	F		12000	
	To- From:	61-603 I	Everets Rd			-									
32) (10) Godwin Blvd	City of Suffolk	0.87 11	000 F	95%	1%	1%	1%	2%	0%	F	0.088	F		12000	
	To:	SR 125 C	Chuckatuck			<u> </u>									
32 10	City of Suffolk		500 F	95%	1%	1%	1%	2%	0%	F	0.09	F		10000	
	Tor	Isle of Wigh	nt County Line												
	From:	Southampto	n County Line												
58 (258) Franklin Bypass	City of Suffolk		000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		18000	
	To-	IIS	S 258												
Franklin Bypass	City of Suffolk		7000 N	87%	1%	1%	1%	11%	0%	N	0.069	N		16000	
30)	, 		R 189												
58 (189) (189) Franklin Bypass	City of Suffolk		7000 F	87%	1%	1%	1%	11%	0%	F	0.069	F		16000	
189 (189) 189) 1 Tarikii 1 Dypass	City of Guiloik			07 70	1 70	170	1 70	1170	070	'	0.003	'		10000	
~~ C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From		outh Quay Rd	070/	40/		40/	440/	00/		0.070	_		40000	
58 189 189 S Quay Rd	City of Suffolk	4.23 20	0000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		19000	
~ · · · · · -	To- From:		S Quay Rd												
Holland Bypass	City of Suffolk	1.05 20	0000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		19000	
~	To: From:	Bus	US 58			-									
Holland Rd	City of Suffolk	1.32 24	1000 F	87%	1%	1%	1%	11%	0%	F	0.071	F		22000	
~	To:	133-610 W.	Buckhorn Rd			<u> </u>									
58	City of Suffolk		000 F	87%	1%	1%	1%	11%	0%	F	0.071	F		23000	
<u> </u>	To:	133-647 E,	, Lummis Rd												
~	From:		Lummis Rd												
Holland Rd	City of Suffolk	2.05 25	6000 F	87%	1%	1%	1%	11%	0%	F	0.073	F		24000	
	To: From:	133-643 Man	nning Bridge Ro												
Holland Rd	City of Suffolk	0.67 26	6000 F	87%	1%	1%	1%	11%	0%	F	0.076	F		25000	
~	To-	133-738	Kenyon Rd												
68 Holland Rd	City of Suffolk	0.38 30	0000 F	87%	1%	1%	1%	11%	0%	F	0.077	F		29000	
	To-	Cove I	Point Rd												
68 Holland Rd	City of Suffolk		0000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		29000	
00)	To:	US 13 Southwe			.,,		.,,	,0	0,0	•	0.0.2	•			
	From:	Bus	US 58												
(13) Suffolk Bypass	City of Suffolk	1.41 38	8000 F	87%	1%	1%	1%	11%	0%	F	0.084	F		36000	
	To:	133-604 P	itchkittle Rd			<u> </u>									
58 (13) Suffolk Bypass	City of Suffolk	1.88 35	000 F	93%	0%	1%	1%	5%	0%	F	0.087	F		36000	
	To:	112 460 D	Pruden Blvd												
58 13 460 Suffolk Bypass	City of Suffolk		2000 F	93%	0%	1%	1%	5%	0%	F	0.096	F		44000	
58 (13) (460) Suffolk Bypass	To:		2 Godwin Blvd		570		. 70	270	J / 0	•	0.500	•		000	

		Oity of	Sulloik				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 10, SR 32	Godwin Blvd			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		i actor		
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87 53 0		93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
	To	133-642 V	Wilroy Rd												
58 13 460 Suffolk Bypass	City of Suffolk	2.30 470		93%	0%	1%	1%	5%	0%	F	NA			49000	F
(a) (b) (4)	To:	Bus US 13, Bus U	S 58 Military l												
~~~~	From:	Bus US 58 Militar													
58 (13) (460) Military Highway	City of Suffolk	3.46 <b>640</b>		93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
		WCL Ch	•												
East	City of Suffolk	US 58 TC 0.17 <b>56</b>	0 RTE 189 <b>60 F</b>								0.111	F		<b>E</b> 60	F
(58) (258)	City of Surfork										0.111	Г		560	Г
East	To: From:	US 58-E451B TO	RTE 189 SOL	TH											
[58] [258] Ramp	City of Suffolk	0.05 <b>2</b> 3									0.113	F		230	F
	To:	1SR 189-P FRO	M RTE 58 EA	ST											
East	From:	US 58-E451A TO		TH											
East 58	City of Suffolk	0.03 24									0.138	F		240	F
	To:	1SR 189-P FRO	M RTE 58 EA	ST											
West 58	From:	US 58 TO RT													
[58]	City of Suffolk	0.19 <b>4</b> 4	40 F								0.143	F		440	F
West	To: From:	US 58-W451B TO	ORTE 258 &	89											
(58) (189) Ramp	City of Suffolk	0.03 <b>1</b> 1	10 F								0.169	F		110	F
	To:	US 258	Gap TO												
West	From:	US 58-W451A TO	O RTE 258 &	189											
West 58	City of Suffolk	0.06 32	20 F								0.134	F		320	F
<u> </u>	To:	US 258 US 258-W013.	A TO & FROM	1 RTE 5											
Bus	From:	Isle of Wight	County Line												
(58) Ruritan Blvd	City of Suffolk	2.65 <b>22</b>	00 F	97%	1%	1%	1%	0%	0%	С	0.089	F		2300	F
Pug	To: From:	SR	189												
Bus  58 Holland Rd	City of Suffolk	0.26 <b>26</b>	00 F	97%	1%	1%	1%	0%	0%	F	0.091	F		2700	F
(30)	To.				. , ,		. , 0	-70	- / 0			-		••	•
Bus	From:	133-653 Dutch Rd;													
(58) Holland Rd	City of Suffolk	0.46 33		97%	1%	1%	1%	0%	0%	С	0.093	F		3400	F
	10:		58												
Bus	From:	US 58 East		070/	40/	40/	00/	407	00/	_	0.000	_		44000	_
(58) Holland Rd	City of Suffolk	0.05 <b>99</b>	00 F	97%	1%	1%	0%	1%	0%	F	0.092	F		11000	F
Bus	To- From:	133-1722 Kil	by Shores Rd												
58 Holland Rd	City of Suffolk	1.79 <b>90</b>	00 F	97%	1%	1%	0%	1%	0%	С	0.101	F		9600	F
	To	SR 337 Co	nstance Rd												
Bus	From:	SR 337 H													
58 Constance Rd	City of Suffolk	0.29 <b>84</b>		99%	0%	0%	0%	0%	0%	F	0.099	F		8900	F
	To	WCL Suffolk	Pitchkettle Rd												

# 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

		City of Suff					Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Suffolk Pitch	kettle Rd												
(58) Constance Rd	City of Suffolk	0.86 <b>9000</b>	F	99%	0%	0%	0%	0%	0%	С	0.093	F		9600	F
Bus Bus Bus	To: From:	SR 32 Main	St												
58 13 460 Constance Rd	City of Suffolk	0.88 <b>15000</b>	F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
$\bigcirc$	To: From	Pinner Stree													
Bus Bus Bus   Fortsmouth Blvd	City of Suffolk	Highland Av 1.60 <b>15000</b>	re F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
(58) (13) (460) 1 GISHIGUIT BIVO	Oity of Guiroik			37 70	170	170	1 70	170	070	O	0.003	'		10000	'
Bus Bus Bus	From:	SR 337 Washing													
58 13 460 Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	F	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
	10.	US 58													
(125) Kings Hwy	City of Suffolk	SR 10; SR 32 Gody 0.69 <b>3100</b>	vin Blvd <b>F</b>	95%	1%	3%	1%	0%	0%	С	0.095	F		3300	F
125/11/193 11/19	Troil			3370	170		1 70	070	070	O	0.000	'		3300	'
(125)Kings Hwy	City of Suffolk	133-628 Crittend	en Rd <b>F</b>	95%	1%	3%	1%	0%	0%	F	0.099	F		590	F
125 (1395 ) (1395 )	Table 2 Control Contro			0070	170		170	070	070	•	0.000	•		000	•
(125) Kings Hwy	City of Suffolk	133-620 Ferry Po 0.91 <b>300</b>	int Rd F	95%	1%	3%	1%	0%	0%	F	0.125	F		320	F
123)90	To:	Dead End		0070	170		170	070	070	·	0.120	•		020	
	From	Dead End @ Nansen								_		_			_
125 Kings Hwy	City of Suffolk	1.34 <b>600</b>	F	95%	1%	3%	1%	0%	0%	F	0.118	F		640	F
	To: From:	133-629 W, Sleepy								_		_			_
125 Kings Hwy	City of Suffolk	1.22 <b>900</b>	F	95%	1%	3%	1%	0%	0%	F	0.104	F		950	F
	To: From:	133-627 Bennetts P				<u> </u>						_			
125 Kings Hwy	City of Suffolk	0.48 <b>2900</b> SR 337 Nansemond	F	95%	1%	3%	1%	0%	0%	F	0.102	F		3100	F
	From:														
135)College Dr	City of Suffolk	US 17 Bridge 0.20 <b>16000</b>	F	98%	1%	0%	0%	0%	0%	F	0.087	F		17000	F
133) 69:1090 21	To:	SR 164 Western F		0070	.,,		0,0	0,0	0,0	•	0.00.				•
135)College Dr	City of Suffolk	0.65 <b>17000</b>	F	98%	1%	0%	0%	0%	0%	С	0.093	F		18000	F
133) 5 3 3 3	To	133-658 Towne P										-			-
(135) College Dr	City of Suffolk	0.76 <b>19000</b>	F	99%	0%	0%	0%	0%	0%	С	0.089	F		20000	F
1339	To	I-664													
(135) College Dr	City of Suffolk	0.59 <b>7300</b>	F	93%	1%	1%	1%	5%	0%	С	0.093	F		7800	F
133) 0	To:	SR 367 Tidewater Comn	nunity Co	llege											
North	From:	SR 135 TO I-	564												
135) Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200</b>	F		-						0.096	F		4200	F
<u> </u>	To:	I-664-W FROM I	RT 135												
North	From:	SR 135 TO I-								-	0.40:	_		0005	_
135 Ramp	City of Suffolk (Maint: 61)	0.12 <b>3200</b>	F 125								0.131	F		3200	F
	107	I-664-E FROM F	1 135												

8/29/2012 12

Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
South	From:	SR 135 TO I-664	1		27 (/(C	0171/40	TTTGII	ZITUII		1 dotoi		1 dotoi		
₁₃₅ )Ramp	City of Suffolk (Maint: 61)	0.16 <b>1100</b>	F							0.108	F		1100	F
$\smile$	To:	I-664-W FROM RT	135											
South	From:	TO ROUTE 664 EA	AST											
Ramp	City of Suffolk (Maint: 61)	0.40 <b>1600</b>	F		<del></del>					0.124	F		1600	F
	То:	I-664-E FROM ROUTE 13	35 SOUTH											
	From:	US 17 Bridge Roa	ad											
164)Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>19000</b>	<b>G</b> 96%	0%	0%	1%	3%	0%	F	NA			21000	G
$\smile$	To:	I-664												
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>35000</b>	<b>F</b> 96%	0%	0%	1%	3%	0%	F	0.091	F		39000	F
104)														
Mostora Fragues	From: From:  City of Cuffolls (Maint, 64)	SR 135 College D		00/	00/	40/	20/	00/		0.404	۸		50000	Е
164) Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>44000</b>	<b>B</b> 96%	0%	0%	1%	3%	0%	С	0.101	Α		50000	-
	A.V.	WCL Portsmouth												
East	From:	SR 164 TO ROUTE 664 WE									_			_
164)Ramp	City of Suffolk (Maint: 61)	0.20 <b>1900</b>	F							0.172	F		1900	F
<u> </u>	10:	I-664-W FROM ROUTE 1	164 EAST											
Vest	From:	SR 164 TO ROUTE 664 EA												
Ramp	City of Suffolk (Maint: 61)	0.22 <b>7400</b>	F							0.092	F		7400	F
$\smile$	To	I-664-E FROM ROUTE 1	65 WEST											
West	From:	SR 164 TO ROUTE 664 WE	ESTNORTH											
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8200</b>	F		<u>_</u>					0.107	F		8200	F
$\smile$	То:	I-664-W FROM ROUTE 1	164 WEST											
	From:	Southhampton County	y Line											
189)S Quay Rd	City of Suffolk	1.36 <b>1900</b>	<b>G</b> 86%	0%	1%	1%	12%	0%	С	NA			2000	(
	To:	133-666 Gates Ro	d											
189) Great Mill Rd	City of Suffolk	0.82 <b>3400</b>	<b>G</b> 86%	0%	1%	1%	12%	0%	F	NA			3700	(
189 Great Willi Ku	City of Surfork			076	1 /0	1 /0	12 /0	0 /6	-	INA			3700	•
	To: From:	SR 272 South Quay												
189 Great Mill Hwy	City of Suffolk	0.55 <b>2500</b>	<b>G</b> 86%	0%	1%	1%	12%	0%	F	NA			2600	(
<u> </u>	To:	US 58												
	City of Coffee	Ramp To US 58		2 \/^ /	100 for a									
189/ 189/	City of Suffolk	0.08		See VA	189 for c	irectiona	i tramic	volume (	estima	ites for th	is seg	ment.		
	From:	Ramp to US 58 Ramp From SR 18												
400 (400)	City of Suffolk	0.26 <b>600</b>	F							0.122	F		600	1
189 (189)	Only of Gurron		<u>'</u>							0.122	'		000	
	To- From:	US 58												
189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000</b>	<b>F</b> 87%	1%	1%	1%	11%	0%	F	0.069	F		16000	F
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	SR 272			<u> </u>									
189 (58) (1β9) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	<b>F</b> 87%	1%	1%	1%	11%	0%	F	0.072	F		19000	F
	To:	SR 189 S Quay R			Ī									
_	From:	US 58 Holland Byp	oass											
189)S Quay Rd	City of Suffolk	0.37 <b>720</b>	<b>F</b> 87%	1%	2%	9%	2%	0%	С	0.091	F		730	F
$\smile$	To:	Cumberland Lane	e											

# 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

Doub	le min alinalina	City of Surroik	4T:	Dura		Tru	uck		00	K	OK	Dir	A A \ A \ \ D T	. 0147
Route	Jurisdiction	Length AADT QA	4Tire	bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
C Course Del	From:	Cumberland Lane	070/	40/		00/	20/	00/	F	NIA			4000	_
189 S Quay Rd	City of Suffolk	0.12 <b>1100 G</b> Bus US 58	87%	1%	2%	9%	2%	0%	۲	NA			1200	G
	From:	SR 189-S005A TO RTE 58	)											
190	City of Suffolk	0.26 <b>600 F</b>	<u> </u>							0.122	F		600	F
189	То:	US 58 FROM RTE 189								_				
North	From:	SR 189; 1SR 189-P TO RT 58 I	EAST											
189	City of Suffolk	0.08 <b>320 F</b>								0.141	F		320	F
	То:	SR 189-S005A TO RTE 58	3											
South	From	1SR 189-P TO RTE 58 EAS	T											
(189)	City of Suffolk	0.05 <b>280 F</b>								0.111	F		280	F
<u> </u>	10.	SR 189-N005A SR 189- 5A TO I												
189) 58 Ramp	City of Suffolk	US 58-W451B TO RTE 258 & 0.03		200 110 1	50 for a	directional	l troffic	volumo o	atimat	on for thi	0 0 0 0 o o	mont		
189 [58] Ramp	City of Surfork	US 258 Gap TO		ee 03 :	36 101 0	allectiona	I li allic	volume e	Suma	es ioi iiii	s segi	Hent.		
	From:	SR 189												
(189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	87%	1%	1%	1%	11%	0%	F	0.069	F		16000	F
	To: From:	SR 272 South Quay Rd												
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000 F</b>	87%	1%	1%	1%	11%	0%	F	0.072	F		19000	F
	То:	SR 189												
~~~	From:	Southampton County Line												
258 58 Franklin Bypass	City of Suffolk	1.27 19000 F	87%	1%	1%	1%	11%	0%	F	0.072	F		18000	F
	From:	US 58 Franklin Bypass x												
(258) (58)	City of Suffolk	0.17	S	See US 5	58 for c	directional	l traffic	volume e	stimat	es for thi	s segr	ment.		
	То:	X												
C Parrie	From:	US 58-E451B TO RTE 189 SO) IIC /	-0 fan 1	din			_4:					
258 (58) Ramp	City of Suffolk	0.05 1SR 189-P FROM RTE 58 EA		see US :	08 TOF 0	directiona	trame	volume e	sumai	es for thi	s segr	nent.		
	From:	US 58 Franklin Bypass; SR 1												
258 Great Mill Rd	City of Suffolk	0.97 3400 G	55%	0%	1%	4%	40%	0%	С	NA			3600	G
<u> </u>	То:	NCL Suffolk												
~~~	From:	US 258-W013A TO RTE 5	8											
[258][258]	City of Suffolk	0.19 <b>350 F</b>								0.123	F		350	F
	To:	US 58 FROM RTE 258 & 1	89											
East	From:	US 258 Gap TO								0.446	_		040	_
East (258)	City of Suffolk	0.04 <b>310 F</b> US 258-W013A TO RTE 5	0							0.116	F		310	F
	Property Control of the Control of t													
West	City of Suffolk	US 258 US 58-W451B TO & FROM 0.07 <b>320 F</b>	M RTE 5							0.134	F		320	F
258 (258)	To:	US 258-E013A US 258- 13A TO	RTF 58							0.134	Г		320	Г

		City of Suffolk				Tours				1/		D:-		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus	2Axle 3	Truck 3+Axle 1		Trail	QC	K Factor	QK F	Dir Factor	AAWDT	Q۷
	From:	US 258-W013A TO R	ΓE 58		27010	717 040 1	11011 2	- i i dii		1 40101	<u>'</u>	dotoi		
258 (258)	City of Suffolk	0.19 <b>350</b>	F							0.123	F		350	F
	To:	US 58 FROM RTE 258	& 189											
~~~	From:	US 258 US 58-W451B TO & F	FROM RTE 5	i										
258)(258)	City of Suffolk	0.07		See US 2	258 for dir	ectional tr	affic vo	lume e	estima	ites for th	iis segm	ent.		
	To:	US 258-E013A US 258- 13A	TO RTE 58											
	From:	SR 189												
South Quay Rd	City of Suffolk	1.24 1400	G 95%	1%	1%	0%	3%	0%	С	NA			1500	(
,	To:	US 58 South Quay I	Rd											
	From:	Bus US 58 Constance	e Rd											
337) Washington St	City of Suffolk	0.34 7700	F 98%	1%	1%	0%	0%	0%	F	0.089	F		8100	F
337)								- / -						
Washington Or	From:	Broad St	• • • • • • • • • • • • • • • • • • • •	40/	40/	00/	00/	00/	_	NIA			40000	,
Washington St	City of Suffolk	0.59 9200	G 98%	1%	1%	0%	0%	0%	С	NA			10000	(
<u> </u>	To: From:	SR 32 Main St												
Washington St	City of Suffolk	0.20 9600	G 98%	1%	1%	0%	0%	0%	С	NA			10000	(
	To:	Pinner St												
337) Washington St	City of Suffolk	0.49 12000	F 98%	1%	1%	0%	0%	0%	F	0.081	F		13000	-
537 W domington of	Only of Guillon			170	170	070	070	0 70	•	0.001	•		10000	•
	From	Old ECL Suffolk									_			
337) Washington St	City of Suffolk	2.38 12000	F 98%	1%	1%	0%	0%	0%	F	0.086	F		12000	F
<u> </u>	To: From:	Bus US 58 Portsmouth	Blvd		\neg									
Nansemond Parkway	City of Suffolk	3.03 4300	F 96%	2%	1%	1%	0%	0%	С	0.093	F		4500	F
	To	133-642 Wilroy Ro												
337)Nansemond Parkway	City of Suffolk	1.40 11000	F 96%	2%	1%	1%	0%	0%	F	0.109	F		12000	F
337 Ivansemond Larkway	City of Surfork	1:40 11000	1 3070	2/0	1 /0	1 70	0 70	0 70	'	0.103	'		12000	٠
	To: From:	Whitley Lane												
Nansemond Parkway	City of Suffolk	2.01 7900	G 96%	2%	1%	1%	0%	0%	F	NA			8600	(
<u> </u>	To:	SR 125 Kings Hw	v		\neg \vdash									
Nansemond Parkway	City of Suffolk		G 93%	1%	1%	4%	1%	0%	С	NA			13000	(
,	To:	WCL Chesapeake												
	From:	Isle of Wight County	Lina											
460 Pruden Blvd	City of Suffolk	3.08 16000	F 83%	1%	1%	1% 1	4%	0%	F	0.079	F		15000	F
460)1 144611 2114	Only of Guillon			, 170		170	770	0 70	•	0.070	•		10000	•
~~	From:	133-604 Lake Prince Dr; Pro												
Pruden Blvd	City of Suffolk	0.54 19000	F 83%	1%	1%	1% 1	4%	0%	F	0.096	F		17000	F
~	To- From:	133-634 Kings Fork	Rd		_									
Pruden Blvd	City of Suffolk	1.47 19000	F 83%	1%	1%	1% 1	4%	0%	F	0.090	F		17000	F
	To:	US 58, BUS US 460; Suffo												
~~ ~~	From:	US 58, BUS US 460, Purc	den Blvd			_						_		
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 42000	F 93%	0%	1%	1%	5%	0%	F	0.096	F		44000	F
~ ~ ~	Tos	SR 10 SR 32 Godwin	Blvd		\neg —									
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 53000	F 93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
+00) (30) (13) 546 2) 14.6.6	To:	61-642 Wilroy Rd		. 0,0	ΤĨ	.,,	0	- / 0	•	0.001	•		30000	•
		01-0+2 WillOy Ko	1											

2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	61-	-642 Wilroy R	Rd												
160 58 13 Suffolk Bypass	City of Suffoll		47000	F	93%	0%	1%	1%	5%	0%	F	NA			49000	F
$\rightarrow \bigcirc \bigcirc$	To:		Bus US 58 Mi	_												
~~~~~	From:	XXX Bus US 1									_		_			_
460 (58) (13) Military Highway	ر City of Suffoll		64000	F	93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
<u> </u>	10.		CL Chesapeak													
Bus 460	From:		S 58, US 460								_		_			_
<b>160</b> ∫	City of Suffoll	k 1.11	9800	F	99%	0%	0%	0%	0%	0%	F	0.088	F		10000	F
	To: From:	S	SR 10, SR 32													
32) (10) (32)	City of Suffoll	k 1.49	25000	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
	To: From:	Ol	d NCL Suffol	k												
Bus 460 32 10 Main St	City of Suffoll	k 0.09	29000	F	99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
Dura Bura	To: From:	US 13,	BUS US 58,S	SR 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffoll	k 0.88	15000	F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
Bus Bus Bus	To: From:		Pinner St													
160 58 13 Portsmouth Blvd	City of Suffoll	k 1.60	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
Bus Bus Bus	To: From:	SR 33	37 Washingto	n St												
160 58 13 Portsmouth Blvd	City of Suffoll	k 1.22	21000	F	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
	To		US 58													
	From:	I-664-V	V009B TO RO	OUTE												
Ramp	City of Suffolk (Mai		NA									NA			NA	
	To:	,	FROM ROUT	ΓE 664												
ast	From:	ECI	Newport Ne	ws												
Monitor Merrimac Memorial E	Bridge Tunnel City of Suffolk (Mai		29000	Α	94%	0%	1%	1%	4%	0%	F	0.123	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	,		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	Α
		East I-664 is				0,0	. , 0	. , 0	.,,	0,0	•	000			00000	
	To						_									
ast	From:	SK	135 College I	Dr												
Hampton Roads Beltway	City of Suffolk (Mai	nt: 61) 1.38	28000	Α	94%	0%	1%	1%	4%	0%	С	0.129	Α		30000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	65000	G
		East I-664 is	signed as	South	ı I-664											
	То:	SR 164	4 Western Fre	eway												
ast	From:							_		_	_					_
Hampton Roads Beltway	City of Suffolk (Mai		26000	F	94%	0%	1%	1%	4%	0%	F	NA			28000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	NA			59000	F
		East I-664 is	signed as	South	1-664											
	To:	US	S 17 Bridge R	d												

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast	From:		17 Bridge F													
Hampton Roads Beltway	City of Suffolk (Ma		37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
	Combined Traffic Estimates for 2 Parallel	•		F	94%	0%	1%	1%	4%	0%	F	NA			82000	F
	- F	East I-664 is			I-664											
	10:	EC	L Chesapeal	ke												
ast	From:		4-E TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.26	NA									NA			NA	
<u> </u>	To:	SR 13	35 FROM I-	-664												
East_	From:	I-664	4-E TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.21	4100	F								NA			4100	-
$\smile$	To:	SR 1:	35 FROM I-	-664												
East	From:	I-664-F	TO ROUT	E 164												
Ramp	City of Suffolk (Ma	aint: 61) 0.23	9800	F								NA			9800	
$\smile$	To:	I-664-E009B	TO ROUTE	E 164 E	AST											
ast	From: L			3 10 1 21	1.51											
Ramp	City of Suffolk (Ma		NA	WDD 66			_					NA			NA	
	10.		FROM ROU													
East	From:	I-664-E009A		E 164 E	AST											
Ramp	City of Suffolk (Ma		NA									NA			NA	
<u> </u>	To:	I-664-W	7009B TO R	OUTE												
West	From:		Newport No													
664 Monitor Merrimac Memoria		,	30000	Α	94%	0%	1%	1%	4%	0%	F	0.111	Α		32000	
	Combined Traffic Estimates for 2 Parallel	•		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	
		West I-664 is	signed as	s North	ı I-664											
	To:	SR 1	135 College	Dr												
Nest 664 Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 1.04	32000	G	94%	0%	1%	1%	4%	0%	С	0.116	Α		34000	(
664 Trampton Roads Beitway	· ·	,		G		0%								0.550		(
	Combined Traffic Estimates for 2 Parallel	West I-664 is		_	94%	U%	1%	1%	4%	0%	С	0.105	Α	0.559	65000	,
	-				11-004											
Vest	To: From:	SR 164	Western Fr	reeway												
Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.40	28000	F	94%	0%	1%	1%	4%	0%	F	0.116	Ν		31000	
,	Combined Traffic Estimates for 2 Parallel	*	55000	F	94%	0%	1%	1%	4%	0%	F	NA			59000	
		West I-664 is														
	To															
Vest	From:		17 Bridge F													
Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.57	39000	F	94%	0%	1%	1%	4%	0%	F	NA			42000	
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	F	94%	0%	1%	1%	4%	0%	F	NA			82000	
	<u>-</u>	West I-664 is			1-664											
	To	EC	L Chesapeal	ke												
West	From:	I-664	-W TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.16	1500	F	_							NA			1500	-
$\smile$	To:	SR 135 RAMI	PFR I-664 F	FROM_I	-664											

## 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

Jurisdiction .	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2Trail	QC K Facto	. QK	Dir Factor	AAWDT	QW
From:											
City of Suffolk (Maint: 61)							NA			3500	F
To:	SR 135 I	FROM RTI	E 664								
From:	I-664-W TO IN	SPECTION	N STAT	ION							
City of Suffolk (Maint: 61)	0.26	360	F			<del></del>	NA			360	F
To:	I-664-W FROM I	NSPECTIO	ON STA	TION							
From:	I-664-W	TO ROUT	E 164			1					
City of Suffolk (Maint: 61)	0.24	7300	F				NA			7300	F
To:	SR 164 FROM RO	OUTE 664	WESTN	ORTH							
From	I-664-W TO ROUTI	ES 17 SOU	TH & 1	64 EAST							
				0.12.101			NA			12000	F
										.2000	•
From:	I-664-W009C T	OROUTE	17 SO	JTH							
City of Suffolk (Maint: 61)	0.17	NA					NA			NA	
To:	I-664-E009B l	-664- 9B T	OROU	TE							
From:	I-664-W009B T	O ROUTE	17 SO	JTH					<u> </u>		
City of Suffolk (Maint: 61)	0.11	NA					NA			NA	
То:			VESTN	ORTH							
	City of Suffolk (Maint: 61)  To:  From:  City of Suffolk (Maint: 61)  To:  City of Suffolk (Maint: 61)	City of Suffolk (Maint: 61)   0.26     To:	City of Suffolk (Maint: 61)   0.26   3500     To:	City of Suffolk (Maint: 61)   0.26   3500   F     Tot   SR 135 FROM RTE 664     From:	City of Suffolk (Maint: 61)   0.26   3500   F     To	Tool   I-664-W TO RT 135	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail   2   2   2   2   2   2   2   2   2	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   AADT   QA   ATire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   AADT   AA	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   Factor	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   Factor   AAWDT

						City of	Suffolk									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
O Kirls Dal	0.00	Fron	<u> </u>	000/	00/		Everetts Rd	20/	00/		0.400	_		400	_	0044
602 Kirk Rd	0.60	420	F	98%	0%	1% Isle of Wigh			0%	С	0.126	F		430	F	2011
		Fron														
(603) Everets Rd	0.30	1600	N	97%	0%	Isle of Wigh			0%	N	0.122	N		1700	N	2011
603) 270/010 110	0.00			01 70	070				070	.,		.,		1700	.,	2011
603 Everets Rd	1.97	1600	F	97%	0%	133-604 La	ke Prince D		0%	С	0.122	F		1700	F	2011
(603) Everets Rd	1.37	1000		31 70					0 70		0.122	'		1700		2011
Cyarata Dd	0.07	Fron		070/		133-742 Mo			00/		0 101	Г		1600		2011
603 Everets Rd	0.97	1600 TR	F	97%	1%	1%	2% ( odwin Blvd	0%	0%	С	0.121	F		1600	F	2011
		Fron			ID MCA			A TELL IN	TE		-					
604) Desert Rd	6.91	220			JB-NC N	NORTH CAR	KOLINA ST.	AIELIN	NE.		0.13	F		220	F	2011
604) Desert Rd	0.51	220										•		220	•	2011
O Hasian Del	4.54	Fron		070/	40/	133-642 Wh			00/	_				050		2044
(604) Hosier Rd	1.54	610	G	97%	1%	1%	2% (	0%	0%	F	NA 			650	G	2011
O 5.		Fron	-			133-674 N, S					<u> </u>					
(604) Hosier Rd	4.11	710	G	97%	1%	1%	2% (	0%	0%	С	NA			770	G	2011
<u> </u>		Fron	1:			133-1105 1	Mahlon Ave									
(604) Factory St	0.06	3200	F	97%	1%	1%		)%	0%	F	0.09	F		3400	F	2011
		Fron	1:		ŢŢ	SCL Sut S 58 Bus; W	ffolk; Gap	Con								
604) Pitchkettle Rd	1.30	3100	G	98%	1%	1%			0%	С	NA			3400	G	2011
604) 1 1011101110 110	1.00		_		170				070					0.100	Ū	2011
Ditablattle Pd	2.55	2300 From	G	97%	1%	1%	folk Bypass 0%		0%	F	NA			2500	G	2011
604) Pitchkettle Rd	2.55	2300 To		9176		133-634 W, 1			0%	Г				2500	G	2011
		Fron	a-			133-634 E, I										
(604) Providence Rd	0.51	1300	F	97%	1%	1%			0%	С	0.123	F		1300	F	2011
$\bigcirc$		т	-			US 460 P	ruden Blvd									
(604) Lake Prince Dr	0.78	2200 From	F	98%	0%	1%		0%	0%	С	0.098	F		2200	F	2011
004)		Т				122 605 C	irl Scout Rd									
(604) Lake Prince Dr	3.16	1200	F	98%	0%	1%			0%	F	0.103	F		1200	F	2011
(604) 26.16 1 1.1166 21	00	т.		0070	0,0		Everets Rd	<i>-</i> , , ,	0,0	•		-		00	•	
		Fron	1:			133-739 D	eer Path Rd									
(607) Milford Lane	1.50	100	F								0.146	F		100	F	2011
		Te	):			133-644 W	, Indian Trai	1								
		Fron	1:			US 58 W,	Holland Rd									
(610) Buckhorn Rd	3.30	390	F	95%	1%	2%			0%	С	0.116	F		400	F	2011
$\bigcirc$		To				133-644 I	Indian Trail									
(610) Buckhorn Rd	1.70	320 From	F	95%	1%	2%		1%	0%	F	0.108	F		330	F	2011
010		Te	):			Isle of Wigh										
		Fron	n:			US 460 P	ruden Blvd									
(611) Gardner Lane	1.40	440	F								0.109	F		440	F	2011
		Tr	h*			133-606	Exeter Dr									
		Fron	1:			133-616 V	icksburg Rd									
(612) O'Kelly Dr	4.90	380	R								NA			NA		02/05/2002
		To	):				p Terminus									
O IC a see della Dal	0.00	Fron	·	070/	00/		ap Terminu		00/			_		000	_	0044
612 Kingsdale Rd	3.20	390	F	97%	0%	0%		3%	0%	F	0.119	F		390	F	2011
<u> </u>		Fron					Carr Lane					_				
(612) Kingsdale Rd	0.20	80	F	97%	0%	0%			0%	С	0.151	F		80	F	2011
		Te	1			Isle of Wigh										
<u> </u>		Fron	1:		13	33-661 W, So	outhwestern	Blvd				_			_	
(613) Leafwood Rd	1.50	730	F				0.111				0.145	F		730	F	2011
		Te	1				8 West									
O 11-1 N 1 5 :	0.55	Fron		0501	401		S 58	20/	001	_				700	_	0044
616 Holy Neck Rd	2.20	730	G	95%	4%	1%		0%	0%	F	NA			780	G	2011
		R	1			133-661	S, Ellis Rd									

						City	of Suffo	lk								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:									-					
616 Holy Neck Rd	2.77	280	G	95%	4%	1%	0%	0%	0%	С	NA			300	G	2011
616) Vicksburg Rd	1.69	280	G	95%	4%	133-759 \ 1%	W, Pinevio	0%	0%	F	NA			300	G	2011
616) Longstreet Lane	0.10	510	G	95%	4%	133-660 S	S; Vicksbu	arg Rd 0%	0%	F	NA			540	G	2011
616) Mineral Spring Rd	3.43	From:	G	95%		33-660 N; 133-660 N 1%			0%	F	NA			760	G	2011
616) Mineral Spring Rd	1.48	400 From:	G	95%	4%	1%	reeman M	0%	0%	F	NA			420	G	2011
(616) Wedgewood Rd	2.10	From:	F			133-677 N		ork Rd			0.136	F		140	F	2011
623) Respass Beach Rd	1.69	From:	F			133-658	N, Greenw Townpoin	nt Rd			0.114	F		5300	F	2011
(626) Shoulders Hill Rd	1.44	7100	F	96%	1%	133-654 SR 337 N 1%	ansemond		0%	С	0.102	F		7500	F	2011
626) Shoulders Hill Rd	1.63	11000	F	96%	1%	1%	N, Pughsvi	1%	0%	F	0.106	F		11000	F	2011
(627) Bennetts Pasture Rd	1.36	From: <b>4500</b>	F	97%	2%	US 1 SR 337 N 1%	7 Bridge Fansemond		0%	F	0.125	F		4700	F	2011
(627) Bennetts Pasture Rd	3.51	8400	F	97%	2%	SR 12 1%	5 Kings H 0%	wy 0%	0%	С	0.099	F		8900	F	2011
(628) Crittenden Rd	5.26	From:	F	96%	1%	SR 12 2%	7 Bridge F 5 Kings H 1%	wy 0%	0%	С	0.093	F		2700	F	2011
(632) Old Myrtle Rd	5.70	From:	F			US 1	7 Bridge F ght Count				0.131	F		600	F	2011
(634) Kings Fork Rd	2.27	From:	G	97%	1%		Pruden E 4 Indian T 0%		0%	F	NA			430	G	2011
(634) Kings Fork Rd	1.70	1700	F	97%	1%		Lake Mea		0%	C	0.119	F		1800	F	2011
(634) Kings Fork Rd	0.64	From: <b>2600</b>	F	96%	1%	133-604 V 2%	V, Pitchke		0%	С	0.123	F		2800	F	2011
634) Kings Fork Rd	2.27	From: 4600	F	96%	1%	2%	Pruden E	0%	0%	F	0.118	F		4900	F	2011
638) Murphys Mill Rd	1.25	From: 540	F			133-604	Godwin B Pitchkettl FR-678				0.111	F		540	F	2011
639 Lake Cohoon Rd	0.42	1300 To:	F	97%	0%	133-64 1%	4 Indian T 1% 58 Hollan	1%	0%	С	0.11	F		1400	F	2011
642) Adams Swamp Rd	3.32	From: 430	F	97%	0%	North Car		e Line 1%	0%	С	0.096	F		440	F	2011
642) White Marsh Rd	1.84	From: <b>600</b>	G	95%	2%	33-675 S, C 2% 33-604 Ho	Cypress Ch 0%	appel Rd 1%	0%	С	NA			640	G	2011

Route   Length   AADT   QA   4Tire   Bus   2.44e   3.74ae   3.75ae   2.75ae   2.75							City	of Suffoll	k					 		
Second   White Marish Rd   1.95   560   G   95%   2%   2%   0%   0%   0%   0%   0%   F   NA   560   G   2011	Route	Length	AADT	QA	4Tire	Bus				2Trail	QC		QK	AAWDT	QW	Year
White Marsh Rd	City of Suffolk		From				20 50 1 11		. 5.1			-				
White Marsh Rd	(642) White Marsh Rd	1.95		G	95%		2%	0%	1%	0%	F	NA		560	G	2011
	White March Rd	2.80	From	<u> </u>			133-67	4 Badger F	Rd			NΙΔ		NΔ		02/05/2002
Marriag Rd   0.79   810   R	642) Write Warsh No	2.00	<b>320</b>				00 1 01 1	22 (74 7)	D.1					INA		02/03/2002
Gardy   White Marish Rd	(642) White Marsh Rd	0.79	810 From	R		2						NA		NA		02/05/2002
See U.S. S. Coustance Ref   See U.S. S. S. S. Coustance Ref   See U.S. S. S. S. Coustance Ref   See U.S	642) White Marsh Rd	0.84	2400 To	G	97%		1%	0%	0%		С	NA		2600	G	2011
Section   Sect	642) Wilroy Rd	2.10		F	96%		Bus US 5	8 Constanc	e Rd		С	0.095	F	5400	F	2011
	642) Wilroy Rd	1.77		F	94%		2%	1%		0%	С	0.099	F	8600	F	2011
643   Manning Rd   2.56   590   F   96%   2%   1%   0%   0%   0%   F   0.115   F   600   F   2011			From	1 -												
643   Manning Rd	(643) Manning Rd	2.56		F	96%		1%	0%	0%	0%	F	0.115	F	600	F	2011
643   Manning Rd	(643) Manning Rd	2.32		F	96%	2%	1%	0%	0%	0%	F	0.113	F	860	F	2011
	(643) Manning Rd	1.30	1100 To	F	96%		1%	0%	0%	0%	С	0.102	F	1100	F	2011
	(643) Manning Bridge Rd	0.94		F			133-645	5 Manning	Rd			0.105	F	910	F	2011
644   Indian Trail   1.70   250   F   96%   2%   1%   1%   0%   0%   F   0.119   F   250   F   2011			То			0.9										
644   Indian Trail   3.70   320   F   96%   2%   1%   1%   0%   0%   F   0.122   F   330   F   2011	644) Indian Trail	1.70		F	96%	2%				0%	F	0.119	F	250	F	2011
644   Indian Trail   2.30   520   F   96%   2%   1%   1%   0%   0%   C   0.112   F   530   F   2011	(644) Indian Trail	3.70	320 From	F	96%	2%				0%	F	0.122	F	330	F	2011
133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-738     133-	<u> </u>															
644   Indian Trail   0.60   1000   F   96%   2%   1%   1%   0%   0%   F   0.12   F   1100   F   2011	(644) Indian Trail	2.30	520	F	96%	2%	1%	1%	0%	0%	С	0.112	F	530	F	2011
133-637 Lake Meade Dr	<u> </u>		From		2221							<u> </u>				
Family   F	(644) Indian Trail	0.60	1000	F	96%	2%	1%	1%	0%	0%	F	0.12	F	1100	F	2011
State   Stat	Indian Trail	1 10		<u> </u>	06%	20/				09/		0.132		1000		2011
Second Principle   133-643 Manning Bridge Rd   1.70   670   F   94%   2%   1%   1%   1%   0%   C   0.102   F   710   F   2011	644) Indian Trail	1.10			90%	270				0%	г	0.132	г	1000	Г	2011
645 Manning Rd 1.70 670 F 94% 2% 1% 1% 1% 0% C 0.102 F 710 F 2011    645 Manning Rd   1.50   1400 F 96% 1% 1% 1% 1% 0% 0% C 0.1 F 1500 F 2011    646 Airport Rd   0.40   1000 F 97% 1% 1% 1% 1% 1% 0% 0% C 0.096 F 1100 F 2011    646 Airport Rd   0.20   1500 F 92% 2% 2% 1% 2% 0% F 0.093 F 1600 F 2011    647 Copeland Rd   0.65   890 F 92% 2% 2% 2% 1% 2% 0% F 0.099 F 630 F 2011    647 Copeland Rd   1.75   590 F 92% 2% 2% 2% 1% 2% 0% F 0.099 F 630 F 2011			From	:		1										
Copeland Rd   1.50   1400   F   96%   1%   1%   1%   1%   1%   0%   0%   0	(645) Manning Rd	1.70	670	F	94%					0%	С	0.102	F	710	F	2011
Manning Rd			To	-			Urba	n Boundary	7			_				
Copeland Rd	(645) Manning Rd	1.50		F	96%	1%				0%	С	0.1	F	1500	F	2011
Airport Rd   0.40   1000   F   97%   1%   1%   1%   1%   0%   C   0.096   F   1100   F   2011			To				US 58	Holland R	d							
Copeland Rd   1.75   S90   F   92%   2%   2%   1%   2%   0%   F   0.099   F   1600   F   2011			From	:		13	33-705 Me	eadow Cou	ntry Rd							
Copeland Rd   0.20   1500   F   92%   2%   2%   1%   2%   0%   F   0.093   F   1600   F   2011	(646) Airport Rd	0.40	1000	F	97%					0%	С	0.096	F	1100	F	2011
Copeland Rd   0.20   1500   F   92%   2%   2%   1%   2%   0%   F   0.093   F   1600   F   2011	<u> </u>		То	:		1	US 13; SI	R 32 Caroli	na Rd							
Copeland Rd   2.50   480   F   92%   2%   2%   1%   2%   0%   F   0.104   F   510   F   2011	<u> </u>	0.00		<u> </u>	000/	00/				201			_	4000	_	0044
647         Copeland Rd         2.50         480         F         92%         2%         2%         1%         2%         0%         F         0.104         F         510         F         2011           To promise From From From From From From From From	(647) Lummis Rd	0.20	1500	F	92%	2%	2%	1%	2%	0%		U.093	F	1600	F	2011
Copeland Rd 0.65 890 F 92% 2% 2% 1% 2% 0% C 0.102 F 950 F 2011    Copeland Rd 1.75   S90   F 92% 2% 2% 1% 2% 0% F 0.099 F 630 F 2011	(647) Copeland Rd	2.50	480 From	F	92%	2%				0%	F	0.104	F	510	F	2011
Table     Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table   Table				:								$\dashv$	_			
(647) Copeland Rd 1.75 <b>590 F</b> 92% 2% 2% 1% 2% 0% F 0.099 F 630 F 2011	(647) Copeland Rd	0.65	890	F	92%	2%				0%	С	0.102	F	950	F	2011
	0			<u> </u>	0001	60.				007	_			202		004:
	(647) Copeland Rd	1.75	590 To	F	92%	2%				υ%	F	0.099	F	630	F	2011

					City	of Suffol	k								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	Fron	:			122 660 I	on cotuc of	Lono			-					
1.90	120	F			133-0001	Longstreet	Lane			0.188	F		120	F	2011
	Tr	»·			133-649	Lummis 1	Rd								
0.40	Fron		070/	40/				00/	_		_		4000	_	0044
0.13	1100	F	97%	1%				0%	С	0.104	F		1200	F	2011
3 12	Fron		96%	2%				0%	C	0 133	F		470	F	2011
5.12	то т	:	3070	270				070		0.133			470		2011
0.47	Fron		000/	20/				00/		0.454	_		200	_	0044
2.17	190 To		90%					0%	C	0.151	Г		200	Г	2011
	Fron	n:								i					
0.90	130	F								0.174	F		130	F	2011
		:													
1 26		- -	06%	20/				00/	<u> </u>	0.101	_		1200	_	2011
1.50	1200		30 /0	270				0 70		0.101	•		1300	•	2011
0.46	2400 From	F	96%	2%				0%	F	0.09	F		2500	F	2011
	To	:													
0.60		- -	06%	20/				00/	_	0.001	_		10000	_	2011
0.00	3400		90 /0	2 /0				0 /6		0.091	-		10000	-	2011
0.18	11000	F	99%	0%				0%	С	0.092	F		12000	F	2011
00	т.	_									•				
0.68	8300	F	99%	0%	1%	0%	0%	0%	С	0.096	F		8800	F	2011
	Te	00			WCL		h								
	Fron														
1.28	5300 _T	. <del>F</del>	99%	0%				0%	С	0.102	F		5600	F	2011
	Fron	1:	12	22 616 N				at I ana		<u> </u>					
5.50	350	F	13	)3-010 IN,	, Milliciai i	spring Ku,	Longstree	et Lane		0.106	F		350	F	2011
	Te	00			1	US 58									
		n:			133-759	W, Quake	r Dr								
1.10		.F			122 640	Lummia	DA			0.104	F		47	F	2011
				12						+					
2.10	810	F	86%	1%				0%	F	0.106	F		820	F	2011
	Т														
3.37	940 Fron	F	86%	1%	1%	2%	10%	0%	F	0.105	F		960	F	2011
	To Prop	-			133-746	Wildwood	l Dr			$\neg$ —					
0.65	900	F	86%	1%	1%	2%	10%	0%	С	0.092	F		920	F	2011
		:			S	SR 189									
1.00		<u> </u>			133-759 I	E, Pineviev	v Rd			0.170	_		00	_	2011
1.90	90 To	-			133-660 I	ongstreet	Lane			0.176	г		90	Г	2011
	Fron	1:								i					
0.12	1100	G	68%	0%	0%	1%	31%	0%	С	NA			1200	G	2011
	Te	): N													
4.50	550	"			133-671	Spivey Rui	n Kd			0.102	F		550	F	2011
	To	:		ī	US-13 N, V	Wholoxazille	- Blvd							·	
					0.0 -0, .	v naic y v nii	Divu			_					
	Fron	n:				haleyville									
3.60	From	F			US 13 W	haleyville	Blvd			0.121	F		120	F	2011
3.60	120 Tr				US 13 W	haleyville	Blvd Line			0.121	F		120	F	2011
3.60					US 13 W	haleyville	Blvd Line	t		0.121	F		120 290	F	2011
	1.90  0.13  3.12  2.17  0.90  1.36  0.46  0.60  0.18  1.28  5.50  1.10  2.10  3.37  0.65  1.90  0.12	1.90 120 Trom O.13 1100  3.12 460 Trom Trom C.17 190 Trom O.90 130 Trom Trom O.46 2400 O.46 2400 O.60 9400  O.18 11000 Trom Trom Trom Trom Trom Trom Trom Trom	1.90	1.90	1.90	Length   AADT   QA   4Tire   Bus   2Axle   2Axle   2Axle	Length   AADT	AADT		Length   AADT   QA   4Tire   Bus	Rength   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Carde   3+Axle   1Trail   2Trail   Carde   Card	Length   AADT   QA   4Tire   Bus   Canal   Truck   Truck   Canal   C	Length   AADT   QA   4Tire   Bus   2Alde 3+Aske   1Trail   2Trail   C   Factor   C   Factor	Length   AADT   AADT

						City Oi	Carront									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				122 (04 5	11: D	.1								
674) Badger Rd	1.30	180	R			133-604 S,	Hosier Ko	1			NA			NA		02/18/200
		To				133-642 Whi	ite Marsh	Rd								
0 0 10	0.00	From:	L_	0.40/	407	US 13 Whal			00/			_		4.40	_	0044
675 Cypress Chapel Rd	3.60	140	F	84%	4%		5%	2%	0%	С	0.114	F		140	F	2011
675) Cypress Chapel Rd	0.50	180	F	92%	1%	SR 32 Ca 2%		1%	0%	С	0.135	F		190	F	2011
(675) Cypress Chapel Rd	0.00	To:		0Z /0		133-642 S, WI			070					100		2011
		From				North Carolin	na State Li	ine								
677) Great Fork Rd	3.60	1600	F	98%	0%		0%	0%	0%	С	0.108	F		1600	F	2011
		From:				US 13 Whal										
678) Cherry Grove Rd	2.60	90	F			133-673 Gr	eenway R	a			0.132	F		90	F	2011
070)		To			13	33-642 N, Ada	ams Swam	ıp Rd								
		From:				Dead	l End									
683 Benton Rd	1.00	350	F			IIC	12				0.168	F		350	F	2011
		From:	<u> </u>			US 13,					<u> </u>					
688) Turlington Rd	3.16	2200	F	97%	1%		0%	0%	0%	С	0.102	F		2300	F	2011
		To				133-1722 Kil	by Shores	Rd								
<u> </u>		From				133-743 M	Iatoaka Rd	l								
695 Mockingbird Lane	1.25	100 To:	F			Dead	l End				0.171	F		100	F	2011
		From:				133-646 A										
705) Meadow Country Rd	1.80	520	F	95%	2%	2%	1%	1%	0%	С	0.098	F		530	F	2011
		To			1:	33-674 Meado	ow Countr	y Rd								
		From:				133-2023 N	N, Lake Ro	d			<b>_</b>	_			_	
715 Nansemond Dr North	0.53	490 To:	F			133-717 No	rth Shore I	Dr			0.11	F		490	F	2011
		From	1			US 13 Ca					1					
731) Dill Rd	0.66	4600	F	91%	1%	2%		4%	0%	С	0.094	F		4900	F	2011
		To:				133-1111	E, Dill Rd									
Door Doth Dd	F 20	From:	_			133-644 W,	Indian Tra	ail			0.120	_		270	_	2011
739 Deer Path Rd	5.20	370	F			133-644 E, I	Indian Tra	ıil			0.120	F		370	F	2011
		From				133-612 Ki										
(740) Carr Lane	0.80	50	F	97%	1%			2%	0%	С	0.259	F		60	F	2011
		To:				133-644 Ir										
744) Jasmine Ln	0.03	110	F			Dead	l End				0.147	F		110	F	2011
Jasmine Ln	0.93	To:				133-616 Ho	oly Neck R	d			0.147	г		110	г	2011
		From:				Dead										
757) Bennetts Creek Park Rd	1.03	3400	F								0.100	F		3400	F	2011
<u> </u>		To				133-626 Shou										
759) Short Lane	0.12	From:	G	92%	5%	North Carolin			0%	F	NA	_		1900	G	2011
759 Short Lane	0.12	1700 To:		92%		2% 133-668 S, Pit		0% Rd	υ%	r	TNA			1800	G	2011
O 0 / 5 :	4 ==	From	_	6=:	1	133-668 N, Pi	ttmantowr	ı Rd	601	_		_			_	
(759) Gates Rd	1.23	740 To:	F	87%	1%	1% 133-666 Pi		10%	0%	С	0.113	F		760	F	2011
<u> </u>		From				133-666		J								
759) Pineview Rd	3.75	70	F	92%	5%			0%	0%	С	0.180	F		70	F	2011
		From				133-616 W, F 133-616 E, V										
(759) Quaker Dr	3.55	690	F	92%	5%			0%	0%	F	0.114	F		700	F	2011
$\overline{}$		To:				133-653 N	, Dutch Ro	i								

						Oity of C	Suffolk								
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	î			122 (42 5 3	4 : D1								
759) Liberty Spring Rd West	2.28	470	F			133-643 S, N	Tanning Kd			0.099	F		470	F	2011
739),		To				US 13 S, Wha	leyville Blvd								
_		From:				Cul-de	-Sac								
785) Burnetts Ct	0.12	140	F							0.139	F		140	F	2011
<u> </u>		To:				133-780 Bu				<u> </u>					
1035) Chenaneo Rd	0.14	90	F			Cul-de	-Sac			0.163	F		90	F	2011
Chenaneo Rd	0.14	To:	Ė			133-1034 Fal	lwater Way			0.103			30		2011
		From:				133-1111									
(1101) County St	0.62	3100	F	89%	1%		3% 6%	0%	С	0.091	F		3300	F	2011
$\overline{}$		To:				Old Suffolk O	Corp Limits								
$\overline{}$		From:				133-731 W									
1111) Dill Rd	0.39	90 To:	F	80%	0%		6% 13%	0%	С	0.170	F		90	F	2011
_						133-1101 (				<u> </u>					
Summerfield Ct	0.06	340	F			133-1148 Wi	nterview Dr			0.12	F		340	F	2011
Summerrield Ct	0.00	To:	Ė		1	33-1145 Sprin	gfield Terrace			J. 12	'		J-10	'	2011
		From				133-1332 T	~								
1310) 6th St	0.39	5000	F	98%	1%		0% 0%	0%	С	0.087	F		5300	F	2011
		To:				SR 337; Washi	ngton St East								
1310) 6th St	0.17	900 From:	F	98%	1%		0% 0%	0%	С	0.102	F		960	F	2011
$\mathcal{L}$		To: From:			133-1		ve; Gap Termin	ius							
Goodman St	0.11	350	F	98%	1%	133-1318	Clary Dr 0% 0%	0%	F	0.12	F		370	F	2011
Goodman St	0.11	To:		30 70	1 /0	133-1317 C		070		7			370	ı	2011
		From:				133-642 W									
McAruthur Dr	0.16	70	F							0.156	F		70	F	2011
<u> </u>		To:			13	33-1319; 133-1	323 Myrtle St								
<u> </u>		From:				SR 337 Was									
Hollywood Ave	0.06	2500 To:	F	97%	1%		0% 0%	0%	С	0.089	F		2700	F	2011
		From				133-1325 M				<u> </u>					
1325) Center Ave	0.39	1700	F	97%	1%	133-1310 G	0% 0%	0%	С	0.092	F		1800	F	2011
1325) GOILLOI 7 110	0.00	To:		01 70	170	133-1324 Hol		070					1000	•	2011
		From:				Pinne									
1329) Old Pinner St	0.17	2200	F	96%	1%	1%	1% 1%	0%	С	0.127	F		2300	F	2011
$\overline{}$		To:				US 58 Bus; C	onstance Rd		_						
<u> </u>		From				133-642 Whit									
1332 Truman Rd	0.23	3100 To-	F	98%	1%		0% 0%	0%	С	0.086	F		3200	F	2011
			<u> </u>			133-1310									
1368) Nixon Dr	0.06	From: <b>860</b>	F			133-1366 Blytl	newood Lane			0.105	F		860	F	2011
Nixon Dr	0.00	To:	•			133-1369	Sierra Dr			0.100	'		000	'	2011
		From:				Dead									
Eclipse Dr	0.19	140	F			2000	-			0.159	F		140	F	2011
$\cup$		To				133-1505	Cross St								
		From:				Dead	End								
		^^	F							0.313	F		60	F	2011
Sunset Manor Dr	0.07	60								_					
Sunset Manor Dr	0.07	To:				133-1601 Va									
		To: From:		070/	40/	Bus US 58 I	Holland Rd	00/							2044
	0.07	To:	F	97%	1%	Bus US 58 H	Holland Rd 0% 1%	0%	С	0.1	F		5700	F	2011
		From: <b>5400</b>		97%	1%	Bus US 58 F 1% 133-688 Tur	Holland Rd 0% 1% Hington Rd	0%	С	0.1	F				2011
		From: <b>5400</b>		97%	1%	Bus US 58 H	Holland Rd 0% 1% Hington Rd	0%	С	0.1	F				2011

						City	of Suffolk									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	1			133-1790	) Woods Pkv	wv			1					
1795) Ash Wood Dr	0.27	140	F			133 1770	WOOds I K	<del>" )</del>			0.105	F		140	F	2011
		To				Cu	1-de-Sac									
$\widehat{}$		From:				Cu	1-de-Sac									
(1856) Berkshire Blvd	0.35	450	F			100 100					0.111	F		450	F	2011
		10:	<u> </u>				1 Ashford D									
1905) Hawk Rd	0.11	310	F			133-19	02 Wren Rd	<u> </u>			0.115	F		310	F	2011
1905 Hawk Rd	0.11	To:	Ė			133-190	7 Beaver Lai	ne			0.113	'		310	'	201
		From:					nnets Pastur									
2029) Foxcroft Rd	0.43	210	F			33 027 BC	mets i ustui	c rtu			0.155	F		210	F	201
		To:				133-2028	Brittany La	ine								
		From:	:		1	33-2075 B	eech Grove	Lane								
2073) Carter Ln	0.08	130	F								0.140	F		130	F	201
$\cup$		To:			13	3-2070 Dr	rivers Station	n Way		_						
^		From:				13	33-2143									
2140) Burbage Lake Circle	0.19	530	F								0.104	F		530	F	201
<u> </u>		To:			13:		de Bullocks	Circle								
<u> </u>		From	لــِــا			De	ead End					_				
Breeze Point Way	0.27	2900 To:	F			110.15	Duider Da				0.096	F		2900	F	201
_			<u> </u>				Bridge Rd									
Harbour View Plyd	1.02	From:		000/	00/		Bridge Rd	00/	O0/	С	0.005	F		10000	F	204
Harbour View Blvd	1.02	18000	<u> </u>	98%	0%	1%	0%	0%	0%	U	0.095	F		19000	۲	201
		From:	<u>:</u>			Town	n Point Rd				J.,					
Harbour View Blvd	1.44	NA To:	.—				SR 135				NA			NA		
		From:									$\dashv$					
2354) Preakness Circle	0.04	110	F			Cu	1-de-Sac				0.167	F		110	F	201
Preakness Circle	0.04	To-	:	-	1	33-2350 S	teeplechase	Lane			0.107	'		110	'	201
		From					1-de-Sac									
2450) Rabey Farm Rd	0.52	940	F			Cu	i-ue-sac				0.114	F		940	F	201
2450) 1 1000) 1 01111 1 10	0.02	To:	<u> </u>		13	33-626 N,	Shoulders H	ill Rd			<u> </u>	•		0.0	•	_0.
		From:					hington St									
8501) Pinner St	0.63	5000	F	98%	0%	0%	0%	1%	0%	С	0.094	F		5300	F	201
		To				M	ore Ave									
Pinner St	0.41	8600 From:	F	98%	0%	0%	0%	1%	0%	F	0.092	F		9100	F	201
		To					CL Suffolk									
		From:					mith St									
8505) South Broad St	0.15	1200	F	98%	1%	1%	0%	0%	0%	F	0.108	F		1300	F	201
$\cup$		To:					hington St									
North Broad St	0.68	830 From:	F	98%	1%	1%	0%	0%	0%	С	0.127	F		880	F	201
		To								-						
8505) Western Ave	0.12	1200		98%	1%	1%	iverview Dr 0%	0%	0%	F	0.099	F		1300	F	201
0303) 11 5515 / 110	J. 12	To:	-		. 70		Constance Ro		0,0	•		•		. 500	•	_01
		From:					lby Ave				l					
8507) Wellons St	0.65	1800	F	99%	0%	1%	0%	0%	0%	F	0.092	F		1900	F	201
		To					Washington									
Market St	0.43	3800	F	99%	0%	1%	0%	0%	0%	С	0.11	F		4000	F	201
3307)			· -	-070					3,3							
8507) Market St	0.06	5500 From:		99%	0%	Sar 1%	ratoga St 0%	0%	0%	F	0.094	F		5900	F	201
Market St	0.00	3300 To:	_	JJ /0	0 /0		2 Main St	0 /0	0 /0		0.094			3300	1.	201
		From:														
8508) Finney Ave	0.20	7000		99%	0%	0%	1ain St 0%	0%	0%	С	0.089	F		7400	F	201
							()%	()~/0								

						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	:			Car	rolina Ave				i					
Saratoga St	0.31	3200	F	97%	1%	1%	1%	1%	0%	С	0.095	F		3400	F	2011
	0.10	To From	_	070/	40/		shington St	40/	201	_		_		4400		2011
Saratoga St	0.12	3800 _{To}	F	97%	1%	1% M	1% Iarket St	1%	0%	F	0.095	F		4100	F	2011
		From	:				aratoga St									
Hall Ave	0.43	3500	F	98%	0%	1%	0%	0%	0%	С	0.096	F		3700	F	2011
<u> </u>		To				East V	Vashington	St								
<u> </u>		From					L Suffolk									
B511 Factory St	0.44	3200	F	95%	1%	2%	1%	1%	0%	С	0.090	F		3400	F	2011
		To				Was	shington St									
<u> </u>		From	L				rolina Rd					_				
Fayette St	0.17	720	F_	81%	1%	2%	6%	11%	0%	F	0.097	F		770	F	2011
		To From	] :				Cedar St									
OS12) Cedar St	0.04	610	F	81%	1%	2%	ayette St 6%	11%	0%	F	0.096	F		650	F	2011
3312) 3334. 31	0.01	To		J.70	. 70		dison Ave	, , 0	- 70	•		•		500	•	_0
		From	<u> </u>				Cedar St									
Madison Ave	0.23	740	F	81%	1%	2%	6%	11%	0%	С	0.104	F		790	F	2011
$\mathcal{L}$		To	_				County St									
Madison Ave	0.11	1400 From	G	81%	1%	2%	6%	11%	0%	F	NA		_	1500	G	2011
1312) Madio 317 (Vo	0.11	То	Ť	0170	170		actory St	1170	070	•	— <u>`</u> ``			1000	Ū	
		From	: :I				th Main St				<del></del>					
Bank St	0.20	1600	F	98%	0%	1%	0%	0%	0%	С	0.113	F		1700	F	2011
15 14) Dank Ot	0.20	To	Ė	0070	070		Pinner St	070	070			•		1700	•	
		From	:					ita								
County St	0.18	3500	F	92%	1%	1%	olk Corp Li 2%	4%	0%	F	0.088	F		3700	F	2011
County St	0.10	3300		JZ 70	1 /0			770	070	'	0.000	'		3700	'	2011
<u> </u>		From	<u> </u>				dison Ave	401				_				
Sel3 County St	0.27	3800	F_	92%	1%	1%	2%	4%	0%	С	0.088	F		4000	F	2011
		In				SR 337	Washington	n St								
		From	<u> </u>				Washington								_	
Liberty St / Moore Ave	0.64	5100	F	92%	1%	1%	2%	4%	0%	С	0.093	F		5400	F	2011
<u> </u>		To	1				Pinner St									
		From				Repa	ss Beach R	d				_				
Burbage Lake Circle		1500	F								0.111	F		1500	F	2011
		То	<u> </u>			We	t Marsh Ct									
		From				Sn	nith Street									
James Avenue		430	F								0.132	F		430	F	2011
		To	:			W. Was	shington Str	reet								
		From				A	shford Dr									
Kensington Blvd		6100	F								0.101	F		6100	F	2011
		То				Go	dwin Blvd									
		From				Pic	oneer Ave									
Quince Rd		120	F						_		0.149	F		120	F	2011
		To	:			Lu	ımmis Rd									
		From	:			It	hacha Tr									
Weatherby Way		310	F								0.104	F		310	F	2011
		To				Shoul	lders Hill R	d								
	_	_						•	_	_		_				_