2014

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

where available

Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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.

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

_				_		Truck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		-Axle 1Tr		QC	Factor	QK	Factor	AAWDT	Q\
	From:	Isle of Wight County Lin						_					
10) (32)	City of Suffolk	1.31 9000 G	95%	1%	1%	1% 2%	0%	F	NA			9600	G
	To: From:	SR 125 Chuckatuck											
10) (32) Godwin Blvd	City of Suffolk	0.87 12000 F	95%	1%	1%	1% 2%	0%	F	0.098	F	0.613	13000	F
<u> </u>	To: From:	133-603 Everets Rd											
10) (32) Godwin Blvd	City of Suffolk	4.81 11000 F	95%	1%	1%	1% 2%	0%	С	0.097	F	0.571	12000	ı
	To: From:	133-634 Kings Fork Rd			<u> </u>								
(32) Godwin Blvd	City of Suffolk	1.36 22000 F	95%	1%	1%	1% 2%	0%	F	0.089	F	0.510	24000	
.9 (3)	To	LIC 50 Cuffalls Dymaga											
0) (32) Godwin Blvd	City of Suffolk	US 58 Suffolk Bypass 0.54 19000 F	95%	1%	1%	1% 2%	0%	F	0.084	F	0.513	20000	
Godwin Blvd	To:	Pruden Blvd US 460	0070	1 /0		170 27	0 70	•	0.004	•	0.010	20000	
Bus	From:	Bus US 460 Elephant For	k										
10 (460) (32)	City of Suffolk	1.49 25000 A	99%	0%	0%	0% 0%	0%	С	0.100	Α	0.509	26000	
	To:	Bus US 460, Bus US 58											
Bus	From:	Bus US 460	000/	00/	40/	00/ 00	00/	_	NIA			00000	
(10) (32) (460) Main St	City of Suffolk	0.09 27000 G	99%	0%	1%	0% 0%	0%	F	NA			29000	
Bus	From:	Bus US 58 Bus US 58, Bus US 460	1										
(32) (32) Main St	City of Suffolk	0.68 18000 G	99%	0%	1%	0% 0%	0%	F	NA			19000	
0) (32) (13)	To:	SR 337 Washington St			Ť	-,-		-					
	From:	North Carolina State Lin	e.										
13 Whaleyville Blvd	City of Suffolk	5.37 4800 A	88%	0%	1%	1% 119	6 0%	С	0.1	Α	0.631	4700	
(9)	Tod							_					
Whaleyville Blvd	City of Suffolk	133-616 Mineral Spring F 1.28 10000 F	88%	0%	1%	1% 119	6 0%	F	0.071	F	0.553	10000	
Virialeyville Bivu	City of Sulloik	1.28 10000 F	00%	0%	1 70	176 11	% U%	Г	0.071	Г	0.555	10000	
~	From:	133-677 Great Fork Rd											
Whaleyville Blvd	City of Suffolk	0.82 7600 F	88%	0%	1%	1% 119	% 0%	F	0.086	F	0.672	7400	
~	To: From:	133-675 Cypress Chapel I											
Whaleyville Blvd	City of Suffolk	2.22 7600 F	88%	0%	1%	1% 11°	6 0%	F	0.086	F	0.676	7400	
~	To	133-759 S, Liberty Spring Rd	West										
13 Whaleyville Blvd	City of Suffolk	1.06 8900 F	88%	0%	1%	1% 119	6 0%	F	0.087	F	0.676	8800	
.5)	To	133-759 N, Babbtown R	.1										
Whaleyville Blvd	City of Suffolk	2.56 9500 F	88%	0%	1%	1% 119	6 0%	F	0.087	F	0.698	9300	
Whateyville Biva	Oity of Garloik	SR 32 Carolina Rd	00 /0	0 70		1/0 11	0 070	•	0.007	'	0.000	3300	
	From:	SR 32 Whaleyville Blvd											
32 Carolina Rd	City of Suffolk	1.64 16000 F	88%	0%	1%	1% 119	6 0%	F	0.085	F	0.703	15000	
<i>3</i>	To:	Bus US 13											
~	From:	Bus US 13, SR 32 Carolina											
3 Southwest Suffolk Bypass	City of Suffolk	2.80 12000 F	86%	1%	1%	2% 10°	6 0%	С	0.097	F	0.661	11000	
~	To: From:	US 58 Holland Rd											
13 (58) Suffolk Bypass	City of Suffolk	Bus US 58 1.41 39000 F	85%	1%	1%	1% 139	6 0%	F	0.085	F	0.620	37000	
	CILV OF STITION	I GI KUNNI F							บบดว		U D/U	.57000	

4/21/2015 7

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

		Nansemond Mainte	lialice	Alca											
Route	Jurisdiction	Length AADT	04	4Tiro	Bus		Tru	ıck		00	K	OK	Dir	AAWDT	OV
noute	Julisdiction	Lengin AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
	From:	61-604 Pitchkitt	le Rd												
13) (58) Suffolk Bypass	City of Suffolk	1.88 41000	F	85%	1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	F
	To	US 460 Pruden	Dlud												
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 47000	G	92%	0%	1%	1%	6%	0%	F	NA			49000	G
13) (58) (460) Suffolk Bypass	Oity of Guillon			02 /0	0 70	1 70	1 /0	070	0 70	•	1471			40000	
~~~~	To: From:	SR 10 SR 32 Gody				<del> </del>									
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>56000</b>	F	92%	0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	F
<del></del>	To	61-642 Wilroy	Rd			$\neg$ $\vdash$									
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>47000</b>	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F
	Ter	D 110 12 D 110 50 1	City 1												
Military Highway	City of Suffolk	Bus US 13,Bus US 58 1	F	92%	0%	1%	10/	6%	0%	F	0.086	F	0.621	71000	F
13) (58) (460) Military Highway	City of Suffolk	3.46 <b>68000</b>		92%	0%	176	1%	0%	0%	Г	0.066	Г	0.621	71000	Г
		Bus US 13													
Bus	From:	US 13 Southwest Suff								_					
13) (32) Carolina Rd	City of Suffolk	1.17 <b>10000</b>	F	88%	0%	1%	1%	11%	0%	F	0.082	F	0.676	9900	F
~ ~	To: From	Old SCL Suff	olk			$\neg$ $\vdash$									
Bus Carolina Dd		0.54 10000	F	000/	00/	10/	10/	110/	00/	F	0.007	F	0.600	10000	F
32 Carolina Rd	City of Suffolk		Г	88%	0%	1%	1%	11%	0%	г	0.087	г	0.602	10000	r
Bus	From:	Fayette St US 13; SR 32 Fay	zette St												
13) (32) Main St	City of Suffolk	0.34 <b>9300</b>	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.585	9900	F
13) (32) Wall Ot	Oity of Guilloik			33 70	0 70	1 70	0 70	0 70	0 70	O	0.001	•	0.505	3300	
Bus	To: From:	Begin SR 10	0												
13 (32) (10) Main St	City of Suffolk	0.68 <b>18000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			19000	G
	To:	US 58; Bus US	460												
Bus Bus Bus	From:	SR 32 Main	St												
13 58 460 Constance Rd	City of Suffolk	0.88 <b>16000</b>	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
~ <del>~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ </del>	To	Pinner St													
Bus Bus Bus	From:									_					_
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	F	97%	0%	1%	0%	2%	0%	С	0.084	F	0.525	17000	F
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To: From:	SR 337 Washing	ton St			$\neg$ $\vdash$									
Bus Bus Bus 13 (58) 460 Portsmouth Blvd	City of Suffolk	1.22 <b>23000</b>	F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.579	24000	F
13) (58) (460) Portsmouth Blvd	City of Surloik	US 13, US 58, U		90%	U 70	176	1 70	270	0%	C	0.061	Г	0.579	24000	ı
~~	From:	WCL Chesape								_					
17 Bridge Rd	City of Suffolk	0.66 <b>22000</b>	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	23000	F
~	To: From:	I-664; SR 164 Wester	n Freew	ay											
17 Bridge Rd	City of Suffolk	1.81 <b>34000</b>	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.597	37000	F
÷)	To	133-626 Knots Neck Road;	Chauldan	o IEII DA											
17 Bridge Rd	City of Suffolk	1.54 <b>27000</b>	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.577	28000	F
17 Bridge Rd	Gity of Surfork				U-70	U 70	1 70	1 70	070	Г	0.093	Г	0.577	20000	Г
~	To:	133-627 Bennetts Pa	asture Ro												
<del>~</del>	From:									_	0.000	_	0.000	00000	F
17) Bridge Rd	City of Suffolk	2.47 <b>19000</b>	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.536	20000	
17) Bridge Rd				97%	0%		1%	1%	0%	F	0.093	Г	0.536	20000	
17) Bridge Rd		2.47 <b>19000</b> 133-628 Crittend 1.17 <b>15000</b>		97%	0%	0%  0%	1%  1%	1%  1%	0% 	F	0.093	г  N	0.536	16000	

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

City of Suffolk (Maint: 61)  To:  From:  City of Suffolk (Maint: 61)  To:  From:  City of Suffolk (Maint: 61)  To:  To:  To:  To:  To:  To:  To:  To	US 17-S034A TO R 0.13 13000 I-664-E FROM ROU US 17 TO ROUTE 664 E 0.03 4900 US 17-S034A TO R US 17 TO ROUTE 664 E 0.05 7800	G UTE 17 EASTSOU G	JTH							NA			13000	G
To: From: City of Suffolk (Maint: 61) To: From:	US 17 TO ROUTE 664 E 0.03 4900 US 17-S034A TO R US 17 TO ROUTE 664 E	UTE 17 EASTSOU <b>G</b>	JTH										13000	G
To: From:	US 17 TO ROUTE 664 E 0.03 4900 US 17-S034A TO R US 17 TO ROUTE 664 E	ASTSOU <b>G</b>	JTH											
To: From:	0.03 <b>4900</b> US 17-S034A TO R US 17 TO ROUTE 664 E	G												
To: From: City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 E	ROUTE								NA			4900	G
City of Suffolk (Maint: 61)														
City of Suffolk (Maint: 61)	0.05 <b>7800</b>		JTH										7000	
	US 17-N034A US 17- 34A	G A TO RO	LITE							NA			7800	G
From:	North Carolina Stat		CIL											_
City of Suffolk	2.89 <b>3500</b>	F	91%	1%	1%	1%	7%	0%	С	0.1	F	0.788	3700	F
To:	133-642 Adams Swa	amp Rd												
City of Suffolk	2.07 <b>3800</b>	F	91%	1%	1%	1%	7%	0%	F	0.096	F	0.765	4100	F
To: From:	133-675 Cypress Ch	apel Rd												
City of Suffolk	1.40 <b>4300</b>	F	91%	1%	1%	1%	7%	0%	С	0.097	F	0.737	4500	F
To: From:	133-759 Babbtow	n Rd												
City of Suffolk	0.65 <b>4300</b>	F	91%	1%	1%	1%	7%	0%	F	0.094	F	0.764	4600	F
To- From:	133-647 Copelano													
City of Suffolk	2.45 <b>4400</b>		91%	1%	1%	1%	7%	0%	F	0.096	F	0.737	4700	F
From:														
City of Suffolk	1.64 <b>16000</b>	F	88%	0%	1%	1%	11%	0%	F	0.085	F	0.703	15000	F
To: From:	61-731 Dill R	d												
City of Suffolk	1.17 <b>10000</b>	F	88%	0%	1%	1%	11%	0%	F	0.082	F	0.676	9900	F
To:						.,.	, .	-,-						
From:			000/	00/	10/	10/	110/	00/	_	0.007	_	0.600	10000	F
City of Sulloik			00%	0%	1%	170	1170	0%	Г	0.067	Г	0.602	10000	Г
From:	Fayette St													
City of Suffolk	0.34 <b>9300</b>	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.585	9900	F
To: From:	SR 337 Washingto	on St												
City of Suffolk	0.68 <b>18000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			19000	G
To From:	Bus US 58, Bus U	S 460												
City of Suffolk	0.09 <b>27000</b>	G	99%	0%	1%	0%	0%	0%	F	NA			29000	G
To														
City of Suffalls			000/	00/	00/	00/	00/	00/	C	0.100	٨	0.500	26000	А
Oity of Suffork			<i>99</i> %	U%	0%	U%	U%	U%	U	0.100	А	0.509	20000	A
From:	Bus US 460													
	0.54 <b>19000</b>	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.513	20000	F
	City of Suffolk  To Free:  City of Suffolk  To Free:  City of Suffolk  To Free:  City of Suffolk  To Free:  City of Suffolk  To Free:  City of Suffolk	City of Suffolk   2.89   3500	City of Suffolk   2.89   3500   F   133-642 Adams Swamp Rd   City of Suffolk   2.07   3800   F   Tool   133-675 Cypress Chapel Rd   City of Suffolk   1.40   4300   F   133-759 Babbtown Rd   City of Suffolk   0.65   4300   F   Tool   133-759 Babbtown Rd   City of Suffolk   0.65   4300   F   Tool   133-647 Copeland Rd   City of Suffolk   2.45   4400   F   Tool   US 13 South of Suffolk   US 14 10000   F   Tool   US 15 South of Suffolk   US 15	City of Suffolk   2.89   3500   F   91%	City of Suffolk   2.89   3500   F   91%   1%	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   133-642 Adams Swamp Rd	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   1%   1%   1%   1	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   7%	City of Suffolk   2.89   3500   F   91%   1%   1%   7%   0%	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   7%   0%   C	City of Sutfolk   2.89   3500   F   91%   1%   1%   1%   7%   0%   C   0.1	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   7%   0%   C   0.1   F	City of Suffolk   2.89   3500   F   91%   1%   1%   1%   7%   0%   C   0.1   F   0.788	City of Suffolk

					_		Tru	ıck			K		Dir		_
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 58 Suffolk By	_												
32) (10) Godwin Blvd	City of Suffolk	1.36 <b>22000</b>	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.510	24000	I
$\smile$	To: From:	61-634 Kings For	rk Rd			$\neg \vdash$									
32) (10) Godwin Blvd	City of Suffolk	4.81 <b>11000</b>	F	95%	1%	1%	1%	2%	0%	С	0.097	F	0.571	12000	
$\cup$	To: From:	61-603 Everets	Rd												
32) (10) Godwin Blvd	City of Suffolk	0.87 <b>12000</b>	F	95%	1%	1%	1%	2%	0%	F	0.098	F	0.613	13000	
	To	SR 125 Chucka	tuok												
32) (10)	City of Suffolk	1.31 <b>9000</b>	G	95%	1%	1%	1%	2%	0%	F	NA			9600	
32) (10)	To:	Isle of Wight Coun			. , 0		. , 0	_,,	0,0	•				0000	
	From:	Southampton Coun													
58 (258) Franklin Bypass	City of Suffolk	1.27 <b>20000</b>	F	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	
230)	To		-												
Franklin Bypass	City of Suffolk	US 258 0.18 <b>17000</b>	N	85%	1%	1%	1%	13%	0%	N	0.077	N	0.532	17000	
OS TATIMIT Dypass	City of Surior		iN	00 /0	1 /0	1 /0	1 /0	10/0	U /0	IN	0.077	IN	0.332	17000	
~~~	From:	SR 189		2521	121									.=	
758 (189) (189) Franklin Bypass	City of Suffolk	1.01 17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	
~	To: From:	SR 272 South Qu	ay Rd												
58) (189) (189) S Quay Rd	City of Suffolk	4.23 19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	
	To	SR 189 S Quay	Rd												
68 Holland Bypass	City of Suffolk	1.05 19000	F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.579	18000	
	To	Bus US 58													
68 Holland Rd	City of Suffolk	1.32 23000	F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.564	22000	
00)	any or carrein				. , •		. , 0	.070	0,0	•	0.000	•	0.00		
	City of Suffolk	133-610 W, Buckh 2.77 23000	orn Rd F	0E0/	10/	10/	10/	100/	00/	F	0.081	F	0.570	22000	
58	City of Sulloik	2.77 23000 133-647 E, Lumn		85%	1%	1%	1%	13%	0%	Г	0.081	Г	0.578	22000	
	From:	133-647 Lummi													
68 Holland Rd	City of Suffolk	2.05 24000	F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.592	23000	
	To	133-643 Manning B	ridgo Da	1											
58 Holland Rd	City of Suffolk	0.67 27000	F	85%	1%	1%	1%	13%	0%	F	0.082	F	0.564	25000	
56)	5.ty 6. 56tm				. , ,		. , 0	.070	0,0	•	0.002	•	0.00		
58 Holland Rd	City of Suffolk	133-738 Kenyor 0.38 30000	r Rd F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.565	29000	
58 Holiand Nu	City of Sulloik	0.36 30000	Г	00%	170	1 70	1 70	1370	0%	Г	0.060	Г	0.565	29000	
~	To: From:	Cove Point R				J-									
Holland Rd	City of Suffolk	1.15 31000	F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.554	30000	
~	From:	US 13 Southwest Suffe Bus US 58	olk Bypa	ass											
58 (13 Suffolk Bypass	City of Suffolk	1.41 39000	F	85%	1%	1%	1%	13%	0%	F	0.085	F	0.620	37000	
58) 13) Suffolk Bypass	- F			00 /0	1 /0	. /0	1 /0	10 /0	0 /0	•	0.000	•	0.020	3,000	
Conffella Doma -	Tor-	133-604 Pitchkitt		050/	10/		10/	100/	00/		0.004		0.000	00000	
Suffolk Bypass	City of Suffolk	1.88 41000	F	85%	1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	
~ ~~	To- From:	US 460 Pruden													
58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 47000	G	92%	0%	1%	1%	6%	0%	F	NA			49000	(
~ ~ ~	To	SR 10, SR 32 Godw	vin Blvd												

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

					Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT QA 4	Tire Bu	c	e 3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 10, SR 32 Godwin Blvd	200/ 00	, 10,	40/	201	00/	_	0.005	-	0.507	50000	_
58 (13) (460) Suffolk Bypass	City of Suffolk	1.87 <b>56000 F</b> 9	92% 0%	6 1% 	1%	6%	0%	F	0.085	F	0.597	58000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	133-642 Wilroy Rd	2001 00		40/	201	00/		0.004	_	0.010	40000	
58 13 460 Suffolk Bypass	City of Suffolk	2.30 47000 F 9. Bus US 13, Bus US 58 Military Hwy	92% 0%	6 1%	1%	6%	0%	F	0.084	F	0.618	49000	F
	From:	Bus US 58 Military Hwy Eastbound											
58) (13) (460) Military Highway	City of Suffolk		92% 0%	6 1%	1%	6%	0%	F	0.086	F	0.621	71000	F
	To:	WCL Chesapeake											
East	From:	US 58 TO RTE 189											
58) (258) Ramp	City of Suffolk	0.17 560 G							NA			560	G
	To: From:	US 58-E451B TO RTE 189 SOUTH	Ŧ										
East (258) Ramp	City of Suffolk	0.05 230 G							NA			230	G
38) (238)	To:	1SR 189-P FROM RTE 58 EAST											·
East	From:	US 58-E451A TO RTE 189 SOUTH											
58) Ramp	City of Suffolk	0.03 240 G	<u>-</u>						NA			240	G
35)	To:	1SR 189-P FROM RTE 58 EAST											
Vest	From:	US 58 TO RTE 258 & 189											
Ramp	City of Suffolk	0.19 440 G							NA			440	(
~	To	US 58-W451B TO RTE 258 & 189											
Vest	From:											440	_
58 189 Ramp	City of Suffolk	0.03 110 G US 258 Gap TO							NA			110	G
M 4	From												
Vest 58 Ramp	City of Suffolk	US 58-W451A TO RTE 258 & 189 0.06 320 G							NA			320	G
58) 1141119	To:	US 258 US 258-W013A TO & FROM R	RTE 5						14/1			020	
Bus	From:	Isle of Wight County Line		1									
58 Ruritan Blvd	City of Suffolk		96% 19	6 1%	1%	1%	0%	С	0.102	F	0.608	2300	F
30)	To	SR 189											
Bus	From:												
Holland Rd	City of Suffolk	0.26 2500 G 9	96% 19	6 1%	1%	1%	0%	F	NA			2500	C
Bus	To: From:	133-653 Dutch Rd; Glen Haven Driv	/e										
58 Holland Rd	City of Suffolk	0.46 3200 F 9	96% 19	6 1%	1%	1%	0%	С	0.096	F	0.667	3400	F
38)	To:	US 58	0,0 .,		. , 0	. 70	0,0	Ū	0.000	•	0.007	0.00	·
Bus	From:	US 58 East of Holland											
58 Holland Rd	City of Suffolk		96% 19	6 1%	1%	1%	0%	F	0.095	F	0.569	9900	F
"	<u></u>	133-1722 Kilby Shores Rd											
Bus	To: From:							_		_			
Holland Rd	City of Suffolk		96% 19	6 1%	1%	1%	0%	С	0.094	F	0.647	9100	F
Pue	To: From:	SR 337 Constance Rd SR 337 Holland Rd											
Bus 58 Constance Rd	City of Suffolk		98% 0%	6 1%	0%	1%	0%	F	0.086	F	0.547	8900	F
20) 23113141130 114	Oity of Outlook	0.20 0300 i 3	J/U U/	· 1/0	0 /0	1 /0	0 /0	•	0.000	•	0.047	0000	

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Suffolk Pitchkettle R							_					_
(58) Constance Rd	City of Suffolk	0.86 9500 F	98%	0%	1%	0%	1%	0%	С	0.081	F	0.53	10000	F
Bus Bus Bus	To: From:	SR 32 Main St												
(58) (13) (460) Constance Rd	City of Suffolk	0.88 16000 F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
\bigcirc	To:	Pinner Street												
Bus Bus Bus (58) (13) (460) Portsmouth Blvd	City of Suffolk	Highland Ave 1.60 16000 F	97%	0%	1%	0%	2%	0%	С	0.084	F	0.525	17000	F
(58) (13) (460) Portsmouth Blvd	Trol		07 70	0 70		0 / 0	270	0 / 0	J	0.004		0.020	17000	•
Bus Bus Bus	From:	SR 337 Washington St							_					_
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 23000 F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.579	24000	F
~ ~ ~	10.	US 58												
125)Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blv 0.69 3100 F	^d 96%	1%	2%	1%	1%	0%	С	0.093	F	0.523	3300	F
125 Kings Hwy	City of Sunoik		30 /6	1 /0		1 /0	1 /0	0 /6	O	0.033	'	0.525	3300	'
(125)Kings Hwy	City of Suffolk	133-628 Crittenden Rd 1.09 560 F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.696	600	F
125 Kings Hwy	City of Sunoik		30 /6	1 /0		1 /0	1 /0	0 /6	'	0.031	'	0.030	000	'
125)Kings Hwy	City of Suffolk	133-620 Ferry Point Rd 0.91 280 F	96%	1%	2%	1%	1%	0%	F	0.108	F	0.608	300	F
125 Kings Hwy	Tac	Dead End	90 /6	1 /0		1 /0	1 /0	0 /6	'	0.100	'	0.000	300	'
	From:	Dead End @ Nansemond Ri												
125 Kings Hwy	City of Suffolk	1.34 610 F	96%	1%	2%	1%	1%	0%	F	0.102	F	0.623	650	F
	To: From:	133-629 W, Sleepy Hole R												
125 Kings Hwy	City of Suffolk	1.22 810 F	96%	1%	2%	1%	1%	0%	F	0.104	F	0.626	870	F
	To: From:	133-627 Bennetts Pasture F												
125 Kings Hwy	City of Suffolk	0.48 2800 F	96%	1%	2%	1%	1%	0%	F	0.1	F	0.632	3000	F
	To:	SR 337 Nansemond Parkwa	ay											
College Dr	From: City of Suffolk	US 17 Bridge Rd 0.20 17000 F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.500	18000	F
College Dr	City of Sulloik			170	U% ——	0%	0%	0%	Г	0.088	Г	0.500	18000	Г
College Dr	City of Suffolk	SR 164 Western Freeway 0.65 16000 G	98%	1%	0%	0%	0%	0%	С	NA			18000	G
College Dr	City of Surfork			170	0%	0%	0%	0%	C	INA			18000	G
135 College Dr	City of Suffolk	133-658 Towne Point Rd 0.76 21000 F	98%	0%	1%	0%	1%	0%	С	0.084	F	0.596	22000	F
135/College Di	City of Suriok		90%	076	1 70	U 70	1 70	0%	C	0.064	Г	0.596	22000	Г
College Dr	City of Cytefolls	I-664 0.59 8000 F	020/	10/	10/	10/	40/	00/		0.000		0.600	0500	F
135 College Dr	City of Suffolk	0.59 8000 F SR 367 Tidewater Community C	93%	1%	1%	1%	4%	0%	С	0.093	F	0.633	8500	Г
North	From:	SR 135 TO I-664	conege											
135)Ramp	City of Suffolk (Maint: 61)	0.37 4200 G								NA			4200	G
	Τα	I-664-W FROM RT 135												
North	From	SR 135 TO I-664												
135)Ramp	City of Suffolk (Maint: 61)	0.12 3200 G								NA			3200	G
\smile	Tα	I-664-E FROM RT 135												

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

Route	Jurisdiction	Length AADT QA 4Ti	ire Bus				QC	K	QK	Dir	AAWDT	Ω\
	From			2Axle 3+Ax	le 1Trail	2Trail		Factor	Q , (Factor	,,,,,,,	Ψ,
South	City of Suffolk (Maint: 61)	SR 135 TO I-664						NIA			1100	G
135)Ramp	City of Suriok (Mairit, 61)	0.16 1100 G						NA			1100	(
<u> </u>	100	I-664-W FROM RT 135										
South	From:	TO ROUTE 664 EAST										
135)Ramp	City of Suffolk (Maint: 61)	0.40 1600 G						NA			1600	
	To:	I-664-E FROM ROUTE 135 SOUTH										
	From:	US 17 Bridge Road										
164) Western Freeway	City of Suffolk (Maint: 61)	0.84 19000 F 95	% 0%	 0% 1%	4%	0%	F	0.086	F	0.715	22000	
164) Westelli i leeway	Oity of Surfolk (Mairit. 61)	0.64 19000 F 93	/6 0 /6	0/0 1/0	4 /0	0 /6	'	0.000	1	0.713	22000	
<u> </u>	To: From	I-664										
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 38000 F 95	% 0%	0% 1%	4%	0%	F	0.091	F	0.580	43000	
	From:	SR 135 College Dr	-/				_					
Western Freeway	City of Suffolk (Maint: 61)	0.02 46000 A 95	% 0%	<u>0</u> % 1%	4%	0%	С	0.104	Α	0.557	52000	
\subseteq	To:	WCL Portsmouth										
East	From:	SR 164 TO ROUTE 664 WESTNORTH	ł									
164)Ramp	City of Suffolk (Maint: 61)	0.20 2000 G 95		0% 1%	4%	0%	F	NA			2000	
104)	То:	I-664-W FROM ROUTE 164 EAST										
<u>Vest</u>	From:	SR 164 TO ROUTE 664 EASTSOUTH					_					
1 ₆₄)Ramp	City of Suffolk (Maint: 61)	0.22 7700 G 95	% 0%	<u>0%</u> 1%	4%	0%	F	NA			7700	
\smile	To:	I-664-E FROM ROUTE 165 WEST										
Vest	From:	SR 164 TO ROUTE 664 WESTNORTH	1									
164)Ramp	City of Suffolk (Maint: 61)	0.35 8600 G 95		 0% 1%	4%	0%	F	NA			8600	
164 / 161119	To:	I-664-W FROM ROUTE 164 WEST	70 070		470	0 70	•	1471			0000	
	From:	Southhampton County Line										
189)S Quay Rd	City of Suffolk	1.36 1700 F 98	% 0%	1% 0%	1%	0%	С	0.102	F	0.718	1800	
\smile	To	133-666 Gates Rd										
189)Great Mill Rd	City of Suffolk	0.82 3500 F 98	% 0%	1% 0%	1%	0%	F	0.087	F	0.659	3700	
189 Great Willi Nu	City of Surioik	0.02 3300 F 90	/6 0 /6	1/0 0/0	1 /0	0 /6	'	0.007	1	0.059	3700	
<u> </u>	To: From:	SR 272 South Quay Rd										
189)Great Mill Hwy	City of Suffolk	0.55 2300 F 98	% 0%	1% 0%	1%	0%	F	0.083	F	0.541	2500	
	To:	US 58										
	From:	Ramp To US 58										
189)(189)Ramp	City of Suffolk	0.08	See VA 18	9 for direction	al traffic	volume (estima	ates for th	nis se	gment.		
100) (100)	To:	Ramp to US 58								O		
	From:	Ramp From SR 189										
189)(189)Ramp	City of Suffolk	0.26 600 G		•				NA			600	
109) 109) 1000												
	To: From:	US 58										
189 58 189 Franklin Bypass	City of Suffolk	1.01 17000 F 85	% 1%	1% 1%	13%	0%	F	0.077	F	0.532	17000	
	To	SR 272										
Coo Coo Cupy Pd	City of Suffolk	4.23 19000 F 85	% 1%	1% 1%	120/	0%	F	0.077	F	0.6	10000	
189 (58) (189) S Quay Rd	City of Suffolk		/o I 7/o	170 1% 	13%	U%	Г	0.077		ט.ט	18000	
<u> </u>	To: From:	SR 189 S Quay Rd										
0.00000 Pd		US 58 Holland Bypass	0/ 40/		001	00/	_	0.004	_	0.550	740	
189)S Quay Rd	City of Suffolk	0.37 660 F 90	% 1%	2% 3%	3%	0%	С	0.094	F	0.558	710	
\smile	To:	Cumberland Lane										

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

Posts	Lordon Manta	Learnin AART CO	47:	D		Tru	ck		00	K	Olć	Dir	A A \ A \ F =	0144
Route	Jurisdiction	Length AADT QA	4 1 Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
189)S Quay Rd	City of Suffolk	Cumberland Lane 0.12 860 F	90%	1%	2%	3%	3%	0%	F	0.101	F	0.593	910	F
189 S Quay Nu	City of Surioik	Bus US 58	90%	1 70	270	3%	3%	0%	Г	0.101	г	0.595	910	г
	From:	SR 189-S005A TO RTE :	58											
189 Ramp	City of Suffolk	0.26 600 G								NA			600	G
	To:	US 58 FROM RTE 189												
North	From:	SR 189; 1SR 189-P TO RT 58	EAST											
189 Ramp	City of Suffolk	0.08 320 G								NA			320	G
<u> </u>	Τσ:	SR 189-S005A TO RTE												
South	From:	1SR 189-P TO RTE 58 EA	ST							NIA			000	_
189 Ramp	City of Suffolk	0.05 280 G SR 189-N005A SR 189- 5A TO	DTE 50							NA			280	G
	From	US 58-W451B TO RTE 258												
189) 58 Ramp	City of Suffolk	0.03		e US 58	for dire	ectional t	raffic v	olume e	stima	tes for th	is se	ament.		
189 58 Ramp	To:	US 258 Gap TO			7 101 0			0.00				go		
	From:	SR 189												
189 (58) (189) Franklin Bypass	City of Suffolk	1.01 17000 F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	F
	To: From:	SR 272 South Quay Rd												
189 (58) (189) S Quay Rd	City of Suffolk	4.23 19000 F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	F
	10:	SR 189												
Complete Days	From:	Southampton County Lin		40/	10/	40/	400/	00/	_	0.070	_	0.574	10000	_
258 58 Franklin Bypass	City of Suffolk	1.27 20000 F US 58 Franklin Bypass	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	F
	From:	X			_									
258 58 Ramp	City of Suffolk	0.17	Se	e US 58	for dire	ectional t	traffic v	olume e	stima	tes for th	is se	gment.		
\longrightarrow	To:	X												
258 58 Ramp	City of Suffolk	US 58-E451B TO RTE 189 S 0.05		۵ I I S 59	for dir	ectional 1	raffic v	oluma a	etima	toe for th	ic co	ament		
258 (58) Ramp	To:	1SR 189-P FROM RTE 58 F		6 00 00	o loi dire	ectionari	iiaiiic v	olullie e	Suma	.163 101 11	113 30	giiieiii.		
	From:	US 58 Franklin Bypass; SR	189											
258 Great Mill Rd	City of Suffolk	0.97 2500 F	55%	1%	1%	6%	37%	0%	С	0.084	F	0.515	2600	F
	To:	NCL Suffolk												
~~~~_	From:	US 258-W013A TO RTE	58											
258 258 Ramp	City of Suffolk	0.19 <b>350 G</b>	100							NA			350	G
· · ·	10.	US 58 FROM RTE 258 &	189											
East October Ramp	City of Suffolk	US 258 Gap TO 0.04 <b>310 G</b>								NA			310	G
(258) Ramp	To:	US 258-W013A TO RTE	58							INA			310	G
West	From	US 258 US 58-W451B TO & FRO			-									
258 258 Ramp	City of Suffolk	0.07 <b>320</b> G	MINIE 3							NA			320	G
230 (290)	To To	US 258-E013A US 258- 13A TO	DTE 50											<u></u>

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

Route	Jurisdiction	Length AADT G	A 4Tire	Bus			rail 2Trai	(.)(.	K Factor	QK	Dir Factor	AAWDT	Q۱
~~~	From:	US 258-W013A TO RT											
258 Ramp	City of Suffolk		G						NA			350	G
	To:	US 58 FROM RTE 258 8											
	City of Cyffells	US 258 US 58-W451B TO & F		- 110 050) fau alius a		œ: l	4:		-:			
258 258 Ramp	City of Suffolk	0.07 US 258-E013A US 258- 13A T		e US 256	o for direc	illonai tra	ffic volume	esum	ales for the	iis se	gment.		
			10 K1E 38										
	From:	SR 189	- 050/	00/		00/ 1	00/	_	0.400	_	0.700	4500	
South Quay Rd	City of Suffolk		F 95%	0%	1%	3% 1	% 0%	С	0.108	F	0.783	1500	
<u> </u>	To:	US 58 South Quay R	Rd										
_	From:	Bus US 58 Constance	Rd										
337)Washington St	City of Suffolk	0.34 6600	F 97%	1%	1%	0% 0	% 0%	F	0.087	F	0.575	7000	
	To	Broad St											
337)Washington St	City of Suffolk		F 97%	1%	1%	0% 0	% 0%	С	0.088	F	0.57	7200	
37)	only or current		. 0.70	. , ,		0,00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ū	0.000	•	0.07		
	From:	SR 32 Main St					-,,				. =	=	
Washington St	City of Suffolk	0.20 6900	F 97%	1%	1%	0% 0	% 0%	С	0.077	F	0.534	7400	
<u> </u>	To: From:	Pinner St			\neg								
(37) Washington St	City of Suffolk	0.49 11000	F 97%	1%	1%	0% 0	% 0%	F	0.080	F	0.525	12000	
	Toc	Old ECL Suffolk											
Washington St	City of Suffolk		F 97%	1%	1%	0% 0	% 0%	F	0.087	F	0.562	11000	
337 Washington St	City of Suriok	2.38 1000	F 31/6	1 /0	1 /0	0 /6 0	/0 0 /0	'	0.007	'	0.302	11000	
	To: From:	Bus US 58 Portsmouth											
337)Nansemond Parkway	City of Suffolk	3.03 3900	F 95%	2%	1%	1% 0	% 0%	С	0.099	F	0.547	4200	
<u> </u>	To	133-642 Wilroy Rd	l		\neg —								
Nansemond Parkway	City of Suffolk		F 95%	2%	1%	1% 0	% 0%	F	0.096	F	0.533	11000	
,	7-1	**************************************											
Noncomond Darkway	City of Suffolk	Whitley Lane 2.01 7900	F 95%	2%	10/	1% 0	% 0%	F	0.101	F	0.548	8400	
Nansemond Parkway	City of Surioik	2.01 7900	F 95%	2%	1%	1% U	% 0%	Г	0.101	Г	0.548	8400	
	To: From:	SR 125 Kings Hwy	1										
Nansemond Parkway	City of Suffolk	2.52 12000	F 96%	1%	1%	1% 1	% 0%	С	0.093	F	0.608	13000	
<u> </u>	To:	WCL Chesapeake											
	From:	Isle of Wight County L	Line										
Pruden Blvd	City of Suffolk	3.08 16000	F 83%	1%	1%	1% 14	l% 0%	F	0.091	F	0.635	15000	
	To	122 (04 Lalas Paisasa Par Pasa	.: 4 D.4										
Prudon Plud	City of Suffolk	133-604 Lake Prince Dr; Prov 0.54 18000	F 83%	1%	1%	1% 14	l% 0%	F	0.09	F	0.620	17000	
Pruden Blvd	City of Suriok	0.54 18000	F 03%	1 70	1 70	170 14	170 070	Г	0.09	Г	0.620	17000	
~	To: From:	133-634 Kings Fork F											
Rruden Blvd	City of Suffolk	1.47 24000	F 83%	1%	1%	1% 14	l% 0%	F	0.091	F	0.589	22000	
~ <i></i>	To:	US 58, BUS US 460; Suffol											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 58, BUS US 460, Purd						_				1000-	
160 (58 (13 Suffolk Bypass	City of Suffolk	0.93 <b>47000</b>	<b>G</b> 92%	0%	1%	1% 6	% 0%	F	NA			49000	(
~ ~ ~	To	SR 10 SR 32 Godwin F	Blvd										
160 (58) (13) Suffolk Bypass	City of Suffolk		<b>F</b> 92%	0%	1%	1% 6	% 0%	F	0.085	F	0.597	58000	
	To:	61-642 Wilroy Rd											

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~~~~~	From:		42 Wilroy Rd									_			
160 (58) (13) Suffolk Bypass	City of Suffolk		47000 F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F
* * *	From:		us US 58 Military 3,Bus US 58 Milit			-									
460 \ 58 \ 13 \ Military Highway	City of Suffolk		68000 F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F
+400 (400 (10)	To:		L Chesapeake												
Bus	From:	US	5 58, US 460												
Bus 460)	City of Suffolk		10000 F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.630	11000	F
	Tα	SI	R 10, SR 32												
Bus	From:			000/	00/		00/	00/	00/	_	0.400		0.500	00000	
460 (10) (32)	City of Suffolk	1.49	25000 A	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.509	26000	Α
Bus	To: From:	Old	NCL Suffolk												
460 (32) (10) Main St	City of Suffolk	0.09	27000 G	99%	0%	1%	0%	0%	0%	F	NA			29000	G
	Τα	IIC 13 B	BUS US 58,SR 32)											
Bus Bus Bus	From:	,	,		00/		00/	00/	00/	_	0.00	_	0.500	47000	_
Constance Rd	City of Suffolk	0.88	16000 F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
Bus Bus Bus	To: From:		Pinner St												
460 (58) (13) Portsmouth Blvd	City of Suffolk	1.60	16000 F	97%	0%	1%	0%	2%	0%	С	0.084	F	0.525	17000	F
\sim \sim	To	CD 222	7 Washington St												
Bus Bus Bus	From:									_		_			_
460 (58) (13) Portsmouth Blvd	City of Suffolk	1.22	23000 F	96%	0%	1%	1%	2%	0%	С	0.081	F	0.579	24000	F
	10.		US 58												
	Prom:		009B TO ROUT	E							NIA			NIA	
Ramp	City of Suffolk (Maint: 61)	0.13	NA ROM ROUTE 60	5.4							NA			NA	
)4											
East Monitor Marriman Mamarial Bridge T	unnel City of Suffolk (Maint: 61)		Newport News 30000 A	94%	0%	1%	1%	10/	00/	_	0.120	Α		32000	۸
Monitor Merrimac Memorial Bridge To	Traffic Estimates for 2 Parallel Roadways o			94%	0%	1%	1%	4% 4%	0% 0%		0.120	A	0.55	65000	A A
Combined	•	East I-664 is s			070	1 70	1 70	4 70	0%	Г	0.106	А	0.55	63000	А
				11111-004											
East	To: From:	SR 1	35 College Dr												
664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38	30000 A	94%	0%	1%	1%	4%	0%	С	0.127	Α		32000	Α
. /	Traffic Estimates for 2 Parallel Roadways o	n this Route:	62000 A	94%	0%	1%	1%	4%	0%	С	0.106	Α	0.557	66000	Α
		East I-664 is s	signed as Sou	ıth I-664											
	Tœ	SR 164	Western Freeway	,		<u> </u>									
East	City of Suffalls (Maints Cd)				00/	10/	10/	40/	00/	г	NIA			20000	_
Hampton Roads Beltway	City of Suffolk (Maint: 61)		28000 G	94%	0%	1%	1%	4%	0% 0%		NA			30000	G
Combined	Traffic Estimates for 2 Parallel Roadways o			94%	0%	1%	1%	4%	0%	F	NA			61000	G
	To	East I-664 is s	Signed as Sou 17 Bridge Rd	เก เ-664											
	200	US	17 Bridge Kd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
East	From:		17 Bridge													
664 Hampton Roads Beltway	City of Suffolk (Ma	,	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	C
	Combined Traffic Estimates for 2 Parallel I			G	94%	0%	1%	1%	4%	0%	F	NA			83000	(
	_	East I-664 is	signed a	s Souti	h I-664											
	To:	EC	L Chesapea	ake												
East_	From:		4-E TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.26	NA									NA			NA	
	To:	SR 1	35 FROM I	I-664												
East	From:	I-66	4-E TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.21	4100	G								NA			4100	(
	To:	SR 1	35 FROM I	I-664												
ast	From:	I-664-1	E TO ROUT	TE 164												
Ramp	City of Suffolk (Ma	aint: 61) 0.23	9800	G								NA			9800	(
	тоГ	I-664-E009B	TO POLIT	TE 164 E	ACT											
East	From:			E 104 E.	ASI											
Ramp	City of Suffolk (Ma		NA									NA			NA	
<u> </u>	Τα:	SR 164	FROM RO	UTE 66												
ast	From:	I-664-E009A		E 164 E	AST											
Ramp	City of Suffolk (Ma		NA									NA			NA	
<u> </u>	To:	I-664-V	/009B TO I	ROUTE												
Vest	From:	ECL	Newport N	News												
664 Monitor Merrimac Memor	ial Bridge Tunnel City of Suffolk (Ma	aint: 61) 3.46	31000	Α	94%	0%	1%	1%	4%	0%	F	0.114	Α		33000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	61000	Α	94%	0%	1%	1%	4%	0%	F	0.106	Α	0.55	65000	
		West I-664 is	signed a	as Norti	h I-664											
	To:	SR	135 College	e Dr												
Vest	Prom: L				0.40/	00/	40/	40/	40/	00/	_	0.440			0.4000	
Hampton Roads Beltway	City of Suffolk (Ma		31000	Α	94%	0%	1%	1%	4%	0%	С	0.119	A		34000	/
	Combined Traffic Estimates for 2 Parallel I			Α	94%	0%	1%	1%	4%	0%	С	0.106	Α	0.557	66000	
		West I-664 is	signed a	as Norti	h I-664											
Vest	To: From:	SR 164	Western F	reeway												
Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.40	28000	G	94%	0%	1%	1%	4%	0%	F	0.119	N		31000	(
	Combined Traffic Estimates for 2 Parallel I			G	94%	0%	1%	1%	4%	0%	F	NA	• •		61000	(
	Combined Traine Estimates for 21 drailers	West I-664 is				0 /0	1 /0	1 /0	470	0 70		1471			01000	
	_ [11-004											
Vest	To: From:	US	17 Bridge	Rd												
Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.57	39000	G	94%	0%	1%	1%	4%	0%	F	NA			42000	(
	Combined Traffic Estimates for 2 Parallel I		77000	G	94%	0%	1%	1%	4%	0%	F	NA			83000	(
		West I-664 is		as Norti	h I-664											
	To		L Chesapea													
Vest	From:	T 66.	1-W TO RT	135												
664 Ramp	L City of Suffolk (Ma		1500	G								NA			1500	(
UU T /~	only or ourion (with	5., 5.10		-	I-664							, .			. 500	`

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	0.26	3500 FROM RT	G				NA			3500	G
West 664 Ramp	From: City of Suffolk (Maint: 61)	I-664-W TO I 0.26 I-664-W FROM	360	G				NA			360	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-V 0.24 SR 164 FROM I	V TO ROU? 7300 ROUTE 664	G	NORTH			NA			7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.11	12000	G				NA			12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009C 0.17 I-664-E009E	NA					NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B 0.11 US 17 FROM R	NA					NA			NA	

					ivalis	emona wa	amtenance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance	Area	From	1.			US 460 P	ruden Blvd								
690 Ennis Mill Rd	0.20	130	R			US 400 F	rudeli Bivu			NA			NA		04/21/2011
<u> </u>		From): 			46-636 Old	Suffolk Rd			\supset					
690 Ennis Mill Rd	0.10	350	R			WCL	Suffolk			NA T			NA		04/21/2011
City of Suffolk															
O	0.60	390	F	98%	0%	133-603 F	Everetts Rd 1% 0%	0%	С	0.126	F	0.667	410	F	2014
602 Kirk Rd	0.00	390 To		30 /6			t County Line	0 /6		0.120		0.007	410	'	2014
		Fron	1:			Isle of Wigh	t County Line								
603 Everets Rd	0.30	1900	N	98%	0%	0%	1% 0%	0%	N	0.112	N	0.719	2000	N	2014
603 Everets Rd	1.97	1900	<u>+</u> F	98%	0%	133-604 La	ke Prince Dr 1% 0%	0%	С	0.112	F	0.719	2000	F	2014
603 Everets Rd	1.57	1900		30 /6				0 /6		0.112	'	0.713	2000	'	2014
603 Everets Rd	0.97	1700	F	98%	0%	0%	1% 0%	0%	С	0.111	F	0.684	1800	F	2014
(1337)		To):			SR 10 Gc	dwin Blvd								
O December Del	0.04	From			JB-NC N	ORTH CAR	OLINA STATE	LINE					000	_	0014
004 Desert Rd	6.91	220	G							NA			220	G	2014
604) Hosier Rd	1.54	490 From		96%	2%	133-642 Wh	ite Marsh Rd 0% 0%	0%	F	0.115	F	0.743	520	F	2014
(604) Hosier Rd		To					keetertown Rd		•				020	•	
604 Hosier Rd	4.11	650 From	F	96%	2%	2%	0% 0%	0%	С	0.116	F	0.785	690	F	2014
133		To Prom				133-1105 1	Mahlon Ave			\neg —					
604 Factory St	0.06	2900	F	96%	2%	2%	0% 0%	0%	F	0.091	F	0.598	3100	F	2014
		Fron	1:		U		folk; Gap CL Suffolk; Gap								
604 Pitchkettle Rd	1.30	3900	F	97%	1%	1%	0% 1%	0%	С	0.114	F	0.597	4100	F	2014
		To Fron	11			US 58 Suf	folk Bypass								
604 Pitchkettle Rd	2.55	2700	F	97%	1%	1%	0% 1%	0%	F	0.127	F	0.584	2900	F	2014
		Fron	1:				Kings Fork Rd Kings Fork Rd								
604 Providence Rd	0.51	1500	F	97%	1%	1%	0% 1%	0%	С	0.123	F	0.592	1600	F	2014
<u> </u>	0.70	Fron		070/	10/		ruden Blvd	00/	_			0.570	2222		0014
604 Lake Prince Dr	0.78	2200	F	97%	1%	1%	0% 1%	0%	С	0.103	F	0.579	2300	F	2014
604) Lake Prince Dr	3.16	1300 From	F	97%	1%	133-605 G 1%	irl Scout Rd 0% 1%	0%	F	0.108	F	0.531	1400	F	2014
Lake Prince Dr	0.10	To		07.70	1,70		Everets Rd	070				0.001	1 100		2011
		Fron	Ь			133-739 D	eer Path Rd								
607 Milford Lane	1.50	100	G			122 644 W	Indian Trail			NA			100	G	2014
		Fron	1				Holland Rd			1					
610 Buckhorn Rd	3.30	380	F	95%	1%	2%	2% 0%	0%	С	0.121	F	0.510	400	F	2014
(133)		Te				133-644 I	ndian Trail			\neg \vdash					
610 Buckhorn Rd	1.70	300	F	95%	1%	2%	2% 0%	0%	F	0.114	F	0.775	320	F	2014
		To):				t County Line								
611) Gardner Lane	1.40	440	'L			US 460 P	ruden Blvd			 NA			440	G	2014
(611) Gardner Lane		To	n.			133-606	Exeter Dr								
O 0114 11 -		Fron	1:				icksburg Rd			<u> </u>					
612 O'Kelly Dr	4.90	360 _{то}	F	98%	0%	1%	1% 1% p Terminus	0%	F	0.11	F	0.682	380	F	2014
		Fron	1:				p Terminus ap Terminus								
612 Kingsdale Rd	3.20	180	F	98%	0%	1%	1% 1%	0%	F	0.110	F	0.568	190	F	2014
612 Kingsdale Rd	0.20	From 80		98%	0%	133-740 1%	Carr Lane 1% 1%	0%	С	0.182	F	0.571	90	F	2014
	0.20	au	F	98%						ロロスン	-	U 5/1	un	-	2014

					Nans	emond N	/laintenance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Loofwood Pd	1 50	720	<u> </u>		13	3-661 W, S	Southwestern Blv	d		N			720	C	2014
613 Leafwood Rd	1.50	730	G			IIS	58 West			NA			730	G	2014
		From	1							1					
616) Holy Neck Rd	2.20	710	G	91%	3%	4%	JS 58 1% 1%	0%	F	NA			760	G	2014
(616) Holy Neck Rd	2.20	7.10	<u> </u>	0170	0 70			070					700	u	2017
Haly Nook Pd	2.77	From	1	010/	3%		1 S, Ellis Rd 1% 1%	0%	С	0.099	F	0.50	230	F	2014
616 Holy Neck Rd	2.77	220		91%	3%	4%	1% 1%	0%	C	0.099	Г	0.52	230	Г	2014
		From	<u> </u>				V, Pineview Rd			_ 					
616 Vicksburg Rd	1.69	210	F	91%	3%	4%	1% 1%	0%	F	0.109	F	0.556	230	F	2014
		From					Longstreet Lane ; Vicksburg Rd								
616 Longstreet Lane	0.10	440	F	91%	3%	4%	1% 1%	0%	F	0.110	F	0.658	460	F	2014
616 Longstreet Lane		To				33-660 N; N	Mineral Spring Ro								
		From			1	33-660 N,	Longstreet Lane								
616 Mineral Spring Rd	3.43	510	F	91%	3%	4%	1% 1%	0%	F	0.109	F	0.638	550	F	2014
		To From				133-668 F	reeman Mill Rd								
616 Mineral Spring Rd	1.48	390	G	91%	3%	4%	1% 1%	0%	F	NA			410	G	2014
133		To					naleyville Blvd								
Madagues d Dd	0.40	From	<u> </u>			133-677 N	, Great Fork Rd						140	0	004
616 Wedgewood Rd	2.10	140	G			100 (70 N	. C . D.1			NA NA			140	G	2014
		10	1				, Greenway Rd								
	4.00	From	پ			133-658	Townpoint Rd			<u> </u>			5000	_	004
Respass Beach Rd	1.69	5300 To	G			122.654	N. D. G. 1			NA			5300	G	2014
		10	1				N, Bay Circle								
O 01 11 1111 D 1		From	<u> </u>	070/			nsemond Pkwy	00/			_	0.504	0500	_	004
626 Shoulders Hill Rd	1.44	7900	F	97%	1%	1%	0% 0%	0%	С	0.111	F	0.531	8500	F	2014
		To From				133-659 N	, Pughsville Rd								
626 Shoulders Hill Rd	1.63	12000	F	97%	1%	1%	0% 0%	0%	F	0.107	F	0.606	13000	F	2014
		To	1			US 17	Bridge Rd								
\sim		From					nsemond Pkwy								
Bennetts Pasture Rd	1.36	5000	F	97%	2%	1%	0% 0%	0%	F	0.105	F	0.554	5300	F	2014
		To From	$\overline{}$			SR 125	Kings Hwy								
Bennetts Pasture Rd	3.51	9300	F	97%	2%	1%	0% 0%	0%	С	0.098	F	0.585	9900	F	2014
133		To				US 17	Bridge Rd								
		From	1			SR 125	Kings Hwy								
628 Crittenden Rd	5.26	2800	F	96%	1%	2%	1% 1%	0%	С	0.102	F	0.55	3000	F	2014
133		То				US 17	Bridge Rd								
		From				Isle of Wig	tht County Line								
Old Myrtle Rd	5.70	600	G							NA			600	G	2014
133		То				US 460	Pruden Blvd								
		From				133-644	Indian Trail								
634 Kings Fork Rd	2.27	440	F	97%	1%	1%	0% 0%	0%	F	0.11	F	0.68	460	F	2014
133		To	4			133-637 I	ake Meade Dr								
634) Kings Fork Rd	1.70	1600 From	F	97%	1%	1%	0% 0%	0%	С	0.102	F	0.694	1800	F	2014
Kings Fork Rd		To								— <u>L</u>					
634) Kings Fork Rd	0.64	2300 From	F	97%	2%	1%	7, Pitchkettle Rd	0%	С	0.112	F	0.547	2500	F	2014
133	0.04	_000		J1 /0	- /0			0 /0	0	V.112	•	0.047	2000	•	2012
O Minus E J E i	0.6=	From	<u> </u>	0751	001		Pruden Blvd	251				0.011	1000		00.1
634) Kings Fork Rd	2.27	4500 To	F	97%	2%	1%	0% 0%	0%	F	0.116	F	0.644	4800	F	2014
		10	<u> </u>				Godwin Blvd								
		From	لــِــــــــــــــــــــــــــــــــــ			133-604	Pitchkettle Rd								
638 Murphys Mill Rd	1.25	540	G							NA			540	G	2014
<u> </u>		То	<u> </u>			F	R-678								
<u> </u>		From	L				Indian Trail							_	
639 Lake Cohoon Rd	0.42	1500	F	97%	0%	1%	1% 1%	0%	С	0.113	F	0.533	1600	F	2014
		To	1			Bus US 5	8 Holland Rd								

					ivans	emona mamer	iance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Adams Swamp Rd	3.32	370	`L	97%	1%	North Carolina Star	te Line 1%	0%	С	0.114	F	0.696	390	F	2014
Adams Swamp Rd	0.02	370 Te		31 /6	1 /0	SR 32 S, Carolin		0 /6		0.114	'	0.030	330	'	2014
		From	1.		13	3-675 S, Cypress Cl									
White Marsh Rd	1.84	480	F	96%	2%	2% 0%	0%	0%	С	0.113	F	0.919	510	F	2014
133/		То	v		13	33-604 Hosier Rd; I	Desert Rd								
White Marsh Rd	1.95	450	F	96%	2%	2% 0%	0%	0%	F	0.124	F	0.690	480	F	2014
	2.80	580 From	F	98%	0%	133-674 Badger 1% 0%	Rd 0%	0%	F	0.123	F	0.711	620	F	2014
Mhite Marsh Rd		To			2	90 MN 122 (74 D	4 D.4								
White Marsh Rd	0.79	800 From	F	98%	0%	.80 MN 133-674 Ba	0%	0%	F	0.109	F	0.670	850	F	2014
White Marsh Rd	0.70	000		0070	0 70	170 070	0 70	0 70		0.100	•	0.070	000	•	201
		Fron				133-1125 Semino					_				
White Marsh Rd	0.84	2500	F_	98%	0%	1% 0%	0%	0%	С	0.101	F	0.588	2600	F	2014
<u> </u>		Fron	0:		Old EC	CL Suffok; SR 337 V		n St							
Wilroy Rd	2.10	5100	F	96%	1%	Bus US 58 Constar 1% 1%	2%	0%	С	0.107	F	0.501	5500	F	2014
Wilroy Rd	۷.10	5100		JU 70	1 70		∠ /o	0 /0	0	0.107	1	0.501	3300	ı	ZU14
		Fron				US 58				}					
Wilroy Rd	1.77	8100	F	94%	1%	2% 1%	1%	0%	С	0.109	F	0.509	8700	F	2014
<u> </u>		To	o:			SR 337 Nansemono	l Pkwy								
\sim		Fron				33-616 E, Mineral S	pring Rd								
Manning Rd	2.56	560	G	96%	2%	1% 0%	0%	0%	F	NA			570	G	2014
1337		To	4			133-663 Leesville	e Rd								
Manning Rd	2.32	680 From	F	96%	2%	1% 0%	0%	0%	F	0.100	F	0.735	730	F	2014
Manning Rd		-			_,~				-		-				
Managina Dd	1.00	Fron		000/	00/	133-647 Copelan		00/					1100		001
Manning Rd	1.30	1000	G	96%	2%	1% 0%	0%	0%	С	NA			1100	G	2014
		From	1.		1	33-645 Manning Bi 133-645 Manning									
Manning Bridge Rd	0.94	910	G			155 0 15 1414111111	5 TCU			NA			910	G	2014
Manning Bridge Rd		To	0:		0.9	94 MN 133-645 Ma	nning Rd								
		Fron	12												-
10 Indian Trail	1.70	300	F	96%	0%	133-740 Carr La 3% 1%	0%	0%	F	0.124	F	0.663	320	F	2014
133 Indian Trail	1.70	300		30 78	0 70	070 170	0 70	0 70	'	0.124		0.000	020		201-
$\widehat{}$		Fron	1:			133-610 Buckhor									
[644] Indian Trail	3.70	380	F	96%	0%	3% 1%	0%	0%	F	0.11	F	0.565	410	F	2014
		T/ Fron				133-634 Kings Fo	rk Rd								
₃₄₄ Indian Trail	2.30	530	F	96%	0%	3% 1%	0%	0%	С	0.121	F	0.629	560	F	2014
1337		т				122 720 V	DA								
644) Indian Trail	0.60	1100 From	<u>,</u> F	96%	0%	133-738 Kenyon 3% 1%	0%	0%	F	0.123	F	0.574	1200	F	2014
644) Indian Trail	0.00	1100		JU /0	U /0	U/0 I/0	0 /0	0 /0	<u>'</u>	0.123	'	0.574	1200	'	2012
		Fron				133-637 Lake Mea				<u> </u>					
133 Indian Trail	1.18	1100	F	96%	0%	3% 1%	0%	0%	F	0.121	F	0.604	1200	F	2014
<u> </u>		To	0:			133-639 Cohoor	Rd								
		Fron	n:		1	33-643 Manning Bı	idge Rd								
Manning Rd	1.70	640	G	94%	2%	1% 1%	1%	0%	С	NA			680	G	2014
133		Te	_			Urban Bounda	rv								_
645) Manning Rd	1.50	1300 From	G	96%	1%	1% 1%	0%	0%	С	NA	_	_	1400	G	2014
133	1.00	Т.	· -	0070	. 70	US 58 Holland		0 /0					. 100	J	_01-
		TL.								_					
Airport Pd	0.40	Prom O2O		069/		33-705 Meadow Co		00/		0.007	_	O E 1 4	000	Е	201
Airport Rd	0.40	930 To	F	96%	1%	2% 1%	1%	0%	С	0.097	F	0.514	990	F	2014
133		17				US 13; SR 32 Caro									
133			1:			US 58 E, Holland								_	
1337		Fron			_										2014
647) Lummis Rd	0.20	1400	G	92%	2%	2% 1%	2%	0%	F	NA			1500	G	201-
647) Lummis Rd	0.20	1400		92%	2%			0%	F	NA ——			1500		201-
133			1			133-649 Lummis	Rd						1500 480	G G	
Lummis Rd Copeland Rd	0.20	1400		92% 92%	2%	133-649 Lummis 2% 1%	2%	0%	F	NA NA					
647 Copeland Rd	2.50	1400 Fron 460	G	92%	2%	133-649 <u>Lummis</u> 2% 1% 33-643 Manning Br	2% ridge Rd	0%	F	NA			480	G	2014
133		1400 460	G		2%	133-649 Lummis 2% 1%	2% ridge Rd 2%								2014

					ivaris	emond Mai				17		5:			
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Suffolk		From	4			122 605 1	alza on D.J								
G47) Copeland Rd	1.75	560	G	92%	2%	133-685 Ja	1% 2%	0%	F	NA			590	G	201
133/		To				US 13 Whale									
		From				133-660 Long	street Lane								
650 Quince Rd	1.90	120	G			•				NA			120	G	201
1337		To				133-649 Lu	mmis Rd								
		From				133-612 Kin	gsdale Rd								
653 Glen Haven Dr	0.13	1100	F	98%	0%	1% (0%	0%	С	0.103	F	0.64	1200	F	2014
<u> </u>		To From				US 58 Bu	s EAST								
653 Dutch Rd	3.12	530	F	95%	1%		2% 1%	0%	С	0.115	F	0.514	570	F	201
		To From				133-759 N, 0 133-759 S, 0									
653 Holland Corner Rd	2.17	180	G	96%	2%		0% 0%	0%	С	NA			190	G	201
653 Holland Corner Rd		To				133-616 Miner									
		From				133-651 B	arnes Rd								
Brentwood Rd	0.90	130	G							NA			130	G	201
133/		To	0			US:	58								
		From				133-659 Pug	hsville Rd								
658 Town Point Rd	1.36	1200	F	95%	1%	3%	1% 0%	0%	С	0.093	F	0.557	1300	F	201
		To From				133-2276 Plu	mmer Blvd			<u> </u>					
658 Town Point Rd	0.46	2700	F	95%	1%	3%	1% 0%	0%	F	0.091	F	0.511	2900	F	201
133/		To				US 17 Bridg									
658) Town Point Rd	0.60	9200		95%	1%	Harbor View	Blvd.; Gap 1% 0%	0%	F	0.089	F	0.514	9800	F	201
658 Town Point Rd	0.00	9200		3 376				U76	Г	0.009	Г	0.514	3000	1.	201
Taura Dairet Del	0.10	From	<u> </u>	000/		133-2253 Bro		00/				0.500	11000		001
Town Point Rd	0.18	11000	F	98%	0%	1% (0% 0%	0%	С	0.084	F	0.566	11000	F	201
O T . D.I.I.D.I.		From		2221		SR 135 Co				\rightarrow					
658 Town Point Rd	0.68	9300	F	99%	1%		0% 0%	0%	С	0.092	F	0.502	9900	F	201
						WCL Por									
Pughavilla Pd	1 20	From		000/		33-626 N, Sho		00/	С	0.109	F	0.520	6400	F	201
Pughsville Rd	1.28	6000 To	F	98%	0%	1% (WCL Che		0%	U	0.109	Г	0.539	6400	F	201
		From		12	2 (1 (N			. Y		1					
660) Longstreet Ln	5.50	350	G	13.	3-616 N;	Mineral Spri	ng Rd; Longst	eet Lane		NA			350	G	201
Longstreet Ln	0.00	To				US:	58						000	ч	201
		From				133-759 W,				1					
Box Elder Rd	1.10	47	G			133-739 W,	Quaker Di			NA			47	G	201
<u> </u>		To	=			133-649 Lu	mmis Rd								
		From			133	3-759 Pineviev	v Rd; Gates R	1							
666 Gates Rd	2.10	1200	F	65%	1%		6% 27%	0%	F	0.094	F	0.583	1300	F	201
133		To				133-661 I									
666) Gates Rd	3.37	1300 From	F	65%	1%		5% 27%	0%	F	0.092	F	0.635	1400	F	201
Gates Rd			_			133-746 Wil				<u> </u>					
666) Gates Rd	0.65	1300 From	F	65%	1%		6% 27%	0%	С	0.098	F	0.677	1400	F	201
Gates Rd		Tr				SR 1									
		From				133-759 E, P	ineview Rd								
667 Butler Dr	1.90	90	G							NA			90	G	201
133/		To	0			133-660 Long	gstreet Lane								
		From	1			133-759 S, S	Short Lane								
668 Pittmantown Rd	0.12	1100	F	69%	1%		2% 27%	0%	С	0.094	F	0.595	1200	F	201
133		To	c			133-759 N,									
Francis Mill Dal	4.50	From	<u> </u>			133-671 Spiv	ey Run Rd						FF0	_	001
Freeman Mill Rd	4.50	550	G		· ·	TC 12 N W	lovavilla D13			NA			550	G	201
			<u> </u>			US-13 N, Wha				<u> </u>					
Little Fork Pd	2 60	120	<u> </u>			US 13 Whale	yville Blvd						120	C	201
672 Little Fork Rd	3.60	120	G			North Caralin	o Ctoto I :			NA			120	G	201
		10	1			North Carolin	a State Line								

					I vano	emond Mainter	ianoc 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk						27000 017000	, ilian			1 40101		1 40101			
673) Liberty Spring Rd North	2.00	290	G		133-	759 E, Liberty Spri	ng Rd Wes	st		NA			290	G	2014
673 Liberty Spring Rd North	2.00	Z90 To-	_			133-647 Copelan	d Rd						230	u	2014
		From:				133-604 S, Hosie	r Rd								
674 Badger Rd	1.30	110	F	95%	3%	1% 0%	0%	0%	С	0.137	F	0.529	110	F	2014
		To:				133-642 White Ma									
675) Cypress Chapel Rd	3.60	110	F	84%	5%	US 13 Whaleyville	Blvd 0%	0%	С	0.132	F	0.529	120	F	2014
Cypress Chapel Rd	0.00	Tol		0470	370			0 70		0.102	•	0.525	120	•	2017
675) Cypress Chapel Rd	0.50	From: 160	F	95%	0%	SR 32 Carolina 4% 0%	0%	0%	С	0.156	F	0.667	170	F	2014
675 Cypress Chapel Rd		To:				33-642 S, White M									
		From:				North Carolina Sta	te Line								
677) Great Fork Rd	3.60	1600	F	98%	0%	1% 1%	0%	0%	С	0.106	F	0.708	1700	F	2014
		10:				US 13 Whaleyville									
678) Cherry Grove Rd	2.60	90	G			133-673 Greenwa	ıy Rd			NA			90	G	2014
678 Cherry Grove Rd		90 To:			13	3-642 N, Adams Sv	wamp Rd								
		From:				Dead End									
683 Benton Rd	1.00	350	G							NA			350	G	2014
		To:				US 13									
Turlington Pd	2.16	2100	G	97%	1%	US 13, SR 32	0%	00/	С	NA			2200	G	2014
Turlington Rd	3.16	Z100 To:	<u> </u>	9170		176 U76 133-1722 Kilby Sho		0%	U				2200	G	2014
		From:				133-743 Matoak									
Mockingbird Lane	1.25	100	G							NA			100	G	2014
133/		To				Dead End									
Mandau Oranda Bd	4.00	From:		050/	00/	133-646 Airport		00/		0.007	_ ا	0.505	500	_	004
Meadow Country Rd	1.80	540	F	95%	2%	2% 1% 33-674 Meadow Co	1%	0%	С	0.097	F	0.535	580	F	2014
		From:				133-2023 N, Lak									
715 Nansemond Dr North	0.53	490	G			133 2023 11, Edit	e rea			NA			490	G	2014
1337		To:				133-717 North Sho	ore Dr								
O		From:				US 13 Carolina									
731 Dill Rd	0.66	4100	F	89%	2%	3% 2%	5%	0%	С	0.091	F	0.576	4400	F	2014
		From:				133-1111 E, Dill									
739 Deer Path Rd	5.20	370	G			133-644 W, Indian	1 11811			NA			370	G	2014
1337		To:				133-644 E, Indian	Trail								
<u> </u>		From:				133-612 Kingsdal									
740 Carr Lane	0.80	70	F	96%	1%	1% 1%	0%	0%	С	0.206	F	0.643	70	F	2014
		for				133-644 Indian 7	ı raıl								
744) Jasmine Ln	0.93	100	F			Dead End				0.164	F	0.563	100	F	2014
Jasmine Ln	J.55	To:				133-616 Holy Nec	ck Rd					0.000			
		From:				Dead End									
Park Ro	d 1.03	3400	G							NA			3400	G	2014
		To:				133-626 Shoulders	Hill Rd								
Short Land	0.10	1600	_	000/		North Carolina Star		00/		0.000		0.577	1000		2014
Short Lane	0.12	1600	F	92%	5%	2% 1% 33-668 S, Pittmant	0% own Rd	0%	F	0.092	F	0.577	1800	F	2014
\sim		From:			1	33-668 N, Pittmant	own Rd								
759 Gates Rd	1.23	1100	F	66%	1%	1% 3%	29%	0%	С	0.095	F	0.575	1200	F	2014
		To: From:				133-666 Pineview 133-666 Gates									
759 Pineview Rd	3.75	60	F	92%	5%	2% 1%	0%	0%	С	0.182	F	0.542	70	F	2014
133/		To:				133-616 W, Holy N	leck Rd								

					Ivalio	emond Maintenance	Al Ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk														
O contract Da	0.55	From	<u> </u>	000/		133-616 E, Vicksburg Rd	00/					070	^	004.4
Quaker Dr	3.55	650	G	92%	5%	2% 1% 0%	0%	F	NA			670	G	2014
		From	-			133-653 N, Dutch Rd 133-643 S, Manning Rd								
759 Liberty Spring Rd Wes	t 2.28	470	G						NA			470	G	2014
(133)		To:			1	US 13 S, Whaleyville Blvd								
		From:				Cul-de-Sac								
Burnetts Ct	0.12	140	G						NA			140	G	2014
133		To:	:			133-780 Burnetts Way								
		From:	$\overline{}$			Cul-de-Sac								
Chenaneo Rd	0.14	90	G			cur de sue			NA			90	G	2014
Chenaneo Rd		To:	Ť			133-1034 Fallwater Way			1					
		From:	\equiv			133-1111 Dill Rd								
County St	0.62	2700	F	87%	1%	2% 3% 7%	0%	С	0.098	F	0.576	2800	F	2014
133	0.02	To:	Ė	0.70	1 /0	Old Suffolk Corp Limits	070			•	0.070	2000	•	
		From:				•			- i					
Dill Rd	0.39	110	F	68%	3%	133-731 W, Dill Rd 5% 5% 19%	0%	С	0.148	F	0.5	120	F	2014
1111) Dill Rd	0.38	To:		00 /0	J /0	133-1101 County St	J U/0	U	0.140	'	0.5	120	'	2014
			 			-			<u> </u>					
Cummorfield Ct	0.06	From:	<u> </u>			133-1148 Winterview Dr			NIA			240	G	2014
Summerfield Ct	0.06	340 To	G		1.	22 11/15 Comin of ald Ta			NA			340	G	2014
		10.	二		1.	33-1145 Springfield Terrace								
O 211 21		From:	Щ_			133-1332 Truman Rd				_			_	
1310 6th St	0.39	4600	F	98%	1%	1% 1% 0%	0%	С	0.093	F	0.537	4900	F	2014
<u> </u>		To:			S	SR 337; Washington St East			<u> </u>					
1310 6th St	0.17	730	F	98%	0%	1% 0% 0%	0%	С	0.101	F	0.563	780	F	2014
133		To			133-13	301 Railroad Ave; Gap Terr	ninus							
		From:				133-1318 Clary Dr								
Goodman St	0.11	310	F	98%	0%	1% 0% 0%	0%	F	0.12	F	0.658	330	F	2014
		To:				133-1317 Center Ave								
_		From:				133-642 Wilroy Rd								
McAruthur Dr	0.16	70	G						NA			70	G	2014
1337		To:			13	33-1319; 133-1323 Myrtle S	t							
		From:				SR 337 Washington St								
Hollywood Ave	0.06	2500	F	97%	1%	1% 1% 0%	0%	С	0.143	F	0.780	2700	F	2014
133		To				133-1325 Myrick Ave								
		From:	-			133-1310 Goodman St								
Center Ave	0.39	1500	F	97%	1%	2% 0% 0%	0%	С	0.159	F	0.866	1600	F	2014
1337		To:				133-1324 Hollywood Ave								
		From:	一			Pinner St								
Old Pinner St	0.17	2100	F	97%	1%	1% 1% 1%	0%	С	0.135	F	0.918	2300	F	2014
Old Pinner St	3	To:	Ė	/0		US 58 Bus; Constance Rd	- 70			•	2.0.0		•	_5.7
		From:							1					
1332) Truman Rd			F	98%	1%	133-642 White Marsh Rd 1% 0% 0%	0%	С	0.094	F	0.527	2900	F	2014
Truman Rd	ი ავ	2700		JU /0	1 /0		U /0	U	0.034	1	0.021	2300	1	2014
1337	0.23	2700 To:												
1007	0.23	To:				133-1310 6th St								
		To: From:	:									860	-	201.4
	0.23	From: 860	G			133-1310 6th St 133-1366 Blythewood Lane			NA			860	G	2014
		From: 860	:			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr			NA			860	G	2014
Nixon Dr	0.06	From: 860 To:	G			133-1310 6th St 133-1366 Blythewood Lane								
Nixon Dr		From: 860	:			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End			NA NA NA			860	G G	
(368) Nixon Dr	0.06	From: 860 To:	G			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr								
1368 Nixon Dr 1502 Eclipse Dr	0.06	From: 860 To: From: 140 From: From: From: From: 170	G G			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End			NA			140	G	2014
Nixon Dr 1502 Eclipse Dr	0.06	From 860 To From 140	G			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End 133-1505 Cross St								2014
1368 Nixon Dr 1502 Eclipse Dr	0.06	From: 860 To: From: 140 From: From: From: From: 170	G G			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End 133-1505 Cross St			NA			140	G	2014
Nixon Dr 1502 Eclipse Dr 1605 Sunset Manor Dr	0.06	From: 860 To: 140 To: From: 60	G G			133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End 133-1505 Cross St Dead End			NA			140	G	2014
Nixon Dr 1502 Eclipse Dr	0.06	From 860 To: From 140 To: From 600 To:	G G	97%		133-1310 6th St 133-1366 Blythewood Lane 133-1369 Sierra Dr Dead End 133-1505 Cross St Dead End 133-1601 Vaughan Ave	0%	C	NA	F	0.612	140	G	2014 2014 2014 2014

					Ivansc	,iiioiia iv	namiena	noc Aic	,a							
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk		From				122 1710	N. Stolov	Dr			ı					
Brittle Dr	0.07	50	G			133-1/16	N, Staley	DI			NA			50	G	2014
Brittle Dr		To				De	ad End									
$\overline{}$		From:				133-1790	Woods Pk	cwy								
1795 Ash Wood Dr	0.27	140	G			C-1	1- C				NA			140	G	2014
		From:	<u> </u>				-de-Sac									
1856 Berkshire Blvd	0.35	450	G			Cui	-de-Sac				NA			450	G	2014
1856 Berkshire Blvd		To:				133-185	l Ashford	Dr								
		From:				133-190)2 Wren R	d								
1905 Hawk Rd	0.11	310	G								NA			310	G	201
		10:	<u> </u>				Beaver La									
2029 Foxcroft Rd	0.43	210	G		13	3-627 Ber	nnets Pastu	re Rd			NA			210	G	201
POXCIOTI Rd	J.70	To:	亡			133-2028	Brittany L	ane								
		From:					eech Grove									
2073 Carter Ln	80.0	130	G								NA			130	G	201
		To			133		ivers Statio	n Way								
Durbono Labra Circle	0.10	From:				133	3-2143						·	F00		001
Burbage Lake Circle	0.19	530 To:	G		133	3-2145 Old	le Bullocks	s Circle			NA			530	G	201
		From:			133		ad End	, chele								
2217) Breeze Point Way	0.27	2900	G				ad Liid				NA			2900	G	201
133		To				US 17	Bridge Rd	i								
		From				US 17	Bridge Rd	i								
Harbour View Blvd	1.02	18000	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.589	20000	F	201
	, , ,	From	<u> </u>	0001	401		Point Rd	00′	- C2'			_	0.500	1000		
Harbour View Blvd	1.44	4000 To:	F	98%	1%	1%	0% R 135	0%	0%	F	0.093	F	0.562	4300	F	201
		From:	<u> </u>													
2354) Preakness Circle	0.04	110	G			Cui	-de-Sac				NA			110	G	2014
Preakness Circle		To			13	3-2350 St	eeplechase	Lane								
		From:				Cul	-de-Sac									
2450 Rabey Farm Rd	0.52	940	G								NA			940	G	201
<u> </u>		To	<u> </u>		133		Shoulders I	till Rd								
8501) Pinner St	0.63	5300		98%	0%	Wash 0%	nington St 0%	1%	0%	С	0.111	F	0.653	5600	F	201
8501 Pinner St	0.00		<u>.</u>	JU /0	J /0			1 /0			<u> </u>	'	0.000	3000	1	2011
8501) Pinner St	0.41	8700 From:	F	98%	0%		ore Ave 0%	1%	0%	F	0.096	F	0.578	9300	F	201
78501 Pinner St		To:	Ċ				L Suffolk			<u> </u>						
		From:				Sr	nith St									
8505 South Broad St	0.15	1100	F	97%	1%	1%	0%	0%	0%	F	0.104	F	0.559	1200	F	201
		To:					nington St									
8505 North Broad St	0.68	820	F	97%	1%	1%	0%	0%	0%	С	0.119	F	0.72	870	F	201
_		To: From:					verview D									
Western Ave	0.12	1100	F	97%	1%	1%	0%	0%	0%	F	0.103	F	0.618	1200	F	2014
<u></u>		To	<u> </u>				onstance R	.a								
8507) Wellons St	0.65	1600		97%	1%	Kill 1%	by Ave 1%	0%	0%	F	0.095	F	0.545	1700	F	201
Wellons St	0.00			31 /0	1 /0				U /0		0.030	1.	0.040	1700	1	201
Market St	0.43	2700 From:	<u> </u>	97%	1%	SR 337 W	Vashington 1%	0%	0%	С	0.098	F	0.546	2900	F	201
Market St	0.40		Ė	J1 /0	1 /0			0 /0	U /0			_'	0.540			
<u> </u>		From:				Sara	atoga St									
8507 Market St	0.06	5000	F	97%	1%	1%	1%	0%	0%	F	0.096	F	0.579	5300	F	2014

					ivans	emona iviainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
8508) Finney Ave	0.20	6800 To	F	99%	1%	Main St 1% 0% Pinner Ave	0%	0%	С	0.091	F	0.505	7200	F	2014
		From	<u> </u>							L					
Saratoga St	0.31	2500	F	97%	1%	Carolina Av 2% 1%	0%	0%	С	0.104	F	0.521	2700	F	2014
8509 Saratoga St	0.12	3300 From	F	97%	1%	Washington 2% 1% Market St	0%	0%	F	0.096	F	0.518	3500	F	2014
		From	l							1					
Hall Ave	0.43	3100 To	F	98%	0%	Saratoga S 1% 1% East Washingto	0%	0%	С	0.084	F	0.656	3300	F	2014
		From				SCL Suffol									
Factory St	0.44	3100 _{To}	F	94%	2%	2% 1% Washington	1%	0%	С	0.089	F	0.609	3300	F	2014
		From	<u> </u>							1					
Fayette St	0.17	690	F	86%	1%	Carolina R	9%	0%	F	0.108	F	0.541	740	F	2014
Fayette St		То				Cedar St									
		From				Fayette St								_	
Cedar St	0.04	620 To	F	86%	1%	1% 4%	9%	0%	F	0.104	F	0.723	660	F	2014
		From				Madison Av Cedar St	/e								
Madison Ave	0.23	740	F	86%	1%	1% 4%	9%	0%	С	0.109	F	0.604	790	F	2014
Madison Ave	0.11	1300 From	F	86%	1%	County St 1% 4%	9%	0%	F	0.113	F	0.532	1400	F	2014
Madison Ave	0.11	То	Ė	00 70	1 /0	Factory St		0 70	'	0.110	•	0.552	1400	'	2017
		From				North Main				1					
Bank St	0.20	2000	F	98%	0%	1% 1%	0%	0%	С	0.1	F	0.601	2100	F	2014
514 133 Bank St		To				Pinner St									
		From				Old Suffolk Corp	Limits								
County St	0.18	3400	F	92%	1%	1% 2%	5%	0%	F	0.097	F	0.594	3600	F	2014
133		То				Madison Av	/e								
Gounty St	0.27	3800 From	F	92%	1%	1% 2%	5%	0%	С	0.094	F	0.513	4000	F	2014
Ounty St		To				SR 337 Washing	ton St								
		From				SR 337 Washing	ton St						<u> </u>		
Liberty St / Moore Ave	0.64	5200	F	92%	1%	1% 2%	4%	0%	С	0.131	F	0.682	5500	F	2014
1.50.7		То				Pinner St									
		From				Repass Beach	Rd								
Burbage Lake Circle		1400	F							0.103	F	0.638	1400	F	2014
		То	<u> </u>			Wet Marsh	Ct								
		From	L			Smith Stree	et				_		0.10	_	
James Avenue		340 To	F			*** *** * * *	G. :			0.119	F	0.5	340	F	2014
		То				W. Washington									
Kanainate - Divid		From	<u> </u>	000/	10/	Ashford D		00/			_	0.000	6000	_	004.4
Kensington Blvd		6200 _{To}	F	98%	1%	1% 0% Godwin Bly	0%	0%	С	0.105	F	0.608	6200	F	2014
		From								_					
Quince Rd		120	L	98%	0%	Pioneer Av	e 1%	0%	С	 NA			120	G	2014
Quillot Hu		To		JU /0	0 /0	Lummis Ro		0 /0					120	u	2014
		From	 							1					
Weatherby Way		310	G			Ithacha Tr				NA			310	G	2014
vvoatri o rby vvay		To				Shoulders Hill	Rd						310	u	2014
			ı			SHOULUEIS FILL	INU								