### 2014

# 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.

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<br>81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|------------------|--|
| 29          | US Route         |  |
|             |                  |  |

| (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 City of Suffolk

| -  |                                       |  |       |      |      | Tru    | ıck  |      |        | K      |    | Dir    |                |    |
|--|---------------------------------------|--|-------|------|------|--------|------|------|--------|--------|----|--------|----------------|----|
| Route  | Jurisdiction                          | Length AADT QA   | 4Tire | Bus  |      | 3+Axle |      |      | QC     | Factor | QK | Factor | AAWDT          | QW |
|  | From:                                 | Isle of Wight County Line  |       |      | 1    |        |      |      |        |        |    |        |                |    |
| 10 32  | City of Suffolk                       | 1.31 <b>9000 G</b>   | 95%   | 1%   | 1%   | 1%     | 2%   | 0%   | F      | NA     |    |        | 9600           | G  |
|  | To                                    | SR 125 Chuckatuck  |       |      |      |        |      |      |        |        |    |        |                |    |
| 10 32 Godwin Blvd  | City of Suffolk                       | 0.87 <b>12000 F</b>  | 95%   | 1%   | 1%   | 1%     | 2%   | 0%   | F      | 0.098  | F  | 0.613  | 13000          | F  |
| 10 32 Godwin Blvd  | Oity of Guilloik                      |  | JJ 76 | 1 /0 | 1 70 | 1 /0   | 2 /0 | 0 70 | '      | 0.000  | '  | 0.010  | 10000          | '  |
|  | From:                                 | 133-603 Everets Rd   |       |      |      |        |      |      | _      |        | _  |        |                | _  |
| (10) (32) Godwin Blvd  | City of Suffolk                       | 4.81 <b>11000 F</b>  | 95%   | 1%   | 1%   | 1%     | 2%   | 0%   | С      | 0.097  | F  | 0.571  | 12000          | F  |
| <u> </u>   | To:<br>From:                          | 133-634 Kings Fork Rd  |       |      |      |        |      |      |        |        |    |        |                |    |
| (10) (32) Godwin Blvd  | City of Suffolk                       | 1.36 <b>22000 F</b>  | 95%   | 1%   | 1%   | 1%     | 2%   | 0%   | F      | 0.089  | F  | 0.510  | 24000          | F  |
|  | To                                    | US 58 Suffolk Bypass   |       |      |      |        |      |      |        |        |    |        |                |    |
| 10 (32) Godwin Blvd  | City of Suffolk                       | 0.54 <b>19000</b> F  | 95%   | 1%   | 1%   | 1%     | 2%   | 0%   | F      | 0.084  | F  | 0.513  | 20000          | F  |
| 10 32 Godwin Blvd  | To:                                   | Pruden Blvd US 460   | 0070  | 1 /0 |      | 1 /0   | 270  | 0 70 | •      | 0.004  | •  | 0.010  | 20000          | •  |
| Bus  | From:                                 | Bus US 460 Elephant Fork   |       |      |      |        |      |      |        |        |    |        |                |    |
| 10 (460) (32)  | City of Suffolk                       | 1.49 <b>25000 A</b>  | 99%   | 0%   | 0%   | 0%     | 0%   | 0%   | С      | 0.100  | Α  | 0.509  | 26000          | Α  |
| (10) (400) (62)  | To:                                   | Bus US 460, Bus US 58  |       |      |      |        |      |      |        |        |    |        |                |    |
| Bus  | From:                                 | Bus US 460   |       |      |      |        |      |      |        |        |    |        |                |    |
| (10) (32) (460) Main St  | City of Suffolk                       | 0.09 <b>27000 G</b>  | 99%   | 0%   | 1%   | 0%     | 0%   | 0%   | F      | NA     |    |        | 29000          | G  |
| $\bigcirc$   | То:                                   | Bus US 58  |       |      |      |        |      |      |        |        |    |        |                |    |
| Bus  | From:                                 | Bus US 58, Bus US 460  |       |      |      |        |      |      |        |        |    |        |                |    |
| $\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix} \begin{pmatrix} 13 \end{pmatrix}$ Main St | City of Suffolk                       | 0.68 <b>18000 G</b>  | 99%   | 0%   | 1%   | 0%     | 0%   | 0%   | F      | NA     |    |        | 19000          | G  |
|  | To:                                   | SR 337 Washington St   |       |      |      |        |      |      |        |        |    |        |                |    |
|  | From:                                 | North Carolina State Line  |       |      |      |        |      |      |        |        |    |        |                |    |
| (13) Whaleyville Blvd  | City of Suffolk                       | 5.37 <b>4800 A</b>   | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | С      | 0.1    | Α  | 0.631  | 4700           | Α  |
| $\bigcirc$   | To                                    | 133-616 Mineral Spring Ro  |       |      |      |        |      |      |        |        |    |        |                |    |
| 13 Whaleyville Blvd  | City of Suffolk                       | 1.28 <b>10000</b> F  | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | F      | 0.071  | F  | 0.553  | 10000          | F  |
| (13) ************************************  | only or carroin                       |  |       |      | .,,  | . , 0  | , 0  | 0,0  | •      | 0.07.  | •  | 0.000  |                | •  |
| ~~ W   | From:                                 | 133-677 Great Fork Rd  | 000/  | 201  | 10/  | 40/    | 440/ | 00/  | _      | 0.000  | _  | 0.070  | 7400           |    |
| (13) Whaleyville Blvd  | City of Suffolk                       | 0.82 <b>7600 F</b>   | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | F      | 0.086  | F  | 0.672  | 7400           | F  |
|  | To:<br>From:                          | 133-675 Cypress Chapel Re  | 1     |      |      |        |      |      |        |        |    |        |                |    |
| 13 Whaleyville Blvd  | City of Suffolk                       | 2.22 <b>7600 F</b>   | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | F      | 0.086  | F  | 0.676  | 7400           | F  |
| $\bigcirc$   | To                                    | 133-759 S, Liberty Spring Rd V   | Vest  |      |      |        |      |      |        |        |    |        |                |    |
| 13 Whaleyville Blvd  | City of Suffolk                       | 1.06 <b>8900</b> F   | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | F      | 0.087  | F  | 0.676  | 8800           | F  |
| (13) ************************************  | Only of Garlone                       |  | 0070  | 070  | .,,  | 1 70   | 1170 | 070  | •      | 0.007  | •  | 0.070  | 0000           | •  |
| ~~~ B  | From:                                 | 133-759 N, Babbtown Rd   |       |      |      |        |      | 221  | _      |        | _  |        |                | _  |
| (13) Whaleyville Blvd  | City of Suffolk                       | 2.56 <b>9500 F</b>   | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | F      | 0.087  | F  | 0.698  | 9300           | F  |
| <u>~</u>   | To:<br>From:                          | SR 32 Carolina Rd  |       |      |      |        |      |      |        |        |    |        |                |    |
| 13 (32) Carolina Rd  | City of Suffalls                      | SR 32 Whaleyville Blvd<br>1.64 <b>16000 F</b>                          | 000/  | 09/  | 1%   | 10/    | 110/ | 00/  | F      | 0.085  | F  | 0.702  | 15000          | F  |
|  | City of Suffolk                       |  | 88%   | 0%   | 1%   | 1%     | 11%  | 0%   | Г      | 0.065  | Г  | 0.703  | 15000          | Г  |
| (13) (32) Carolina Rd  | Tor                                   |  |       |      |      |        |      |      |        |        |    |        |                |    |
| 13) (32) Odromiu rid   | To:<br>From:                          | Bus US 13  | 0.4   |      |      |        |      |      |        |        |    |        |                |    |
|  | Tor<br>From:<br>City of Suffolk       | Bus US 13, SR 32 Carolina I  |       | 1%   | 1%   | 2%     | 10%  | 0%   | С      | 0.097  | F  | 0.661  | 11000          | F  |
| (13) Southwest Suffolk Bypass  | To From: City of Suffolk              | Bus US 13, SR 32 Carolina I<br>2.80 <b>12000 F</b>                     | 86%   | 1%   | 1%   | 2%     | 10%  | 0%   | С      | 0.097  | F  | 0.661  | 11000          | F  |
|  | To: From:  City of Suffolk  To: From: | Bus US 13, SR 32 Carolina I<br>2.80 <b>12000 F</b><br>US 58 Holland Rd |       | 1%   | 1%   | 2%     | 10%  | 0%   | С      | 0.097  | F  | 0.661  | 11000          | F  |
|  | To:                                   | Bus US 13, SR 32 Carolina I<br>2.80 <b>12000 F</b>                     |       | 1%   | 1%   | 2%     | 10%  | 0%   | C<br>F | 0.097  | F  | 0.661  | 11000<br>37000 | F  |

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

|   |                  | City of Suffo                        | JIK.     |           |      |                 |        |        |        |    |        |    |        |       |    |
|---|------------------|--------------------------------------|----------|-----------|------|-----------------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route   | Jurisdiction     | Length AADT                          | QA       | 4Tire     | Bus  |                 | Trι    |        |        | QC | K      | QK | Dir    | AAWDT | QV |
|   |                  |                                      |          |           |      | 2Axle           | 3+Axle | 1Trail | 2Trail |    | Factor |    | Factor |       |    |
| ~~~ ~~ a a  | From:            | 61-604 Pitchkittle                   |          |           |      |                 |        |        |        | _  |        | _  |        |       | _  |
| 13 (58) Suffolk Bypass  | City of Suffolk  | 1.88 <b>41000</b>                    | F        | 85%       | 1%   | 1%              | 1%     | 13%    | 0%     | F  | 0.084  | F  | 0.626  | 39000 | F  |
|   | To:<br>From:     | US 460 Pruden E                      | 3lvd     |           |      |                 |        |        |        |    |        |    |        |       |    |
| 13 (58) (460 Suffolk Bypass   | City of Suffolk  | 0.93 <b>47000</b>                    | G        | 92%       | 0%   | 1%              | 1%     | 6%     | 0%     | F  | NA     |    |        | 49000 | G  |
| $\sim \sim \sim$  | To               | SR 10 SR 32 Godwi                    | in Blvd  |           |      | <u> </u>        |        |        |        |    |        |    |        |       |    |
| 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  |
|   | To               | C1 C40 W/1 1                         | D 1      |           |      |                 |        |        |        |    |        |    |        |       |    |
| 13 \( \) \( | City of Suffolk  | 61-642 Wilroy I<br>2.30 <b>47000</b> | F        | 92%       | 0%   | 1%              | 1%     | 6%     | 0%     | F  | 0.084  | F  | 0.618  | 49000 | F  |
| 13) (58) (460) Suffolk Bypass   | City of Surioik  | 2.50 47000                           | -        | JZ /6     | 0 /6 | 1 /0            | 1 /0   | 0 /8   | 0 /6   | '  | 0.004  | '  | 0.010  | 43000 | '  |
|   | To:<br>From:     | Bus US 13,Bus US 58 M                |          | _         |      |                 |        |        |        |    |        |    |        |       |    |
| 13 (58) (460) Military Highway  | City of Suffolk  | 3.46 <b>68000</b>                    | F        | 92%       | 0%   | 1%              | 1%     | 6%     | 0%     | F  | 0.086  | F  | 0.621  | 71000 | F  |
| <del></del>   | То:              | Bus US 13                            |          |           |      |                 |        |        |        |    |        |    |        |       |    |
| Bus   | From:            | US 13 Southwest Suffo                | olk Bypa | ISS       |      |                 |        |        |        |    |        |    |        |       |    |
| 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  |
| $\sim$ $\sim$   | To:<br>From:     | Old SCL Suffo                        | lk       |           |      |                 |        |        |        |    |        |    |        |       |    |
| Bus   |                  |                                      |          | 2221      |      |                 |        |        |        | _  |        | _  |        |       | _  |
| 13 (32) Carolina Rd   | City of Suffolk  | 0.54 10000                           | F        | 88%       | 0%   | 1%              | 1%     | 11%    | 0%     | F  | 0.087  | F  | 0.602  | 10000 | F  |
| Pure .  | From:            | Fayette St<br>US 13; SR 32 Faye      | atta Ct  |           |      |                 |        |        |        |    |        |    |        |       |    |
| Bus Oo 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) Main St   | City of Surioik  |                                      |          | 33 /6     | 0 76 | 1 /0            | 0 /6   | 0 /8   | 0 /6   | O  | 0.001  | '  | 0.505  | 3300  |    |
| Bus   | To:<br>From:     | Begin SR 10                          |          |           |      |                 |        |        |        |    |        |    |        |       |    |
| 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 4                      | 460      |           |      |                 |        |        |        |    |        |    |        |       |    |
| Bus Bus Bus   | From:            | SR 32 Main S                         |          |           |      |                 |        |        |        |    |        |    |        |       |    |
| 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  |
| <b>\$</b> \$ \$ \$  | To               | Pinner St                            |          |           |      | _               |        |        |        |    |        |    |        |       |    |
| Bus Bus Bus   | City of Conffesh |                                      | F        | 070/      | 00/  | 10/             | 00/    | 00/    | 00/    | 0  | 0.004  | F  | 0.505  | 17000 | _  |
| 13) 58) 460) Portsmouth Blvd  | City of Suffolk  | 1.60 <b>16000</b>                    | г        | 97%       | 0%   | 1%              | 0%     | 2%     | 0%     | С  | 0.084  | г  | 0.525  | 17000 | F  |
| Bus Bus   | To:<br>From:     | SR 337 Washingto                     | on St    |           |      |                 |        |        |        |    |        |    |        |       |    |
| 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) (30) (400). ***********************************   | To:              | US 13, US 58, US                     |          |           |      |                 |        |        |        | _  |        |    |        |       |    |
|   | From:            | WCL Chesapea                         |          |           |      |                 |        |        |        |    |        |    |        |       |    |
| 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  |
| 17) Bridge Flu  | Oity of Guiloik  |                                      |          |           | 0 70 | 1 /0            | 0 70   | 0 70   | 0 70   |    | 0.000  | '  | 0.555  | 20000 |    |
| ~~ · · - ·  | From:            | I-664; SR 164 Western                |          |           |      | <del> </del>    |        |        |        |    |        |    |        |       |    |
| 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  |
| <del></del>   | To               | 133-626 Knots Neck Road; S           | houlder  | s Hill Rd |      | $\neg$ $\vdash$ |        |        |        |    |        |    |        |       |    |
| 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  |
| <del>~</del>  | To               | 133-627 Bennetts Pas                 | ctura D  | ı         |      |                 |        |        |        |    |        |    |        |       |    |
| 17 Bridge Rd  | City of Suffolk  | 2.47 <b>19000</b>                    | F F      | 97%       | 0%   | 0%              | 1%     | 1%     | 0%     | F  | 0.093  | F  | 0.536  | 20000 | F  |
| 17) S.i.ago 11a   | City of Guillon  |                                      |          | J. 70     | 0 /0 |                 | 1 /0   | 1 /0   | 0 /0   | •  | 0.000  | •  | 0.000  | 20000 | '  |
| ~~~   | To:<br>From:     | 133-628 Crittende                    |          |           |      |                 |        |        | •      |    |        |    |        |       |    |
| 17 Bridge Rd  | City of Suffolk  | 1.17 <b>15000</b>                    | G        | 97%       | 0%   | 0%              | 1%     | 1%     | 0%     | F  | 0.103  | N  | 0.544  | 16000 | G  |
| ~   | To:              | Isle of Wight Count                  | ty Line  |           |      | I               |        |        |        |    |        |    |        |       |    |

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

| Route               | Jurisdiction                | Length AADT QA 4   | Tire Bu | 10   | True 3+Axle |     |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---------------------|-----------------------------|--|---------|------|-------------|-----|----|----|-------------|----|---------------|-------|----|
| 17 Ramp             | City of Suffolk (Maint: 61) | US 17-S034A TO ROUTE 0.13 <b>13000 G</b> I-664-E FROM ROUTE 17               |         |      |             |     |    |    | NA          |    |               | 13000 | G  |
| North<br>17 Ramp    | City of Suffolk (Maint: 61) | US 17 TO ROUTE 664 EASTSOUT 0.03 <b>4900 G</b> US 17-S034A TO ROUTE          | Н       |      |             |     |    |    | NA          |    |               | 4900  | G  |
| South 17 Ramp       | City of Suffolk (Maint: 61) | US 17 TO ROUTE 664 EASTSOUT 0.05 <b>7800 G</b> US 17-N034A US 17- 34A TO ROU |         |      |             |     |    |    | NA          |    |               | 7800  | G  |
| 32) Carolina Rd     | City of Suffolk             | North Carolina State Line  | 91% 19  | % 1% | 1%          | 7%  | 0% | С  | 0.1         | F  | 0.788         | 3700  | F  |
| 32 Carolina Rd      | City of Suffolk             |  | 91% 19  | % 1% | 1%          | 7%  | 0% | F  | 0.096       | F  | 0.765         | 4100  | F  |
| 32 Carolina Rd      | City of Suffolk             | 133-675 Cypress Chapel Rd 1.40 <b>4300 F</b> § 133-759 Babbtown Rd           | 91% 19  | % 1% | 1%          | 7%  | 0% | С  | 0.097       | F  | 0.737         | 4500  | F  |
| 32 Carolina Rd      | City of Suffolk             |  | 91% 19  | % 1% | 1%          | 7%  | 0% | F  | 0.094       | F  | 0.764         | 4600  | F  |
| 32 Carolina Rd      | City of Suffolk  To: From:  | 2.45 <b>4400 F</b> 9 US 13 South of Suffolk                                  | 91% 19  | % 1% | 1%          | 7%  | 0% | F  | 0.096       | F  | 0.737         | 4700  | F  |
| 32 (13) Carolina Rd | City of Suffolk             | Whaleyville Blvd  1.64 16000 F 8  61-731 Dill Rd                             | 38% 09  | % 1% | 1%          | 11% | 0% | F  | 0.085       | F  | 0.703         | 15000 | F  |
| 32 Sarolina Rd      | City of Suffolk             |  | 38% O   | % 1% | 1%          | 11% | 0% | F  | 0.082       | F  | 0.676         | 9900  | F  |
| 32 Bus Carolina Rd  | City of Suffolk             |  | 38% 09  | % 1% | 1%          | 11% | 0% | F  | 0.087       | F  | 0.602         | 10000 | F  |
| Bus<br>13 Main St   | City of Suffolk             |  | 99% 09  | % 1% | 0%          | 0%  | 0% | С  | 0.081       | F  | 0.585         | 9900  | F  |
| 32 13 10 Main St    | City of Suffolk             |  | 99% 09  | % 1% | 0%          | 0%  | 0% | F  | NA          |    |               | 19000 | G  |
| 32 (460) 10 Main St | City of Suffolk             |  | 99% 09  | % 1% | 0%          | 0%  | 0% | F  | NA          |    |               | 29000 | G  |
| 32 (460) (10)       | City of Suffolk             | Old NCL of Suffolk  1.49 25000 A S  SR 10 Elephant Fork                      | 99% 09  | % 0% | 0%          | 0%  | 0% | С  | 0.100       | Α  | 0.509         | 26000 | Α  |
| 32 10 Godwin Blvd   | City of Suffolk             | Bus US 460   | 95% 19  | % 1% | 1%          | 2%  | 0% | F  | 0.084       | F  | 0.513         | 20000 | F  |

|                                  |                 | City of Sur         |           |       |      |                 | Tru    | ck    |      |    | K      |    | Dir    |       |    |
|----------------------------------|-----------------|---------------------|-----------|-------|------|-----------------|--------|-------|------|----|--------|----|--------|-------|----|
| Route                            | Jurisdiction    | Length AADT         | QA        | 4Tire | Bus  |                 | 3+Axle |       |      | QC | Factor | QK | Factor | AAWDT | QW |
|                                  | From:           | US 58 Suffolk I     | Bypass    |       |      |                 |        |       |      |    |        |    |        |       |    |
| $\binom{32}{10}$ Godwin Blvd     | City of Suffolk | 1.36 <b>22000</b>   | F         | 95%   | 1%   | 1%              | 1%     | 2%    | 0%   | F  | 0.089  | F  | 0.510  | 24000 | F  |
|                                  | To:<br>From:    | 61-634 Kings Fe     | ork Rd    |       |      | <u> </u>        |        |       |      |    |        |    |        |       |    |
| (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 | F  |
|                                  | Tec             | 61-603 Everet       | ts Rd     |       |      | <u> </u>        |        |       |      |    |        |    |        |       |    |
| (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 | F  |
|                                  | To              | SR 125 Chuck        | atuck     |       |      |                 |        |       |      |    |        |    |        |       |    |
| (32) (10)                        | City of Suffolk | 1.31 9000           | G         | 95%   | 1%   | 1%              | 1%     | 2%    | 0%   | F  | NA     |    |        | 9600  | G  |
|                                  | To:             | Isle of Wight Cou   | ınty Line |       |      |                 |        |       |      |    |        |    |        |       |    |
|                                  | From:           | Southampton Cou     | ıntv Line |       |      |                 |        |       |      |    |        |    |        |       |    |
| (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 | F  |
|                                  | To              | US 258              |           |       |      |                 |        |       |      |    |        |    |        |       |    |
| 58 Franklin Bypass               | City of Suffolk | 0.18 <b>17000</b>   | N         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | Ν  | 0.077  | Ν  | 0.532  | 17000 | Ν  |
| 30) " 7/1                        | то              |                     |           |       |      |                 |        |       |      |    |        |    |        |       |    |
| (58) (189) (189) Franklin Bypass | City of Suffolk | 1.01 <b>17000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.077  | F  | 0.532  | 17000 | F  |
| (58) (189) Franklin Bypass       | Oity of Bulloik |                     |           | 00 70 | 1 /0 | 1 70            | 1 /0   | 10 /0 | 0 70 |    | 0.077  | •  | 0.552  | 17000 | '  |
|                                  | To:<br>From:    | SR 272 South Q      | _         | 050/  | 40/  | 10/             | 40/    | 400/  | 00/  | _  | 0.077  | _  | 0.0    | 10000 |    |
| 58 189 189 S Quay Rd             | City of Suffolk | 4.23 <b>19000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.077  | F  | 0.6    | 18000 | F  |
| <u> </u>                         | To:<br>From:    | SR 189 S Qua        | •         |       |      |                 |        |       |      |    |        |    |        |       |    |
| (58) Holland Bypass              | City of Suffolk | 1.05 <b>19000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.081  | F  | 0.579  | 18000 | F  |
| <u> </u>                         | To:<br>From:    | Bus US 58           | 8         |       |      |                 |        |       |      |    |        |    |        |       |    |
| (58) Holland Rd                  | City of Suffolk | 1.32 <b>23000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.080  | F  | 0.564  | 22000 | F  |
| <u> </u>                         | To:             | 133-610 W, Buck     | thorn Rd  |       |      |                 |        |       |      |    |        |    |        |       |    |
| 58)                              | City of Suffolk | 2.77 <b>23000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.081  | F  | 0.578  | 22000 | F  |
| <u> </u>                         | To:             | 133-647 E, Lum      |           |       |      |                 |        |       |      |    |        |    |        |       |    |
| ~~~······                        | From:           | 133-647 Lumm        |           |       |      |                 |        |       |      | _  |        | _  |        |       | _  |
| (58) Holland Rd                  | City of Suffolk | 2.05 <b>24000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.080  | F  | 0.592  | 23000 | F  |
| ~                                | To:<br>From:    | 133-643 Manning I   |           |       |      |                 |        |       |      |    |        |    |        |       |    |
| (58) Holland Rd                  | City of Suffolk | 0.67 <b>27000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.082  | F  | 0.564  | 25000 | F  |
| <u> </u>                         | To:<br>From:    | 133-738 Kenyo       | on Rd     |       |      |                 |        |       |      |    |        |    |        |       |    |
| 58 Holland Rd                    | City of Suffolk | 0.38 <b>30000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.080  | F  | 0.565  | 29000 | F  |
| $\bigcirc$                       | То              | Cove Point          | Rd        |       |      |                 |        |       |      |    |        |    |        |       |    |
| 58 Holland Rd                    | City of Suffolk | 1.15 31000          | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.081  | F  | 0.554  | 30000 | F  |
|                                  | To:             | US 13 Southwest Suf | ffolk Byp | ass   |      |                 |        |       |      |    |        |    |        |       |    |
| ~~~                              | From:           | Bus US 58           |           |       |      |                 |        |       |      |    |        |    |        |       |    |
| (58) (13) Suffolk Bypass         | City of Suffolk | 1.41 <b>39000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.085  | F  | 0.620  | 37000 | F  |
| ~ ~                              | To:<br>From     | 133-604 Pitchki     | ttle Rd   |       |      | $\Box$ $\vdash$ |        |       |      |    |        |    |        |       |    |
| 58 13 Suffolk Bypass             | City of Suffolk | 1.88 <b>41000</b>   | F         | 85%   | 1%   | 1%              | 1%     | 13%   | 0%   | F  | 0.084  | F  | 0.626  | 39000 | F  |
| $\bigcirc$                       | _ To:           | US 460 Pruden       | Blvd      |       |      | <u> </u>        |        |       |      |    |        |    |        |       |    |
| (58) (13) (460) Suffolk Bypass   | City of Suffolk | 0.93 47000          | G         | 92%   | 0%   | 1%              | 1%     | 6%    | 0%   | F  | NA     |    |        | 49000 | G  |
|                                  | To              | SR 10, SR 32 God    | lwin Blvd |       |      |                 |        |       |      |    |        |    |        |       |    |

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

| Section   Sect   | 5 .                                     | 1               | , ,, ,,               |            | 4       |      |      | Tru  | ıck  |      |    | K      | 0:: | Dir    | 4 4 1 1 1 5 - | 617 |
|--|---|-----------------|-----------------------|------------|---------|------|------|------|------|------|----|--------|-----|--------|---------------|-----|
| Second   City of Surfolk   System   City of Surfolk   System   S   | Route                                   | Jurisdiction    | Length AADT           | QA         | 4 l ire | Bus  |      |      |      |      | QC | Factor | QK  | Factor | AAWDT         | QW  |
| 133-460   Sulfolk Bypass   City of Sulfolk   2.30   47000   F   92%   0%   1%   1%   6%   0%   F   0.88   F   0.818   49000  | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ |                 |                       |            |         |      |      |      |      |      | _  |        | _   |        |               | _   |
| City of Suffork  | 58 (13) (460) Suffolk Bypass            | City of Suffolk | 1.8/ <b>56000</b>     | ) F        | 92%     | 0%   | 1%   | 1%   | 6%   | 0%   | F  | 0.085  | F   | 0.597  | 58000         | F   |
| Beat LS 1, Beat LS 2, Buildings Herey   Beat LS 1, Beat LS 3, Milliary Herey   Beat LS 1, Beat LS 3, Milliary Herey   Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1, Beat LS 1, Beat LS 3, Milliary Here pathward   Beat LS 1,   | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | From:           |                       |            |         |      |      |      |      |      | _  |        | _   |        |               | _   |
| Bit   18   Milliary Highway   18   18   18   18   18   18   18   1   | 58 (13) (460) Suffolk Bypass            | City of Suffolk |                       |            |         | 0%   | 1%   | 1%   | 6%   | 0%   | F  | 0.084  | F   | 0.618  | 49000         | F   |
| Samp   City of Suffolk   Samp    |   | From:           |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
| NCL Clissageolary   NCL    | 58 (13) (460 Military Highway           | City of Suffolk |                       |            |         | 0%   | 1%   | 1%   | 6%   | 0%   | F  | 0.086  | F   | 0.621  | 71000         | F   |
| City of Suffolk   0.17   560   G   |   | To:             | WCL Chesa             | peake      |         |      |      |      |      |      |    |        |     |        |               |     |
| See   City of Suffolk   O.05   230   G   | East                                    | From:           |                       | TE 189     |         |      |      |      |      |      |    |        |     |        |               |     |
| Secondario   City of Suffolk   0.05   230   City of Suffolk   0.05   230   City of Suffolk   0.03   240   City of Suffolk   0.05   City of Suffolk   City of Suffolk   0.05   City of Suffolk   0.05   City of Suffolk   City of Suffolk   0.05   City of Suffolk   City of Su   | 58 (258 Ramp                            | City of Suffolk | 0.17 <b>560</b>       | G          |         |      |      |      |      |      |    | NA     |     |        | 560           | G   |
| Sea   City of Suffork   0.05   230   G   | Fact                                    | To:<br>From:    | US 58-E451B TO RT     | E 189 SOU  | ГН      |      |      |      |      |      |    |        |     |        |               |     |
| ISR 1890-PROM RTE 58 PAST  |   | City of Suffolk | 0.05 230              | G          |         |      |      |      |      |      |    | NA     |     |        | 230           | G   |
| See  | 36) (236)                               | To:             |                       |            | T       |      |      |      |      |      |    |        |     |        |               | 0.  |
| SER 189-   FROM RTE 58 EAST   SER 189   SER    | Fast                                    | From:           |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
| SER 189-   FROM RTE 58 EAST   SER 189   SER    | 58 Ramp                                 | City of Suffolk |                       |            |         |      |      |      |      |      |    | NA     |     |        | 240           | G   |
| City of Sulfolk   0.19   440   G   | <u> </u>                                | To:             | 1SR 189-P FROM F      | TE 58 EAS  | T       |      |      |      |      |      |    |        |     |        |               |     |
| State  | Vest                                    | From:           | US 58 TO RTE 2        | 258 & 189  |         |      |      |      |      |      |    |        |     |        |               |     |
| City of Suffolk  | 58 Ramp                                 | City of Suffolk | 0.19 <b>440</b>       | G          |         |      |      |      |      |      |    | NA     |     |        | 440           | G   |
| The content of the    | Nect                                    | To:<br>From:    | US 58-W451B TO R      | TE 258 & 1 | 89      |      |      |      |      |      |    |        |     |        |               |     |
| Secondaria   Sec   |   | City of Suffolk | 0.03 110              | G          |         |      |      |      |      |      |    | NA     |     |        | 110           | G   |
| City of Sulfolk   0.06   320   G   | 30) (189)                               | To:             |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
| City of Sulfolk   0.06   320   G   | West                                    | From:           | US 58-W451A TO R      | TE 258 & 1 | 89      |      |      |      |      |      |    |        |     |        |               |     |
| Sustrain Blvd   Sustrain Blv   |   | City of Suffolk | 0.06 <b>320</b>       | G          |         |      |      |      |      |      |    | NA     |     |        | 320           | G   |
| City of Suffolk   2.65   2200   F   96%   1%   1%   1%   0%   C   0.102   F   0.608   2300   E      | $\checkmark$                            | To:             | US 258 US 258-W013A T | O & FROM   | RTE 5   |      |      |      |      |      |    |        |     |        |               |     |
| SR 189   S   | Bus                                     | From:           | Isle of Wight Co      |            |         |      |      |      |      |      |    |        |     |        |               |     |
| Sale   Holland Rd   City of Suffolk   0.26   2500   G   96%   1%   1%   1%   1%   0%   F   NA   2500   C   Sale    | [58] Ruritan Blvd                       | City of Suffolk | 2.65 <b>2200</b>      | F          | 96%     | 1%   | 1%   | 1%   | 1%   | 0%   | С  | 0.102  | F   | 0.608  | 2300          | F   |
| Sus   Free   | Pug                                     | To:<br>From:    | SR 189                | ١          |         |      |      |      |      |      |    |        |     |        |               |     |
| 133-653 Dutch Rd; Glen Haven Drive   133-653 Dutch Rd; Glen Haven Drive   134-653 Dutch Rd; Glen Haven Drive   135-653 Dutch Rd; Glen Haven Drive   136-658   136-65   | ~~~                                     | City of Suffolk | 0.26 <b>2500</b>      | G          | 96%     | 1%   | 1%   | 1%   | 1%   | 0%   | F  | NA     |     |        | 2500          | G   |
| Sustance Rd   City of Suffolk   0.46   3200   F   96%   1%   1%   1%   1%   0%   C   0.096   F   0.667   3400   5400   5400   3400   5400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3400   3   | 30)                                     | To              |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
| Top   US 58   Sus   From   US 58   East of Holland   Sus   Holland Rd   City of Suffolk   0.05   9300   F   96%   1%   1%   1%   1%   0%   F   0.095   F   0.569   9900   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000   9000      | Bus                                     | From:           |                       |            |         |      |      |      |      |      |    |        | _   |        |               | _   |
| Sus   From   US 58 East of Holland   US 58 East of H   | (58) Holland Rd                         | City of Suffolk |                       |            | 96%     | 1%   | 1%   | 1%   | 1%   | 0%   | С  | 0.096  | F   | 0.667  | 3400          | F   |
| City of Suffolk   0.05   9300   F   96%   1%   1%   1%   1%   0%   F   0.095   F   0.569   9900   F   0.095   F   0.569   9900   F   0.095   F   0.095   F   0.569   9900   F   0.095      |   | Frank           |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
| Table     133-1722 Kilby Shores Rd     133-1722 Kilby Shores Rd     133-1722 Kilby Shores Rd     133-1722 Kilby Shores Rd     140  | Bus (Fo.) Holland Rd                    |                 |                       |            | 96%     | 10/- | 10/- | 10/- | 1%   | O°/- | F  | 0 005  | F   | 0.560  | gann          | F   |
| Holland Rd   City of Suffolk   1.79   8500   F   96%   1%   1%   1%   0%   C   0.094   F   0.647   9100   F   0.647   9100   1   0   0   0   0   0   0   0   0   | OS) Holland Hu                          | -               |                       |            | 30 /0   | 1 /0 | 1 /0 | 1 /0 | 1 /0 | U /0 | 1  | 0.035  | 1   | 0.505  | 3300          | 1-  |
| SR 337 Constance Rd   SR 337 Holland Rd   SR   | Bus                                     | <u></u>         | 133-1722 Kilby        |            |         |      |      |      |      |      |    |        |     |        |               |     |
| Sus SR 337 Holland Rd Sr 337 H | 58 Holland Rd                           | City of Suffolk |                       |            | 96%     | 1%   | 1%   | 1%   | 1%   | 0%   | С  | 0.094  | F   | 0.647  | 9100          | F   |
| St 337 Holland Rd  | D.:-                                    | To:<br>From:    |                       |            |         |      |      |      |      |      |    |        |     |        |               |     |
|  | Bus Constance Rd                        |                 |                       |            | 98%     | 0%   | 1%   | 0%   | 1%   | 0%   | F  | 0.086  | F   | 0 547  | 8900          | F   |
|  | 58) Constance nu                        | Oity of Surioik |                       |            | JU /0   | 0 /0 | 1/0  | U /0 | 1 /0 | 0 /6 | '  | 0.000  | •   | 0.547  | 0300          | '   |

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

|  |                             |  |         |      |     | Tru    | ck  |     |    | 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 <b>9500 F</b>                               | 98%     | 0%   | 1%  | 0%     | 1%  | 0%  | С  | 0.081  | F  | 0.53   | 10000 | F  |
| Bus Bus Bus  | To:<br>From:                | SR 32 Main St                                    |         |      |     |        |     |     |    |        |    |        |       |    |
| (58) (13) (460) Constance Rd   | City of Suffolk             | 0.88 <b>16000 F</b>                              | 97%     | 0%   | 1%  | 0%     | 2%  | 0%  | F  | 0.08   | F  | 0.566  | 17000 | F  |
| Bus Bus Bus  | To:<br>From:                | Pinner Street Highland Ave                       |         |      |     |        |     |     |    |        |    |        |       |    |
| Bus Bus Bus   State   Bus   Bu | City of Suffolk             | 1.60 <b>16000 F</b>                              | 97%     | 0%   | 1%  | 0%     | 2%  | 0%  | С  | 0.084  | F  | 0.525  | 17000 | F  |
| (30) (10) (400)  | To                          | SR 337 Washington St                             |         |      |     |        |     |     |    |        |    |        |       |    |
| Bus Bus Bus  | City of Cyffell             |  | 069/    | 00/  | 10/ | 10/    | 20/ | 00/ | 0  | 0.001  | F  | 0.570  | 04000 | _  |
| 58 (13) (460) Portsmouth Blvd  | City of Suffolk             | 1.22 <b>23000 F</b><br>US 58                     | 96%     | 0%   | 1%  | 1%     | 2%  | 0%  | С  | 0.081  | г  | 0.579  | 24000 | F  |
|  | From:                       | SR 10; SR 32 Godwin Blv                          | d       |      |     |        |     |     |    |        |    |        |       |    |
| (125)Kings Hwy   | City of Suffolk             | 0.69 <b>3100</b> F                               | 96%     | 1%   | 2%  | 1%     | 1%  | 0%  | С  | 0.093  | F  | 0.523  | 3300  | F  |
| 123) 3 ,   | T-1                         | 133-628 Crittenden Rd                            |         |      |     |        |     |     |    |        |    |        |       |    |
| (125)Kings Hwy   | City of Suffolk             | 1.09 <b>560 F</b>                                | 96%     | 1%   | 2%  | 1%     | 1%  | 0%  | F  | 0.091  | F  | 0.696  | 600   | F  |
| 120) 3 ,   | To                          | 133-620 Ferry Point Rd                           |         |      |     |        |     |     |    |        |    |        |       |    |
| 125)Kings Hwy  | City of Suffolk             | 0.91 <b>280</b> F                                | 96%     | 1%   | 2%  | 1%     | 1%  | 0%  | F  | 0.108  | F  | 0.608  | 300   | F  |
| 120  | To:                         | Dead End   |         |      |     |        |     |     |    |        |    |        |       |    |
| Wings I have   | From:                       | Dead End @ Nansemond Ri                          |         | 10/  | 00/ | 40/    | 10/ | 00/ | _  | 0.100  | F  | 0.000  | CEO   | _  |
| 125 Kings Hwy  | City of Suffolk             | 1.34 <b>610 F</b>                                | 96%     | 1%   | 2%  | 1%     | 1%  | 0%  | F  | 0.102  | г  | 0.623  | 650   | F  |
| Vingo Lhur   | City of Cyffelly            | 133-629 W, Sleepy Hole R<br>1.22 <b>810 F</b>    | .d 96%  | 1%   | 2%  | 1%     | 1%  | 0%  | F  | 0.104  | F  | 0.626  | 870   | F  |
| 125 Kings Hwy  | City of Suffolk             |  |         | 1%   | 2%  | 1%     | 1%  | 0%  | г  | 0.104  | г  | 0.626  | 870   | Г  |
| Vingo I hay  | City of Suffolk             | 133-627 Bennetts Pasture F<br>0.48 <b>2800 F</b> | ed 96%  | 1%   | 2%  | 1%     | 1%  | 0%  | F  | 0.1    | F  | 0.632  | 3000  | F  |
| 125 Kings Hwy  | City of Surfork             | SR 337 Nansemond Parkwa                          |         | 1 70 | 2%  | 170    | 170 | 0%  | Г  | 0.1    | F  | 0.032  | 3000  | Г  |
|  | From:                       | US 17 Bridge Rd                                  |         |      |     |        |     |     |    |        |    |        |       |    |
| 135)College Dr   | City of Suffolk             | 0.20 <b>17000</b> F                              | 98%     | 1%   | 0%  | 0%     | 0%  | 0%  | F  | 0.088  | F  | 0.500  | 18000 | F  |
|  | To                          | SR 164 Western Freeway                           | ,       |      |     |        |     |     |    |        |    |        |       |    |
| 135)College Dr   | City of Suffolk             | 0.65 <b>16000 G</b>                              | 98%     | 1%   | 0%  | 0%     | 0%  | 0%  | С  | NA     |    |        | 18000 | G  |
| $\smile$   | Tα                          | 133-658 Towne Point Rd                           |         |      |     |        |     |     |    |        |    |        |       |    |
| 135)College Dr   | City of Suffolk             | 0.76 <b>21000 F</b>                              | 98%     | 0%   | 1%  | 0%     | 1%  | 0%  | С  | 0.084  | F  | 0.596  | 22000 | F  |
| $\bigcup$  | Tα                          | I-664  |         |      |     |        |     |     |    |        |    |        |       |    |
| 135)College Dr   | City of Suffolk             | 0.59 <b>8000 F</b>                               | 93%     | 1%   | 1%  | 1%     | 4%  | 0%  | С  | 0.093  | F  | 0.633  | 8500  | F  |
| $\smile$   | Tα                          | SR 367 Tidewater Community C                     | College |      |     |        |     |     |    |        |    |        |       |    |
| North  | From:                       | SR 135 TO I-664                                  |         |      |     |        |     |     |    |        |    |        |       |    |
| 135 Ramp   | City of Suffolk (Maint: 61) | 0.37 <b>4200 G</b>                               |         |      |     |        |     |     |    | NA     |    |        | 4200  | G  |
|  | 10:                         | I-664-W FROM RT 135                              |         |      |     |        |     |     |    |        |    |        |       |    |
| North<br>135)Ramp  | City of Suffolk (Maint: 61) | SR 135 TO I-664<br>0.12 <b>3200 G</b>            |         |      |     |        |     |     |    | NA     |    |        | 3200  | G  |
| 135) Hallip  | Tro                         | I-664-E FROM RT 135                              |         |      |     |        |     |     |    | INA    |    |        | 3200  | G  |
|  |                             | 100. ETROM RT 155                                |         |      |     |        |     |     |    |        |    |        |       |    |

| Route                            | Jurisdiction                   | Length AADT QA                                  | 4Tire | Bus     |            | Tru<br>3+Axle |         |        | QC     | K<br>Factor | QK     | Dir<br>Factor | AAWDT | QW |
|----------------------------------|--------------------------------|---|-------|---------|------------|---------------|---------|--------|--------|-------------|--------|---------------|-------|----|
| South<br>(135) Ramp              | City of Suffolk (Maint: 61)    | SR 135 TO I-664<br>0.16 <b>1100 G</b>           |       |         |            |               |         |        |        | NA          |        |               | 1100  | G  |
|                                  | To:                            | I-664-W FROM RT 135                             |       |         |            |               |         |        |        |             |        |               |       |    |
| South                            | From:                          | TO ROUTE 664 EAST                               |       |         |            |               |         |        |        |             |        |               |       |    |
| (135)Ramp                        | City of Suffolk (Maint: 61)    | 0.40 <b>1600 G</b>                              |       |         |            |               |         |        |        | NA          |        |               | 1600  | G  |
| <u> </u>                         | To:                            | I-664-E FROM ROUTE 135 SO                       | DUTH  |         |            |               |         |        |        |             |        |               |       |    |
|                                  | From:                          | US 17 Bridge Road                               |       |         |            |               |         |        |        |             |        |               |       |    |
| 164 Western Freeway              | City of Suffolk (Maint: 61)    | 0.84 <b>19000 F</b>                             | 95%   | 0%      | 0%         | 1%            | 4%      | 0%     | F      | 0.086       | F      | 0.715         | 22000 | F  |
|                                  | Toe<br>From:                   | I-664   |       |         |            |               |         |        |        |             |        |               |       |    |
| 164)Western Freeway              | City of Suffolk (Maint: 61)    | 0.64 <b>38000 F</b>                             | 95%   | 0%      | 0%         | 1%            | 4%      | 0%     | F      | 0.091       | F      | 0.580         | 43000 | F  |
|                                  | To                             | SR 135 College Dr                               |       |         |            |               |         |        |        |             |        |               |       |    |
| 164)Western Freeway              | City of Suffolk (Maint: 61)    | 0.02 <b>46000 A</b>                             | 95%   | 0%      | 0%         | 1%            | 4%      | 0%     | С      | 0.104       | Α      | 0.557         | 52000 | Α  |
| 104                              | То:                            | WCL Portsmouth                                  |       |         |            | .,.           | .,.     | - 7    | _      |             |        |               |       |    |
| Cost                             | From:                          | SR 164 TO ROUTE 664 WEST                        | JORTH |         |            |               |         |        |        |             |        |               |       |    |
| East 164 Ramp                    | City of Suffolk (Maint: 61)    | 0.20 <b>2000 G</b>                              | 95%   | 0%      | 0%         | 1%            | 4%      | 0%     | F      | NA          |        |               | 2000  | G  |
| 164) (1611)                      | To:                            | I-664-W FROM ROUTE 164 I                        |       | 0 70    | 0 /0       | 1 /0          | 7/0     | 0 /0   | •      | INA         |        |               | 2000  | ч  |
|                                  | Etony                          |   |       |         | <u>l</u>   |               |         |        |        |             |        |               |       |    |
| West                             | City of Suffolk (Maint: 61)    | SR 164 TO ROUTE 664 EASTS<br>0.22 <b>7700 G</b> | 95%   | 0%      | 0%         | 1%            | 10/     | 0%     | F      | NA          |        |               | 7700  | G  |
| 164 Ramp                         | City of Surfork (Maint. 61)    | I-664-E FROM ROUTE 165 V                        |       | 076     | 0%         | 170           | 4%      | 0%     | Г      | INA         |        |               | 7700  | G  |
|                                  |                                |   |       |         |            |               |         |        |        |             |        |               |       |    |
| West                             | Other of Oreffell (Mariate Od) | SR 164 TO ROUTE 664 WEST                        |       | 00/     | 20/        | 40/           | 40/     | 00/    | _      | N.A         |        |               | 0000  | _  |
| 164 Ramp                         | City of Suffolk (Maint: 61)    | 0.35 <b>8600 G</b><br>I-664-W FROM ROUTE 164 V  | 95%   | 0%      | 0%         | 1%            | 4%      | 0%     | F      | NA          |        |               | 8600  | G  |
|                                  |                                |   |       |         |            |               |         |        |        |             |        |               |       |    |
|                                  | From:                          | Southhampton County Lin                         |       | 00/     | 10/        | 00/           | 40/     | 00/    | _      | 0.400       | _      | 0.740         | 4000  | _  |
| 189 S Quay Rd                    | City of Suffolk                | 1.36 <b>1700 F</b>                              | 98%   | 0%      | 1%         | 0%            | 1%      | 0%     | С      | 0.102       | F      | 0.718         | 1800  | F  |
|                                  | To-<br>From:                   | 133-666 Gates Rd                                |       |         |            |               |         |        |        |             |        |               |       |    |
| (189) Great Mill Rd              | City of Suffolk                | 0.82 <b>3500 F</b>                              | 98%   | 0%      | 1%         | 0%            | 1%      | 0%     | F      | 0.087       | F      | 0.659         | 3700  | F  |
|                                  | To:<br>From:                   | SR 272 South Quay Rd                            |       |         |            |               |         |        |        |             |        |               |       |    |
| (189)Great Mill Hwy              | City of Suffolk                | 0.55 <b>2300 F</b>                              | 98%   | 0%      | 1%         | 0%            | 1%      | 0%     | F      | 0.083       | F      | 0.541         | 2500  | F  |
| ,                                | To:                            | US 58   |       |         |            |               |         |        |        |             |        |               |       |    |
|                                  | From:                          | Ramp To US 58                                   |       |         |            |               |         |        |        |             |        |               |       |    |
| (189)(189)Ramp                   | City of Suffolk                | 0.08  | Se    | e VA 18 | 39 for dir | ectional      | traffic | volume | estima | ates for th | nis se | gment.        |       |    |
|                                  | To:                            | Ramp to US 58                                   |       |         |            |               |         |        |        |             |        |               |       |    |
| Roma                             | City of Cuffolls               | Ramp From SR 189                                |       |         |            |               |         |        |        | NIA         |        |               | 600   | 0  |
| 189 Ramp                         | City of Suffolk                | 0.26 <b>600 G</b>                               |       |         |            |               |         |        |        | NA          |        |               | 600   | G  |
|                                  | To:<br>From:                   | US 58   |       |         |            |               |         |        |        |             |        |               |       |    |
| (189) (58) (189) Franklin Bypass | City of Suffolk                | 1.01 <b>17000 F</b>                             | 85%   | 1%      | 1%         | 1%            | 13%     | 0%     | F      | 0.077       | F      | 0.532         | 17000 | F  |
|                                  | To:                            | SR 272  |       |         | <b>─</b>   |               |         |        |        |             |        |               |       |    |
| (189) (58) (189) S Quay Rd       | City of Suffolk                | 4.23 <b>19000 F</b>                             | 85%   | 1%      | 1%         | 1%            | 13%     | 0%     | F      | 0.077       | F      | 0.6           | 18000 | F  |
| (1) (1) (1)                      | To:                            | SR 189 S Quay Rd                                |       |         |            |               |         |        |        |             |        |               |       |    |
|                                  | From:                          | US 58 Holland Bypass                            |       |         |            |               |         |        |        |             |        |               |       |    |
| (189)S Quay Rd                   | City of Suffolk                | 0.37 <b>660 F</b>                               | 90%   | 1%      | 2%         | 3%            | 3%      | 0%     | С      | 0.094       | F      | 0.558         | 710   | F  |
| $\sim$                           | To:                            | Cumberland Lane                                 |       |         |            |               |         |        |        |             |        |               |       |    |

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

| Route   | Jurisdiction    | Length AADT QA                                    | 4Tire   | Rue      |           | Tru        | ıck       |           | QC     | K           | QK      | Dir          | AAWDT | OW |
|---|-----------------|---|---------|----------|-----------|------------|-----------|-----------|--------|-------------|---------|--------------|-------|----|
| riodio  | From            |   | 71110   | Dus      | 2Axle     | 3+Axle     | 1Trail    | 2Trail    | QU     | Factor      | QIV     | Factor       | AAWDI | QW |
| 189)S Quay Rd                                     | City of Suffolk | Cumberland Lane 0.12 <b>860 F</b>                 | 90%     | 1%       | 2%        | 3%         | 3%        | 0%        | F      | 0.101       | F       | 0.593        | 910   | F  |
| 189)0 dady 110                                    | To:             | Bus US 58   | 0070    | 170      |           | 0,0        | 070       | 070       | •      | 0.101       | •       | 0.000        | 0.0   |    |
|   | From:           | SR 189-S005A TO RTE 5                             | 3       |          |           |            |           |           |        |             |         |              |       |    |
| (189) Ramp  | City of Suffolk | 0.26 <b>600 G</b>                                 |         |          |           |            |           |           |        | 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 <b>320 G</b>                                 |         |          |           |            |           |           |        | NA          |         |              | 320   | G  |
|   | To:             | SR 189-S005A TO RTE 5                             |         |          |           |            |           |           |        |             |         |              |       |    |
| South   | City of Suffolk | 1SR 189-P TO RTE 58 EAS<br>0.05 <b>280 G</b>      | ST      |          |           |            |           |           |        | NA          |         |              | 280   | G  |
| 189 Ramp  | City of Surioik | 0.05 <b>280 G</b><br>SR 189-N005A SR 189- 5A TO I | 2TF 58  |          | 1         |            |           |           |        | INA         |         |              | 200   | G  |
|   | From:           | US 58-W451B TO RTE 258 &                          |         |          |           |            |           |           |        |             |         |              |       |    |
| 189) (58) Ramp                                    | City of Suffolk | 0.03  |         | e US 58  | for dir   | ectional t | traffic v | olume e   | estima | ites for th | is sed  | ament.       |       |    |
| 189 58 Ramp                                       | To:             | US 258 Gap TO                                     |         |          |           |            |           |           |        |             |         | <b>55s</b> . |       |    |
| $\neg \sim \bigcirc$                              | From:           | SR 189  |         |          |           |            |           |           |        |             |         |              |       |    |
| 189 58 189 Franklin Bypass                        | City of Suffolk | 1.01 <b>17000 F</b>                               | 85%     | 1%       | 1%        | 1%         | 13%       | 0%        | F      | 0.077       | F       | 0.532        | 17000 | F  |
|   | To:<br>From:    | SR 272 South Quay Rd                              |         |          |           |            |           |           |        |             |         |              |       |    |
| 189 (58) (189) S Quay Rd                          | City of Suffolk | 4.23 <b>19000 F</b>                               | 85%     | 1%       | 1%        | 1%         | 13%       | 0%        | F      | 0.077       | F       | 0.6          | 18000 | F  |
|   | To:             | SR 189  |         |          |           |            |           |           |        |             |         |              |       |    |
| ~~~~ = . II. B                                    | From:           | Southampton County Line                           |         | 40/      | 40/       | 40/        | 400/      | 201       | _      | 0.070       | _       | 0.574        | 10000 | _  |
| 258 58 Franklin Bypass                            | City of Suffolk | 1.27 <b>20000 F</b> 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 dir   | ectional t | traffic v | olume e   | estima | ites for th | is se   | gment.       |       |    |
| <b>~</b>  | To:             | Х   |         |          |           |            |           |           |        |             |         |              |       |    |
| (and Fame   | City of Suffolk | US 58-E451B TO RTE 189 SO<br>0.05                 |         | a LIC ES | for dir   | ectional 1 | troffic v | م مسام    | atima  | too for th  | io oo   | amont        |       |    |
| 258 58 Ramp                                       | City of Surioik | 1SR 189-P FROM RTE 58 E                           |         | e 03 30  | o ioi aii | ectionari  | liailic v | olullie e | Suma   | iles ioi ii | iis se( | gillelli.    |       |    |
|   | From            | US 58 Franklin Bypass; SR 1                       |         |          |           |            |           |           |        |             |         |              |       |    |
| 258 Great Mill Rd                                 | City of Suffolk | 0.97 <b>2500 F</b>                                | 55%     | 1%       | 1%        | 6%         | 37%       | 0%        | С      | 0.084       | F       | 0.515        | 2600  | F  |
| <u> </u>  | To:             | NCL Suffolk                                       |         |          |           |            |           |           |        |             |         |              |       |    |
| ~~~   | From:           | US 258-W013A TO RTE 5                             | 8       |          |           |            |           |           |        |             |         |              |       |    |
| 258 258 Ramp                                      | City of Suffolk | 0.19 <b>350 G</b>                                 |         |          |           |            |           |           |        | NA          |         |              | 350   | G  |
| <del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del> | To:             | US 58 FROM RTE 258 & 1                            | 89      |          |           |            |           |           |        |             |         |              |       |    |
| East  | From:           | US 258 Gap TO                                     |         |          |           |            |           |           |        |             |         |              | 0.1.0 | _  |
| (258) Ramp  | City of Suffolk | 0.04 <b>310 G</b>                                 | 0       |          |           |            |           |           |        | NA          |         |              | 310   | G  |
|   | 100             | US 258-W013A TO RTE 5                             |         |          |           |            |           |           |        |             |         |              |       |    |
| West Pomp   | City of Cuffolk | US 258 US 58-W451B TO & FRO                       | M RTE 5 |          |           |            |           |           |        | NIA         |         |              | 220   | c  |
| 258 258 Ramp                                      | City of Suffolk | 0.07 <b>320 G</b> US 258-E013A US 258- 13A TO     | RTF 58  |          | 1         |            |           |           |        | NA          |         |              | 320   | G  |
|   |                 | US 230-EUI3A US 236- I3A IU                       | K1E 30  |          |           |            |           |           |        |             |         |              |       |    |

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

| Second   S |  |                                       | City of Surioik               |          |          |                  |             |        |        |             |        |               |       |     |
|--|--|---------------------------------------|-------------------------------|----------|----------|------------------|-------------|--------|--------|-------------|--------|---------------|-------|-----|
| City of Sulfolik   0.19   350   G  | Route                                  | Jurisdiction                          | Length AADT Q                 | A 4Tire  | Bus      |                  |             |        | QC     | K<br>Factor | QK     | Dir<br>Factor | AAWDT | Q۷  |
| City of Suffolk   City of Su |  | From:                                 | US 258-W013A TO RTI           | E 58     |          |                  |             |        |        |             |        |               |       |     |
| City of Suffolk   City of Su | 258 ( 258 Ramp                         | City of Suffolk                       | 0.19 <b>350 (</b>             | à        |          |                  |             |        |        | NA          |        |               | 350   | C   |
| City of Sufforce   City of Suf |  | To:                                   |                               |          |          |                  |             |        |        |             |        |               |       |     |
| SESTINATORITIES  | ~~~ -                                  | From:                                 |                               |          |          |                  |             |        |        |             |        |               |       |     |
| SSS BATINATE SSS   SSS BATINATE S | 258 ( 258 Ramp                         | City of Suffolk                       |                               |          | e US 258 | 3 for directions | al traffic  | volume | estima | ates for th | nis se | egment.       |       |     |
| Second House Rd   City of Suffolk   1.24   1400   F   85%   0%   1%   0%   0%   0   0.018   F   0.783   1500   | <del></del>                            | To:                                   | US 258-E013A US 258- 13A T    | O RTE 58 |          |                  |             |        |        |             |        |               |       |     |
| 15   18   18   18   18   18   18   18  |  | From:                                 | SR 189                        |          |          |                  |             |        |        |             |        |               |       |     |
| 1  | <sub>272</sub> )South Quay Rd          | City of Suffolk                       | 1.24 <b>1400 F</b>            | 95%      | 0%       | 1% 3%            | 1%          | 0%     | С      | 0.108       | F      | 0.783         | 1500  |     |
| City of Sulfolk   0.34   6600   F   97%   1%   1%   0%   0%   0%   F   0.087   F   0.575   7000  |  | To:                                   | US 58 South Quay Re           | 1        |          |                  |             |        |        |             |        |               |       |     |
| City of Sulfolk   0.34   6600   F   97%   1%   1%   0%   0%   0%   F   0.087   F   0.575   7000  |  | From:                                 | Bus US 58 Constance           | Rd       |          |                  |             |        |        |             |        |               |       |     |
| Broad St   Suffolk   0.59   6700   F   97%   1%   1%   0%   0%   0%   0 %   0 0 0%   0.59   7200   1837   Washington St   City of Suffolk   0.20   6900   F   97%   1%   1%   0%   0%   0%   0%   0 0 0%   0 0 0%   0 0 0 0  | Washington St                          | City of Suffolk                       |                               |          | 1%       | 1% 0%            | 0%          | 0%     | F      | 0.087       | F      | 0.575         | 7000  |     |
| Str. 2   S | 337)                                   | -                                     |                               |          |          |                  | .,.         | • , •  | -      |             | -      |               |       | -   |
| SR 32 Main St  |  | From:                                 |                               |          |          |                  |             |        |        |             |        |               |       |     |
| City of Sulfolk   0.20   6900   F   97%   1%   1%   0%   0%   0%   C   0.077   F   0.534   7400  | 337 Washington St                      | City of Suffolk                       | 0.59 <b>6700 F</b>            | 97%      | 1%       | 1% 0%            | 0%          | 0%     | С      | 0.088       | F      | 0.57          | 7200  |     |
| Printer St   Pri | <u> </u>                               | Tor                                   | SR 32 Main St                 |          |          |                  |             |        |        |             |        |               |       |     |
| Printer St   Pri | Washington St                          | City of Suffolk                       | 0.20 <b>6900 F</b>            | 97%      | 1%       | 1% 0%            | 0%          | 0%     | С      | 0.077       | F      | 0.534         | 7400  |     |
| City of Suffolk   0.49   11000   F   97%   1%   1%   0%   0%   0%   F   0.080   F   0.525   12000  | 3                                      | T-1                                   |                               |          |          | _                |             |        |        |             |        |               |       |     |
| City of Suffolk   2.38   10000   F   97%   1%   1%   0%   0%   0%   F   0.087   F   0.562   11000  |  |                                       |                               | 070/     | 40/      | 101 001          | 00/         | 00/    | _      | 0.000       | _      | 0.505         | 10000 |     |
| Sar   Washington St  | 337 Washington St                      | City of Suffolk                       | 0.49 11 <b>000 F</b>          | 9/%      | 1%       | 1% 0%            | 0%          | 0%     | F      | 0.080       | F      | 0.525         | 12000 |     |
| Bus US S8 Portsmouth Bivd   133-642 Wirtor Rd   133-644 Wirtor R | <u> </u>                               | To:<br>From:                          | Old ECL Suffolk               |          |          |                  |             |        |        |             |        |               |       |     |
| Bus US S8 Portsmouth Bivd   133-642 Wirtor Rd   133-644 Wirtor R | 337 Washington St                      | City of Suffolk                       | 2.38 <b>10000</b> F           | 97%      | 1%       | 1% 0%            | 0%          | 0%     | F      | 0.087       | F      | 0.562         | 11000 | - 1 |
| Strong   Suffolk   3.03   3900   F   95%   2%   1%   1%   0%   0%   C   0.099   F   0.547   4200   |  | To:                                   | Dua LIC 50 Doutomouth I       | Olyval   |          | _                |             |        |        |             |        |               |       |     |
| 133-642 Wilroy Rd   1.40   10000   F   95%   2%   1%   1%   0%   0%   F   0.096   F   0.533   11000   1.40   10000   F   95%   2%   1%   1%   0%   0%   F   0.096   F   0.533   11000   1.40  | Nancomond Parkway                      | City of Suffalk                       |                               |          | 20/      | 10/ 10/          | <b>N</b> 9/ | Λ9/    |        | 0.000       |        | 0.547         | 4200  |     |
| City of Suffolk   1.40   10000   F   95%   2%   1%   1%   0%   0%   F   0.096   F   0.533   11000  | 337 Mansemond Farkway                  | Oity of Sulloik                       | 3.03 <b>3900 F</b>            | 95/6     | 2 /0     | 1/0 1/0          | 0 /6        | 0 /0   | C      | 0.099       |        | 0.547         | 4200  | '   |
| Whitley Lane   Whitley Lane   SR 125 Kings Hwy   SR 125 Kings Hwk    |  | To:<br>From:                          | •                             |          |          |                  |             |        |        |             |        |               |       |     |
| Second Parkway   City of Suffolk   2.01   7900   F   95%   2%   1%   1%   0%   0%   F   0.101   F   0.548   8400   | <sub>337</sub> )Nansemond Parkway      | City of Suffolk                       | 1.40 <b>10000 F</b>           | 95%      | 2%       | 1% 1%            | 0%          | 0%     | F      | 0.096       | F      | 0.533         | 11000 | I   |
| Second Parkway   City of Suffolk   2.01   7900   F   95%   2%   1%   1%   0%   0%   F   0.101   F   0.548   8400   | $\smile$                               | To                                    | Whitley Lane                  |          |          |                  |             |        |        |             |        |               |       |     |
| SR 125 Kings Hwy   SR 125 King | Nansemond Parkway                      |                                       |                               | 95%      | 2%       | 1% 1%            | 0%          | 0%     | F      | 0 101       | F      | 0 548         | 8400  |     |
| City of Suffolk   2.52   12000   F   96%   1%   1%   1%   0%   C   0.093   F   0.608   13000   1   | 337 Mansemond Funway                   | only of Garlon                        |                               | 0070     | 270      |                  | 0 70        | 0 /0   | •      | 0.101       | •      | 0.040         | 0400  |     |
| WCL Chesapeake   See   Wolf   Wolf  |  | To:<br>From:                          |                               |          |          |                  |             |        |        |             |        |               |       |     |
| See of Wight County Line   18th of Wight County Line   1 | Nansemond Parkway                      | · · · · · · · · · · · · · · · · · · · |                               | 96%      | 1%       | <u>1</u> % 1%    | 1%          | 0%     | С      | 0.093       | F      | 0.608         | 13000 | I   |
| City of Suffolk   3.08   16000   F   83%   1%   1%   14%   0%   F   0.091   F   0.635   15000  | <u>~</u>                               | To:                                   | WCL Chesapeake                |          |          |                  |             |        |        |             |        |               |       |     |
| 133-604 Lake Prince Dr; Providence Rd   133-604 Lake Prince Dr; Providence Rd   1460   Pruden Blvd   City of Suffolk   0.54   18000   F   83%   1%   1%   14%   0%   F   0.09   F   0.620   17000    |  | From:                                 | Isle of Wight County L        | ine      |          |                  |             |        |        |             |        |               |       |     |
| 133-604 Lake Prince Dr; Providence Rd   133-604 Lake Prince Dr; Providence Rd   1460   Pruden Blvd   City of Suffolk   0.54   18000   F   83%   1%   1%   14%   0%   F   0.09   F   0.620   17000   17000   1800   F   18000   F   180000   F   1800 | 460 Pruden Blvd                        | City of Suffolk                       | 3.08 <b>16000 F</b>           | 83%      | 1%       | 1% 1%            | 14%         | 0%     | F      | 0.091       | F      | 0.635         | 15000 | - 1 |
| City of Suffolk   0.54   18000   F   83%   1%   1%   14%   0%   F   0.09   F   0.620   17000   | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | Τα                                    | 122 604 Laka Dringa Dru Drayy | damaa Dd |          | _                |             |        |        |             |        |               |       |     |
| 133-634 Kings Fork Rd   133-634 Kings Fork Rd   1460   Pruden Blvd   City of Suffolk   1.47   24000   F   83%   1%   1%   14%   0%   F   0.091   F   0.589   22000   1   | Pruden Plyd                            | City of Suffalk                       |                               |          | 10/      | 10/ 10/          | 1.40/       | Λο/    |        | 0.00        | Е      | 0.620         | 17000 |     |
| City of Suffolk   1.47   24000   F   83%   1%   1%   14%   0%   F   0.091   F   0.589   22000  | 160 Fraderi Biva                       | Oity of Surioik                       | 0.54 <b>18000 F</b>           | 03 /6    | 1 /0     | 1/0 1/0          | 14 /0       | 0 /0   | '      | 0.03        |        | 0.020         | 17000 |     |
| US 58, BUS US 460; Suffolk Bypass  US 58, BUS US 460; Purden Blvd  US 58, BUS US 460, Purden Blvd  US 58, BUS US 460, Purden Blvd  13 Suffolk Bypass  City of Suffolk  SR 10 SR 32 Godwin Blvd  SR 10 SR 32 Godwin Blvd  City of Suffolk  1.87 56000 F 92% 0% 1% 1% 6% 0% F 0.085 F 0.597 58000  |  | To:<br>From:                          |                               |          |          |                  |             |        |        |             |        |               |       |     |
| US 58, BUS US 460, Purden Blvd  1460 58 13 Suffolk Bypass City of Suffolk 0.93 47000 G 92% 0% 1% 1% 6% 0% F NA 49000 0  158 SR 10 SR 32 Godwin Blvd  158 13 Suffolk Bypass City of Suffolk 1.87 56000 F 92% 0% 1% 1% 6% 0% F 0.085 F 0.597 58000   | Pruden Blvd                            | City of Suffolk                       | 1.47 <b>24000 F</b>           | 83%      | 1%       | 1% 1%            | 14%         | 0%     | F      | 0.091       | F      | 0.589         | 22000 | I   |
| 160) 58 (13) Suffolk Bypass City of Suffolk 0.93 47000 G 92% 0% 1% 1% 6% 0% F NA 49000 (158) (13) Suffolk Bypass City of Suffolk 1.87 56000 F 92% 0% 1% 1% 6% 0% F 0.085 F 0.597 58000   | ~                                      | To                                    |                               |          |          |                  |             |        |        |             |        |               |       |     |
| SR 10 SR 32 Godwin Blvd   SR 10 SR 32 Godw | ~~~~                                   | From:                                 |                               |          |          |                  |             |        |        | _           |        |               |       |     |
| SR 10 SR 32 Godwin Blvd   SR 10 SR 32 Godw | 460 (58 (13 Suffolk Bypass             | City of Suffolk                       | 0.93 <b>47000 C</b>           | 92%      | 0%       | 1% 1%            | 6%          | 0%     | F      | NA          |        |               | 49000 | (   |
| 1.87 Suffolk Bypass City of Suffolk 1.87 <b>56000 F</b> 92% 0% 1% 1% 6% 0% F 0.085 F 0.597 58000   | ~ ~ ~                                  | To:                                   | SR 10 SR 32 Godwin B          | lvd      |          |                  |             |        |        |             |        |               |       |     |
|  | 160 (59) (12) Suffolk Bynass           | City of Suffolk                       |                               |          | 0%       | 1% 1%            | 6%          | 0%     | F      | 0.085       | F      | 0.597         | 58000 | F   |
|  | +00) (36) (13) 555.11 2) 54.00         |                                       | 61-642 Wilroy Rd              | 32,3     | 0 /0     |                  | 3,0         | 0 /0   | •      | 5.555       | •      | 0.507         | 23000 |     |

#### 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:                                       |                             | 642 Wilroy R        |         |         |     |     |        |          |          |        |        | _  |        |       |        |
| 160 58 13 Suffolk Bypass                 | City of Suffolk                             | 2.30                        | 47000               | F       | 92%     | 0%  | 1%  | 1%     | 6%       | 0%       | F      | 0.084  | F  | 0.618  | 49000 | F      |
| • • •                                    | From:                                       | Bus US 13,B<br>XXX Bus US 1 |                     |         |         |     |     |        |          |          |        |        |    |        |       |        |
| 460 58 13 Military Highway               | City of Suffolk                             | 3.46                        | 68000               | F       | 92%     | 0%  | 1%  | 1%     | 6%       | 0%       | F      | 0.086  | F  | 0.621  | 71000 | F      |
|  | То:   |                             | CL Chesapeak        | ke      |         |     |     |        |          |          |        |        |    |        |       |        |
| Bus                                      | From:                                       | U                           | S 58, US 460        | )       |         |     |     |        |          |          |        |        |    |        |       |        |
| Bus<br>460)                              | City of Suffolk                             | 1.11                        | 10000               | F       | 99%     | 0%  | 0%  | 0%     | 0%       | 0%       | F      | 0.092  | F  | 0.630  | 11000 | F      |
|  | To:   | \$                          | 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               | Α       | 99%     | 0%  | 0%  | 0%     | 0%       | 0%       | С      | 0.100  | Α  | 0.509  | 26000 | Α      |
| Bus                                      | To:<br>From:                                | Old                         | 1 NCL Suffol        | k       |         |     |     |        |          |          |        |        |    |        |       |        |
| 460 32 10 Main St                        | City of Suffolk                             | 0.09                        | 27000               | G       | 99%     | 0%  | 1%  | 0%     | 0%       | 0%       | F      | NA     |    |        | 29000 | G      |
|  | To:   | IIC 13 1                    | BUS US 58,5         | SD 32   |         |     |     |        |          |          |        |        |    |        |       |        |
| Bus Bus Bus                              | From:                                       |                             |                     |         | 070/    | 00/ |     | 00/    | 00/      | 00/      | _      | 0.00   | _  | 0.500  | 47000 | _      |
| 460 (58) (13) 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:<br>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      |
| $\rightarrow \bigcirc \bigcirc$          | To  | CD 33                       | 37 Washingto        | n 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               |         |         |     |     |        |          |          |        |        |    |        |       |        |
|  | From:                                       |                             | /009B TO RO         | OUTE    |         |     |     |        |          |          |        | NIA    |    |        | NIA   |        |
| Ramp                                     | City of Suffolk (Maint: 61)                 | 0.13                        | NA<br>FROM ROU      | TD 664  |         |     | 1   |        |          |          |        | NA     |    |        | NA    |        |
|  |   |                             |                     |         |         |     |     |        |          |          |        |        |    |        |       |        |
| East Manitar Marriman Mamorial Bridge Tu | unnel City of Suffolk (Maint: 61)           |                             | Newport Ne<br>30000 | ws<br>A | 94%     | 0%  | 1%  | 1%     | 40/      | 00/      | _      | 0.120  | Α  |        | 32000 | ۸      |
| Monitor Merrimac Memorial Bridge Tu      | raffic Estimates for 2 Parallel Roadways of | 3.05                        |                     | A       | 94%     | 0%  | 1%  | 1%     | 4%<br>4% | 0%<br>0% |        | 0.120  | A  | 0.55   | 65000 | A<br>A |
| Combined 1                               | •   | East I-664 is               |                     |         |         | 076 | 170 | 170    | 4 70     | 0%       | Г      | 0.106  | А  | 0.55   | 63000 | А      |
|  |   |                             |                     |         | 11-004  |     |     |        |          |          |        |        |    |        |       |        |
| East                                     | To:<br>From:                                | SR                          | 135 College l       | Dr      |         |     |     |        |          |          |        |        |    |        |       |        |
| 664) Hampton Roads Beltway               | City of Suffolk (Maint: 61)                 | 1.38                        | 30000               | Α       | 94%     | 0%  | 1%  | 1%     | 4%       | 0%       | С      | 0.127  | Α  |        | 32000 | Α      |
| /  | raffic Estimates for 2 Parallel Roadways o  | n this Route:               | 62000               | Α       | 94%     | 0%  | 1%  | 1%     | 4%       | 0%       | С      | 0.106  | Α  | 0.557  | 66000 | Α      |
|  |   | East I-664 is               | signed as           | South   | ı I-664 |     |     |        |          |          |        |        |    |        |       |        |
|  | To  | SR 164                      | Western Fre         | eway    |         |     |     |        |          |          |        |        |    |        |       |        |
| East                                     | City of Cuffolk (Moint C1)                  |                             |                     |         | 0.40/   | 00/ | 10/ | 10/    | 40/      | 00/      | _      | NIA    |    |        | 20002 | _      |
| Hampton Roads Beltway                    | City of Suffolk (Maint: 61)                 | 0.58                        | 28000               | G       | 94%     | 0%  | 1%  | 1%     | 4%       | 0%       | г<br>г | NA     |    |        | 30000 | G      |
| Combined I                               | raffic Estimates for 2 Parallel Roadways o  |                             |                     | G       | 94%     | 0%  | 1%  | 1%     | 4%       | 0%       | F      | NA     |    |        | 61000 | G      |
|  | Tot   | East I-664 is               | -                   |         | 1 1-664 |     | 1   |        |          |          |        |        |    |        |       |        |
|  | 10.   | US                          | 17 Bridge R         | .u      |         |     |     |        |          |          |        |        |    |        |       |        |

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

|                                       |  |                      |             |                 |         |       |      | т             | -1-   |      |    | 1/          |    | D:            |       |   |
|---------------------------------------|--|----------------------|-------------|-----------------|---------|-------|------|---------------|-------|------|----|-------------|----|---------------|-------|---|
| Route                                 | Jurisdiction   | Length               | AADT        | QA              | 4Tire   | Bus   |      | Tru<br>3+Axle | -     |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | Q |
| ast                                   | From:  | US                   | 17 Bridge   | Rd              |         |       |      |               |       |      |    |             |    |               |       |   |
| $\overline{64}$ Hampton Roads Beltway | City of Suffolk (Maint:  | : 61) 0.62           | 38000       | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | 0.095       | F  |               | 41000 |   |
|                                       | Combined Traffic Estimates for 2 Parallel Roa  | dways on this Route: | 77000       | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | NA          |    |               | 83000 |   |
|                                       |  | East I-664 is        | signed a    | s Souti         | h I-664 |       |      |               |       |      |    |             |    |               |       |   |
|                                       | To:  | EC                   | L Chesape   | ake             |         |       |      |               |       |      |    |             |    |               |       |   |
| ast                                   | From:  | I-66-                | 4-E TO RT   | 135             |         |       |      |               |       |      |    |             |    |               |       |   |
| Ramp                                  | City of Suffolk (Maint:  |                      | NA          | 100             |         |       |      |               |       |      |    | NA          |    |               | NA    |   |
| 34)                                   | To:  |                      | 35 FROM     | I-664           |         |       |      |               |       |      |    |             |    |               |       |   |
| oot .                                 | From:  |                      | 4-E TO RT   |                 |         |       |      |               |       |      |    |             |    |               |       |   |
| ast<br>64)Ramp                        | City of Suffolk (Maint:  |                      | 4100        | 133<br><b>G</b> |         |       |      |               |       |      |    | NA          |    |               | 4100  |   |
| 64 / Tamp                             | Oity of Surfoix (Maint:  |                      | 35 FROM     |                 |         |       |      |               |       |      |    | INA         |    |               | 4100  |   |
|                                       |  |                      |             |                 |         |       |      |               |       |      |    |             |    |               |       |   |
| ast Dame                              | Oits of Coffells (Maint  |                      | E TO ROU    |                 |         |       |      |               |       |      |    | NIA         |    |               | 0000  |   |
| Ramp                                  | City of Suffolk (Maint:  | : 61) 0.23           | 9800        | G               |         |       |      |               |       |      |    | NA          |    |               | 9800  |   |
| ast                                   | To:<br>From:   | I-664-E009B          | TO ROUT     | TE 164 E        | AST     |       |      |               |       |      |    |             |    |               |       |   |
| Ramp                                  | City of Suffolk (Maint:  | : 61) 0.18           | NA          |                 |         |       |      |               |       |      |    | NA          |    |               | NA    |   |
| 54)                                   | To:  |                      | FROM RO     | UTE 66          |         |       |      |               |       |      |    |             |    |               |       |   |
| -1                                    | From:  | I-664-E009A          |             |                 | ACT     |       |      |               |       |      |    |             |    |               |       |   |
| ast<br>64)Ramp                        | City of Suffolk (Maint:  |                      | NA          | IE 104 E        | A51     |       |      |               |       |      |    | NA          |    |               | NA    |   |
| 64 / Tamp                             | Oity of Surfoik (Maint:  |                      | 7009B TO    | DOLITE          |         |       |      |               |       |      |    | INA         |    |               | INA   |   |
|                                       |  |                      |             |                 |         |       |      |               |       |      |    |             |    |               |       |   |
| est                                   | dal Dei des Tesses de la Coffee de Coffee de Coffee  |                      | Newport N   |                 | 0.40/   | 00/   | 40/  | 40/           | 40/   | 00/  | _  | 0.444       | ^  |               | 00000 |   |
| Monitor Merrimac Memor                |  | •                    | 31000       | Α               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | _  | 0.114       | A  |               | 33000 |   |
|                                       | Combined Traffic Estimates for 2 Parallel Roa  | •                    |             | Α               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | 0.106       | Α  | 0.55          | 65000 |   |
|                                       |  | West I-664 is        | signed a    | as Nort         | h I-664 |       |      |               |       |      |    |             |    |               |       |   |
| aat                                   | To:<br>From:   | SR                   | 135 College | e Dr            |         |       |      |               |       |      |    |             |    |               |       |   |
| Vest 64) Hampton Roads Beltway        | City of Suffolk (Maint:  | : 61) 1.04           | 31000       | Α               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | С  | 0.119       | Α  |               | 34000 |   |
| /                                     | •  | •                    |             |                 |         |       |      |               |       |      | С  |             |    | 0.557         |       |   |
|                                       | Combined Traffic Estimates for 2 Parallel Roa  | •                    |             | Α               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | C  | 0.106       | Α  | 0.557         | 66000 |   |
|                                       |  | West I-664 is        | signea a    | as inort        | n I-664 |       |      |               |       |      |    |             |    |               |       |   |
| est                                   | To:<br>From:   | SR 164               | Western F   | reeway          |         |       |      |               |       |      |    |             |    |               |       |   |
| Hampton Roads Beltway                 | City of Suffolk (Maint:  | : 61) 0.40           | 28000       | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | 0.119       | Ν  |               | 31000 |   |
|                                       | Combined Traffic Estimates for 2 Parallel Roa  | ,                    |             | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | NA          |    |               | 61000 |   |
|                                       | Combined Traine Estimates for 21 drailer floa  | West I-664 is        |             |                 |         | 0 70  | 1 /0 | 1 /0          | 770   | 0 70 |    | 11/1        |    |               | 01000 |   |
|                                       |  | West 1-004 is        | signeu a    | as inuiti       | 11-004  |       |      |               |       |      |    |             |    |               |       |   |
| est                                   | To:<br>From:   | US                   | 17 Bridge   | Rd              |         |       |      |               |       |      |    |             |    |               |       |   |
| Hampton Roads Beltway                 | City of Suffolk (Maint:  | : 61) 0.57           | 39000       | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | NA          |    |               | 42000 |   |
|                                       | Combined Traffic Estimates for 2 Parallel Roa  | ,                    |             | G               | 94%     | 0%    | 1%   | 1%            | 4%    | 0%   | F  | NA          |    |               | 83000 |   |
|                                       | The state of the s | West I-664 is        |             | -               |         | 5 / 0 | . 70 | . 70          | . / 0 | 0 /0 | •  | , .         |    |               | 22000 |   |
|                                       | Τα   |                      | L Chesape   |                 | 11-004  |       |      |               |       |      |    |             |    |               |       |   |
|                                       |  |                      | •           |                 |         |       |      |               |       |      |    |             |    |               |       |   |
| Vest                                  | Other of Confidence (A.Ato-t   |                      | 1500        |                 |         |       |      |               |       |      |    | N.I.A       |    |               | 1500  |   |
| Ramp                                  | City of Suffolk (Maint:  |                      | 1500        | G               | Y 664   |       |      |               |       |      |    | NA          |    |               | 1500  |   |
| <u>~</u>                              | To:  | SR 135 RAM           | P FR I-664  | FROM_           | 1-664   |       |      |               |       |      |    |             |    |               |       |   |

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

| Route         | Jurisdiction                | Length         | AADT      | QA      | 4Tire   | Bus | Truck2Axle 3+Axle 1Trail 2Trail | QC K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---------------|-----------------------------|----------------|-----------|---------|---------|-----|---------------------------------|----------------|----|---------------|-------|----|
| West          | From:                       | I-66           | 4-W TO RT | `135    |         |     |                                 |                |    |               |       |    |
| Ramp          | City of Suffolk (Maint: 61) | 0.26           | 3500      | G       |         |     |                                 | NA             |    |               | 3500  | G  |
|               | To:                         | SR 13.         | FROM R    | ΓE 664  |         |     |                                 |                |    |               |       |    |
| West          | From:                       | I-664-W TO     | NSPECTIC  | ON STA  | ION     |     |                                 |                |    |               |       |    |
| (664) Ramp    | City of Suffolk (Maint: 61) | 0.26           | 360       | G       |         |     |                                 | NA             |    |               | 360   | G  |
|               | To:                         | I-664-W FROM   | I INSPECT | ION ST  | ATION   |     |                                 |                |    |               |       |    |
| West          | From:                       | I-664-V        | V TO ROU  | TE 164  |         |     |                                 |                |    |               |       |    |
| (664)Ramp     | City of Suffolk (Maint: 61) | 0.24           | 7300      | G       |         |     |                                 | NA             |    |               | 7300  | G  |
|               | To:                         | SR 164 FROM    | ROUTE 664 | WEST    | NORTH   |     |                                 |                |    |               |       |    |
| West          | From:                       | I-664-W TO ROU | TES 17 SO | UTH &   | 64 EAST | ,   |                                 |                |    |               |       |    |
| West 664 Ramp | City of Suffolk (Maint: 61) | 0.11           | 12000     | G       |         |     |                                 | NA             |    |               | 12000 | G  |
|               | Tα                          | I ((4 W))      | TO DOLLT  | E 17.00 | LITTI   |     |                                 |                |    |               |       |    |
| West          | From:                       | I-664-W009C    | 10 ROU1   | E 1/ SC | UIH     |     |                                 |                |    |               |       |    |
| West 664 Ramp | City of Suffolk (Maint: 61) | 0.17           | NA        |         |         |     |                                 | NA             |    |               | NA    |    |
| $\overline{}$ | To:                         | I-664-E009I    | I-664- 9B | TO ROU  | JTE     |     |                                 |                |    |               |       |    |
| West          | From:                       | I-664-W009E    | TO ROUT   | E 17 SC | UTH     |     |                                 |                |    |               |       |    |
| (664) Ramp    | City of Suffolk (Maint: 61) | 0.11           | NA        |         |         |     |                                 | NA             |    |               | NA    |    |
|               | To:                         | US 17 FROM F   | OUTE 664  | WESTN   | ORTH    |     |                                 |                |    |               |       |    |

|                     |        |                        |            |       |         | City      | oi Suiio                  | IK        |             |    |             |     |               |       |    |      |
|---------------------|--------|------------------------|------------|-------|---------|-----------|---------------------------|-----------|-------------|----|-------------|-----|---------------|-------|----|------|
| Route               | Length | AADT                   | QA         | 4Tire | Bus     |           | Tri<br>3+Axle             |           |             | QC | K<br>Factor | QK  | Dir<br>Factor | AAWDT | QW | Yea  |
| ity of Suffolk      |        | Fron                   |            |       |         |           |                           |           |             |    |             |     |               |       |    |      |
| 602) Kirk Rd        | 0.60   | 390                    | ` <u>L</u> | 98%   | 0%      | 133-60    | 03 Everetts<br>1%         | Rd<br>0%  | 0%          | С  | 0.126       | F   | 0.667         | 410   | F  | 2014 |
| 602) KIIK Hu        | 0.00   | <b>Т</b>               | · —        | 30 /6 | 0 /6    |           | ight Count                |           | 0 78        | 0  | 0.120       | '   | 0.007         | 410   | '  | 2015 |
|                     |        | Fron                   | 1:         |       |         |           | ight Count                |           |             |    |             |     |               |       |    |      |
| 603) Everets Rd     | 0.30   | 1900                   | N          | 98%   | 0%      | 0%        | 1%                        | 0%        | 0%          | N  | 0.112       | Ν   | 0.719         | 2000  | N  | 2014 |
| 003) =101010 110    | 0.00   |                        |            |       | 0,0     |           |                           |           |             |    | <u> </u>    | • • | 017.10        |       |    | _0.  |
| Everete Pd          | 1.07   | Fron                   |            | 000/  | 0%      |           | Lake Princ<br>1%          | 0%        | 0%          | С  | 0.112       | F   | 0.719         | 2000  | F  | 2014 |
| 603 Everets Rd      | 1.97   | 1900                   | F          | 98%   | 0 %     | 0%        | 176                       | 0%        | 0%          | C  | 0.112       | Г   | 0.719         | 2000  | Г  | 2012 |
|                     |        | T <sub>i</sub><br>Fron | 11         |       |         |           | Moore Farr                |           |             |    |             |     |               |       |    |      |
| 603) Everets Rd     | 0.97   | 1700                   | <u>_F</u>  | 98%   | 0%      | 0%        | 1%                        | 0%        | 0%          | С  | 0.111       | F   | 0.684         | 1800  | F  | 201  |
| <u> </u>            |        | Te                     | ):         |       |         | SR 10     | Godwin B                  | lvd       |             |    |             |     |               |       |    |      |
| $\sim$              |        | Fron                   | 1:         |       | JB-NC N | NORTH C   | CAROLINA                  | STATE     | LINE        |    |             |     |               |       |    |      |
| 604) Desert Rd      | 6.91   | 220                    | G          |       |         |           |                           |           |             |    | NA          |     |               | 220   | G  | 201  |
| $\smile$            |        | Teron                  |            |       |         | 133-642   | White Mar                 | sh Rd     |             |    | $\neg$ —    |     |               |       |    |      |
| 604) Hosier Rd      | 1.54   | 490                    | F          | 96%   | 2%      | 2%        | 0%                        | 0%        | 0%          | F  | 0.115       | F   | 0.743         | 520   | F  | 201  |
|                     |        | т                      |            |       |         | 122 674 N | I Classantanta            | vvn Dd    |             |    |             |     |               |       |    |      |
| 604) Hosier Rd      | 4.11   | 650 From               | F          | 96%   | 2%      | 2%        | I, Skeeterte 0%           | 0%        | 0%          | С  | 0.116       | F   | 0.785         | 690   | F  | 201  |
| 004) 110010. 110    | 7.11   | 000                    |            | 0070  | - /3    |           |                           |           | <b>5</b> /0 |    |             | •   | 0.700         | 500   | •  | _01  |
| Caster 01           | 0.00   | Fron                   | <u>-</u>   | 0001  | 001     |           | 05 Mahlon                 |           | 001         |    | 0.001       |     | 0.500         | 0400  | _  | 00.  |
| 604) Factory St     | 0.06   | 2900 <sub>T</sub>      | , F        | 96%   | 2%      | 2%        | 0%                        | 0%        | 0%          | F  | 0.091       | F   | 0.598         | 3100  | F  | 201  |
| _                   |        | Fron                   | 1:         |       | II      |           | Suffolk; G:<br>WCL Suff   |           |             |    |             |     |               |       |    |      |
| 604) Pitchkettle Rd | 1.30   | 3900                   | F          | 97%   | 1%      | 1%        | 0%                        | 1%        | 0%          | С  | 0.114       | F   | 0.597         | 4100  | F  | 201  |
| 300                 |        |                        |            | - /-  |         |           |                           |           |             |    |             | •   |               |       |    |      |
| Ditableattle Dd     | 0.55   | Fron                   | F          | 070/  | 10/     |           | Suffolk By                |           | 00/         | F  | 0.107       |     | 0.504         | 2000  | F  | 201  |
| 604) Pitchkettle Rd | 2.55   | 2700                   | ╌          | 97%   | 1%      | 1%        | 0%                        | 1%        | 0%          | Г  | 0.127       | F   | 0.584         | 2900  | Г  | 201  |
|                     |        | Fron                   | 1.         |       |         |           | W, Kings F<br>E, Kings Fo |           |             |    |             |     |               |       |    |      |
| 604) Providence Rd  | 0.51   | 1500                   | F          | 97%   | 1%      | 1%        | 0%                        | 1%        | 0%          | С  | 0.123       | F   | 0.592         | 1600  | F  | 201  |
| 004)                |        | т.                     |            |       |         |           |                           |           |             |    |             |     |               |       |    |      |
| 604) Lake Prince Dr | 0.78   | 2200 From              | ; <u> </u> | 97%   | 1%      | 1%        | 0 Pruden B<br>0%          | 1%        | 0%          | С  | 0.103       | F   | 0.579         | 2300  | F  | 201  |
| 604) Lake Prince Dr | 0.76   | 2200                   |            | 31 /6 | 1 /0    | 1 /0      | 0 76                      | 1 /0      | 0 76        |    | 0.103       | '   | 0.573         | 2300  | •  | 201  |
| <u> </u>            |        | Fron                   |            |       |         |           | 5 Girl Scou               |           |             |    | <u> </u>    |     |               |       |    |      |
| 604) Lake Prince Dr | 3.16   | 1300                   | <u>_F</u>  | 97%   | 1%      | 1%        | 0%                        | 1%        | 0%          | F  | 0.108       | F   | 0.531         | 1400  | F  | 201  |
|                     |        | Te                     | ):         |       |         | 133-6     | 03 Everets                | Rd        |             |    |             |     |               |       |    |      |
| $\sim$              |        | Fron                   | 1:         |       |         | 133-73    | 9 Deer Patl               | n Rd      |             |    |             |     |               |       |    |      |
| 607) Milford Lane   | 1.50   | 100                    | G          |       |         |           |                           |           |             |    | <u>N</u> A  |     |               | 100   | G  | 201  |
| $\overline{}$       |        | Te                     | );         |       |         | 133-644   | W, Indian                 | Trail     |             |    |             |     |               |       |    |      |
|                     |        | Fron                   | 1:         |       |         | US 58     | W, Holland                | l Rd      |             |    |             |     |               |       |    |      |
| 610) Buckhorn Rd    | 3.30   | 380                    | F          | 95%   | 1%      | 2%        | 2%                        | 0%        | 0%          | С  | 0.121       | F   | 0.510         | 400   | F  | 201  |
| $\overline{}$       |        | Т.                     |            |       |         | 133-64    | 14 Indian T               | 'rail     |             |    | <b>—</b> —  |     |               |       |    |      |
| 610) Buckhorn Rd    | 1.70   | 300 From               | F          | 95%   | 1%      | 2%        | 2%                        | 0%        | 0%          | F  | 0.114       | F   | 0.775         | 320   | F  | 201  |
|                     |        | Te                     | ):         |       |         |           | ight Count                |           |             |    |             |     |               |       |    |      |
| <u> </u>            |        | Fron                   | 1:         |       |         |           | 0 Pruden B                |           |             |    |             |     |               |       |    |      |
| 611) Gardner Lane   | 1.40   | 440                    | G          |       |         | 25 70     | . 11uucii D               | -/        |             |    | NA          |     |               | 440   | G  | 201  |
|                     | -      | Te                     |            |       |         | 133-6     | 06 Exeter                 | Dr        |             |    |             |     |               | -     |    |      |
|                     |        | Fron                   | 1:         |       |         |           | 6 Vicksbur                |           |             |    | Ì           |     |               |       |    |      |
| 612) O'Kelly Dr     | 4.90   | 360                    | F          | 98%   | 0%      | 1%        | 1%                        | 1%        | 0%          | F  | 0.11        | F   | 0.682         | 380   | F  | 201  |
| 5, -                |        | T                      | ):         | / •   | - , 0   |           | Gap Term                  |           |             | -  |             | -   |               |       | -  | _0.  |
|                     |        | Fron                   | 1:         |       |         |           | ; Gap Terr                |           |             |    |             |     |               |       |    |      |
| 612) Kingsdale Rd   | 3.20   | 180                    | F          | 98%   | 0%      | 1%        | 1%                        | 1%        | 0%          | F  | 0.110       | F   | 0.568         | 190   | F  | 201  |
| $\overline{}$       |        | т                      | 1          |       |         | 133-7     | 40 Carr La                | ne        |             |    |             |     |               |       |    |      |
| 612) Kingsdale Rd   | 0.20   | 80 From                | F          | 98%   | 0%      | 1%        | 1%                        | 1%        | 0%          | С  | 0.182       | F   | 0.571         | 90    | F  | 201  |
| 3.2                 |        | т.                     |            | / •   | - , 0   |           | ight Count                |           | •           |    |             | -   |               |       | -  |      |
|                     |        | Fron                   | 1:         |       | 1 1     |           |                           |           |             |    | i           |     |               |       |    |      |
| 613) Leafwood Rd    | 1.50   | 730                    | G          |       | 1.5     | э-оот W,  | Southwest                 | CIII DIVÜ |             |    | NA          |     |               | 730   | G  | 201  |
| 613) Leatwood Rd    | 1.50   | 7 3U                   | , G        |       |         | ŢT        | S 58 West                 |           |             |    |             |     |               | 7 30  | u  | 201  |
|                     |        | E                      |            |       |         | U         |                           |           |             |    |             |     |               |       |    |      |
| Lialy Nasty Da      | 0.00   | Fron                   | Ъ_         | 010/  | 00/     | 40/       | US 58                     | 10/       | 00/         | Г  |             |     |               | 700   | 0  | 001  |
| 616 Holy Neck Rd    | 2.20   | 710                    | G          | 91%   | 3%      | 4%        | 1%                        | 1%        | 0%          | F  | NA          |     |               | 760   | G  | 2014 |
| <del></del>         |        | Te                     | 1          |       |         | 133-6     | 61 S, Ellis               | Kd        |             |    |             |     |               |       |    |      |
|                     |        |                        |            |       |         |           |                           |           |             |    |             |     |               |       |    |      |

|   |  |  |          |                   |                      | City   |  |   |      |             |   |        |                         |                                    |             |  |
|---|--|--|----------|-------------------|----------------------|--|--|---|------|-------------|---|--------|-------------------------|------------------------------------|-------------|--|
| Route   | Length                                       | AADT   | QA       | 4Tire             | Bus                  |  | Truc   |   |      | QC          | K<br>Factor                                     | QK     | Dir<br>Factor           | AAWDT                              | QW          | Yea  |
| City of Suffolk   |  |  |          |                   |                      |  |  |   |      |             |   |        |                         |                                    |             |  |
| 616) Holy Neck Rd   | 2.77   | 220  | F        | 91%               | 3%                   | 133-66   | 1 S, Ellis Rd<br>1%  | 1%  | 0%   | С           | 0.099   | F      | 0.52                    | 230                                | F           | 2014   |
| 516) Holy Neck Ha   | 2.77   | 220  |          | 3170              | 0 /0                 |  |  |   | 0 70 |             | 0.000   | •      | 0.52                    | 200                                | į           | 201-   |
| 616) Vicksburg Rd   | 1.69   | 210 From   | F        | 91%               | 3%                   | 133-759 V<br>4%  | V, Pineview 1%   | 1%  | 0%   | F           | 0.109   | F      | 0.556                   | 230                                | F           | 2014   |
| (616) Vicksburg Rd  | 1.00   | To   | Ċ        | 3170              |                      |  | Longstreet l   |   | 0 70 |             | 0.103   | •      | 0.550                   | 200                                | į           | 201-   |
|   |  | From   |          |                   |                      | 133-660 S  | ; Vicksburg  |   |      |             |   |        |                         |                                    |             |  |
| 616) Longstreet Lane  | 0.10   | 440  | F        | 91%               | 3%                   | 4%   | 1%   | 1%  | 0%   | F           | 0.110   | F      | 0.658                   | 460                                | F           | 2014   |
| <u> </u>  |  | To   |          |                   |                      |  | Mineral Spri<br>Longstreet   |   |      |             |   |        |                         |                                    |             |  |
| 616) Mineral Spring Rd  | 3.43   | 510  | F        | 91%               | 3%                   | 4%   | 1%   | 1%  | 0%   | F           | 0.109   | F      | 0.638                   | 550                                | F           | 2014   |
| 910)  |  | То   |          |                   |                      | 122 669 5  |  |   |      |             |   |        |                         |                                    |             |  |
| 616) Mineral Spring Rd  | 1.48   | 390 From   | G        | 91%               | 3%                   | 4%   | reeman Mill<br>1%  | 1%  | 0%   | F           | NA  |        |                         | 410                                | G           | 2014   |
| 010)aha   |  | То   |          |                   |                      |  | haleyville Bl  |   |      |             | Ti i  |        |                         |                                    | -           |  |
|   |  | From   |          |                   |                      |  | , Great Fork   |   |      |             |   |        |                         |                                    |             |  |
| 616) Wedgewood Rd   | 2.10   | 140  | G        |                   |                      |  |  |   |      |             | NA  |        |                         | 140                                | G           | 201  |
|   |  | To   | <u> </u> |                   |                      |  | I, Greenway  |   |      |             |   |        |                         |                                    |             |  |
| Deenses Basili Dil  | 1.00   | From   | بَ       |                   |                      | 133-658  | Townpoint I  | Rd  |      |             |   |        |                         | F000                               | _           | 001  |
| Respass Beach Rd  | 1.69   | 5300 To  | G        |                   |                      | 122 654  | N, Bay Circ  | مام   |      |             | NA  |        |                         | 5300                               | G           | 201  |
|   |  | E .  |          |                   |                      |  |  |   |      |             |   |        |                         |                                    |             |  |
| 626) Shoulders Hill Rd  | 1.44   | 7900   | F        | 97%               | 1%                   | SR 337 Na<br>1%  | ansemond Pl<br>0%  | 0%  | 0%   | С           | 0.111   | F      | 0.531                   | 8500                               | F           | 201  |
| Shoulders Hill Rd   | 1.44   | 1 900  |          | 31 /0             | 1 /0                 |  |  |   | U /0 |             | V. 111  | 1      | 0.551                   | 0300                               | 1           | 201  |
| Shouldorn LUI Da  | 1.60   | From   | F        | 070/              | 10/                  |  | I, Pughsville  |   | 00/  | F           | 0.107   |        | 0.600                   | 10000                              |             | 001  |
| Shoulders Hill Rd   | 1.63   | 12000 <sub>To</sub>  |          | 97%               | 1%                   | 1%   | 0%   | 0%  | 0%   | F           | 0.107   | F      | 0.606                   | 13000                              | F           | 201  |
|   |  | From   | <u> </u> |                   |                      |  | Bridge Rd  |   |      |             |   |        |                         |                                    |             |  |
| Bennetts Pasture Rd   | 1.36   | 5000   | F        | 97%               | 2%                   | SR 337 Na<br>1%  | ansemond Pl<br>0%  | 0%  | 0%   | F           | 0.105   | F      | 0.554                   | 5300                               | F           | 201  |
| Bennetts Pasture Rd   | 1.50   | 3000   |          | 31 /6             | 2 /0                 |  |  |   | 0 /6 | '           | 0.103   | •      | 0.554                   | 3300                               | '           | 201  |
| Pannatta Baatura Bd   | 0.51   | From   | F        | 070/              | 20/                  |  | Kings Hwy  |   | 00/  |             |   | F      | 0.505                   | 0000                               | F           | 201  |
| Bennetts Pasture Rd   | 3.51   | 9300 To  |          | 97%               | 2%                   | 1%   | 0%<br>7 Bridge Rd  | 0%  | 0%   | С           | 0.098   | Г      | 0.585                   | 9900                               | Г           | 201  |
|   |  | From   |          |                   |                      |  | Kings Hwy  |   |      |             | <u> </u>  |        |                         |                                    |             |  |
| $\bigcirc$  | 5.26   | 2800   | F        | 96%               | 1%                   | 2%   | 1%   | 1%  | 0%   | С           | 0.102   | F      | 0.55                    | 3000                               | F           | 201  |
| (20) Crittenden Rd  |  |  |          |                   | . , -                |  |  |   |      |             | <u> </u>  | •      |                         |                                    | -           |  |
| 628 Crittenden Rd   | 5.20   | 10   |          |                   |                      | US 17  | Bridge Rd  |   |      |             |   |        |                         |                                    |             |  |
| 628 Crittenden Rd   | 5.20   | From   |          |                   |                      |  | Bridge Rd  | ine   |      |             |   |        |                         |                                    |             |  |
|   | 5.70   | From   | G        |                   |                      |  | Bridge Rd  | Line  |      |             | NA  |        |                         | 600                                | G           | 201  |
| 628) Crittenden Rd 632) Old Myrtle Rd   |  |  | G        |                   |                      | Isle of Wi   |  |   |      |             | NA  |        |                         | 600                                | G           | 201  |
| 632) Old Myrtle Rd  |  |  | G        |                   |                      | Isle of Wi   | ght County I<br>Pruden Blv   | d   |      |             | NA  |        |                         | 600                                | G           | 201  |
| 632) Old Myrtle Rd  |  | 600  | G<br>F   | 97%               | 1%                   | Isle of Wi   | ght County I   | d   | 0%   | F           | NA  | F      | 0.68                    | 600                                | G<br>F      |  |
| 632) Old Myrtle Rd  | 5.70   | 600<br>To  |          | 97%               | 1%                   | US 460<br>133-64-  | ght County I<br>Pruden Blvd<br>4 Indian Trai<br>0%   | d<br>il<br>0%   | 0%   | F           |   | F      | 0.68                    |                                    |             |  |
| 632) Old Myrtle Rd 634) Kings Fork Rd   | 5.70   | From 440   | F        | 97%               | 1%                   | US 460<br>133-64-<br>1%  | Pruden Blvd<br>4 Indian Trai<br>0%<br>Lake Meade   | d<br>il<br>0%   |      | F           | 0.11  | F      | 0.68                    | 460                                |             | 201  |
|   | 5.70   | 600<br>To  |          |                   | 1%                   | US 460<br>133-64-<br>1%<br>133-637 I<br>1%   | Pruden Blve 4 Indian Trai 0%  Lake Meade 0%  | d<br>il<br>0%<br>Dr<br>0%                                 | 0%   |             |   |        |                         |                                    | F           | 201  |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd  | 5.70<br>2.27<br>1.70                         | From 440  To From 1600   | F<br>F   | 97%               | 1%                   | US 460<br>133-64-<br>1%<br>133-637 I<br>1%<br>133-604 W  | Pruden Blve 4 Indian Trai 0%  Lake Meade 0% /, Pitchkettle   | d il 0% Dr 0% e Rd  | 0%   | С           | 0.11  | F      | 0.694                   | 460<br>1800                        | F<br>F      | 201  |
| 632) Old Myrtle Rd 634) Kings Fork Rd   | 5.70   | From 440  To From 1600   | F        |                   | 1%                   | US 460<br>133-64-<br>1%<br>133-637 I<br>1%<br>133-604 W<br>1%  | Pruden Blvd 4 Indian Trai 0% Lake Meade 0% 7, Pitchkettle  | d il 0% Dr 0% e Rd 0%                                     |      |             | 0.11  |        |                         | 460                                | F           | 201  |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd   | 5.70<br>2.27<br>1.70<br>0.64                 | From 440  1600  To From 2300   | F        | 97%               | 1%                   | US 460  133-64- 1%  133-637 1 1%  133-604 W 1%  US 460   | Pruden Blvd 4 Indian Trai 0% Lake Meade 0% 7, Pitchkettle 0% Pruden Blvd   | d il 0% Dr 0% e Rd 0% d                                   | 0%   | С           | 0.11<br>0.102<br>0.112                          | F      | 0.694                   | 460<br>1800<br>2500                | F<br>F      | 201<br>201<br>201                            |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd   | 5.70<br>2.27<br>1.70                         | From 440  To From 1600   | F<br>F   | 97%               | 1%                   | US 460  133-64- 1%  133-637 1 1%  133-604 W 1%  US 460 1%  | Pruden Blvd  4 Indian Trai  0%  Lake Meade  0%  7, Pitchkettle  0%  Pruden Blvd  0%  | d il 0% Dr 0% e Rd 0% d 0%                                | 0%   | С           | 0.11  | F      | 0.694                   | 460<br>1800                        | F<br>F      | 201<br>201<br>201                            |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd   | 5.70<br>2.27<br>1.70<br>0.64                 | From 440  1600  To From 2300   | F        | 97%               | 1%                   | US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1%  SR 10 0   | Pruden Blvd  4 Indian Trai  0%  Lake Meade  0%  7, Pitchkettle  0%  Pruden Blvd  0%  Godwin Blvd   | d 0% Dr 0% e Rd 0% d 0% d                                 | 0%   | С           | 0.11<br>0.102<br>0.112                          | F      | 0.694                   | 460<br>1800<br>2500                | F<br>F      | 201<br>201<br>201                            |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd  | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 440  To From 1600  To From 4500  To From From 4500  | F F F    | 97%               | 1%                   | US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1%  SR 10 0   | Pruden Blvd  4 Indian Trai  0%  Lake Meade  0%  7, Pitchkettle  0%  Pruden Blvd  0%  | d 0% Dr 0% e Rd 0% d 0% d                                 | 0%   | С           | 0.11<br>0.102<br>0.112                          | F      | 0.694                   | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201<br>201<br>201<br>201                     |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd  | 5.70<br>2.27<br>1.70<br>0.64                 | From 440  To From 1600  To From 2300  To From 4500   | F        | 97%               | 1%                   | US 460  133-64- 1%  133-637 1 1%  133-604 W 1%  US 460 1%  SR 10 0   | Pruden Blvd  4 Indian Trai  0%  Lake Meade  0%  7, Pitchkettle  0%  Pruden Blvd  0%  Godwin Blvd   | d 0% Dr 0% e Rd 0% d 0% d                                 | 0%   | С           | 0.111<br>0.102<br>0.112<br>0.116                | F      | 0.694                   | 460<br>1800<br>2500                | F<br>F      | 201-<br>201-<br>201-<br>201-                 |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd  | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 440  To From 1600  To From 4500  To From From 4500  | F F F    | 97%               | 1%                   | US 460  133-64- 1%  133-637 I  1%  US 460  133-604 W  1%  US 460  1%  SR 10 0  133-604                         | Pruden Blve  4 Indian Trai  0%  _ake Meade  0%  7, Pitchkettle  0%  Pruden Blve  O%  Godwin Blve  Pitchkettle F  | d iil 0% Dr 0% e Rd 0% d 0% d 0% d Rd                     | 0%   | С           | 0.111<br>0.102<br>0.112<br>0.116                | F      | 0.694                   | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201-<br>201-<br>201-<br>201-                 |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd                     | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 5440  440  1600  2300  4500  From 5440  To T  | F F F    | 97%               | 1%                   | US 460  133-64- 1%  133-637 I  1%  US 460  133-604 W  1%  US 460  1%  SR 10 0  133-604                         | Pruden Blvo 4 Indian Trai 0%  Lake Meade 0% 7, Pitchkettle 0% Pruden Blvo 0% Godwin Blvo Pitchkettle I   | d iil 0% Dr 0% e Rd 0% d 0% d 0% d Rd                     | 0%   | С           | 0.111<br>0.102<br>0.112<br>0.116                | F      | 0.694                   | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201<br>201<br>201<br>201<br>201              |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd                     | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 540  From 540  From 540  From 540  From 540  From 540   | F F G G  | 97%               | 1% 2% 2%             | US 460  133-64- 1%  133-637 I  1%  US 460  1%  US 460  1%  US 460  F  133-604  F                               | Pruden Blve  4 Indian Trai  0%  _ake Meade  0%  7, Pitchkettle  0%  Pruden Blve  O%  Godwin Blve  Pitchkettle F  | d iil 0% Dr 0% e Rd 0% d 0% d 0% d 1 Rd                   | 0%   | C<br>C<br>F | 0.11<br>0.102<br>0.112<br>0.116                 | F<br>F | 0.694<br>0.547<br>0.644 | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201<br>201<br>201<br>201<br>201              |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd                     | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 540  From 540  From 540  From 1500  | F F G G  | 97%               | 1% 2% 2%             | US 460 133-64- 1% 133-637 I 1% 133-604 W 1% US 460 1% SR 10 0 133-604 I 1% Bus US :                            | Pruden Blve  Indian Trai  O%  Lake Meade  O%  7. Pitchkettle  O%  Pruden Blve  O%  Godwin Blve  Pitchkettle F  R-678  I Indian Trai  1%  S8 Holland F                            | d iii 0% Dr 0% e Rd 0% d 0% d 1 Rd                        | 0%   | C<br>C<br>F | 0.11<br>0.102<br>0.112<br>0.116                 | F<br>F | 0.694<br>0.547<br>0.644 | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201-201-201-201-201-201-201-201-201-201-     |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd 639) Lake Cohoon Rd | 5.70<br>2.27<br>1.70<br>0.64<br>2.27         | From 1500 To   | F F G G  | 97%               | 1% 2% 2%             | US 460 133-64- 1% 133-637 I 1% 133-604 W 1% US 460 1% SR 10 0 133-604 I 1% Bus US :                            | Pruden Blve  4 Indian Trai  0%  _ake Meade  0%  7, Pitchkettle  0%  Pruden Blve  O%  Godwin Blve  Pitchkettle F  | d iii 0% Dr 0% e Rd 0% d 0% d 1 Rd                        | 0%   | C<br>C<br>F | 0.11<br>0.102<br>0.112<br>0.116                 | F<br>F | 0.694<br>0.547<br>0.644 | 460<br>1800<br>2500<br>4800        | F<br>F<br>F | 201-<br>201-<br>201-<br>201-<br>201-<br>201- |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 636) Kings Fork Rd 638) Murphys Mill Rd 639) Lake Cohoon Rd | 5.70<br>2.27<br>1.70<br>0.64<br>2.27<br>1.25 | From 1500 To 1 | F F G G  | 97%<br>97%<br>97% | 1%<br>2%<br>2%<br>0% | US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1% SR 10 0 133-604  I 1%  Bus US:  North Car 1% SR 32 S | Pruden Blve  Indian Trai  O%  Lake Meade  O%  Pruden Blve  O%  Pruden Blve  O%  Pruden Blve  O%  Godwin Blve  FR-678  Indian Trai  1%  S8 Holland Folina State I  1%  Carolina R | d il 0% Dr 0% e Rd 0% d 0% d 0% d 1 Rd il 1% Rd .ine 1% d | 0%   | C C C       | 0.111<br>0.102<br>0.112<br>0.116<br>NA<br>0.113 | F<br>F | 0.694<br>0.547<br>0.644 | 460<br>1800<br>2500<br>4800<br>540 | F<br>F<br>G | 201-<br>201-<br>201-<br>201-<br>201-<br>201- |
| 632) Old Myrtle Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 638) Murphys Mill Rd 639) Lake Cohoon Rd | 5.70<br>2.27<br>1.70<br>0.64<br>2.27<br>1.25 | From 1500 To From  | F F G G  | 97%<br>97%<br>97% | 1%<br>2%<br>2%<br>0% | US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1% SR 10 0 133-604  I 1%  Bus US:  North Car 1% SR 32 S | Pruden Blve  4 Indian Trai  0%  Lake Meade  0%  7, Pitchkettle  0%  Pruden Blve  0%  Godwin Blve  FR-678  4 Indian Trai  1%  58 Holland Folina State I  1%                       | d il 0% Dr 0% e Rd 0% d 0% d 0% d 1 Rd il 1% Rd .ine 1% d | 0%   | C C C       | 0.111<br>0.102<br>0.112<br>0.116<br>NA<br>0.113 | F<br>F | 0.694<br>0.547<br>0.644 | 460<br>1800<br>2500<br>4800<br>540 | F<br>F<br>G | 2014<br>2014<br>2014<br>2014                 |

|                     |        |            |             |       |        |          | oi Suiio               |          |       |    |             |    |               |       |    |      |
|---------------------|--------|------------|-------------|-------|--------|----------|------------------------|----------|-------|----|-------------|----|---------------|-------|----|------|
| Route               | Length | AADT       | QA          | 4Tire | Bus    |          | Trı<br>3+Axle          |          |       | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Suffolk     |        | From       |             |       |        |          |                        |          |       |    |             |    |               |       |    |      |
| White March Dd      | 1.05   |            | ᆫ           | 000/  |        |          | sier Rd; D             |          | 00/   | _  | 0.104       | _  | 0.600         | 400   | _  | 0014 |
| 642) White Marsh Rd | 1.95   | 450        | F           | 96%   | 2%     | 2%       | 0%                     | 0%       | 0%    | F  | 0.124       | F  | 0.690         | 480   | F  | 2014 |
| <u> </u>            |        | To<br>From |             |       |        | 133-67   | 74 Badger              | Rd       |       |    | $\Box$      |    |               |       |    |      |
| 642) White Marsh Rd | 2.80   | 580        | F           | 98%   | 0%     | 1%       | 0%                     | 0%       | 0%    | F  | 0.123       | F  | 0.711         | 620   | F  | 2014 |
| $\bigcirc$          |        | То         |             |       | 2      | 80 MN 1  | 33-674 Ba              | døer Rd  |       |    |             |    |               |       |    |      |
| 642) White Marsh Rd | 0.79   | 800 From   | F           | 98%   | 0%     | 1%       | 0%                     | 0%       | 0%    | F  | 0.109       | F  | 0.670         | 850   | F  | 2014 |
| 642)                | 00     | 000        |             | 0070  | 0 70   | . , 0    | 0,0                    | 0,0      | 0 / 0 | •  |             | •  | 0.0.0         | 000   | •  | _0.  |
|                     |        | From       |             |       |        |          | 5 Seminol              |          |       |    |             |    |               |       |    |      |
| 642) White Marsh Rd | 0.84   | 2500       | F           | 98%   | 0%     | 1%       | 0%                     | 0%       | 0%    | С  | 0.101       | F  | 0.588         | 2600  | F  | 2014 |
| <u> </u>            |        | To         |             |       | Old EC |          | SR 337 V               |          | n St  |    |             |    |               |       |    |      |
|                     | 0.40   | From       | <u> </u>    | 000/  | 40/    |          | 8 Constan              |          | 00/   |    |             | _  | 0.504         | 5500  | _  | 004  |
| 642) Wilroy Rd      | 2.10   | 5100       | F           | 96%   | 1%     | 1%       | 1%                     | 2%       | 0%    | С  | 0.107       | F  | 0.501         | 5500  | F  | 2014 |
| <u> </u>            |        | From       |             |       |        |          | US 58                  |          |       |    |             |    |               |       |    |      |
| 642) Wilroy Rd      | 1.77   | 8100       | F           | 94%   | 1%     | 2%       | 1%                     | 1%       | 0%    | С  | 0.109       | F  | 0.509         | 8700  | F  | 2014 |
| ,                   |        | To         |             |       |        |          | ansemond               |          |       |    |             |    |               |       |    |      |
|                     |        | From       | 1           |       |        |          |                        |          |       |    | <u> </u>    |    |               |       |    |      |
| Manning Pd          | 0.56   |            | L           | 060/  |        |          | Mineral S <sub>1</sub> |          | 00/   | Г  | NIA         |    |               | E70   | C  | 201  |
| 643 Manning Rd      | 2.56   | 560        | G           | 96%   | 2%     | 1%       | 0%                     | 0%       | 0%    | F  | NA          |    |               | 570   | G  | 2014 |
|                     |        | From       |             |       |        | 133-66   | 3 Leesville            | Rd       |       |    | $\Box$      |    |               |       |    |      |
| 643) Manning Rd     | 2.32   | 680        | F           | 96%   | 2%     | 1%       | 0%                     | 0%       | 0%    | F  | 0.100       | F  | 0.735         | 730   | F  | 2014 |
|                     |        |            | _           |       |        | 122 (4)  | 7 Com -1-              | 1.0.4    |       |    | _           |    |               |       |    |      |
| Manning Dd          | 1.00   | From       | <u> </u>    | 069/  | 00/    |          | 7 Copelano             |          | 00/   | ^  | NIA         |    |               | 1100  |    | 004  |
| 643) Manning Rd     | 1.30   | 1000       | G           | 96%   | 2%     | 1%       | 0%                     | 0%       | 0%    | С  | NA<br>NA    |    |               | 1100  | G  | 2014 |
| <u> </u>            |        | To         |             |       | 1      |          | anning Bri             |          |       |    |             |    |               |       |    |      |
| Manadan Bridge Bd   | 0.04   |            | <u> </u>    |       |        | 133-64   | 5 Manning              | Rd       |       |    |             |    |               | 040   | _  | 004  |
| Manning Bridge Rd   | 0.94   | 910        | G           |       |        |          |                        |          |       |    | NA          |    |               | 910   | G  | 2014 |
| <u> </u>            |        | To         | 1           |       | 0.9    | 94 MN 13 | 3-645 Mai              | nning Rd |       |    |             |    |               |       |    |      |
|                     |        | From       |             |       |        | 133-7    | 40 Carr La             | ne       |       |    |             |    |               |       |    |      |
| 644) Indian Trail   | 1.70   | 300        | F           | 96%   | 0%     | 3%       | 1%                     | 0%       | 0%    | F  | 0.124       | F  | 0.663         | 320   | F  | 2014 |
|                     |        | To         |             |       |        | 122 (1)  | ND 11                  | D.1      |       |    |             |    |               |       |    |      |
| Indian Trail        | 2.70   | From       | <del></del> | 060/  | 00/    |          | Buckhorn               |          | 00/   |    | 0 11        | г  | O ECE         | 410   | F  | 201  |
| 644) Indian Trail   | 3.70   | 380        | F           | 96%   | 0%     | 3%       | 1%                     | 0%       | 0%    | F  | 0.11        | F  | 0.565         | 410   | Г  | 2014 |
| <u> </u>            |        | To<br>From |             |       |        | 133-634  | Kings For              | k Rd     |       |    |             |    |               |       |    |      |
| 644) Indian Trail   | 2.30   | 530        | F           | 96%   | 0%     | 3%       | 1%                     | 0%       | 0%    | С  | 0.121       | F  | 0.629         | 560   | F  | 2014 |
|                     |        |            |             |       |        |          |                        |          |       |    |             |    |               |       |    |      |
|                     | 2.00   | From       | <u> </u>    | 000/  | 20/    |          | 8 Kenyon               |          | 00/   |    |             |    | 0.574         | 1000  |    | 004  |
| 644) Indian Trail   | 0.60   | 1100       | F           | 96%   | 0%     | 3%       | 1%                     | 0%       | 0%    | F  | 0.123       | F  | 0.574         | 1200  | F  | 2014 |
| <u> </u>            |        | From       | -           |       |        | 133-637  | Lake Mea               | de Dr    |       |    |             |    |               |       |    |      |
| 644) Indian Trail   | 1.18   | 1100       | F           | 96%   | 0%     | 3%       | 1%                     | 0%       | 0%    | F  | 0.121       | F  | 0.604         | 1200  | F  | 2014 |
| <u> </u>            | -      | To         |             |       |        |          | 9 Cohoon               |          |       |    |             |    |               |       |    |      |
|                     |        | -          | -           |       |        |          |                        |          |       |    | 1           |    |               |       |    |      |
| Manufact Da         | 4 70   | From       | <u> </u>    | 0.401 |        |          | anning Bri             | _        | 00/   |    |             |    |               | 000   | _  | 001  |
| 645) Manning Rd     | 1.70   | 640        | G           | 94%   | 2%     | 1%       | 1%                     | 1%       | 0%    | С  | NA          |    |               | 680   | G  | 2014 |
| <u> </u>            |        | From       |             |       |        | Urba     | n Boundar              | v        |       |    |             |    |               |       |    |      |
| 645) Manning Rd     | 1.50   | 1300       | G           | 96%   | 1%     | 1%       | 1%                     | 0%       | 0%    | С  | NA          |    |               | 1400  | G  | 2014 |
| 5-59                |        | To         | <u> </u>    | - / - |        |          | Holland I              |          |       |    | $\neg$      |    |               |       |    |      |
|                     |        | From       |             |       |        |          |                        |          |       |    | _           |    |               |       |    |      |
| Airmont Del         | 0.40   |            | <u> </u>    | 0001  |        |          | eadow Cou              | _        | 00/   | ^  |             | _  | 0.514         | 000   | _  | 001  |
| 646) Airport Rd     | 0.40   | 930<br>To  | F           | 96%   | 1%     | 2%       | 1%                     | 1%       | 0%    | С  | 0.097       | F  | 0.514         | 990   | F  | 2014 |
|                     |        | To         | 1           |       |        |          | R 32 Carol             |          |       |    |             |    |               |       |    |      |
| _                   |        | From       |             |       |        | US 58    | E, Holland             | Rd       |       |    |             |    |               |       |    |      |
| 647) Lummis Rd      | 0.20   | 1400       | G           | 92%   | 2%     | 2%       | 1%                     | 2%       | 0%    | F  | NA          |    |               | 1500  | G  | 2014 |
|                     |        | To         |             |       |        | 100.64   | 0.1                    |          |       |    | _           |    |               |       |    |      |
| Openaland Dd        | 0.50   | From       | <u> </u>    | 000/  | 00/    |          | 9 Lummis               |          | 007   |    |             |    |               | 400   |    | 001  |
| 647) Copeland Rd    | 2.50   | 460        | G           | 92%   | 2%     | 2%       | 1%                     | 2%       | 0%    | F  | NA          |    |               | 480   | G  | 201  |
|                     |        | To<br>From |             |       | 1      | 33-643 M | anning Bri             | idge Rd  |       |    | $\neg$ —    |    |               |       |    |      |
| 647) Copeland Rd    | 0.65   | 850 From   | G           | 92%   | 2%     | 2%       | 1%                     | 2%       | 0%    | С  | NA          |    |               | 900   | G  | 2014 |
| 047)                | 2.30   | <b>-</b>   |             | / •   | - / •  |          |                        |          |       |    |             |    |               |       |    |      |
| <u> </u>            |        | From       | <u> </u>    |       |        |          | 5 Jackson              |          |       |    |             |    |               |       |    |      |
| 647) Copeland Rd    | 1.75   | 560        | G           | 92%   | 2%     | 2%       | 1%                     | 2%       | 0%    | F  | NA          |    |               | 590   | G  | 2014 |
| (647) Copeland Rd   | 0      |            |             |       |        |          | - 7 -                  |          |       |    |             |    |               |       |    |      |

|                             |        |            |          |       |          | ,          | or Guiloi     |            |         |    |             |    |               |       |          |      |
|-----------------------------|--------|------------|----------|-------|----------|------------|---------------|------------|---------|----|-------------|----|---------------|-------|----------|------|
| Route                       | Length | AADT       | QA       | 4Tire | Bus      |            | Tru<br>3+Axle |            |         | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Suffolk             |        | From       | 1        |       |          | 133-660    | Longstreet    | Lane       |         |    |             |    |               |       |          |      |
| 650) Quince Rd              | 1.90   | 120        | G        |       |          |            | 8             |            |         |    | NA          |    |               | 120   | G        | 2014 |
|                             |        | To         |          |       |          | 133-64     | 9 Lummis      | Rd         |         |    |             |    |               |       |          |      |
| $\sim$                      |        | From       |          |       |          |            | Kingsdale     | e Rd       |         |    |             |    |               |       |          |      |
| 653) Glen Haven Dr          | 0.13   | 1100       | F        | 98%   | 0%       | 1%         | 0%            | 0%         | 0%      | С  | 0.103       | F  | 0.64          | 1200  | F        | 2014 |
| <u> </u>                    |        | From       |          |       |          | US 58      | Bus EAS       | T          |         |    | $\Box$      |    |               |       |          |      |
| 653) Dutch Rd               | 3.12   | 530        | F        | 95%   | 1%       | 2%         | 2%            | 1%         | 0%      | С  | 0.115       | F  | 0.514         | 570   | F        | 2014 |
| $\smile$                    |        | To         |          |       |          |            | N, Quake      |            |         |    |             |    |               |       |          |      |
| 653) Holland Corner Rd      | 2.17   | 180        | G        | 96%   | 2%       | 2%         | S, Quaker     | 0%         | 0%      | С  | NA          |    |               | 190   | G        | 2014 |
| 655) 110114114 0011161 114  |        | To         | r -      | 0070  |          |            | Iineral Spr   |            | 0 70    |    |             |    |               | .00   | <u>.</u> |      |
|                             |        | From       |          |       |          |            | 51 Barnes l   |            |         |    |             |    |               |       |          |      |
| 655) Brentwood Rd           | 0.90   | 130        | G        |       |          | 155 00     | 71 Burnes I   | rtu        |         |    | NA          |    |               | 130   | G        | 2014 |
| 000)                        |        | To         |          |       |          |            | US 58         |            |         |    |             |    |               |       |          |      |
|                             |        | From       |          |       |          | 133-659    | Pughsville    | e Rd       |         |    |             |    |               |       |          |      |
| 658) Town Point Rd          | 1.36   | 1200       | F        | 95%   | 1%       | 3%         | 1%            | 0%         | 0%      | С  | 0.093       | F  | 0.557         | 1300  | F        | 2014 |
|                             |        | To         |          |       |          | 133 2276   | Plummer       | Blvd       |         |    |             |    |               |       |          |      |
| 658) Town Point Rd          | 0.46   | 2700 From  | F        | 95%   | 1%       | 3%         | 1%            | 0%         | 0%      | F  | 0.091       | F  | 0.511         | 2900  | F        | 2014 |
| 000)                        | 2      |            | Ė        | -0/0  | . ,0     |            | Bridge Rd;    |            | 3,0     | •  |             | •  | 2.011         |       | -        | _0.7 |
| <u> </u>                    |        | From       |          |       |          | Harbor V   | iew Blvd.;    | _          |         |    |             |    |               |       |          |      |
| 658) Town Point Rd          | 0.60   | 9200       | F        | 95%   | 1%       | 3%         | 1%            | 0%         | 0%      | F  | 0.089       | F  | 0.514         | 9800  | F        | 2014 |
| <u> </u>                    |        | To<br>From |          |       |          | 133-2253   | Brookwoo      | od Dr      |         |    |             |    |               |       |          |      |
| 658) Town Point Rd          | 0.18   | 11000      | F        | 98%   | 0%       | 1%         | 0%            | 0%         | 0%      | С  | 0.084       | F  | 0.566         | 11000 | F        | 2014 |
| <u> </u>                    |        | То         |          |       |          | SR 13      | 5 College 1   | Dr         |         |    |             |    |               |       |          |      |
| 658) Town Point Rd          | 0.68   | 9300       | F        | 99%   | 1%       | 0%         | 0%            | 0%         | 0%      | С  | 0.092       | F  | 0.502         | 9900  | F        | 2014 |
|                             |        | To         |          |       |          | WCL        | Portsmout     | th         |         |    |             |    |               |       |          |      |
|                             |        | From       |          |       | 13       | 3-626 N,   | Shoulders     | Hill Rd    |         |    |             |    |               |       |          |      |
| 659) Pughsville Rd          | 1.28   | 6000       | F        | 98%   | 0%       | 1%         | 0%            | 0%         | 0%      | С  | 0.109       | F  | 0.539         | 6400  | F        | 2014 |
|                             |        | To         |          |       |          | WCL        | Chesapeal     | ke         |         |    |             |    |               |       |          |      |
|                             |        | From       |          | 13    | 3-616 N; | Mineral    | Spring Rd:    | ; Longstre | et Lane |    |             |    |               |       |          |      |
| 660) Longstreet Ln          | 5.50   | 350        | G        |       |          |            |               |            |         |    | NA          |    |               | 350   | G        | 2014 |
| <u> </u>                    |        | To         |          |       |          |            | US 58         |            |         |    |             |    |               |       |          |      |
| _                           |        | From       |          |       |          | 133-759    | W, Quake      | er Dr      |         |    |             |    |               |       |          |      |
| 662) Box Elder Rd           | 1.10   | 47         | G        |       |          |            |               |            |         |    | NA          |    |               | 47    | G        | 2014 |
| <u> </u>                    |        | To         |          |       |          | 133-64     | 9 Lummis      | Rd         |         |    |             |    |               |       |          |      |
|                             |        | From       |          |       |          |            | view Rd;      |            |         |    |             |    |               |       |          |      |
| 666) Gates Rd               | 2.10   | 1200       | F        | 65%   | 1%       | 1%         | 6%            | 27%        | 0%      | F  | 0.094       | F  | 0.583         | 1300  | F        | 2014 |
| <u> </u>                    |        | To<br>From |          |       |          | 133-6      | 661 Ellis R   | d          |         |    | $\Box$      |    |               |       |          |      |
| 666) Gates Rd               | 3.37   | 1300       | F        | 65%   | 1%       | 1%         | 6%            | 27%        | 0%      | F  | 0.092       | F  | 0.635         | 1400  | F        | 2014 |
| $\overline{}$               |        | То         |          |       |          | 133-746    | Wildwood      | d Dr       |         |    | _           |    |               |       |          |      |
| 666) Gates Rd               | 0.65   | 1300 From  | F        | 65%   | 1%       | 1%         | 6%            | 27%        | 0%      | С  | 0.098       | F  | 0.677         | 1400  | F        | 2014 |
| <u> </u>                    |        | To         |          |       |          |            | SR 189        |            |         |    |             |    |               |       |          |      |
|                             |        | From       |          |       |          | 133-759    | E, Pinevie    | w Rd       |         |    |             |    |               |       |          |      |
| 667) Butler Dr              | 1.90   | 90         | G        |       |          |            | ,             |            |         |    | NA          |    |               | 90    | G        | 2014 |
|                             |        | To         |          |       |          | 133-660    | Longstreet    | Lane       |         |    |             |    |               |       |          |      |
|                             |        | From       |          |       |          | 133-759    | S, Short I    | Lane       |         |    |             |    |               |       |          |      |
| 668) Pittmantown Rd         | 0.12   | 1100       | F        | 69%   | 1%       | 1%         | 2%            | 27%        | 0%      | С  | 0.094       | F  | 0.595         | 1200  | F        | 2014 |
|                             |        | To         |          |       |          |            | N, Gates      |            |         |    |             |    |               |       |          |      |
| Francis Mill D.             | 4.50   | From       | <u> </u> |       |          | 133-671    | Spivey Ru     | n Rd       |         |    |             |    |               | FF0   | _        | 0011 |
| 668) Freeman Mill Rd        | 4.50   | 550        | G        |       |          | IC 12 N    | 07hc1 ***     | a D11      |         |    | NA          |    |               | 550   | G        | 2014 |
| _                           |        | 10         | <u> </u> |       | ·        |            | Whaleyvill    |            |         |    | <u> </u>    |    |               |       |          |      |
| C 1301. 5 1 5 1             | 0.00   | From       | <u> </u> |       |          | US 13 W    | haleyville    | Blvd       |         |    | <u> </u>    |    |               | 100   | _        | 0011 |
| 672 Little Fork Rd          | 3.60   | 120        | G        |       |          | N. d. C    | t             | т:         |         |    | NA          |    |               | 120   | G        | 2014 |
|                             |        |            | <u> </u> |       |          |            | rolina State  |            |         |    |             |    |               |       |          |      |
| C Libraria Carda D IN 11    |        | From       | <u> </u> |       | 133-     | 759 E, Lit | erty Sprin    | g Rd Wes   | t       |    |             |    |               | 000   | _        | 0011 |
| 673 Liberty Spring Rd North | 1 2.00 | 290        | G        |       |          | 100 -      |               | 1.5.1      |         |    | NA          |    |               | 290   | G        | 2014 |
|                             |        | To         | 1        |       |          | 133-647    | Copeland      | ı Rd       |         |    |             |    |               |       |          |      |

|                            |         |                   |          |       |      | City of Suffe                          | OIK      |      |    |             |    |               |       |          |      |
|----------------------------|---------|-------------------|----------|-------|------|--|----------|------|----|-------------|----|---------------|-------|----------|------|
| Route                      | Length  | AADT              | QA       | 4Tire | Bus  | Tı<br>2Axle 3+Axle                     |          |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Suffolk            |         |                   |          |       |      |  |          |      |    |             |    |               |       |          |      |
| O Dadawa Dd                | 1.00    | From              |          | 050/  | 00/  | 133-604 S, Hosie                       |          | 00/  |    | 0.107       | _  | 0.500         | 110   | _        | 0014 |
| 674) Badger Rd             | 1.30    | 110               |          | 95%   | 3%   | 1% 0%<br>133-642 White Ma              | 0%       | 0%   | С  | 0.137       | F  | 0.529         | 110   | F        | 2014 |
|                            |         | From              | -        |       |      | US 13 Whaleyville                      |          |      |    | <u> </u>    |    |               |       |          |      |
| 675) Cypress Chapel Rd     | 3.60    | 110               | F        | 84%   | 5%   | 4% 7%                                  | 0%       | 0%   | С  | 0.132       | F  | 0.529         | 120   | F        | 2014 |
| 073) -7,61000 -114,611110  |         | To                |          |       |      | SR 32 Carolina                         |          |      |    |             |    |               |       |          |      |
| 675) Cypress Chapel Rd     | 0.50    | 160 From          | F        | 95%   | 0%   | 4% 0%                                  | 0%       | 0%   | С  | 0.156       | F  | 0.667         | 170   | F        | 2014 |
| 073) 57,51000 5114,511110  |         | То                | Ė        |       |      | 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 |
|                            |         | То                |          |       |      | US 13 Whaleyville                      | e Blvd   |      |    |             |    |               |       |          |      |
|                            |         | From              |          |       |      | 133-673 Greenwa                        | ıy Rd    |      |    |             |    |               |       |          |      |
| 678) Cherry Grove Rd       | 2.60    | 90                | G        |       |      |  |          |      |    | NA          |    |               | 90    | G        | 2014 |
| <u> </u>                   |         | To                | 1        |       | 13   | 33-642 N, Adams S                      | wamp Rd  |      |    |             |    |               |       |          |      |
| O Boots - D.I.             | 4.00    | From              | <u> </u> |       |      | Dead End                               |          |      |    |             |    |               | 050   |          | 00.  |
| 683 Benton Rd              | 1.00    | 350<br>To         | G        |       |      | 110.12                                 |          |      |    | NA          |    |               | 350   | G        | 2014 |
| _                          |         |                   | I        |       |      | US 13                                  |          |      |    | <u> </u>    |    |               |       |          |      |
| Turlington Pd              | 2 16    | 7100              | <u> </u> | 97%   | 1%   | US 13, SR 3:                           | 2<br>0%  | 0%   | С  | NA          |    |               | 2200  | G        | 2014 |
| 688 Turlington Rd          | 3.16    | 2100 To           | G        | J170  |      | 176 U%<br>133-1722 Kilby Sho           |          | U 70 |    |             |    |               | 2200  | G        | 2014 |
|                            |         | From              |          |       |      | 133-743 Matoak                         |          |      |    | _           |    |               |       |          |      |
| 695) Mockingbird Lane      | 1.25    | 100               | G        |       |      | 133-743 Widtoak                        | a Ku     |      |    | NA          |    |               | 100   | G        | 2014 |
| 093)                       | 0       | То                | Ť        |       |      | Dead End                               |          |      |    |             |    |               |       | <u>.</u> |      |
|                            |         | From              | 1        |       |      | 133-646 Airport                        | Rd       |      |    |             |    |               |       |          |      |
| 705) Meadow Country Rd     | 1.80    | 540               | F        | 95%   | 2%   | 2% 1%                                  | 1%       | 0%   | С  | 0.097       | F  | 0.535         | 580   | F        | 2014 |
|                            |         | To                |          |       | 13   | 33-674 Meadow Co                       | untry Rd |      |    |             |    |               |       |          |      |
|                            |         | From              |          |       |      | 133-2023 N, Lak                        | e Rd     |      |    |             |    |               |       |          |      |
| 715) Nansemond Dr North    | 0.53    | 490               | G        |       |      |  |          |      |    | NA          |    |               | 490   | G        | 2014 |
| <u> </u>                   |         | То                | 1        |       |      | 133-717 North Sh                       | ore Dr   |      |    |             |    |               |       |          |      |
| O                          |         | From              | <u> </u> |       |      | 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 |
| <u> </u>                   |         | 10                | 1        |       |      | 133-1111 E, Dil                        |          |      |    |             |    |               |       |          |      |
| Danie Dath Da              | F 00    | From              | <u> </u> |       |      | 133-644 W, Indian                      | n Trail  |      |    | <b>—</b>    |    |               | 070   | _        | 0014 |
| 739 Deer Path Rd           | 5.20    | 370 <sub>To</sub> | G        |       |      | 122 644 E. Indian                      | Tuoil    |      |    | NA          |    |               | 370   | G        | 2014 |
|                            |         | From              |          |       |      | 133-644 E, Indian                      |          |      |    |             |    | -             |       |          |      |
| 740) Carr Lane             | 0.80    | 70                | F        | 96%   | 1%   | 133-612 Kingsda<br>1% 1%               | 0%       | 0%   | С  | 0.206       | F  | 0.643         | 70    | F        | 2014 |
| 740) 0411 24110            | 0.00    | То                | Ė        | 3070  | 1 /0 | 133-644 Indian                         |          | 0 70 |    | 0.200       | •  | 0.040         | 70    | •        | 2017 |
|                            |         | From              | 1        |       |      | Dead End                               |          |      |    | i           |    |               |       |          |      |
| 744) Jasmine Ln            | 0.93    | 100               | F        |       |      | Dedu End                               |          |      |    | 0.164       | F  | 0.563         | 100   | F        | 2014 |
|                            |         | To                |          |       |      | 133-616 Holy Ne                        | ck Rd    |      |    |             |    |               |       |          |      |
|                            |         | From              | L        |       |      | Dead End                               |          |      |    |             |    |               |       |          | -    |
| 757) Bennetts Creek Park F | Rd 1.03 | 3400              | G        |       |      |  |          |      |    | NA          |    |               | 3400  | G        | 2014 |
| $\overline{}$              |         | То                |          |       |      | 133-626 Shoulders                      | Hill Rd  |      |    |             |    |               |       |          |      |
|                            |         | From              |          |       |      | North Carolina Sta                     | te Line  |      |    |             |    |               |       | -        |      |
| 759) Short Lane            | 0.12    | 1600              | F        | 92%   | 5%   | 2% 1%                                  | 0%       | 0%   | F  | 0.092       | F  | 0.577         | 1800  | F        | 2014 |
| $\overline{}$              |         | To<br>From        | 1        |       |      | 133-668 S, Pittmant                    |          |      |    |             |    |               |       |          |      |
| 759 Gates Rd               | 1.23    | 1100              | F        | 66%   | 1%   | 1% 3%                                  | 29%      | 0%   | С  | 0.095       | F  | 0.575         | 1200  | F        | 2014 |
| 759) Gates Rd              | 1.20    | То                | Ė        | JU /0 | 1 /0 | 133-666 Pineviev                       |          | 3 /0 |    | 7.000       | •  | 0.070         | 1200  | •        | _014 |
| <u> </u>                   |         | From              |          |       |      | 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 |
| $\overline{}$              |         | To<br>From        |          |       |      | 133-616 W, Holy N<br>133-616 E, Vicksb |          | _    |    |             |    |               |       |          |      |
|                            |         |                   | 1        |       |      | 133-DID H Vicksh                       |          |      |    | 1           |    |               |       |          |      |
| 759) Quaker Dr             | 3.55    | 650               | G        | 92%   | 5%   | 2% 1%                                  | 0%       | 0%   | F  | NA          |    |               | 670   | G        | 2014 |

|                             |        |                |               |       |        | Oity C         | JI SUIIOI        | IX.        |      |    |             |    |               |       |    |      |
|-----------------------------|--------|----------------|---------------|-------|--------|----------------|------------------|------------|------|----|-------------|----|---------------|-------|----|------|
| Route                       | Length | AADT           | QA            | 4Tire | Bus    |                | Tru<br>3+Axle    | _          |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Suffolk             |        | From           |               |       |        | 122 642 6      | . Monnin         | o D.d      |      |    |             |    |               |       |    |      |
| 759) Liberty Spring Rd West | 2.28   | 470            | G             |       |        | 155-045        | S, Manning       | g Ku       |      |    | NA          |    |               | 470   | G  | 2014 |
|                             |        | To             |               |       | 1      | US 13 S, V     | Vhaleyville      | e Blvd     |      |    |             |    |               |       |    |      |
| O B OI                      | 0.40   | From           |               |       |        | Cui            | l-de-Sac         |            |      |    |             |    |               | 4.40  | _  | 004  |
| 785) Burnetts Ct            | 0.12   | 140<br>To      | G             |       |        | 133-780        | Burnetts V       | Way        |      |    | NA          |    |               | 140   | G  | 2014 |
|                             |        | From           |               |       |        |                | l-de-Sac         | .,         |      |    |             |    |               |       |    |      |
| 1035) Chenaneo Rd           | 0.14   | 90             | G             |       |        |                |                  |            |      |    | NA          |    |               | 90    | G  | 2014 |
|                             |        | To             |               |       |        | 133-1034       | Fallwater        | Way        |      |    |             |    |               |       |    |      |
| County St                   | 0.62   | 7700           |               | 87%   | 1%     | 133-11<br>2%   | 111 Dill R<br>3% | d<br>7%    | 0%   | С  | 0.098       | F  | 0.576         | 2800  | F  | 2014 |
| County St                   | 0.62   | 2700 To        | ┌╌            | 07 70 | 1 70   | Old Suffo      |                  |            | 0%   |    | 0.096       | Г  | 0.576         | 2000  | Г  | 2012 |
|                             |        | From           |               |       |        |                | l W, Dill I      |            |      |    |             |    |               |       |    |      |
| Dill Rd                     | 0.39   | 110            | F             | 68%   | 3%     | 5%             | 5%               | 19%        | 0%   | С  | 0.148       | F  | 0.5           | 120   | F  | 201  |
| <u> </u>                    |        | To             |               |       |        | 133-110        | 1 County         | St         |      |    |             |    |               |       |    |      |
| Cummorfield Ot              | 0.00   | From           | $\overline{}$ | -     |        | 133-1148       | Wintervie        | w Dr       |      |    | NIA.        |    |               | 0.40  |    | 001  |
| Summerfield Ct              | 0.06   | 340<br>To      | G             |       | 13     | 33-1145 Sp     | oringfield '     | Terrace    |      |    | NA<br>T     |    |               | 340   | G  | 201  |
|                             |        | From           |               |       | 1,     |                | 2 Truman         |            |      |    |             |    |               |       |    |      |
| 1310) 6th St                | 0.39   | 4600           | F             | 98%   | 1%     | 1%             | 1%               | 0%         | 0%   | С  | 0.093       | F  | 0.537         | 4900  | F  | 201  |
| $\overline{}$               |        | To             |               |       | S      | R 337; Wa      | ashington S      | St East    |      |    |             |    |               |       |    |      |
| 1310) 6th St                | 0.17   | 730 From       | F             | 98%   | 0%     | 1%             | 0%               | 0%         | 0%   | С  | 0.101       | F  | 0.563         | 780   | F  | 201  |
|                             |        | To             |               |       | 133-13 | 301 Railroa    |                  |            | us   |    |             |    |               |       |    |      |
| Goodman St                  | 0.11   | 310            |               | 98%   | 0%     | 133-13         | 18 Clary I<br>0% | 0%         | 0%   | F  | 0.12        | F  | 0.658         | 330   | F  | 201  |
| 1010                        |        | To             |               |       |        |                | 7 Center A       |            |      |    |             |    |               |       |    |      |
|                             |        | From           |               |       |        | 133-64         | 2 Wilroy F       | Rd         |      |    |             |    |               |       |    |      |
| McAruthur Dr                | 0.16   | 70             | G             |       |        |                |                  |            |      |    | NA          |    |               | 70    | G  | 201  |
|                             |        | To<br>From     |               |       | 13     | 3-1319; 13     |                  |            |      |    |             |    |               |       |    |      |
| 1324) Hollywood Ave         | 0.06   | 2500           |               | 97%   | 1%     | SR 337 \<br>1% | Vashington       | n St<br>0% | 0%   | С  | 0.143       | F  | 0.780         | 2700  | F  | 201  |
| Hollywood Ave               | 0.00   | To             | Ė             | 01 70 | 170    |                | 5 Myrick A       |            | 0 70 |    |             |    | 0.700         | 2700  | •  | 201  |
|                             |        | From           |               |       |        | 133-1310       | ) Goodma         | n St       |      |    |             |    |               |       |    |      |
| 1325 Center Ave             | 0.39   | 1500           | F             | 97%   | 1%     | 2%             | 0%               | 0%         | 0%   | С  | 0.159       | F  | 0.866         | 1600  | F  | 201  |
| <u> </u>                    |        | То             |               |       |        | 133-1324 1     |                  | d Ave      |      |    |             |    |               |       |    |      |
| 1329) Old Pinner St         | 0.17   | 2100           | F             | 97%   | 1%     | 1%             | nner St<br>1%    | 1%         | 0%   | С  | 0.135       | F  | 0.918         | 2300  | F  | 201  |
| Old Pinner St               | 0.17   | <b>2100</b> To | Ė             | 31 /6 |        | US 58 Bus      |                  |            | 0 /6 |    | 0.133       | '  | 0.510         | 2300  | ı  | 201  |
|                             |        | From           |               |       |        | 133-642 W      |                  |            |      |    |             |    |               |       |    |      |
| 1332) Truman Rd             | 0.23   | 2700           | F             | 98%   | 1%     | 1%             | 0%               | 0%         | 0%   | С  | 0.094       | F  | 0.527         | 2900  | F  | 201  |
|                             |        | To             |               |       |        | 133-1          | 310 6th St       | t          |      |    |             |    |               |       |    |      |
| Niver Dr                    | 0.00   | From           | $\overline{}$ |       | 1      | 33-1366 B      | lythewood        | Lane       |      |    | N.A         |    |               | 000   | -  | 004  |
| Nixon Dr                    | 0.06   | 860<br>To      | G             |       |        | 133_13         | 69 Sierra I      | Dr         |      |    | NA          |    |               | 860   | G  | 201  |
|                             |        | From           |               |       |        |                | ad End           |            |      |    |             |    |               |       |    |      |
| Eclipse Dr                  | 0.19   | 140            | G             |       |        | DC             | au Liiu          |            |      |    | NA          |    |               | 140   | G  | 201  |
|                             |        | To             |               |       |        | 133-15         | 05 Cross S       | St         |      |    |             |    |               |       |    |      |
| $\widehat{}$                |        | From           |               |       |        | De             | ad End           |            |      |    |             |    |               |       |    |      |
| Sunset Manor Dr             | 0.07   | 60<br>To       | G             |       |        | 122 1 52 1     | X7 .             | _          |      |    | NA          |    |               | 60    | G  | 201  |
|                             |        |                |               |       |        |                | Vaughan          |            |      |    |             |    |               |       |    |      |
| 1722) Kilby Shores Rd       | 0.03   | 5300           |               | 97%   | 1%     | Bus US 5       | 8 Holland        | 1 Rd<br>1% | 0%   | С  | 0.102       | F  | 0.612         | 5700  | F  | 201  |
| Kilby Shores Rd             | 0.03   | To             | Ė             | J1 /0 | 1 /0   |                | Turlington       |            | J /0 |    | 0.102       | '  | 0.012         | 3700  | 1  | 2014 |
|                             |        | From           |               |       |        |                | N, Staley        |            |      |    |             |    |               |       |    |      |
| 1727) Brittle Dr            | 0.07   | 50             | G             |       |        |                |                  |            |      |    | NA          |    |               | 50    | G  | 201  |
| $\bigcirc$                  |        | To             |               |       | _      | De             | ad End           |            |      |    |             |    |               |       |    |      |

| <u></u>                   |        |             |          |       |       | City of        | Suffolk          |         |      |    |             |    |               |       |    |      |
|---------------------------|--------|-------------|----------|-------|-------|----------------|------------------|---------|------|----|-------------|----|---------------|-------|----|------|
| Route                     | Length | AADT        | QA       | 4Tire | Bus   | 2Axle 3        | Truc<br>3+Axle   |         |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Suffolk           |        | From        |          |       |       | 122 1700 V     | V4- DI-          |         |      |    |             |    |               |       |    |      |
| 1795) Ash Wood Dr         | 0.27   | 140         | G        |       |       | 133-1790 V     | WOOUS PK         | wy      |      |    | NA          |    |               | 140   | G  | 2014 |
|                           |        | To          |          |       |       | Cul-c          | de-Sac           |         |      |    |             |    |               |       |    |      |
| ^                         |        | From:       |          |       |       | Cul-c          | de-Sac           |         |      |    |             |    |               |       |    |      |
| (1856) Berkshire Blvd     | 0.35   | 450         | G        |       |       |                |                  |         |      |    | NA          |    |               | 450   | G  | 2014 |
|                           |        | From        | <u> </u> |       |       | 133-1851       |                  |         |      |    |             |    |               |       |    |      |
| (1905) Hawk Rd            | 0.11   | 310         | G        |       |       | 133-1902       | 2 Wren Ro        | 1       |      |    | NA          |    |               | 310   | G  | 2014 |
| (1905) 1144111111         | 0.11   | To          | Ť        |       |       | 133-1907 1     | Beaver La        | ne      |      |    | iii         |    |               | 0.0   | ŭ  |      |
|                           |        | From        |          |       | 13    | 3-627 Benr     | nets Pastur      | re Rd   |      |    |             |    |               |       |    |      |
| 2029 Foxcroft Rd          | 0.43   | 210         | G        |       |       |                |                  |         |      |    | NA          |    |               | 210   | G  | 2014 |
| $\bigcirc$                |        | To          |          |       |       | 133-2028 E     | Brittany La      | nne     |      |    |             |    |               |       |    |      |
| O                         |        | From:       |          |       | 13    | 3-2075 Bee     | ch Grove         | Lane    |      |    |             |    |               |       | _  |      |
| <sub>2073</sub> Carter Ln | 0.08   | 130         | G        |       | 100   | 2070 5 :       | a                | ***     |      |    | NA          |    |               | 130   | G  | 2014 |
|                           |        | 10:         | l        |       | 133   | 3-2070 Driv    |                  | n Way   |      |    | <u> </u>    |    |               |       |    |      |
| 2140) Burbage Lake Circle | 0.19   | 530         | G        |       |       | 133-           | -2143            |         |      |    | NA          |    |               | 530   | G  | 2014 |
| Burbage Lake Circle       | 0.10   | To          |          |       | 133   | -2145 Olde     | Bullocks         | Circle  |      |    |             |    |               | 550   | J  | 201  |
|                           |        | From        | 1        |       |       |                | d End            |         |      |    |             |    |               |       |    |      |
| 2217) Breeze Point Way    | 0.27   | 2900        | G        |       |       | 2500           |                  |         |      |    | NA          |    |               | 2900  | G  | 201  |
| $\overline{}$             |        | То          |          |       |       | US 17 E        | Bridge Rd        |         |      |    |             |    |               |       |    |      |
| $\overline{}$             |        | From        |          |       |       |                | Bridge Rd        |         |      |    |             |    |               |       |    |      |
| 2284 Harbour View Blvd    | 1.02   | 18000       | F        | 98%   | 1%    | 1%             | 0%               | 0%      | 0%   | С  | 0.089       | F  | 0.589         | 20000 | F  | 201  |
| <u>~</u>                  |        | From:       |          |       |       |                | Point Rd         |         |      |    |             |    |               |       |    |      |
| (2284) Harbour View Blvd  | 1.44   | 4000        | F        | 98%   | 1%    | 1%             | 0%               | 0%      | 0%   | F  | 0.093       | F  | 0.562         | 4300  | F  | 201  |
|                           |        | To          | ]        |       |       |                | 135              |         |      |    |             |    |               |       |    |      |
| 2354) Preakness Circle    | 0.04   | 110         | G        |       |       | Cul-c          | de-Sac           |         |      |    | NA          |    |               | 110   | G  | 201  |
| Preakfiess Circle         | 0.04   | To          |          |       | 13    | 3-2350 Ste     | enlechase        | Lane    |      |    |             |    |               | 110   | ч  | 201  |
|                           |        | From        |          |       |       |                | de-Sac           |         |      |    | i           |    |               |       |    |      |
| 2450 Rabey Farm Rd        | 0.52   | 940         | G        |       |       | Cur            | ac suc           |         |      |    | NA          |    |               | 940   | G  | 201  |
|                           |        | To          |          |       | 133   | 3-626 N, Sh    | noulders H       | lill Rd |      |    |             |    |               |       |    |      |
|                           |        | From        |          |       |       | Washi          | ngton St         |         |      |    |             |    |               |       |    |      |
| (8501) Pinner St          | 0.63   | 5300        | F        | 98%   | 0%    | 0%             | 0%               | 1%      | 0%   | С  | 0.111       | F  | 0.653         | 5600  | F  | 201  |
|                           |        | To:         |          |       |       | Moor           | re Ave           |         |      |    | $\supset$   |    |               |       |    |      |
| (8501) Pinner St          | 0.41   | 8700        | F        | 98%   | 0%    | 0%             | 0%               | 1%      | 0%   | F  | 0.096       | F  | 0.578         | 9300  | F  | 201  |
|                           |        | To          | <u> </u> |       |       |                | Suffolk          |         |      |    |             |    |               |       |    |      |
| Courtle Description       | 0.15   | From        |          | 070/  | 10/   |                | ith St           | 00/     | 00/  |    | 0.101       |    | 0.550         | 1000  |    | 001  |
| 8505 South Broad St       | 0.15   | 1100        | F        | 97%   | 1%    | 1%             | 0%               | 0%      | 0%   | F  | 0.104       | F  | 0.559         | 1200  | F  | 201  |
| Namb Duri d Ot            | 0.00   | From:       | L_       | 070/  | 101   |                | ngton St         | 00/     | 00′  | -  |             |    | 0.70          | 070   |    | 004  |
| 8505 North Broad St       | 0.68   | 820         | F        | 97%   | 1%    | 1%             | 0%               | 0%      | 0%   | С  | 0.119       | F  | 0.72          | 870   | F  | 201  |
| Mastaus Assa              | 0.10   | From        | L        | 070/  | 10/   |                | erview Dr        |         | 00′  |    |             |    | 0.010         | 1000  |    | 004  |
| 8505 Western Ave          | 0.12   | 1100<br>To: | F        | 97%   | 1%    | 1%<br>West Cor | 0%<br>nstance Ro | 0%      | 0%   | F  | 0.103       | F  | 0.618         | 1200  | F  | 201  |
| _                         |        | From        | !<br>!   |       |       |                |                  | u       |      |    |             |    |               |       |    |      |
| (8507) Wellons St         | 0.65   | 1600        | F        | 97%   | 1%    | 1%             | y Ave<br>1%      | 0%      | 0%   | F  | 0.095       | F  | 0.545         | 1700  | F  | 201  |
|                           |        | To          |          | / -   | . , • |                |                  |         | •    | -  |             |    |               |       |    |      |
| 8507) Market St           | 0.43   | 2700 From   | F        | 97%   | 1%    | SR 337 W:      | 1%               | 0%      | 0%   | С  | 0.098       | F  | 0.546         | 2900  | F  | 201  |
| 0307)                     | 5. 70  |             | ·        | J. 70 | . 70  |                |                  | - 70    | J /J |    |             | •  | 0.0 70        | _000  | •  | _0,- |
| (8507) Market St          | 0.06   | 5000 From:  | F        | 97%   | 1%    | Sarat<br>1%    | oga St<br>1%     | 0%      | 0%   | F  | 0.096       | F  | 0.579         | 5300  | F  | 201  |
| 0307) Market St           |        | To:         |          | 0.70  | . 70  |                | Main St          | - 7.0   | - 70 |    |             |    |               |       |    |      |
|                           |        | From:       | l        |       |       |                | in St            |         |      |    |             |    |               |       |    |      |
| (8508) Finney Ave         | 0.20   | 6800        | F        | 99%   | 1%    | 1%             | 0%               | 0%      | 0%   | С  | 0.091       | F  | 0.505         | 7200  | F  | 2014 |
|                           |        | To          |          |       |       | Pinne          | er Ave           |         |      |    |             |    |               |       |    |      |

|                            |        |                    |               |             |      | City      | or Surroil        | K       |      |    |             |    |               |       |          |      |
|----------------------------|--------|--------------------|---------------|-------------|------|-----------|-------------------|---------|------|----|-------------|----|---------------|-------|----------|------|
| Route                      | Length | AADT               | QA            | 4Tire       | Bus  |           | Tru<br>3+Axle     |         |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW       | Year |
| City of Suffolk            |        | From               |               |             |      | Com       | olino Ava         |         |      |    |             |    |               |       |          |      |
| 8509) Saratoga St          | 0.31   | 2500               | F             | 97%         | 1%   | 2%        | olina Ave<br>1%   | 0%      | 0%   | С  | 0.104       | F  | 0.521         | 2700  | F        | 2014 |
| 8509) Saratoga St          | 0.12   | 3300 From          | F             | 97%         | 1%   | Was<br>2% | shington St<br>1% | 0%      | 0%   | F  | 0.096       | F  | 0.518         | 3500  | F        | 2014 |
| Saratoga St                | 0.12   | To                 | Ċ             | 37 /6       | 1 /0 |           | larket St         | 0 76    | 0 /6 |    | 0.030       | '  | 0.510         | 3300  | <u>'</u> | 2014 |
|                            |        | From               | 1             |             |      | Sa        | ratoga St         |         |      |    |             |    |               |       |          |      |
| Hall Ave                   | 0.43   | 3100 To            | F             | 98%         | 0%   | 1%        | 1%<br>Vashington  | 0%      | 0%   | С  | 0.084       | F  | 0.656         | 3300  | F        | 2014 |
|                            |        | From               |               |             |      |           |                   | Ji.     |      |    |             |    |               |       |          |      |
| Factory St                 | 0.44   | 3100               | F             | 94%         | 2%   | 2%        | L Suffolk<br>1%   | 1%      | 0%   | С  | 0.089       | F  | 0.609         | 3300  | F        | 2014 |
| <u> </u>                   |        | To                 | 1             |             |      | Was       | hington St        |         |      |    |             |    |               |       |          |      |
|                            |        | From               |               |             |      | Car       | rolina Rd         |         |      |    |             |    |               |       |          |      |
| Fayette St                 | 0.17   | 690                | F             | 86%         | 1%   | 1%        | 4%                | 9%      | 0%   | F  | 0.108       | F  | 0.541         | 740   | F        | 2014 |
| $\smile$                   |        | To<br>From         |               |             |      |           | Cedar St          |         |      |    |             |    |               |       |          |      |
| S512) Cedar St             | 0.04   | 620                | <u></u>       | 86%         | 1%   | Fa        | 4%                | 9%      | 0%   | F  | 0.104       | F  | 0.723         | 660   | F        | 2014 |
| 0012)                      |        | To                 |               |             |      | Mad       | dison Ave         |         |      |    |             |    |               |       |          |      |
|                            |        | From               |               |             |      | C         | edar St           |         |      |    |             |    |               |       |          |      |
| Madison Ave                | 0.23   | 740                | F             | 86%         | 1%   | 1%        | 4%                | 9%      | 0%   | С  | 0.109       | F  | 0.604         | 790   | F        | 2014 |
|                            |        | From               |               |             |      |           | ounty St          |         |      |    |             |    |               |       |          |      |
| Madison Ave                | 0.11   | 1300               | F             | 86%         | 1%   | 1%        | 4%                | 9%      | 0%   | F  | 0.113       | F  | 0.532         | 1400  | F        | 2014 |
| <u> </u>                   |        | To                 | 1             |             |      | Fa        | ctory St          |         |      |    |             |    |               |       |          |      |
|                            |        | From               | <u> </u>      |             |      |           | th Main St        |         |      |    |             | _  |               |       | _        |      |
| Bank St                    | 0.20   | 2000 To            | F             | 98%         | 0%   | 1%        | 1%                | 0%      | 0%   | С  | 0.1         | F  | 0.601         | 2100  | F        | 2014 |
|                            |        |                    |               |             |      |           | inner St          |         |      |    | <u> </u>    |    |               |       |          |      |
| 0.000                      | 0.10   | From               | <u>—</u><br>Г | 000/        | 10/  |           | olk Corp Li       |         | 00/  | _  | 0.007       | _  | 0.504         | 0000  | F        | 001  |
| G <sub>813</sub> County St | 0.18   | 3400               |               | 92%         | 1%   | 1%        | 2%                | 5%      | 0%   | F  | 0.097       | F  | 0.594         | 3600  | Г        | 2014 |
|                            |        | From               | <u> </u>      |             |      |           | dison Ave         |         |      |    | <u> </u>    |    |               |       |          |      |
| Ga13 County St             | 0.27   | 3800 <sub>To</sub> | F             | 92%         | 1%   | 1%        | 2%                | 5%      | 0%   | С  | 0.094       | F  | 0.513         | 4000  | F        | 2014 |
|                            |        |                    | <u> </u>      |             |      |           | Washington        |         |      |    |             |    |               |       |          |      |
| Liberty St / Magra Assa    | 0.64   | From               |               | 92%         | 1%   | SR 337    | Washington<br>2%  | 1 St 4% | 0%   | С  | 0.131       | F  | 0.682         | 5500  | F        | 2014 |
| Liberty St / Moore Ave     | 0.04   | 5200 <sub>To</sub> | <u>-</u>      | <b>3</b> ∠% | 170  |           | inner St          | 470     | U%   | U  | 0.131       | Г  | 0.08∠         | 5500  | ٢        | 2014 |
|                            |        | From               | -             |             |      |           |                   | 1       |      |    |             |    |               |       |          |      |
| Burbage Lake Circle        |        | 1400               | F             |             |      | Repas     | ss Beach Ro       | a       |      |    | 0.103       | F  | 0.638         | 1400  | F        | 2014 |
| Durbage Lake Officie       |        | 1400<br>To         |               |             |      | Wet       | Marsh Ct          |         |      |    | 0.103       | '  | 0.000         | 1-100 | •        | 2012 |
|                            |        | From               |               |             |      |           |                   |         |      |    | 1           |    |               |       |          |      |
| James Avenue               |        | 340                | F             |             |      | SIII      | ith Street        |         |      |    | 0.119       | F  | 0.5           | 340   | F        | 2014 |
| Ja                         |        | To                 | Ė             |             |      | W. Was    | hington Str       | eet     |      |    | <u> </u>    | •  | 0.0           | 0.10  | •        | _0,- |
|                            |        | From               | 4             |             |      |           | hford Dr          |         |      |    | i           |    |               |       |          |      |
| Kensington Blvd            |        | 6200               | F             | 98%         | 1%   | 1%        | 0%                | 0%      | 0%   | С  | 0.105       | F  | 0.608         | 6200  | F        | 2014 |
|                            |        | То                 |               |             |      |           | lwin Blvd         |         |      |    |             |    |               |       |          |      |
|                            |        | From               |               |             |      |           | neer Ave          |         |      |    |             |    |               |       |          |      |
| Quince Rd                  |        | 120                | G             | 98%         | 0%   | 1%        | 0%                | 1%      | 0%   | С  | NA          |    |               | 120   | G        | 2014 |
|                            |        | То                 |               |             |      |           | mmis Rd           |         |      |    |             |    |               |       |          |      |
|                            |        | From               | 1             |             |      | Ith       | nacha Tr          |         |      |    |             |    |               |       |          |      |
| Weatherby Way              |        | 310                | G             |             |      |           |                   |         |      |    | NA          |    |               | 310   | G        | 2014 |
|                            |        | To                 |               |             |      | Shoule    | ders Hill R       | d       |      |    |             |    |               |       |          |      |
|                            |        |                    |               |             |      |           |                   |         |      | _  |             |    |               |       |          |      |