### 2018

# 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 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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

### Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
$\bigcirc$	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
(220)	,,

Virginia State Route

- 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.

						Truck				K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
	From:													
10 (32) Godwin Rd	City of Suffolk	1.31 <b>11000 G</b>	95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	11000	G
$\smile$	Too From:	SR 125 Chuckatuck												
10 (32) Godwin Blvd	City of Suffolk	0.87 <b>13000 G</b>	95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
$\bigcirc$	Τα	133-603 Everets Rd												
10 32 Godwin Blvd			95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	12000	C
10) (32)	T-													
Godwin Blyd	City of Suffolk		OE9/	00/	10/	10/	20/	Λο/		0.005		0.526	24000	
10) (32) Godwin Bivd	City of Sulloik	1.36 <b>22000 G</b>	95%	0%	1 70	170	≥70	U 70	Г	0.095	Г	0.556	24000	
	To: From:	US 58 Suffolk Bypass												
10) (32) Godwin Blvd	City of Suffolk		95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	(
<u> </u>	To:													
<b>-</b> ~ ~ ~				00/	00/	00/	<b>1</b> 0/	Λο/	C	0.000	۸	0.515	27000	,
10 (460) (32)	City of Sulloik			0%	0%	0%	J 70	U 70	C	0.099	A	0.515	27000	,
Rus	From:													
10 (32) (460 ) Main St	City of Suffolk		98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	30000	(
10) (32) (400)	To:				Ti.									
Bus	From:		1											
10) (32) (13) Main St	City of Suffolk	0.68 <b>18000 G</b>	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	19000	(
	Section   Sect													
	Surficidicion													
13 Whaleyville Blvd	City of Suffolk	5.37 <b>5400 A</b>	88%	0%	1%	1% 1	0%	0%	С	0.098	Α	0.61	5400	F
<i>~</i>	Too	133-616 Mineral Spring R	<sup>1</sup> d											
Whalevville Blvd	City of Suffolk			0%	1%	1% 1	0%	0%	F	0.071	F	0.553	11000	(
13) ************************************	5.ty 6. 56			0,0		. , ,	0 / 0	0 70	•	0.07		0.000		•
Whater III Blad	From:		000/	00/	10/	40/ 4	00/	00/	_	0.007	_	0.704	0400	
13 Whaleyville Blvd	City of Suffolk	0.82 <b>8200 G</b>	88%	0%	1%	1% 1	0%	0%	F	0.087	F	0.704	8100	(
	To: From:	133-675 Cypress Chapel F												
13 Whaleyville Blvd	City of Suffolk	2.22 <b>8000 G</b>	88%	0%	1%	1% 1	0%	0%	F	0.082	F	0.706	7900	C
~	Too	133-759 S. Liberty Spring Rd	West		$\neg$ $\blacksquare$									
13 Whaleyville Blvd				0%	1%	1% 1	0%	0%	F	0.088	F	0.708	9200	
	Tol				_									
Wholeswille Dlvd	City of Cuffolls	,		00/	10/	10/ 1	00/	00/		0.000		0.700	0.400	_
13) Whaleyville Blvd	City of Sulloik		00%	0%	1%	170 I	0%	0%	Г	0.082	Г	0.736	9400	(
Route   Jurisdiction   Length AADT   QA   File   Route   Rou														
13 (32) Carolina Rd	City of Suffolk			0%	1%	1% 1	0%	0%	F	0.081	F	0.696	17000	(
15) (52)	To:						- / -							
	From:		Rd											
13 Southwest Suffolk Bypass	City of Suffolk			1%	1%	2% 1	0%	0%	С	0.087	F	0.647	12000	(
<del>~</del>	To:													
~~~														
13 (58) Suffolk Bypass	City of Suffolk	1.41 <b>42000 G</b>	84%	1%	1%	1% 1	3%	0%	F	0.082	F	0.579	40000	C
$\smile$	То:	61-604 Pitchkittle Rd												

		City of Suttolk	`			T						D:-		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
	From:	61-604 Pitchkittle I	Rd		ZAXIC	JTANE	TITALI	ZITAII		1 actor		1 actor		
13 (58) Suffolk Bypass	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.083	F	0.577	42000	G
10) (30)	To:													
13) (58) (460) Suffolk Bypass	City of Suffolk	US 460 Pruden Blv 0.93 <b>50000</b>	va <b>G</b> 91%	0%	1%	1%	6%	0%	F	0.083	F	0.585	52000	G
13) (58) (460) Suffolk Bypass	Oity of Guildin			0 / 0		1 /0	0 /0	0 /0	•	0.000	•	0.000	02000	
Cuttally Dunger	From:	SR 10 SR 32 Godwin		00/	10/	10/	<b>C</b> 0/	00/		0.004		0.500	00000	_
13 (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>61000</b>	<b>G</b> 91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	G
<del></del>	To: From:	61-642 Wilroy Ro												
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>51000</b>	<b>G</b> 91%	0%	1%	1%	6%	0%	F	0.083	F	0.575	53000	(
~	To: From:	Bus US 13,Bus US 58 Mil	litary Hwy											
13) (58) (460) Military Highway	City of Suffolk		<b>G</b> 91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	(
	To:	Bus US 13												
Bus	From:	US 13 Southwest Suffolk	c Bypass											
Bus 13) (32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	<b>G</b> 88%	0%	1%	1%	10%	0%	F	0.080	F	0.566	12000	(
15) (32)	Tol													
Bus	From:	Old SCL Suffolk												
Bus 13) (32) Carolina Rd	City of Suffolk	0.54 <b>11000</b>	<b>G</b> 88%	0%	1%	1%	10%	0%	F	0.084	F	0.535	11000	(
$\sim$ $\sim$	To:	Fayette St												
Bus	From:	US 13; SR 32 Fayett							_		_			
(32) Main St	City of Suffolk	0.34 <b>10000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	(
Bus	To: From:	Begin SR 10												
3us 13) (32) (10) Main St	City of Suffolk	0.68 <b>18000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	19000	(
	To:	US 58; Bus US 46												
Bus Bus Bus	From:	SR 32 Main St												
13) (58) (460) Constance Rd	City of Suffolk	0.88 <b>15000</b>	<b>G</b> 97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	16000	(
<b></b>	To	Pinner St			$\neg$ $\vdash$									
Bus Bus Bus	Oits of Coeffells		070/	00/	10/	10/	00/	00/	0	0.000	F	0.500	10000	
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	<b>G</b> 97%	0%	1%	1%	2%	0%	С	0.088	г	0.539	18000	(
Bus Bus Bus	To: From:	SR 337 Washington	n St											
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>24000</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	(
10) (30) (400)	To:	US 13, US 58, US 4			<u> </u>									
	From:	WCL Chesapeake	Δ		1									
17 Bridge Rd	City of Suffolk		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.086	F	0.537	25000	(
2 Shage Ha				0 70		070	0 / 0	070	•	0.000	•	0.007	20000	
Politica Del	From:	I-664; SR 164 Western F		00/		40/	40/	00/	_	0.000	_	0.500	00000	
Bridge Rd	City of Suffolk	1.81 <b>36000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.088	F	0.599	39000	(
	To: From:	133-626 Knots Neck Road; Sho	oulders Hill Ro	l										
Bridge Rd	City of Suffolk	1.54 <b>28000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.088	F	0.599	30000	(
~	To	133-627 Bennetts Pastu	ure Rd		$ \vdash$									
17 Bridge Rd	City of Suffolk		<b>G</b> 95%	0%	1%	2%	2%	0%	С	0.093	F	0.554	22000	(
	To-								-					
Pridgo Pd	City of Coffolia	133-628 Crittenden		00/	00/	10/	10/	00/	N.I	0.006	F	0.540	17000	
17) Bridge Rd	City of Suffolk		N 97%	0%	0%	1%	1%	0%	N	0.096	г	0.542	17000	١
*	To:	Isle of Wight County	Line											

Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
17 Ramp	City of Suffolk (Maint: 61)	US 17 0.13 <b>13000</b> I-664 East	G								0.084	F		13000	G
North 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EA 0.03 <b>5100</b> US 17-S034A TO RO	G	ГН							0.092	F		5100	G
South 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EA 0.05 <b>8000</b> US 17-N034A US 17- 34A	G								0.092	F		8000	G
32 Carolina Rd	City of Suffolk	North Carolina State 2.89 <b>3800</b>	Line <b>G</b>	93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	4100	G
32 Carolina Rd	City of Suffolk	133-642 Adams Swar 2.07 <b>4200</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4500	G
32 Carolina Rd	City of Suffolk	133-675 Cypress Cha 1.40 <b>4300</b>	G :	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4600	G
32 Carolina Rd	City of Suffolk	133-759 Babbtown 0.65 <b>4600</b> 133-647 Copeland	G :	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	4900	G
32 Carolina Rd	City of Suffolk	2.45 <b>4600</b> US 13 South of Suf	G S	94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	4900	G
32 (13) Carolina Rd	City of Suffolk	1.64 <b>17000</b>	G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.696	17000	G
Bus (13) Carolina Rd	City of Suffolk	61-731 Dill Rd 1.17 <b>12000</b>	G	88%	0%	1%	1%	10%	0%	F	0.080	F	0.566	12000	G
Bus Carolina Rd	City of Suffolk	Old SCL Suffolk  0.54 11000  Bus US 58 Constance	G	88%	0%	1%	1%	10%	0%	F	0.084	F	0.535	11000	G
Bus Main St	City of Suffolk	Fayette St 0.34 10000	G :	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
32 13 10 Main St	City of Suffolk	SR 337 Washington 0.68 <b>18000</b>		98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	19000	G
32 (460) 10 Main St	Tom From: City of Suffolk	Bus US 58, Bus US 0.09 <b>29000</b>	G :	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	30000	G
32 460 10	City of Suffolk	Old NCL of Sufformation  1.49 <b>26000</b> SR 10 Elephant Fo	Α :	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.515	27000	Α
32 10 Godwin Blvd	City of Suffolk	Bus US 460 0.54 <b>19000</b> US 58 Suffolk Byp	G :	95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	G

		City of Sulloik				Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 58 Suffolk Bypa	ass											
(32) (10) Godwin Blvd	City of Suffolk	1.36 <b>22000</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	G
	To	61-634 Kings Fork I	Rd											
(32) (10) Godwin Blvd	City of Suffolk	4.81 <b>12000</b>	<b>G</b> 95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	12000	G
$\bigcirc$	Too	61-603 Everets Ro	d		<u> </u>									
(32) (10) Godwin Blvd	City of Suffolk		<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
	To	SR 125 Chuckatuc	·k											
(32) (10) Godwin Rd	City of Suffolk		<b>G</b> 95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	11000	G
	To:	Isle of Wight County	Line											
	From:	Southampton County	Line											
(58) (258) Franklin Bypass	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.075	F	0.556	18000	G
	Too	US 258			<u> </u>									
58 Franklin Bypass	City of Suffolk		N 84%	1%	1%	1%	13%	0%	Ν	0.074	F	0.552	19000	Ν
	To	SR 189												
(58) (189) (189) Franklin Bypass	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
30 (100) (190)	Too													
(58) (189) (189) S Quay Rd	City of Suffolk	SR 272 South Quay 4.23 <b>21000</b>	<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.076	F	0.580	20000	G
(38) (189) (189) S dady 11d	Oity of Garloin			1 70	170	1 70	10 /0	0 70	•	0.070	•	0.000	20000	ď
58 Holland Bypass	City of Suffolk	SR 189 S Quay Ro	G 84%	1%	1%	1%	13%	0%	F	0.076	F	0.598	21000	G
(58) Holland Bypass	City of Suffolk		<b>G</b> 04%	1 70	1 76	1 70	13%	0%	Г	0.076	Г	0.596	21000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bus US 58	0 040/	40/		10/	100/	00/	_	0.070		0.505	0.4000	_
58 Holland Rd	City of Suffolk	1.32 <b>25000</b>	<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.078	F	0.595	24000	G
~~~	To: From:	133-610 W, Buckhorn												
58	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.077	F	0.608	24000	G
<del>*</del>	From:	133-647 E, Lummis 133-647 Lummis R												
58 Holland Rd	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.076	F	0.593	25000	G
30)	To	133-643 Manning Bridg												
58 Holland Rd	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.083	F	0.567	29000	G
(38) Homana Ha	ony or carroin			170		1 70	1070	0 70	•	0.000	•	0.007	20000	ŭ
58 Holland Rd	City of Suffolk	133-738 Kenyon R 0.38 <b>34000</b>	<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.084	F	0.549	33000	G
(58) Holland Rd	City of Sulloik		<b>G</b> 04%	1 70	1 76	1 70	13%	0%	Г	0.004	Г	0.549	33000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Cove Point Rd	0 040/	40/		10/	100/	00/		0.000		0.547	00000	
58 Holland Rd	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.083	F	0.547	33000	G
•	From	US 13 Southwest Suffolk Bus US 58	Бураss											
58 13 Suffolk Bypass	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.082	F	0.579	40000	G
	То	133-604 Pitchkittle l												
58 13 Suffolk Bypass	City of Suffolk		<b>G</b> 84%	1%	1%	1%	13%	0%	F	0.083	F	0.577	42000	G
(30) (10)	T., 0. 00			. , •	<del></del>	. / •		- / •	•	2.300	•		000	-
(58) (13) (460) Suffolk Bypass	City of Suffolk	US 460 Pruden Blv 0.93 <b>50000</b>	G 91%	0%	1%	1%	6%	0%	F	0.083	F	0.585	52000	G
(58) (13) (460) Suffolk Bypass	City of Suffork	SR 10, SR 32 Godwin		U 7/0	1 70	1 70	0 %	U 70	Г	0.003	Г	0.565	52000	G
		3K 10, 3K 32 GOUWIII	חזות											

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

Route	Jurisdiction	l enath	AADT QA	4Tiro	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	$\cap$
i louie	Julisuiction				Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QΝ	Factor	AAWDI	Q1
Cuttelly Divisor	From:		32 Godwin Blv		00/	10/	10/	<b>C</b> 0/	00/	_	0.004	_	0.500	00000	c
58 (13) (460) Suffolk Bypass	City of Suffolk		61000 G	91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	(
Suffelly Byrness	City of Suffolk		42 Wilroy Rd 51000 G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.575	53000	(
58) (13) (460) Suffolk Bypass	City of Suffork		s US 58 Military		0%	1 76	1 70	070	076	Г	0.063	Г	0.575	55000	,
	From:		litary Hwy Easth												
58) (13) (460) Military Highway	City of Suffolk		74000 G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	•
~ ~ ~	To:		Chesapeake												
ast	City of Suffolk	US 58	TO RTE 189								0.111	F		560	
258 Ramp	City of Sulloik										0.111	'		300	
ast	To: From:	US 58-E451B		OUTH											
58) (258) Ramp	City of Suffolk	0.05	230 G								0.113	F		230	
<del>~</del> <del>~</del>	To:		ROM RTE 58 E.												
Sus	From:		ight County Line		00/	10/	10/	10/	00/	0	0.11	_	0.000	1000	
Ruritan Blvd	City of Suffolk		1800 G	96%	0%	1%	1%	1%	0%	С	0.11	F	0.606	1900	
Bus	To: From:	5	SR 189												
Holland Rd	City of Suffolk	0.26	2200 G	96%	1%	2%	1%	1%	0%	С	0.098	F	0.683	2300	
	To: From:	133-653 Dutch	Rd; Glen Haven	Drive											
Bus 58 Holland Rd	City of Suffolk	0.46	3000 G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.706	3200	
50)	To:		US 58												
Bus	From:	US 58 E	East of Holland												
Holland Rd	City of Suffolk	0.05	9400 G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	10000	
Bus	Too From:	133-1722	Kilby Shores Ro	i											
58 Holland Rd	City of Suffolk	1.79	8600 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	9100	
35)	To:		Constance Rd												
Bus D.	From:		7 Holland Rd	000/	00/	10/	00/	40/	00/	_	0.007	_	0.507	0700	
Constance Rd	City of Suffolk		8200 G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	8700	
Bus	To: From:	WCL Suffe	olk Pitchkettle R	d											
Constance Rd	City of Suffolk	0.86	9600 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	10000	
	To: From:	SR 3	32 Main St												
Bus Bus Bus Sus Sus Sus Sus Sus Sus Sus Sus Sus S	City of Suffolk	0.88 1	15000 G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	16000	
(10) (400) - 3.73.73.70	To:		ner Street				. , •		- / -						
Bus Bus Bus	From:		hland Ave	070	201	101	40/	201	00/	_	0.000	_	0.500	40000	
58 (13) (460) Portsmouth Blvd	City of Suffolk	1.60 1		97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	•
Bus Bus	To: From:	SR 337	Washington St												
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>2</b>	24000 G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	
$\sim$	To:		US 58												

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

						Tru	ck			K		Dir		-
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 10; SR 32 Godwin Bly												
Kings Hwy	City of Suffolk	0.69 <b>2900 G</b>	96%	0%	1%	1%	2%	0%	С	0.121	F	0.5	3100	(
	To: From:	133-628 Crittenden Rd												
125)Kings Hwy	City of Suffolk	1.09 <b>630 G</b>	97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	660	•
<u> </u>	To:	133-620 Ferry Point Rd			<u> </u>									
125)Kings Hwy	City of Suffolk	0.91 <b>220 G</b>	99%	1%	0%	0%	0%	0%	С	0.143	F	0.667	230	
$\mathcal{L}$	To:	Dead End												
Vingo I hay	From:	Dead End @ Nansemond R	iver 99%	0%	10/	00/	00/	00/	С	0.114	F	0.606	F00	
Kings Hwy	City of Suffolk	1.34 <b>560 G</b>	99%	0%	1%	0%	0%	0%	C	0.114	г	0.606	590	
	To: From:	133-629 W, Sleepy Hole F			<u> </u>									
125 Kings Hwy	City of Suffolk	1.22 <b>830 G</b>	99%	0%	1%	0%	0%	0%	С	0.101	F	0.615	880	
	To: From:	133-627 Bennetts Pasture l	Rd											
125 Kings Hwy	City of Suffolk	0.48 <b>2600 G</b>	98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	2800	
<u> </u>	Tα	SR 337 Nansemond Parkw	ay											
	From:	US 17 Bridge Rd												
College Dr	City of Suffolk	0.20 <b>22000 G</b>	98%	0%	0%	0%	1%	0%	F	0.082	F	0.52	24000	
<u> </u>	To: From:	SR 164 Western Freeway	v											
35)College Dr	City of Suffolk	0.65 <b>21000 G</b>	98%	0%	0%	0%	1%	0%	С	0.079	F	0.505	22000	
39)	т	133-658 Towne Point Ro												
College Dr	City of Suffolk	0.76 <b>22000 G</b>	98%	0%	1%	0%	1%	0%	С	0.077	F	0.505	24000	
133) comogo 21	only of current		0070	0 70		0 70	1 /0	0 70	Ŭ	0.077	•	0.000	21000	
Callaga Dr	City of Suffolk	0.59 <b>8400 G</b>	98%	0%	10/	00/	10/	0%	F	0.093	F	0.633	0000	
College Dr	City of Surioik	SR 367 Tidewater Community		0%	1%	0%	1%	0%	Г	0.093	Г	0.633	9000	
	From:		College											
lorth	City of Suffolk (Maint: 61)	SR 135 N, College Dr 0.37 <b>4200 G</b>								0.1	F		4200	
Ramp	City of Surfork (Maint. 61)	I-664 West								0.1	Г		4200	
	Por													
lorth	City of Suffolk (Maint: 61)	SR 135 N, College Dr 0.12 <b>4400 G</b>								0.141	F		4400	
Ramp	City of Surfork (Maint. 61)	I-664 East								0.141	Г		4400	
	Econy													
outh	City of Suffolk (Maint: 61)	SR 135 S, College Dr 0.16 <b>1300 G</b>								0.114	F		1300	
135)Ramp	To:	I-664 West								0.114	'		1300	
	From													
outh	City of Suffolk (Maint: 61)	SR 135 S, College Dr 0.40 <b>2400 G</b>								0.146	F		2400	
Ramp	Ta	I-664 East								0.140	•		2400	
	From				<u> </u>									
164)Western Freeway	City of Suffolk (Maint: 61)	US 17 Bridge Road 0.84 <b>26000 G</b>	96%	0%	0%	1%	3%	0%	F	0.092	F	0.545	30000	
164) Westelli i leeway	Oity of Surfoik (Maillt. 61)		3U /o	U /0	U /o	I /0	3 /0	U /o	'	0.032	'	0.545	30000	
	To: From:	I-664												
Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>48000 G</b>	96%	0%	0%	1%	3%	0%	F	0.092	F	0.577	55000	
<u> </u>	То:	SR 135 College Dr												

						Truc	ck			K		Dir		
Houte	Jurisdiction	Length AADT QA	4 l ire	Bus					QC	Factor	QK	Factor	AAWDI	QW
Wootern Freeway	City of Suffalk (Maint: 61)	SR 135 College Dr	069/	00/	00/	10/	20/	00/	_	0 111	٨	0.520	60000	F
164 Western Freeway	City of Surfor (Maint. 61)		90%	0%	0%	170	3%	0%	C	0.111	А	0.536	60000	Г
East	From													
164 Ramp	City of Suffolk (Maint: 61)		96%	0%	0%	1%	3%	0%	F	0.134	F		2500	G
104)	To:	I-664 West												
West	From:	SR 164 W, Western Freeway	,											
164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>5600 G</b>	96%	0%	0%	1%	3%	0%	F	0.087	F		6300	G
	To:	I-664 East												
West	From:	SR 164 W, Western Freeway	7											
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8800 G</b>	96%	0%	0%	1%	3%	0%	F	0.122	F		10000	G
<u> </u>	To:	I-664 West												
	From:	Southhampton County Line												
189 S Quay Rd	City of Suffolk	1.36 <b>1700 G</b>	98%	0%	1%	0%	0%	0%	С	0.106	F	0.663	1800	G
<u> </u>	To: From:	133-666 Gates Rd												
(189) Great Mill Rd	City of Suffolk	0.82 <b>3300 G</b>	98%	0%	1%	0%	0%	0%	F	0.101	F	0.714	3500	G
<u> </u>	Toc From:	SR 272 South Quay Rd												
189)Great Mill Hwy	City of Suffolk	0.55 <b>1600 G</b>	83%	0%	1%	1%	14%	0%	С	0.092	F	0.642	1700	G
	To- From:	US 58			$\neg$ $\vdash$									
189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>20000 G</b>	84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
	To	SR 272												
189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>21000 G</b>	84%	1%	1%	1%	13%	0%	F	0.076	F	0.580	20000	G
	To:	SR 189 S Quay Rd												
		US 58 Holland Bypass	050/	00/		40/	40/	00/	_	0.404	_	0.500	050	_
189 S Quay Rd	City of Suffolk	0.37 <b>620 G</b>	95%	0%	2%	1%	1%	0%	C	0.104	F	0.536	650	G
	Too: From:	Cumberland Lane												
189 S Quay Rd			96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	790	G
	10.				_									
	From:		ST							NIA			NIA	
Second Mill Rd   Surface   Surface		NA												
	From:		36 EAS		-									
189 58 189 Franklin Bypass	City of Suffolk		84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
	To: From:													
189 (58) (189 S Quay Rd			84%	1%	1%	1%	13%	0%	F	0.076	F	0.580	20000	G
	<b>.</b>													
Franklin D.			0.40/	10/	10′	10/	100/	00/	_	0.075	_	0.550	10000	_
258 58 Franklin Bypass			84%	1%	1%	1%	13%	0%	F	0.075	F	0.556	18000	G
258 (58) Ramp	City of Suffolk	0.17	Se	e US 5	8 for dire	ctional t	raffic v	olume e	stima	ites for th	is sed	gment.		
200 (00)	To:	X						_		-	-,	•		

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

Davida	post at at a		A 4T!	D::-		Tru	ıck		00	K	01/	Dir	A A \ A \ C T	
HOUTE	Jurisdiction			BUS	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Ų۱
Pomp	City of Suffalls			A LIC E	o for dir	ootional :	troffic v	olumo o	otimo	too for th	io oc	amont		
258 (58) Ramp	City of Surioik			e 05 5	s ior air	ectional	tranic v	olume e	Suma	les for tr	iis se	gment.		
	Second Parkway   City of Suffolk   Suffolk   Supplementary   Supplementary													
oss Great Mill Rd	City of Suffolk			1%	1%	3%	15%	0%	С	0.079	F	0.505	2400	(
230)	To:				Ti.									
	From:				1									
South Quay Bd			97%	0%	1%	1%	0%	0%	С	0 115	F	0.732	1500	(
2/2/300411 Quay 110	To:			070		1 /0	0 70	0 70	Ū	0.110	•	0.702	1000	
	From													
Washington St	City of Suffolk			10/	10/	00/	00/	Λ9/	_	0.005	_	0.550	7200	,
337 Washington St	City of Sulloik	0.34 <b>6900 G</b>	90%	1 70	1 70	0%	0%	0%	Г	0.095	Г	0.550	7300	•
	To: From:													
337)Washington St	City of Suffolk	0.59 <b>7300 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.531	7700	(
$\stackrel{\smile}{\smile}$	To	SR 32 Main St												
Washington St	City of Suffolk		97%	1%	2%	0%	0%	0%	С	0.088	F	0.527	7400	(
	To	D' C												
Washington St			• 070/	10/	20/	00/	00/	00/		0.001	Г	0.510	12000	
33/ Washington St	City of Sulloik	0.49 <b>12000 G</b>	9/70	1 70	270	0%	0%	0%	Г	0.061	Г	0.519	13000	,
	To: From:													
337)Washington St	City of Suffolk	2.38 <b>11000 G</b>	97%	1%	2%	0%	0%	0%	F	0.086	F	0.562	12000	(
<u> </u>	To	Bus US 58 Portsmouth B	lvd											
Nansemond Parkway	City of Suffolk			1%	1%	1%	0%	0%	С	0.088	F	0.552	5200	(
	To	122 (42 Wilson D.)												
Nansemond Parkway	City of Suffolk		97%	10/_	10/-	1%	<b>∩</b> º/-	Nº/-	F	0.004	F	0.588	13000	-
337 Mansemond Farkway	City of Sulloik	1:40 13000 G	a 37/6	1 /0	1 /0	1 /0	0 /6	0 /6	'	0.034	'	0.566	13000	•
Nansemond Parkway	City of Suffolk	2.01 <b>9500 G</b>	97%	1%	1%	1%	0%	0%	F	0.095	F	0.555	10000	(
<u> </u>	To	SR 125 Kings Hwy			$\neg$ $\vdash$									
Nansemond Parkway	City of Suffolk		95%	1%	1%	1%	1%	0%	С	0.095	F	0.604	14000	(
	To:	WCL Chesapeake												
Route   Substitution   Length   AADT   QA   4Tire   Bus   Substitution   Substi														
460 Pruden Blvd	City of Suffolk			1%	1%	2%	14%	1%	F	0.087	F	0.592	16000	(
400)	To													
Drudon Plud	City of Cyffall			10/	10/	20/	1.40/	10/	г	0.007	г	0.500	10000	
460 Friddell bivd	City of Suffork	0.54 <b>19000 G</b>	<b>1</b> 62%	1%	1%	2%	14%	1%	г	0.087	г	0.592	10000	(
·	To: From:													
Pruden Blvd	City of Suffolk	1.47 <b>25000 G</b>	82%	1%	1%	2%	14%	1%	F	0.087	F	0.592	23000	(
~	Tα													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From			021		461	061	061	_	0.000	_	0.505	F6555	
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>50000 G</b>	i 91%	0%	1%	1%	6%	0%	F	0.083	F	0.585	52000	(
~ ~ ~	To: From:	SR 10 SR 32 Godwin Bl	lvd											
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>61000 G</b>	91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	(
	To:	61-642 Wilroy Rd												

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

- ·						_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		642 Wilroy R													_
160 (58) (13) Suffolk Bypass	City of Suffolk	2.30	51000	G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.575	53000	G
<del>*                                    </del>	To: From:		Bus US 58 Mi		_											
460 \ \( \) \( \) \( \) \( \) \( \) \( \) Military Highway	City of Suffolk	XXX Bus US 1 3.46	74000	G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	G
460 58 (13) Military Highway	To:		CL Chesapeal		3176	0 /6		1 /0	0 /6	0 /6	'	0.003	'	0.012	77000	ч
_	Power															
Bus 460	City of Suffolk	1.11	S 58, US 460		99%	0%	0%	0%	0%	0%	_	0.085	F	0.595	11000	G
160	City of Surioik	1.11	11000	G	99%	0%	0%	0%	076	0%	Г	0.065	Г	0.595	11000	G
Bus	T <sub>C</sub> From:	S	SR 10, SR 32													
460 10 32	City of Suffolk	1.49	26000	A	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.515	27000	Α
Bus	To: From:	Ol	d NCL Suffol	lk												
32 (10) Main St	City of Suffolk	0.09	29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13,	BUS US 58,5	SR 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffolk	0.88	15000	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	16000	G
Bus Bus Bus	To: From:		Pinner St													
160 58 13 Portsmouth Blvd	City of Suffolk	1.60	17000	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
Bus Bus	To: From:	SR 3:	37 Washingto	n St												
Bus Bus Bus 460   58   13   Portsmouth Blvd	City of Suffolk	1.22	24000	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	G
400 (38) (13) · ortomostii 2···s	To:		US 58		0070	0,0		. , 0	_,,	0 / 0	Ū	0.000	•	0.000		<b>.</b>
	From:	1 664 1	Vest Exit 9B	Domn			i									
Ramp	City of Suffolk (Maint: 61)	0.13	6700	G								0.088	F		6700	G
564 / Tamp	To:		E, Western F				1					0.000			0700	ď
1	From		Newport Ne													
East 664 Monitor Merrimac Memorial Bridge Tunne	el City of Suffolk (Maint: 61)	3.05	34000	A	94%	0%	1%	1%	4%	0%	_	0.105	Α		36000	Α
,	• '			A		0%	1%	1%	4% 4%	0%	'	0.103	A	0.522	74000	A
Combined Train	c Estimates for 2 Parallel Roadways				94%	0%	170	170	4%	0%	Г	0.098	А	0.522	74000	А
		East I-664 is	signea as	Souti	11-664											
East East	To: From:	SR	135 College l	Dr												
664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38	35000	Α	94%	0%	1%	1%	4%	0%	С	0.112	Α		38000	Α
/	c Estimates for 2 Parallel Roadways			A	94%	0%	1%	1%	4%	0%	C	0.1	Α	0.539	76000	Α
Combined Train	o Louinatoo for E i aranoi i foadways (	East I-664 is				0 /0	1 /0	1 /0	770	0 /0	J	0.1	,,	5.555	70000	, ,
	_ [				7.7004											
=ast	To: From:	SR 164	Western Fre	eeway												
Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.58	30000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		32000	G
	c Estimates for 2 Parallel Roadways		59000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	65000	G
55564		East I-664 is								- / -	-		-			<i></i>
		_aoi	orginou as	Jour	, , oo-t											

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

Route	Jurisdictio	on I	l enath	ΔΔΠΤ	ΟΔ	4Tire	Rus		Tru	ıck		OC.	K	OK	Dir	AAWDT	. 0
East 664 Ramp  West 664 Monitor Merrimac Memorial Bridge Tunn Combined Trat  West 664 Hampton Roads Beltway  Combined Trat  West 664 Hampton Roads Beltway  Combined Trat  West 664 Hampton Roads Beltway  Combined Trat	Caribaione					71110		2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q. (	Factor	70000	٩
ast A Hampton Roads Beltway	City of Suffolk (M	faint: 61)				94%	0%	1%	1%	1%	0%	F	0.089	F		42000	
												F		F	0 591		(
	Combined Traine Estimates for 21 arailer						0 /6	1 /0	1 /0	4 /0	0 /6	'	0.031	'	0.551	07000	
	То	Lasi i				11-004											
ant	From	4															
Bamn	City of Suffolk (M	laint: 61)			G								0 106	F		1500	
04)1101111	To												0.100	•		1000	
net	From	<u> </u>						i									
Ramp	City of Suffolk (N	Maint: 61)			G								0.122	F		3900	
South   Strip   Stri		-															
act	From	:		•	*												
Ramp	City of Suffolk (N	Maint: 61)			G								0.088	F		13000	
	To																
st	From																
Ramp	City of Suffolk (N												0.111	F		2300	
	10					·											
st	From	1 : 1 : 24)											0.007	_		11000	
Hamp	City of Suffolk (N	/laint: 61)											0.097	F		11000	
		Animte Cd)				0.40/	00/	10/	10/	40/	00/	_	0.104	^		07000	
/		•										F			0.500		
	Combined Traffic Estimates for 2 Parallel	•					0%	1%	1%	4%	0%	г	0.098	А	0.522	74000	
		vvest i	1-664 IS	signea a	is inorti	1 1-664											
est	To From		SR 1	135 College	Dr												
	City of Suffolk (M	Maint: 61)	1.04	35000	Α	94%	0%	1%	1%	4%	0%	С	0.112	Α		39000	
/	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	70000	Α	94%	0%	1%	1%	4%	0%	С	0.1	Α	0.539	76000	
		West I	I-664 is	signed a	s Norti	h I-664											
	То		SR 164	Western Fr	reeway												
	From	Animty Cd)				0.40/	00/	10/	10/	40/	00/	_	0.110	^		00000	
/	·	•													0.500		
	Combined Traffic Estimates for 2 Parallel	•			-		0%	1%	1%	4%	0%	F	0.1	А	0.539	65000	
		vvest i				1 1-664											
st	To From		US	17 Bridge	Rd												
	City of Suffolk (M	Maint: 61)	0.57	41000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		45000	
/	Combined Traffic Estimates for 2 Parallel	Roadways on this I	Route:	80000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	87000	
		West I	I-664 is	signed a	s Norti	h I-664											
	To																
est	From		]	I-664 West					<u> </u>								
	City of Suffolk (M	Maint: 61)	0.16	2100	G								0.143	F		2100	
	To	·	SR 13	5 N, Colle	ge Dr												

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.26 4700 G SR 135 S, College Dr		0.117	F	4700	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION  0.26 370 G  I-664-W FROM INSPECTION STATION		0.119	F	370	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 <b>7100 G</b> SR 164 W, Western Freeway		0.089	F	7100	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.11 <b>12000 G</b> I-664 West Exit 9C Ramp		0.078	F	12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 <b>6700 G</b> I-664 East Exit 9B Ramp		0.088	F	6700	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 <b>5400 G</b> US 17 S, Bridge Rd		0.092	F	5400	G

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Suffolk																
O Kida Bal	0.00	From		000/	00/		Everetts		00/			_	0.055	450	_	0046
602) Kirk Rd	0.60	420	G	98%	0%	1%	1%	0%	0%	С	0.119	F	0.655	450	G	2018
		10				Isle of Wig	ght County	y Line								
		From:				Isle of Wig	ght County	y Line								
603) Everets Rd	0.30	1900	N	98%	0%	1%	0%	0%	0%	Ν	0.116	F	0.714	2000	N	2018
$\bigcirc$		To				133-604 I	ake Princ	e Dr								
603 Everets Rd	1.97	1900	G	98%	0%	1%	0%	0%	0%	С	0.116	F	0.714	2000	G	2018
603) Everets Rd	1.07	1000		0070	0 70	1 70	0 70	070	070			•	0.711	2000	<u> </u>	2010
$\overline{}$		To:				133-742 M	oore Farn	n Lane								
603) Everets Rd	0.97	1800	G	97%	1%	1%	0%	0%	0%	С	0.12	F	0.692	1900	G	2018
$\overline{}$		To				SR 10 C	Godwin B	lvd								
		From:		]	B-NC N	ORTH CA	ROLINA	STATE	LINE							
604) Desert Rd	6.91	240	G								0.106	F	0.786	240	G	2018
004)			-													
O		From				133-642 V									_	
604) Hosier Rd	1.54	460	G	98%	0%	1%	1%	0%	0%	С	0.114	F	0.741	490	G	2018
$\overline{}$		To			1	33-674 N,	Skeeterto	wn Rd			$\neg$ —					
604) Hosier Rd	4.11	630 From:	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.778	670	G	2018
00-1		3-3	_	/ 0	- / -							-	•	•		
O = 1 = 5		From:					Mahlon									
604) Factory St	0.06	3000	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.611	3200	G	2018
$\overline{}$		To:					uffolk; Ga									
O 5'' 11 5 !		From:	<u> </u>	0000		5 58 Bus; V			051			_	0.500	4500	6	
604) Pitchkettle Rd	1.30	4300	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.528	4500	G	2018
<u> </u>		To				US 58 S	uffolk By	oass			$\neg$ —					
604) Pitchkettle Rd	2.55	2700 From:	G	97%	1%	1%	1%	0%	0%	С	0.109	F	0.581	2900	G	2018
004)		To				133-634 W						-			-	
		From				133-634 E										
604) Providence Rd	0.51	1500	G	98%	1%	1%	0%	0%	0%	С	0.110	F	0.59	1600	G	2018
004)			-									-			-	
<u> </u>		From					Pruden B									
604) Lake Prince Dr	0.78	2500	G	97%	1%	2%	0%	0%	0%	С	0.101	F	0.557	2600	G	2018
$\overline{}$		To:				133-605	Girl Scou	t Rd								
604) Lake Prince Dr	3.16	1400	G	98%	0%	1%	0%	0%	0%	С	0.108	F	0.636	1500	G	2018
004) =		To:	<u> </u>				3 Everets					-			-	
		-														
		From:				133-739	Deer Path	ı Rd				_				
607) Milford Lane													0.504	440	_	004
	1.50	110	G								0.133	F	0.581	110	G	2018
	1.50	110 To:	G			133-644	W, Indian	Trail			0.133	F	0.581	110	G	2018
	1.50						W, Indian				0.133	<u> </u>	0.581	110	G	2018
610) Buckhorn Rd	3.30	To		96%	1%				0%	С	0.133	F	0.581	110 450	G G	
610) Buckhorn Rd		From:		96%	1%	US 58 W 2%	, Holland	Rd 0%	0%	С						
Possible sure But	3.30	From: <b>420</b>	G			US 58 W 2%	7, Holland 0% Indian T	Rd 0%			0.119	F	0.527	450	G	2018
Possible sure But		From:		96%	1%	US 58 W 2% 133-644 2%	/, Holland 0% Indian T 0%	Rd 0% rail 0%	0%	C						2018
	3.30	From: <b>420</b>	G		1%	US 58 W 2%	/, Holland 0% Indian T 0%	Rd 0% rail 0%			0.119	F	0.527	450	G	2018
Possible sure But	3.30	From: <b>420</b>	G		1%	US 58 W 2% 133-644 2% Isle of Wiş	/, Holland 0% Indian T 0%	0% rail 0% y Line			0.119	F	0.527	450	G	2018
610) Buckhorn Rd	3.30	420 From: 470 From: 330 To:	G G		1%	US 58 W 2% 133-644 2% Isle of Wiş	7, Holland 0% Indian T 0% ght County	0% rail 0% y Line			0.119	F	0.527	450	G	2018
610) Buckhorn Rd	3.30	420 420 330 From:	G		1%	US 58 W 2% 133-644 2% Isle of Wig US 460	7, Holland 0% Indian T 0% ght County	Rd 0% rail 0% y Line			0.119	F	0.527	450 350	G G	2018
610) Buckhorn Rd	3.30	420 420 330 To: From: 400 To:	G G		1%	US 58 W 2% 133-644 2% Isle of Wig US 460	7, Holland 0% Indian T 0% ght County Pruden B	Rd 0% rail 0% y Line lvd			0.119	F	0.527	450 350	G G	2018
610) Buckhorn Rd 611) Gardner Lane	3.30 1.70 1.40	420 420 From 330 To From 400 To From From 500	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-60	7, Holland 0% Indian T 0% cht County Pruden B 6 Exeter	Rd 0% rail 0% y Line lvd	0%	F	0.119 0.126 0.189	F F	0.527 0.607 0.759	450 350 400	G G	2018
610) Buckhorn Rd 611) Gardner Lane	3.30	420 420 330 To: From: 400 To:	G G		1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1%	7, Holland 0% Indian T 0% cht Count Pruden B 6 Exeter 1 Vicksburg 0%	Rd 0% rail 0% y Line lvd  Dr g Rd 2%			0.119	F	0.527	450 350	G G	2018
610) Buckhorn Rd 611) Gardner Lane	3.30 1.70 1.40	420 420 330 From 400 To: From 400 To:	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; Q	7, Holland 0% Indian T 0% cht Count Pruden B 6 Exeter 1 Vicksburg 0% Gap Term	Rd 0% rail 0% y Line lvd  Dr 2 Rd 2% inus	0%	F	0.119 0.126 0.189	F F	0.527 0.607 0.759	450 350 400	G G	2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr	3.30 1.70 1.40 4.90	420 420 50 50 50 60 60 60 60 70 70 70 70 70 70 70 70 70 70	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653;	V. Holland  O%  Indian T  O%  tht County  Pruden B  6 Exeter 1  Vicksburg  O%  Gap Term  Gap Term	rail 0% y Line lvd  Dr 2 Rd 2% inus inus	0%	F C	0.119 0.126 0.189 0.094	F F F	0.527 0.607 0.759 0.763	450 350 400 390	G G G	2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr	3.30 1.70 1.40	420 420 330 From 400 To: From 400 To:	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; Q	7, Holland 0% Indian T 0% cht Count; Pruden B 6 Exeter 1 Vicksburg 0% Gap Term	Rd 0% rail 0% y Line lvd  Dr 2 Rd 2% inus	0%	F	0.119 0.126 0.189	F F	0.527 0.607 0.759	450 350 400	G G	2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd	3.30 1.70 1.40 4.90	420 420 From 430 From 400 To: From 410 140	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0%	V. Holland  O%  Indian T  O%  tht County  Pruden B  6 Exeter 1  Vicksburg  O%  Gap Term  Gap Term	o% y Line lvd  Dr g Rd 2% inius ninus 2%	0%	F C	0.119 0.126 0.189 0.094	F F F	0.527 0.607 0.759 0.763	450 350 400 390	G G G	2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd	3.30 1.70 1.40 4.90	420 420 50 50 50 60 60 60 60 70 70 70 70 70 70 70 70 70 70	G G G	96%	1%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0%	V. Holland  0%  Indian T  0%  Sht County  Pruden B  6 Exeter 1  Vicksburg  0%  Gap Term  2%	o% y Line lvd  Dr g Rd 2% inius ninus 2%	0%	F C	0.119 0.126 0.189 0.094	F F F	0.527 0.607 0.759 0.763	450 350 400 390	G G G	2018 2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd	3.30 1.70 1.40 4.90 3.20	From 420  330  From 400  From 370  From 140  From 140	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74	7, Holland 0% Holland T 0% Sht County Pruden B 6 Exeter 1 Vicksburg 0% Gap Term 2% 0 Carr La 2%	I Rd  0% rail  0% y Line  Ivd  Dr  g Rd  2% inus inus 2% ne  1%	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546	450 350 400 390	G G G	201a 201a 201a 201a 201a
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr	3.30 1.70 1.40 4.90 3.20	420 420 330 From 400 To: From 400 To: From 400 To: From 370 To: From 140 To:	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74 1% Isle of Wig	Holland  O%  Indian T  O%  Sht County  Pruden B  6 Exeter 1  Vicksburg  O%  Gap Term  Z%  O Carr La  Z%  Sht County	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546	450 350 400 390	G G G	201a 201a 201a 201a 201a
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd 612) Kingsdale Rd	3.30 1.70 1.40 4.90 3.20 0.20	420 420 330 From: 400 To: From: 400 To: From: 400 To: From: 570 From: 140 To: From: 140	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74	Holland  O%  Indian T  O%  Sht County  Pruden B  6 Exeter 1  Vicksburg  O%  Gap Term  Z%  O Carr La  Z%  Sht County	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546 0.786	450 350 400 390 150 90	G G G G	2018 2018 2018 2018 2018
610 Buckhorn Rd 611 Gardner Lane 612 O'Kelly Dr 612 Kingsdale Rd	3.30 1.70 1.40 4.90 3.20	420 420 330 From 400 To: From 400 To: From 400 To: From 370 To: From 140 To:	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74 1% Isle of Wig 3-661 W, 9	Month of the country	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546	450 350 400 390	G G G	201a 201a 201a 201a 201a
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd 612) Kingsdale Rd	3.30 1.70 1.40 4.90 3.20 0.20	420 420 330 From: 400 To: From: 400 To: From: 400 To: From: 570 From: 140 To: From: 140	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74 1% Isle of Wig 3-661 W, 9	Holland  O%  Indian T  O%  Sht County  Pruden B  6 Exeter 1  Vicksburg  O%  Gap Term  Z%  O Carr La  Z%  Sht County	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546 0.786	450 350 400 390 150 90	G G G G	2018 2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd 612) Kingsdale Rd 613) Leafwood Rd	3.30 1.70 1.40 4.90 3.20 0.20	420 420 330 From: 400 To: From: 400 To: From: 400 To: From: 570 From: 140 To: From: 140	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74 1% Isle of Wig 3-661 W, S	Month of the country	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546 0.786	450 350 400 390 150 90	G G G G	2018 2018 2018 2018 2018
610) Buckhorn Rd 611) Gardner Lane 612) O'Kelly Dr 612) Kingsdale Rd 612) Kingsdale Rd	3.30 1.70 1.40 4.90 3.20 0.20	420 420 330 To: From: 400 To: From: 400 To: From: 400 To: From: 450 To:	G G G	96%	1% 0% 0%	US 58 W 2% 133-644 2% Isle of Wig US 460 133-616 1% US 58; 0 133-653; 0% 133-74 1% Isle of Wig 3-661 W, S	7, Holland 0% Indian T 0% cht County Pruden B 6 Exeter 1 Vicksburg 0% Gap Term 2% 0 Carr La 2% cht County Southwest	rail 0% y Line lvd Dr 2 Rd 2% inus ninus 1% y Line	0%	F C	0.119 0.126 0.189 0.094 0.135	F F F	0.527 0.607 0.759 0.763 0.546 0.786	450 350 400 390 150 90	G G G G	2018 2018 2018 2018 2018 2018 2018

						City										
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From														
616) Holy Neck Rd	2.77	240	G	96%	0%	2%	1%	Rd 0%	0%	С	0.114	F	0.5	260	G	2018
616) Holy Neck Hu	2.11	240		30 /6	0 76				0 /6		0.114	'	0.5	200	u	2010
616) Vicksburg Rd	1.69	240 From	G	97%	0%	133-759	W, Pinevie	ew Rd 0%	0%	С	0.095	F	0.577	260	G	2018
(616) Vicksburg Rd	1.03	<b>240</b> To		31 /6		133-660 S.			0 76		0.033	'	0.577	200	u	2010
<u> </u>		From				133-660 \$										
616) Longstreet Lane	0.10	430	G	97%	0%	2%	1%	0%	0%	С	0.110	F	0.646	460	G	2018
$\overline{}$		To From				33-660 N;					_					
616) Mineral Spring Rd	3.43	530	G	97%	0%	133-660 N 1%	, Longshe 1%	0%	0%	С	0.097	F	0.561	560	G	2018
616)a.a. apga	00	To		0.70					0,0			•	0.00		٥.	
616) Mineral Spring Rd	1.48	400 From	G	97%	1%	133-668 F	reeman N	1111 Rd 1%	0%	С	0.101	F	0.667	430	G	2018
616) Mineral Spring Rd	1.40	<b>400</b>		31 /6	1 /0		haleyville		0 70			•	0.007	400	a	2010
		From	:			133-677 N										
616) Wedgewood Rd	2.10	120	G								0.134	F	0.6	120	G	201
<u> </u>		То				133-673 N	N, Greenw	ay Rd								
		From				133-658	Townpoin	nt Rd								
623) Respass Beach Rd	1.69	6200	G								0.099	F	0.600	6200	G	201
$\smile$		To				133-654	N, Bay C	Circle								
$\overline{}$		From				SR 337 N										
626) Shoulders Hill Rd	1.44	8400	G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.514	8900	G	201
<u> </u>		To From				133-659 N	N, Pughsvi	ille Rd								
626) Shoulders Hill Rd	1.63	13000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.551	14000	G	201
$\cup$		To				US 1	7 Bridge F	Rd								
		From				SR 337 N	ansemond	l Pkwy								
627) Bennetts Pasture Rd	1.36	5500	G	96%	2%	1%	1%	0%	0%	F	0.101	F	0.553	5800	G	201
$\overline{}$		То	-			SR 12	5 Kings H	wv								
627) Bennetts Pasture Rd	3.51	9800 From	G	96%	2%	1%	1%	0%	0%	С	0.097	F	0.586	10000	G	201
		To	:			US 1	7 Bridge F	Rd								
		From	:			SR 12	5 Kings H	wy								
628) Crittenden Rd	5.26	2600	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.54	2800	G	201
		То				US 1	7 Bridge F	Rd								
		From	:			Isle of Wi	ght Count	y Line								
632) Old Myrtle Rd	5.70	700	G	97%	0%	2%	0%	1%	0%	С	0.128	F	0.693	700	G	201
		То	:			US 460	Pruden B	Blvd								
		From	:			133-64	4 Indian T	rail								
634) Kings Fork Rd	2.27	410	G	96%	3%	1%	0%	0%	0%	С	0.123	F	0.648	430	G	201
$\overline{}$		То	-			133-637	Lake Mea	de Dr			$\neg$ —					
634) Kings Fork Rd	1.70	1600 From	G	96%	1%	1%	0%	1%	0%	С	0.108	F	0.746	1700	G	201
<u></u>		To				133-604 V										
634) Kings Fork Rd	0.64	2500 From	G	94%	3%	1%	1%	1%	0%	С	0.114	F	0.632	2600	G	201
634) Tango Font Fla	0.04	2500		0470	0 70				0 70		- O.114	•	0.002	2000	ŭ	201
Nings Fork Dd	0.07	From	<u> </u>	040/	20/		Pruden B		00/	F	0.100		0.520	E400		201
634) Kings Fork Rd	2.27	5100 <sub>To</sub>	G	94%	3%	1% SR 10	1% Godwin B	1%	0%	Г	0.108	F	0.539	5400	G	201
		From														
638) Murphys Mill Rd	1 25	630	G			133-604	Pitchkettl	ie Kd			0.123	F	0.660	620	G	201
Murphys Mill Rd	1.25	To	<u> </u>			1	FR-678				0.123	r	0.660	630	G	201
		From									1					
639) Lake Cohoon Rd	0.42	1500	G	97%	0%	133-64 2%	4 Indian T 1%	rail 0%	0%	С	0.11	F	0.527	1600	G	201
639) Lake Cohoon Rd	0.42	1000 To	<u> </u>	J170	U <sup>-</sup> /0		1 % 58 Hollan		U %	U	0.11	r	0.327	1000	G	201
		From									_					
642) Adams Swamp Rd	3.32	400	G	99%	0%	North Car	rolina Stat 1%		0%	С	0.007	_	0.727	430	G	201
642) Adams Swamp Rd	3.32	<b>4∪U</b> To	<u> </u>	JJ 70	U 7/0		1 % S, Carolina	0%	U %		0.097	F	0.727	430	G	201
		From			13	3-675 S, C										
642) White Marsh Rd	1.84	480	G	98%	0%	1%	1%	0%	0%	С	0.123	F	0.761	510	G	201

						City	of Suffo	IK								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
642 White Marsh Rd	1.95	470	G	98%	0%	3-604 Ho 1%	1%	0%	0%	С	0.11	F	0.655	490	G	2018
642) White Marsh Rd	2.80	640 From	G	99%	0%	133-67 0%	4 Badger 0%	Rd 0%	0%	С	0.107	F	0.671	680	G	2018
642 White Marsh Rd	0.79	870 From	G	99%	0%	80 MN 13 1%	33-674 Ba 0%	dger Rd 0%	0%	С	0.097	F	0.708	920	G	2018
642) White Marsh Rd	0.84	2700 From	G	99%	0%	133-112 1% L Suffok;	5 Semino 0%	0%	0%	С	0.090	F	0.659	2900	G	2018
(642) Wilroy Rd	2.10	5900	G	96%	1%	Bus US 5			0%	С	0.098	F	0.512	6300	G	2018
(642) Wilroy Rd	1.77	9300 From	G	94%	1%	1%	US 58 2%	1%	0%	С	0.098	F	0.521	9800	G	2018
		To				SR 337 N	ansemond	l Pkwy								
643 Manning Rd	2.56	490	G	99%	0%	1%	Mineral S 0%	pring Rd 1%	0%	С	0.114	F	0.705	520	G	2018
643 Manning Rd	2.32	660 From	G	99%	0%	133-663 1%	3 Leesville 0%	0%	0%	С	0.105	F	0.711	700	G	2018
643 Manning Rd	1.30	1100 From	G	98%	0%	133-647 1% 33-645 M	Copeland 0%	1%	0%	С	0.107	F	0.688	1200	G	2018
(643) Manning Bridge Rd	0.94	860	G			133-64	5 Manning	g Rd			0.112	F	0.656	860	G	2018
		To			0.9	94 MN 13										
644 Indian Trail	1.70	220	G	97%	0%	1%	40 Carr La 2%	0%	0%	С	0.134	F	0.697	230	G	2018
644) Indian Trail	3.70	330 From	G	98%	0%	1%	Buckhor 1%	0%	0%	С	0.121	F	0.553	350	G	2018
(644) Indian Trail	2.30	450 From	G	98%	0%	133-634 1%	Kings For	rk Rd 1%	0%	С	0.128	F	0.754	480	G	2018
644) maran man	2.00	To		0070	070				0 70			•	0.701	100	<u> </u>	20.0
644) Indian Trail	0.60	940 From	G	98%	0%	1%	8 Kenyon 0%	0%	0%	С	0.108	F	0.521	990	G	2018
(644) Indian Trail	1.18	920 From	G	99%	0%	133-637	Lake Mea	de Dr 0%	0%	С	0.106	F	0.603	980	G	2018
		To	:				9 Cohoon									
(645) Manning Rd	1.70	740	G	99%	0%	33-643 M 1%	anning Br 0%	idge Rd 0%	0%	С	0.148	F	0.579	790	G	2018
(645) Manning Rd	1.50	1500 From	G	99%	0%	1%	n Bounda	0%	0%	С	0.099	F	0.566	1600	G	2018
		From	1		1/		Holland									
646 Airport Rd	0.40	1000 To	G	98%	0%	33-705 Me 1% US 13; SI	0%	0%	0%	С	0.087	F	0.532	1100	G	2018
		From					E, Holland									
647) Lummis Rd	0.20	1600 <sub>то</sub>	G	94%	1%	2% 133-64	1% 9 Lummis	2% Rd	0%	С	0.093	F	0.63	1700	G	2018
647) Copeland Rd	2.50	540 From	G	90%	1%	4% 33-643 M	2%	4%	0%	С	0.135	F	0.566	570	G	2018
647 Copeland Rd	0.65	1100 From	G	91%	3%	2%	2%	2%	0%	С	0.113	F	0.565	1200	G	2018
(647) Copeland Rd	1.75	710 From	G	90%	1%	2%	5 Jackson 3% haleyville	3%	0%	С	0.122	F	0.522	750	G	2018
			<u> </u>			OD 13 W	naicyville	חזות								

						City	of Suffo	lk								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				122 ((0.1		T								
650) Quince Rd	1.90	180	G			133-6601	Longstreet	Lane			0.205	F	0.59	180	G	2018
<u> </u>		To				133-64	9 Lummis	Rd								
Olava Havesa Bu	0.40	From:	Ļ	070/	00/		Kingsdale		00/			_	0.540	4000	0	0040
653) Glen Haven Dr	0.13	1200	G	97%	0%	1%	1%	0%	0%	С	0.107	F	0.548	1200	G	2018
O Datab Bd	0.40	From:	Ļ	000/	00/		Bus EAS		00/				0.700	000		0040
653) Dutch Rd	3.12	580	G	93%	0%	2%	4% N, Quake	0%	0%	С	0.12	F	0.722	620	G	2018
		From:					S, Quake									
653) Holland Corner Rd	2.17	190	G	93%	2%	5%	1%	0%	0%	С	0.129	F	0.692	200	G	2018
		To			1	33-616 M	Iineral Spr	ring Rd								
		From:				133-65	1 Barnes	Rd				_				
655) Brentwood Rd	0.90	130	G				110.50				0.146	F	0.821	130	G	2018
		From:	1				US 58									
658) Town Point Rd	1.36	1200	G	95%	2%	133-659 2%	Pughsville 0%	e Rd 0%	0%	С	0.1	F	0.526	1300	G	2018
658) Town Point Rd	1.00	1200		33 /6	2 /0				0 70		——————————————————————————————————————		0.520	1000	u	2010
658) Town Point Rd	0.46	2700 From:	G	97%	1%	133-2276 <b>1</b> %	Plummer 1%	Blvd 0%	0%	С	0.088	F	0.53	2800	G	2018
658) Town Point Rd	0.40	<b>2700</b> To:		31 /6	1 /0		ridge Rd;		0 /6		0.000	•	0.55	2000	ч	2010
		From:					iew Blvd.	_								
658) Town Point Rd	0.60	11000	G	95%	2%	2%	0%	0%	0%	F	0.088	F	0.527	12000	G	2018
<u> </u>		From:					Brookwo	od Dr								
658) Town Point Rd	0.18	13000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.501	13000	G	2018
		To: From:				SR 13	5 College	Dr								
658) Town Point Rd	0.68	9900	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.507	11000	G	2018
<u> </u>		To				WCL	Portsmou	th								
O B	4.00	From	پ	000/		33-626 N,			20/			_	0.014	0000	_	0010
659 Pughsville Rd	1.28	6500	G	98%	0%	1%	0% Chesapeal	0%	0%	С	0.101	F	0.614	6900	G	2018
		From:	<u> </u>	10	2 (1( N						+					
660) Longstreet Ln	5.50	430	G	13.	3-010 N;	Mineral	Spring Ra	; Longstre	et Lane		0.118	F	0.698	430	G	2018
660) 2511g0t100t 211	0.00	To:	Ĕ				US 58					•	0.000	100	Ğ	2010
		From:				133-759	W, Quake	er Dr								
662) Box Elder Rd	1.10	40	G				, , ,				0.203	F	0.875	40	G	2018
		To				133-64	9 Lummis	Rd								
		From			133	3-759 Pine	view Rd;	Gates Rd								
666) Gates Rd	2.10	1200	G	81%	0%	1%	1%	17%	0%	С	0.101	F	0.634	1300	G	2018
$\overline{}$		To:				133-6	61 Ellis R	ld								
666) Gates Rd	3.37	1300	G	82%	0%	1%	1%	15%	0%	С	0.097	F	0.568	1400	G	2018
		To:				133-746	Wildwoo	d Dr								
666) Gates Rd	0.65	1300	G	76%	0%	1%	6%	16%	0%	С	0.092	F	0.646	1400	G	2018
$\overline{}$		To				9	SR 189									
O		From:				133-759	E, Pinevie	w Rd								
667 Butler Dr	1.90	<b>70</b>	G			122 ((0)		T			0.130	F	0.591	70	G	2018
		From:					Longstreet									
668) Pittmantown Rd	0.12	1100	G	81%	0%	133-759	S, Short I	Lane 17%	0%	С	0.099	F	0.565	1200	G	2018
668) Pittmantown Rd	0.12	To:		0176	0 /6		N, Gates		0 /6		0.033	•	0.505	1200	u	2010
<u> </u>		From:					Spivey Ru									
668) Freeman Mill Rd	4.50	600	G								0.118	F	0.756	600	G	2018
		To			Ţ	JS-13 N, '	Whaleyvill	le Blvd								
		From				US 13 W	haleyville	Blvd				_	0 = 5			<u> </u>
672 Little Fork Rd	3.60	130	G			N. d. C	1: C:	. Y:			0.168	F	0.524	130	G	2018
			l			North Car					<u> </u>					
673) Liberty Spring Rd North	200	270	G		133-	759 E, Lit	erty Sprin	ig Rd Wes	it		0.115	F	0.677	270	G	2018
673 Liberty Spring Rd North	i ∠.UU	Z/U To:	<u> </u>			133-647	Copeland	1 Rd			0.113	1.	0.077	210	G	2010
						1337047	Coperant	. 11U								

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			T												
674) Badger Rd	1.30	130	L	98%	0%	133-604 S,	Hosier Rd 1% 0%	0%	С	0.15	F	0.526	130	G	2018
Badger Rd	1.00	To	Ĕ	30 70	0 70	133-642 Whi		070			•	0.020	100	u	2010
		From:				US 13 Whale	eyville Blvd			Ī					
675) Cypress Chapel Rd	3.60	140	G	91%	0%		2% 4%	0%	С	0.122	F	0.632	140	G	2018
		To:				SR 32 Car	rolina Rd								
675) Cypress Chapel Rd	0.50	170	G	87%	1%	1%	2% 9%	0%	С	0.111	F	0.524	180	G	2018
<u> </u>		To			1	33-642 S, WI	nite Marsh Rd								
<u> </u>		From:				North Carolin								_	
Great Fork Rd	3.60	1600 <sub>To:</sub>	G	99%	0%	1% US 13 Whale	0% 0%	0%	С	0.1	F	0.734	1700	G	2018
		From:													
G78) Cherry Grove Rd	2.60	80	G			133-673 Gr	eenway Rd			0.115	F	0.684	80	G	2018
576) 5.16.17 5.16.16		To:			13	33-642 N, Ada	ms Swamp Rd				•	0.00		<u>.</u>	_0.0
		From				Dead	End								
883) Benton Rd	1.00	650	G							0.129	F	0.729	650	G	2018
		To				US	13								
Totalia esta e D.	0.40	From:		0701	401	US 13,		00/		0.101	_	0.007	0000		0013
Turlington Rd	3.16	2200 To:	G	97%	1%	1% 133-1722 Kill	0% 0%	0%	С	0.104	F	0.637	2300	G	2018
		From:													
95) Mockingbird Lane	1.25	130	G	97%	1%	133-743 M 1%	1% 1%	0%	С	0.143	F	0.632	130	G	2018
999)		To				Dead									
		From				133-646 A	irport Rd								
705) Meadow Country Rd	1.80	520	G	98%	0%	1%	1% 0%	0%	С	0.111	F	0.54	550	G	2018
<u> </u>		To			13	33-674 Meado	w Country Rd								
	0.50	From:				133-2023 N	I, Lake Rd					0.004	400		0016
Nansemond Dr North	0.53	490 To:	G			133-717 Nor	th Shore Dr			0.11	F	0.634	490	G	2018
		From:	l												
731) Dill Rd	0.66	4400	G	88%	2%	US 13 Car 2%	2% 6%	0%	С	0.083	F	0.539	4700	G	2018
731)		To				133-1111 1									
		From:				133-644 W,	Indian Trail								
739) Deer Path Rd	5.20	380	G							0.124	F	0.654	380	G	2018
<u> </u>		To				133-644 E, 1									
0	0.00	From		0.40/	00/	133-612 Kii		00/			_	0.500	70	0	0040
740 Carr Lane	0.80	60 To:	G	94%	0%	0% 133-644 In	4% 2%	0%	С	0.182	F	0.583	70	G	2018
		From:				Dead									
744) Jasmine Ln	0.93	80	G			Deau	LIIU			0.129	F	0.591	80	G	2018
744)		To				133-616 Ho	ly Neck Rd								
		From:				Dead	End								
757) Bennetts Creek Park F	Rd 1.03	5400	G							0.097	F	0.608	5400	G	2018
<u> </u>		To				133-626 Shou	lders Hill Rd								
Obsert Leave	0.40	From:	Ļ	040/	00/	North Carolin		00/			_	0.570	1000	0	0040
759 Short Lane	0.12	1100 To:	G	81%	0%	1% 133-668 S, Pit	1% 18%	0%	С	0.097	F	0.576	1200	G	2018
_		From:				133-668 N, Pit									
759) Gates Rd	1.23	1100	G	80%	0%		1% 18%	0%	С	0.095	F	0.612	1200	G	2018
$\smile$		To: From:				133-666 Pi									
759) Pineview Rd	3.75	50	G	93%	0%	133-666 ( 3%	5% 0%	0%	С	0.192	F	0.6	60	G	2018
733)		To:				133-616 W, H									
0		From:		0501		133-616 E, V	icksburg Rd	667		0.115	_	0.700	050		00:
759) Quaker Dr	3.55	620	G	95%	1%		0% 0%	0%	С	0.116	F	0.726	650	G	2018
		To	1			133-653 N,	Dutch Rd								

						City of	Suttolk								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
759) Liberty Spring Rd West	2.28	470	G			133-643 S,	Manning Rd			0.143	F	0.627	470	G	2018
759) = 3011, 301113 110 11001		To			Ţ	JS 13 S, Wh	aleyville Blvd				•	0.027			20.0
_		From:				Cul-d	le-Sac								
785) Burnetts Ct	0.12	120	G							0.159	F	0.615	120	G	2018
<u> </u>		To:	<u> </u>			133-780 Bu	urnetts Way								
Ohanana Dd	0.14	From	<u> </u>			Cul-d	le-Sac				_	0.704	00	_	0010
Chenaneo Rd	0.14	90 To:	G			133 1034 E	allwater Way			0.163	F	0.704	90	G	2018
		From:					1 Dill Rd								
County St	0.62	2900	G	87%	1%	2%	3% 6%	0%	С	0.083	F	0.602	3100	G	2018
,		To:				Old Suffolk	Corp Limits								
		From:				133-731 V	W, Dill Rd								
Dill Rd	0.39	100	G	62%	3%	3%	8% 24%	0%	С	0.155	F	0.526	110	G	2018
$\smile$		To:				133-1101	County St								
		From:				133-1148 W	interview Dr				_			_	
Summerfield Ct	0.06	330 To:	G			22 1145 2 .				0.128	F	0.517	330	G	2018
		fo	<u> </u>		13	•	ngfield Terrace								
Cth Ct	0.20	From:		000/	10/		Truman Rd	09/			_	0.605	E200	G	2010
6th St	0.39	5000	G	98%	1%	1%	0% 0%	0%	С	0.09	F	0.605	5300	G	2018
Out- Ou	0.47	From:	<u> </u>	000/			hington St East	00/				0.054	700		0040
(310) 6th St	0.17	740	G	98%	1%	1%	1% 0%	0%	С	0.102	F	0.654	780	G	2018
		From:			133-13		Ave; Gap Termi Clary Dr	nus							
Goodman St	0.11	310	G	97%	1%	2%	0% 0%	0%	С	0.110	F	0.703	330	G	2018
		To:				133-1317	Center Ave								
_		From:				133-642	Wilroy Rd								
McAruthur Dr	0.16	40	G							0.2	F	0.75	40	G	2018
<u> </u>		To:	<u></u>		133	3-1319; 133-	-1323 Myrtle St								
C Hallana ad Ana	0.00	From:	پ	000/	40/		ashington St	00/	_		_	0.504	0000	_	0040
Hollywood Ave	0.06	2500 To:	G	98%	1%	1%	0% 0% Myrick Ave	0%	С	0.092	F	0.581	2600	G	2018
		From:					-								
1325) Center Ave	0.39	1700	`∟	97%	1%	133-1310 C	Goodman St 0% 0%	0%	С	0.094	F	0.539	1800	G	2018
1325 Center Ave	0.00	To:		31 /6			ollywood Ave	0 70		0.054	•	0.555	1000	ч	2010
		From:					ner St			1					
Old Pinner St	0.17	2300	G	96%	0%	1%	1% 2%	0%	С	0.113	F	0.947	2500	G	2018
		To:	:				Constance Rd								
		From:	-			133-642 Wh	ite Marsh Rd								
1332) Truman Rd	0.23	2700	G	98%	1%	0%	0% 0%	0%	С	0.082	F	0.506	2800	G	2018
$\overline{}$		To:				133-131	10 6th St								
		From:			1.	33-1366 Bly	thewood Lane								
1368) Nixon Dr	0.06	820	G							0.11	F	0.527	820	G	2018
		To:	<u> </u>				Sierra Dr								
Calless Dr	0.40	From:	<u>ب</u>			Dead	d End				_	0.500	170	_	0010
Eclipse Dr	0.19	170	G			132 1504	5 Cross St			0.137	F	0.596	170	G	2018
		From:								<u> </u>					
Sunset Manor Dr	0.07	50	G			Deac	d End			0.365	F	0.587	50	G	2018
Sunset Manor Dr	0.07	To:				133-1601 V	aughan Ave			7.555	•	0.007	50	J	2010
		From:	_				Holland Rd								
(1722) Kilby Shores Rd	0.03	5700	G	97%	1%		1% 0%	0%	С	0.098	F	0.680	6000	G	2018
<u> </u>		To:					arlington Rd								
		From:				133-1718 N	N, Staley Dr								
_		'						_	_		_			_	0040
1727) Brittle Dr	0.07	70	G							0.122	F	0.6	70	G	2018

						Oit, o	Canon								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Suffolk		E				122 1700	W 1 PH								
Ash Wood Dr	0.27	140	G			133-1790	Woods Pkwy			0.105	F	0.533	140	G	2018
1793) 71011 17000 21	0.27	To	Ť			Cul	-de-Sac				•	0.000	1 10	Ğ	
		From	:			Cul	-de-Sac								
1856) Berkshire Blvd	0.35	450	G							0.111	F	0.588	450	G	2018
$\overline{}$		To	:			133-1851	Ashford Dr								
		From				133-190	2 Wren Rd								
<sub>1905</sub> Hawk Rd	0.11	250	G							0.099	F	0.546	250	G	201
<u> </u>		10					Beaver Lane								
Poxcroft Rd	0.43	From <b>180</b>	<u> </u>		1.	33-627 Ber	nnets Pasture Ro	<u>i</u>		0.115	F	0.571	180	G	2018
Poxcroft Rd	0.43	To	G			133-2028	Brittany Lane			0.113	'	0.571	100	G	2010
		From			11		ech Grove Land								
2073) Carter Ln	0.08	130	G		1.	33-2073 De	eeth Grove Land	2		0.140	F	0.5	130	G	201
20/3)		То			13	3-2070 Dri	vers Station Wa	ay							
		From	ı				3-2143								
2140) Burbage Lake Circle	0.19	540	G							0.107	F	0.636	540	G	201
$\overline{}$		То			13:	3-2145 Old	e Bullocks Circ	le							
		From				De	ad End								
Breeze Point Way	0.27	2900	G							0.096	F	0.5	2900	G	201
<u> </u>		То					Bridge Rd								
O Hards V/I DI - I	1.00	From	لبا	0001	001		Bridge Rd			0.000	_	0.500	04000		004
Harbour View Blvd	1.02	19000 <sub>To</sub>	G	98%	0%	0% Town	0% 0% Point Rd	6 0%	С	0.089	F	0.589	21000	G	201
		From	:				Roads Pkwy								
2284) Harbour View Blvd	1.44	4200	G	98%	0%	0%	0% 0%	6 0%	F	0.093	F	0.562	4500	G	201
<u> </u>		То	c			SI	R 135								
		From				Cul	-de-Sac								
Preakness Circle	0.04	110	G							0.167	F	0.667	110	G	201
<u> </u>		10			1.		eeplechase Land	2							
O Dobov Form Dd	0.50	From	<u> </u>			Cul	-de-Sac			0114	_	0.60	040	_	201
Rabey Farm Rd	0.52	940 To	G		13	3-626 N S	Shoulders Hill R	<u>d</u>		0.114	F	0.69	940	G	201
		From	:		1.0		ington St	<u>u</u>							
8501) Pinner St	0.63	7100	G	98%	0%	1%	0% 0%	6 0%	С	0.098	F	0.571	7500	G	201
0301)		То													
Pinner St	0.41	10000	G	98%	0%	1%	ore Ave 0% 0%	6 0%	F	0.092	F	0.538	11000	G	201
		To	:				L Suffolk								
		From				Sr	nith St								
South Broad St	0.15	1300	G	97%	1%	2%	0% 0%	6 0%	С	0.100	F	0.549	1400	G	201
$\overline{}$		To From				Wash	ington St			$\neg$ —					
8505) North Broad St	0.68	770 From	G	98%	1%	1%	0% 0%	6 0%	С	0.135	F	0.714	820	G	201
$\overline{}$		To From	-			East Ri	verview Dr	-		_					
8505) Western Ave	0.12	1100 From	G	98%	0%	1%	0% 0%	6 0%	С	0.099	F	0.624	1100	G	201
$\cup$		To	·			West Co	onstance Rd								
		From	i:			Kil	by Ave								
Wellons St	0.65	1700	G	96%	1%	2%	1% 0%	6 0%	С	0.096	F	0.539	1800	G	201
		To From				SR 337 V	Vashington St			}_					
Market St	0.43	3100	G	97%	0%	1%	1% 0%	6 0%	С	0.096	F	0.589	3300	G	201
$\overline{}$		To From				Sara	atoga St								
<u> </u>	0.06	4900 From	G	97%	0%	1%	1% 0%	6 0%	F	0.099	F	0.624	5200	G	201
8507) Market St	0.06	.000								_					
Market St	0.06	То	:			SR 32	2 Main St								
	0.06	To	<u> </u>			M	ain St								
(8508) Finney Ave	0.20	То	G	99%	0%	М 1%		6 0%	С	0.088	F	0.507	8000	G	2018

						City	of Suffoll	<								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk  8509) Saratoga St	0.31	2700	G	97%	1%	Car 1%	rolina Ave	0%	0%	С	0.089	F	0.52	2800	G	2018
8509) Saratoga St	0.12	3200 To:	G	97%	1%	1%	shington St	0%	0%	F	0.101	F	0.514	3400	G	2018
9510) Hall Ave	0.43	3300 To:	G	98%	0%	Sa 1%	Market St aratoga St 1% Vashington	0%	0%	С	0.098	F	0.558	3500	G	2018
3511) Factory St	0.44	From: 2300 To:	G	97%	1%	SC 1%	L Suffolk 1% shington St	0%	0%	С	0.092	F	0.515	2400	G	2018
Fayette St	0.17	750 To:	G	97%	1%	Ca 1%	1% Cedar St	0%	0%	С	0.113	F	0.522	800	G	2018
Gedar St	0.04	740	G	97%	2%	F 1%	ayette St 0%	0%	0%	С	0.09	F	0.8	780	G	2018
Madison Ave	0.23	From:	G	83%	1%	2%	Cedar St 4%	10%	0%	С	0.123	F	0.56	890	G	2018
Madison Ave	0.11	1200 To:	G	93%	1%	2%	2% actory St	2%	0%	С	0.116	F	0.585	1300	G	2018
8514 Bank St	0.20	2200 To:	G	98%	0%	1%	th Main St 1% Pinner St	0%	0%	С	0.105	F	0.69	2400	G	2018
8813) County St	0.18	3400	G	90%	0%		olk Corp Li 3%	mits 5%	0%	F	0.093	F	0.648	3600	G	2018
6813 County St	0.27	750 From: 750 To:	G	90%	0%	1%	3% Washington	5%	0%	С	0.091	F	0.592	4000	G	2018
B814 Liberty St / Moore Ave	0.64	From: <b>4200</b>	G	90%	1%	SR 337 1%	Washington 3% Pinner St		0%	С	0.099	F	0.586	4400	G	2018
Burbage Lake Circle		From: <b>1400</b>	G			Repa	ss Beach Ro	d			0.108	F	0.598	1400	G	2018
James Avenue		350 To:	G			Sn	nith Street	· · · · ·			0.098	F	0.629	350	G	2018
Kensington Blvd		From:	G	98%	1%	As 1%	shington Str shford Dr 0%	0%	0%	С	0.090	F	0.573	6600	G	2018
Quince Rd		From:	G	98%	0%	Pio 1%	oneer Ave 0%	1%	0%	С	0.131	F	0.5	190	G	2018
Weatherby Way		280	G				mmis Rd hacha Tr				0.131	F	0.638	280	G	2018
		To				Shoul	lders Hill R	d								