2020

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 The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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
- 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 buses.

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

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

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North

81

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7) Virginia State Route

F241) Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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

		City of Suffolk				Tru	ıok			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Isla of Wight County I			ZAXIE	3+Axie	TITAL	ZITali		Factor		Factor		
10 (32) Godwin Rd	City of Suffolk	Isle of Wight County L 1.31 9600 (0%	1%	1%	2%	0%	F	0.103	F	0.597	10000	G
10 32 Godwin Rd	Oity of Surfolk		a 3576	0 76	1 /0	1 /0	2/0	0 78	'	0.103	•	0.557	10000	u
	To: From:	SR 125 Chuckatuck												
(10) (32) Godwin Blvd	City of Suffolk	0.87 12000 (95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	12000	G
	To	133-603 Everets Rd			\neg \vdash									
10 (32) Godwin Blvd	City of Suffolk	4.81 10000 (95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	11000	G
	To	122 (24 Vince Feels D	4											
10 (32) Godwin Blvd	City of Suffolk	133-634 Kings Fork R 1.36 20000 F		0%	1%	1%	2%	0%	F	0.095	F	0.536	21000	F
10 (32) Godwin Blvd	Oity of Suffork	1.30 20000 F	35 /6	0 /6	1 /0	1 /0	Z /0	0 /6	'	0.095	'	0.550	21000	'
	To: From:	US 58 Suffolk Bypas	S											
10) (32) Godwin Blvd	City of Suffolk	0.54 17000 (95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	18000	G
\smile	To:	Pruden Blvd US 460												
Bus	From:	Bus US 460 Elephant F						221	_					
10/(460)(32)	City of Suffolk	1.49 25000 A		0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	Α
<u> </u>	From:	Bus US 460, Bus US 5	18											
Bus Main St	City of Suffolk	Bus US 460 0.09 26000 (98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	27000	G
10 32 460 Main St	City of Surioik	Bus US 58	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6		0.001		0.302	27000	G
Bus	From:	Bus US 58, Bus US 46	50											
10) (32) (13) Main St	City of Suffolk	0.68 16000 C		0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	G
10) (32) (13)	To:	SR 337 Washington S		0,0		0 / 0	0 / 0	0,0	•	0.00.	•	0.000		O .
	From	•												
13 Whaleyville Blvd	City of Suffolk	North Carolina State Li 5.37 5000		0%	1%	1%	11%	0%	С	0.103	Α	0.620	5100	Α
13 Whaleyville Blvd	Oity of Suffork	5.37 5000 A	00 /6	0 /6	1 /0	1 /0	11/0	0 /6	C	0.103	^	0.020	3100	^
~~~	To: From:	133-616 Mineral Spring												
13 Whaleyville Blvd	City of Suffolk	1.28 <b>11000 (</b>	88%	0%	1%	1%	11%	0%	F	0.071	F	0.553	11000	G
~	To: From:	133-677 Great Fork R	d											
13 Whaleyville Blvd	City of Suffolk	0.82 <b>7700 (</b>		0%	1%	1%	11%	0%	F	0.087	F	0.704	7600	G
13)														_
	From	133-675 Cypress Chapel		00/	10/	40/	440/	00/		0.000	_	0.700	7400	
13 Whaleyville Blvd	City of Suffolk	2.22 <b>7500 C</b>	88%	0%	1%	1%	11%	0%	F	0.082	F	0.706	7400	G
	To: From:	133-759 S, Liberty Spring R	d West											
13 Whaleyville Blvd	City of Suffolk	1.06 <b>8800 C</b>	88%	0%	1%	1%	11%	0%	F	0.088	F	0.708	8600	G
$\rightarrow$	To:	133-759 N, Babbtown	D.d.											
13 Whaleyville Blvd	City of Suffolk	2.56 <b>9000</b> (		0%	1%	1%	11%	0%	F	0.082	F	0.738	8800	G
13) Whateyville Blvd	To:	SR 32 Carolina Rd	<b>a</b> 00 70	0 70	170	1 /0	1170	0 70	•	0.002	•	0.700	0000	ч
	From:	SR 32 Whaleyville Blv	vd.											
13 (32) Carolina Rd	City of Suffolk	1.64 <b>16000 (</b>		0%	1%	1%	11%	0%	F	0.081	F	0.696	15000	G
10) (32)	To:	Bus US 13												
	From:	Bus US 13, SR 32 Carolin	a Rd											
3 Southwest Suffolk Bypass	City of Suffolk	11000 F		1%	1%	2%	10%	0%	С	0.094	F	0.661	11000	F
<i>-</i>	To:	US 58 Holland Rd												
	From:	Bus US 58												
13) (58) Suffolk Bypass	City of Suffolk	1.41 <b>37000 F</b>	82%	1%	1%	1%	16%	0%	F	0.095	F	0.65	37000	F

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

		City of Suffoll	K											
Davita	luvia di akia a	Laurath AADT	OA 4T:	- D		Tru	uck		00	K	OK	Dir	A A \ A \ D T	OW
Route	Jurisdiction	Length AADT	QA 411r	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	61-604 Pitchkittle	Rd											
13 58 Suffolk Bypass		40000	<b>F</b> 82%	6 1%	1%	1%	16%	0%	F	0.087	F	0.601	39000	F
(13) (30)	_													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 460 Pruden Bl												
(13) (58) (460) Suffolk Bypass		45000	F 90%	6 0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	F
\$ \$ \$	T _O	SR 10 SR 32 Godwin	Blvd		\neg \vdash									
13 (58) (460 Suffolk Bypass	City of Suffolk	1.87 55000	F 90%	6 0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	F
10 (30) (400)	, .													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	61-642 Wilroy R				40/	70/	00/	_	0.005		0.504	40000	
(13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>47000</b>	<b>F</b> 90%	6 0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	F
\$ \$ \$	To:	Bus US 13,Bus US 58 Mil	litary Hwy											
(13) (58) (460) Military Highway	Prom't.	3.46 <b>68000</b>	<b>G</b> 90%	6 0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	G
(13) (36) (400)	To:	Bus US 13	•											-
D.	From		l D											
Bus Carolina Dd	City of Courtells	US 13 Southwest Suffolk		/ 00/	10/	10/	110/	00/	_	0.000	_	0.500	11000	0
(13) (32) Carolina Rd	City of Suffolk	1.17 <b>11000</b>	<b>G</b> 88%	6 0%	1%	1%	11%	0%	F	0.080	F	0.566	11000	G
Dua	To: From:	Old SCL Suffolk	ζ											
Bus (13) (32) Carolina Rd	City of Cuffolls			/ 00/	10/	10/	110/	00/	г	0.004	F	0.505	10000	_
(13) (32) Carolina Rd	City of Suffolk	0.54 10000	<b>G</b> 88%	6 0%	1%	1%	11%	0%	F	0.084	F	0.535	10000	G
-	From:	Fayette St												
Bus Main St	City of Suffolk	US 13; SR 32 Fayett		/ <b>n</b> o/	10/	00/	00/	00/	_	0.070	F	0.522	0000	G
(13) (32) Main St	City of Suffolk	0.34 <b>9400</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	С	0.078	Г	0.532	9900	G
Due	To: From:	Begin SR 10												
Bus (13) (32) (10) Main St	City of Suffolk	0.68 <b>16000</b>	<b>G</b> 98%	6 0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	G
13 (32) (10) Main St	City of Surioik			0 0 /0	1 /0	0 /6	0 /6	0 /6	'	0.001	'	0.500	17000	G
Bus Bus Bus	From:	US 58; Bus US 46 SR 32 Main St	50											
		0.88 <b>14000</b>	<b>G</b> 97%	6 0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	G
(13) (58) (460) Constance Rd		0.00 14000	G 317	0 0 70	1 /0	1 /0	1 /0	0 /6	'	0.003	'	0.552	14000	u
Bus Bus Bus	To From:	Pinner St												
13 58 460 Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	<b>F</b> 97%	6 0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	F
(13) (38) (460) 1 Ortomodili Biva	Only of Curron	1.00 1000	1 0//	0 070		1 /0	1 /0	0 /0	J	0.000	•	0.000	17000	•
Bus Bus Bus	To: From:	SR 337 Washington	n St											
13 58 460 Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	<b>G</b> 96%	6 0%	1%	1%	2%	0%	С	0.086	F	0.589	23000	G
(13) (36) (460). 515531. 2.15	To:	US 13, US 58, US 4		- 070	Ť	. , 5	_,,	0,0	Ŭ	0.000		0.000		_
	- I													
Pride Pd	From:	WCL Chesapeak		/ 00′	401	001	001	001	_	0.000	_	0.507	0.4000	_
17 Bridge Rd	City of Suffolk	0.66 <b>23000</b>	<b>F</b> 99%	6 0%	1%	0%	0%	0%	F	0.089	F	0.527	24000	F
~	To	I-664; SR 164 Western 1	Freeway		-									
17 Bridge Rd	City of Suffolk	1.81 <b>26000</b>	<b>F</b> 97%	6 0%	1%	1%	1%	0%	F	0.082	F	0.554	28000	F
···														
~~ B.I. B.I.	From	133-626 Knots Neck Road; Sho				4-1	4-1	0.51	_	0.60	_	0.664	00000	
(17) Bridge Rd	City of Suffolk	1.54 <b>26000</b>	F 97%	0%	1%	1%	1%	0%	F	0.094	F	0.604	28000	F
~	To	133-627 Bennetts Past	ure Rd											
17 Bridge Rd	City of Suffolk		<b>G</b> 95%	6 0%	1%	2%	2%	0%	С	0.093	F	0.554	20000	G
11)				0,0		_,,	_,,	- / 0						_
~~~ - · · · - ·	To: From:	133-628 Crittenden												
17 Bridge Rd	City of Suffolk	1.17 14000	N 97%	6 0%	1%	1%	1%	0%	N	0.096	F	0.542	15000	N
\rightarrow	То:	Isle of Wight County	Line											
0/10/0001		_												

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

City of Suffolk (Maint: 61) 0.03 4500 G 0.092 F 4500 G			City of Suffol	k												
Clay of Sulflow (Maint: 61) 1.31 12000	Route	Jurisdiction	Length AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW
Surface Surf	Ramp	City of Suffolk (Maint: 61)		G			Z/ txic	OTTINIC	TTTUI	ZIIGII			F	1 40101	12000	G
Pamp City of Suffolk (Maint 61) 0.03 4500 C C C C C C C C C		To:	I-664 East									0.004			12000	
City of Suffok (Maint-61) 1.05 7100 10 10 10 10 10 10	North 17 Ramp	City of Suffolk (Maint: 61)	0.03 4500	G	UTH		<u></u>					0.092	F		4500	G
Pamp	South	To: From:			UTH											
State Stat	17 Ramp	City of Suffolk (Maint: 61)	0.05 7100	G								0.092	F		7100	G
135.642 Adams Swamp Rd 173.642 Adams Swamp Rd 173.643 Cymes Chapel Rd 174.0			North Carolina State	Line			j									
20 Carolina Rd City of Sutfolk 2.07 380 G 93% 1% 1% 1% 1% 5% 0% F 0.088 F 0.703 4000 G	32 Carolina Rd	City of Suffolk			93%	1%	1% ———	1%	5%	0%	С	0.094	F	0./21	3600	G
32 Carolina Rd City of Suffolk 1.40 3900 G 94% 0% 1% 1% 4% 0% C 0.095 F 0.764 4100 G 133-759 Babburan Rd	32 Carolina Rd	·	2.07 3800	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4000	G
32 Carolina Rd	32 Carolina Rd			•	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4100	G
32 Carolina Rd	32 Carolina Rd				94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	4400	G
US 13 South of Suffolk Whatevorthe Bird Whate		City of Suffolk			94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	4400	G
32 13 Carolina Rd	32) Saromia ria	To:	US 13 South of Suf	ffolk	0470	070		170	770	070	•	0.002		0.700	1100	
Sust	32 (13) Carolina Rd	City of Suffolk	1.64 16000	G	88%	0%	1%	1%	11%	0%	F	0.081	F	0.696	15000	G
Bus SR 337 Washington SR 337 Washington	Bus (12) Carolina Bd	City of Suffolk			88%	0%	1%	1%	11%	0%	F	0.080	F	0.566	11000	G
32 13 Carolina Rd City of Suffolk 0.54 10000 G 88% 0% 1% 1% 1% 0% F 0.084 F 0.535 10000 G		To: From:			0070	0,0		. , ,								<u> </u>
Bus SR 337 Washington St SR 337 Washing	32 (13) Carolina Rd	City of Suffolk			88%	0%	1%	1%	11%	0%	F	0.084	F	0.535	10000	G
SR 337 Washington St	Bus (32) (13) Main St	· · · · · · · · · · · · · · · · · · ·	Fayette St		98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	9900	G
32 13 10 Main St City of Suffolk 0.68 16000 G 98% 0% 1% 0% 0% 0% F 0.081 F 0.508 17000 G	Bus	To- From:					\supset									
Substraction Subs	32 13 10 Main St	City of Suffolk			98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	G
Bus 32 460 10 City of Suffolk 1.49 25000 A 99% 0% 1% 0% 0% 0% C 0.104 A 0.514 26000 A 26000 A	Bus (32) (460) (10) Main St	City of Suffolk			98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	27000	G
To: SR 10 Elephant Fork Front: Bus US 460 32 10 Godwin Blvd	$\circ \circ \circ$	To: From:	Old NCL of Suffe	olk			_									
32 (10) Godwin Blvd 0.54 17000 G 95% 0% 1% 1% 2% 0% F 0.084 F 0.524 18000 G	(32) (460) (10)	To:			99%	0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	Α
	32) (10) Godwin Blvd	From:	0.54 17000		95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	18000	G
		To:	US 58 Suffolk Byp	pass												

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

		City of Suffolk	(
Route	Jurisdiction	Length AADT	QA 4Ti	ra Rus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
riodio		Longin AADI (QA TII	ic bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
	From:	US 58 Suffolk Bypa												
(32) (10) Godwin Blvd	City of Suffolk	1.36 20000	F 95	% 0%	1%	1%	2%	0%	F	0.095	F	0.536	21000	F
	To	61-634 Kings Fork l	Rd											
(32) (10) Godwin Blvd	City of Suffolk		G 95	% 0%	1%	1%	2%	0%	С	0.095	F	0.536	11000	G
(32) (10)	-					.,.		-,-	_		-			-
	From	61-603 Everets Ro		0/ 00/	101	40/	201	00/		0.404		0.04	10000	_
(32) (10) Godwin Blvd	City of Suffolk	0.87 12000	G 95	% 0%	1%	1%	2%	0%	F	0.101	F	0.61	12000	G
<u> </u>	To: From:	SR 125 Chuckatuc	k											
(32) (10) Godwin Rd	City of Suffolk	1.31 9600	G 95	% 0%	1%	1%	2%	0%	F	0.103	F	0.597	10000	G
	To:	Isle of Wight County	Line											
	From:	Southampton County	Lina											
58 (258 Franklin Bypass	City of Suffolk		F 82	% 1%	1%	1%	16%	0%	F	0.074	F	0.548	17000	F
[58] [258] Franklin Bypass	Oity of Guilloik	1.27 17000	1 02	70 170	1 /0	1 /0	10 /0	0 /0	•	0.07		0.540	17000	
~~~	To: From:	US 258			<del> </del>									
Franklin Bypass	City of Suffolk	0.18 <b>17000</b>	N 82	% 1%	1%	1%	16%	0%	Ν	0.075	F	0.527	16000	Ν
$\hookrightarrow$	To	SR 189												
(58) (189) (189) Franklin Bypass	City of Suffolk	1.01 17000	F 82	% 1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	F
(36) (169) (169) . Talliani 2) page	- City of Carlott			70 170	. 70	1 /0	1070	0 70	•	0.070	•	0.027	10000	•
~~~~~	To: From:	SR 272 South Quay												
(58) (189) (189) S Quay Rd	City of Suffolk	4.23 18000	F 82	% 1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	F
\bigcirc	To:	SR 189 S Quay Ro	d											
(58) Holland Bypass	City of Suffolk		F 82	% 1%	1%	1%	16%	0%	F	0.078	F	0.594	18000	F
(30)	- 1,													
/~~\u	From	Bus US 58	- 00	0/ 40/	101	40/	100/	00/		0.004		0.500	04000	
(58) Holland Rd	City of Suffolk	1.32 22000	F 82	% 1%	1%	1%	16%	0%	F	0.081	F	0.599	21000	F
<u> </u>	To: Eron	133-610 W, Buckhorn	n Rd											
58	City of Suffolk	2.77 22000	F 82	% 1%	1%	1%	16%	0%	F	0.081	F	0.607	21000	F
	То:	133-647 E, Lummis	Rd											
	From:	133-647 Lummis R	Rd											
(58) Holland Rd	City of Suffolk	2.05 22000	F 82	% 1%	1%	1%	16%	0%	F	0.08	F	0.613	22000	F
O	To	122 642 Monning Duid	aa D.d											
58 Holland Rd	City of Suffolk	133-643 Manning Brid 0.67 25000	F 82	% 1%	1%	1%	16%	0%	F	0.086	F	0.539	25000	F
58 Holland Nd	City of Surioik	0.07 23000	F 02	/0 1/0	1 /0	1 /0	10 /6	0 /6	'	0.000	'	0.555	23000	'
~~	To: From:	133-738 Kenyon R												
(58) Holland Rd	City of Suffolk	0.38 31000	G 82	% 1%	1%	1%	16%	0%	F	0.084	F	0.549	29000	G
\bigcirc	To: From:	Cove Point Rd												
(58) Holland Rd	City of Suffolk	1.15 29000	F 82	% 1%	1%	1%	16%	0%	F	0.087	F	0.528	29000	F
(58) Holland Ha	To:	US 13 Southwest Suffolk		70 170		1 /0	1070	0 70	•	0.007	•	0.020	20000	•
	From:	Bus US 58	Буразэ											
(58) (13) Suffolk Bypass	City of Suffolk	1.41 37000	F 82	% 1%	1%	1%	16%	0%	F	0.095	F	0.65	37000	F
30) (13)				, •		.,-		- / -						
~~~~	To: From:	133-604 Pitchkittle												
(58) (13) Suffolk Bypass	City of Suffolk	40000	<b>F</b> 82	% 1%	1%	1%	16%	0%	F	0.087	F	0.601	39000	F
~ ~	To	US 460 Pruden Bly	vd											
(58) (13) (460) Suffolk Bypass	City of Suffolk	45000	<b>F</b> 90	% 0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	F
10 (400)	To:	SR 10, SR 32 Godwin			ΤÍ	. , •	. , •	- / -		2.300			000	
		51C 10, 51C 52 GOGWIII	Dira											

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

		City of Su		4			Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Cuffell, Durana	From:	SR 10, SR 32 Go			00/	10/	40/	70/	00/	_	0.005		0.575	F0000	
58 (13) (460) Suffolk Bypass	City of Suffolk	1.87 <b>55000</b>	F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	F
Cuffelly Bypage	City of Suffolk	133-642 Wilr 2.30 <b>47000</b>		90%	0%	 1%	1%	7%	0%	F	0.085	F	0.591	49000	F
58 (13) (460) Suffolk Bypass	City of Surfork	Bus US 13, Bus US 58			076	1 70	1 70	170	076	Г	0.065	Г	0.591	49000	Г
	From:	Bus US 58 Military H													
58) (13) (460) Military Highway	City of Suffolk	3.46 68000		90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	G
<del></del>	To:	WCL Chesap													
ast 58) (258) Ramp	City of Suffolk	US 58 TO RT 0.17 <b>510</b>	E 189 <b>G</b>								0.111	F		510	G
258 Ramp	City of Surioik										0.111	'		310	C
ast 8 \ 258 Ramp	To- From:	US 58-E451B TO RT		JTH											
8) (258) Ramp	City of Suffolk	0.05 <b>210</b>	G								0.113	F		210	(
	To:	1SR 189-P FROM R		ST											
tus 58 Ruritan Blvd	City of Suffolk	Isle of Wight Co 2.65 <b>1800</b>	unty Line <b>F</b>	97%	0%	1%	1%	0%	0%	С	0.11	F	0.606	1900	F
Hullian Bivu	City of Surfoik			31 /0	0 /6	1 /0	1 /0	0 /6	0 /6	C	0.11	•	0.000	1900	'
us	To- From:	SR 189													
Holland Rd	City of Suffolk	0.26 <b>2300</b>	F	95%	0%	1%	1%	1%	0%	С	0.098	F	0.683	2400	F
TIE TO THE TOTAL	To: From:	133-653 Dutch Rd; Glo	en Haven	Drive											
Bus 58 Holland Rd	City of Suffolk	0.46 <b>2900</b>	F	96%	0%	1%	1%	1%	0%	С	0.095	F	0.706	3100	F
<del>*************************************</del>	To:	US 58													
us	From:	US 58 East of l													
Holland Rd	City of Suffolk	0.05 <b>8200</b>	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	8700	I
us .	To: From:	133-1722 Kilby S	Shores Rd												
Holland Rd	City of Suffolk	1.79 <b>7700</b>	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	8200	(
	To:	SR 337 Consta													
ous 58 Constance Rd	City of Suffolk	SR 337 Holla 0.29 <b>7400</b>	nd Rd <b>G</b>	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	7900	(
Se Constance Fid	oity of Surioik				0 76	1 /0	0 /6	1 /0	0 /6	'	0.037	•	0.507	7 300	,
dus	From:	WCL Suffolk Pitc	hkettle Ro												
Constance Rd	City of Suffolk	0.86 <b>8600</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	9100	C
us Bus Bus	To: From:	SR 32 Mair	n St												_
58 (13) (460 Constance Rd	City of Suffolk	0.88 <b>14000</b>	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	G
	To:	Pinner Str													
us Bus Bus 58 13 460 Portsmouth Blvd	City of Suffolk	Highland A 1.60 <b>16000</b>		97%	0%	<b>1</b> %	1%	1%	0%	С	0.088	F	0.539	17000	F
Portsmouth Blvd	oity of Sunoik			31 /0	0 /6	1 /0	1 /0	1 /0	0 /0	U	0.000		0.553	17000	'
Bus Bus	From:	SR 337 Washir													
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	23000	G
~ ~ ~	To:	US 58													

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

Davida	Lord addition	Learning AADT C	4Ti	D		Truck			K	01/	Dir	A A)A/DT	- ^
Route	Jurisdiction	Length AADT Q	4 41116	bus	2Axle 3+	Axle 1Tra	I 2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 10; SR 32 Godwin B		00/		0/ 10/	00/	_	0.404	_	0.5	0000	
Kings Hwy	City of Suffolk	0.69 <b>2500 F</b>	97%	0%	2%	% 1%	0%	С	0.121	F	0.5	2600	
	To From	133-628 Crittenden Ro					2-1		0.101				
Kings Hwy	City of Suffolk	1.09 <b>550 F</b>	97%	0%	1% (	1%	0%	С	0.121	F	0.5	580	
	To- From:	133-620 Ferry Point Ro											
Kings Hwy	City of Suffolk	0.91 <b>220 F</b>	97%	1%	0%	% 0%	0%	С	0.143	F	0.667	230	
	To: From:	Dead End Dead End @ Nansemond F	oivar.										
Kings Hwy	City of Suffolk	1.34 <b>480</b> F		1%	2%	% 0%	0%	С	0.114	F	0.606	510	
	Too	122 (20 W/ C1 II-1-											
(25)Kings Hwy	City of Suffolk	133-629 W, Sleepy Hole 1.22 <b>860 F</b>		0%	1%	% 0%	0%	С	0.101	F	0.615	910	
25)9	·			0,0		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0,0	Ū	0	•	0.0.0	0.0	
Sings Hwy	City of Suffolk	133-627 Bennetts Pasture <b>2500</b> F		0%	2% 2	2% 1%	0%	С	0.101	F	0.615	2600	
25 Allings I lwy	To:	SR 337 Nansemond Parky		0 /6		./0 1/0	0 /6	O	0.101	•	0.013	2000	
	From:	US 17 Bridge Rd	vay										
Gollege Dr	City of Suffolk	0.20 <b>22000</b> F	99%	0%	0% (	)% 0%	0%	F	0.082	F	0.52	24000	
55)	T.			0,0		.,0	0,0	•	0.002	•	0.02		
35)College Dr	City of Suffolk	SR 164 Western Freewa 0.65 <b>19000 F</b>		0%	0% (	0% 0%	0%	С	0.079	F	0.505	20000	
35 Odliege Di	Oity of Surfoix			0 /6	<u> </u>	7/6 0/6	0 /6	O	0.073	•	0.505	20000	
Callaga Du	To: From:	133-658 Towne Point R		00/	10/ /	10/	00/		0.077		0.505	01000	
College Dr	City of Suffolk	0.76 <b>19000 F</b>	98%	0%	1% (	1%	0%	С	0.077	F	0.505	21000	
	From	I-664											
College Dr	City of Suffolk	0.59 <b>10000 F</b>		1%	2%	3% 4%	0%	С	0.093	F	0.633	11000	
	10.	SR 367 Tidewater Community											
orth - Pomp	City of Suffolk (Maint: 61)	SR 135 N, College Dr 0.37 <b>3700</b> G							0.1	F		3700	
Ramp	To:	0.37 <b>3700 G</b> I-664 West			_				0.1	•		3700	
	From:	SR 135 N, College Dr											
orth 35)Ramp	City of Suffolk (Maint: 61)	0.12 <b>4000 G</b>							0.141	F		4000	
33)	To:	I-664 East							0	•		.000	
uth	From:	SR 135 S, College Dr											
Ramp	City of Suffolk (Maint: 61)	0.16 <b>1200 G</b>							0.114	F		1200	
	To:	I-664 West											
uth	From:	SR 135 S, College Dr											
Ramp	City of Suffolk (Maint: 61)	0.40 <b>2200 G</b>							0.146	F		2200	
	To:	I-664 East											
	From:	US 17 Bridge Road											
64) Western Freeway	City of Suffolk (Maint: 61)	0.80 <b>22000 F</b>	96%	0%	0%	% 3%	0%	F	0.088	F	0.726	25000	
	To From	I-664			$\Box$								
64)Western Freeway	City of Suffolk (Maint: 61)	0.68 <b>38000 F</b>	96%	0%	0%	% 3%	0%	F	0.087	F	0.570	42000	
	To:	SR 135 College Dr											

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q١
	From:	SR 135 College Dr			ZAXIE	3+Axle	TITAII	ZITali		Factor		Factor		
64) Western Freeway	City of Suffolk (Maint: 61)	0.09 <b>50000 A</b>	96%	0%	0%	1%	3%	0%	С	0.114	Α	0.575	56000	Α
3.)	To:	WCL Portsmouth												
ast	From:	SR 164 E, Western Freew	av											
Ramp	City of Suffolk (Maint: 61)	0.20 <b>2200 G</b>	96%	0%	0%	1%	3%	0%	F	0.134	F		2500	(
3.)	To:	I-664 West												
est	From:	SR 164 W, Western Freev	/av											
Ramp	City of Suffolk (Maint: 61)	0.22 <b>5400 G</b>		0%	0%	1%	3%	0%	F	0.087	F		6100	(
04)	То:	I-664 East												
est	From:	SR 164 W, Western Freev	1981		1									
64)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8600 G</b>		0%	0%	1%	3%	0%	F	0.122	F		9700	(
64) riamp	To:	I-664 West	0070	0 70	<del></del>	1 /0	0 /0	0 /0	•	0.122	•		0700	`
	From													
89)S Quay Rd	City of Suffolk	Southhampton County List 1.36 1700 F	ne 98%	0%	1%	0%	1%	0%	С	0.106	F	0.663	1800	ı
89 3 Quay Hu	City of Surfork		90 /6	0 /6	1 /0	0 /6	1 /0	0 /6	U	0.100	'	0.003	1000	,
	To: From:	133-666 Gates Rd			<u> </u>									
89) Great Mill Rd	City of Suffolk	0.82 <b>2900 G</b>	98%	0%	1%	0%	1%	0%	F	0.101	F	0.714	3100	(
	To	SR 272 South Quay Rd			<u> </u>									
89 Great Mill Hwy	City of Suffolk	0.55 <b>1600 F</b>		0%	1%	2%	18%	0%	С	0.092	F	0.642	1700	ı
		110.50												
89) (58) (189) Franklin Bypass	City of Suffolk	US 58 1.01 <b>17000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	
89 58 189 Franklin Bypass	City of Suriois	1.01 17000 F	02 /6	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.073	'	0.527	10000	
	To: From:	SR 272			<u> </u>									
89) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>18000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	I
	To:	SR 189 S Quay Rd												
89)S Quay Rd	City of Suffolk	US 58 Holland Bypass 0.37 <b>610 F</b>	94%	1%	2%	2%	2%	0%	С	0.104	F	0.536	650	ı
89 3 Quay Hu	City of Suriois	0.37 <b>610</b> F	34 /0	1 /0		2/0	2/0	0 /6	C	0.104	'	0.550	030	
	To: From:	Cumberland Lane												
89)S Quay Rd	City of Suffolk	0.12 <b>700 F</b>	94%	1%	2%	1%	2%	0%	С	0.096	F	0.558	740	I
<u> </u>	To:	Bus US 58												
	From:	SR 189-N005A TO RT 58 E	AST											
89)	City of Suffolk	1600 N	79%	0%	1%	2%	18%	0%	Ν	0.092	F	0.642	1700	1
	То:	US 258 US 58-E451A FROM RT	E 58 EAS											
	From:	SR 189						221	_		_			
β9 (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	
<u> </u>	To: From:	SR 272 South Quay Rd			_									
89) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>18000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	ı
	To:	SR 189												
	From:	Southampton County Lir	ie											
58 (58) Franklin Bypass	(Maint: 133)	1.27 <b>17000</b> F	82%	1%	1%	1%	16%	0%	F	0.074	F	0.548	17000	F
	То:	US 58 Franklin Bypass												
	From:	X												
258 (58) Ramp	City of Suffolk	0.17	Se	e US 5	8 for dir	ectional	traffic v	olume e	stima	tes for th	is se	gment.		
$\rightarrow$	To:	X												

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

		City of Suffo	JIK .												
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trı			QC	K	QK	Dir	AAWDT	- 0
	Econo					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Pamp	City of Suffolk	US 58-E451B TO RTE 1 0.05	189 SOU		119 F	R for dir	octional	troffic v	olumo o	ctima	oc for th	ic co	amont		
58 58 Ramp	City of Sulloik		E 50 E 40		9 03 30	o loi alie	ectional	tranic v	olullie e	Suma	tes for th	15 50	giiieiii.		
· · · · ·	From:	1SR 189-P FROM RTF US 58 Franklin Bypas													
58 Great Mill Rd	City of Suffolk	2200	F	62%	0%	1%	5%	32%	0%	С	0.079	F	0.505	2300	
56) Groat Willia Fla	To:	NCL Suffolk		0270	0 70	<del>- i</del> ~	070	0270	0 / 0	Ŭ	0.070	•	0.000	2000	
	From:														
Cauth Over Dd		SR 189		070/	00/	10/	10/	00/	00/	_	0.115	_	0.700	1000	,
South Quay Rd	City of Suffolk	1.24 1300	G	97%	0%	1%	1%	0%	0%	С	0.115	F	0.732	1300	(
	10.	US 58 South Qua	ıy Rd												
	From:	Bus US 58 Constar													
Washington St	City of Suffolk	0.34 <b>6200</b>	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.550	6600	(
	To	Broad St													
Washington St	City of Suffolk	0.59 <b>6500</b>	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.531	6900	(
(37) Wasimington St				0070	. , ,	. , ,	0,0	0,0	0 / 0	Ū	0.002	•	0.00	0000	
	From	SR 32 Main S					221	221	0-1	_		_			
Washington St	City of Suffolk	0.20 <b>6300</b>	G	97%	1%	2%	0%	0%	0%	С	0.088	F	0.527	6600	(
<u></u>	Toe From:	Pinner St				$\neg$ $\vdash$									
37) Washington St	City of Suffolk	11000	F	97%	1%	2%	0%	0%	0%	F	0.081	F	0.519	12000	
3.)	Tool	OLLEGE C. C.	11												
Washington St	City of Cuffolk	Old ECL Suffo		079/	10/	20/	00/	00/	00/	F	0.006	F	0.500	11000	
37) Washington St	City of Suffolk	10000	G	97%	1%	2%	0%	0%	0%	Г	0.086	Г	0.562	11000	(
	To- From	Bus US 58 Portsmou	uth Blvd			$\neg$ $\vdash$									
Nansemond Parkway	City of Suffolk	3.03 <b>4400</b>	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.552	4700	(
	To: From:	133-642 Wilroy	Rd												
Nansemond Parkway	City of Suffolk	11000		97%	1%	1%	1%	0%	0%	F	0.094	F	0.588	12000	(
137) Naricomona i antiraj	· · · · · · · · · · · · · · · · · · ·			0, 70	1 70		1 /0	070	0 / 0	•	0.001	•	0.000	12000	•
	To- From:	Whitley Lane										_			
Nansemond Parkway	City of Suffolk	8500	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.555	9100	(
<u> </u>	To	SR 125 Kings H	łwy			$\neg$ $\vdash$									
Nansemond Parkway	City of Suffolk	12000	G	95%	1%	1%	1%	1%	0%	С	0.095	F	0.604	13000	(
	To:	WCL Chesapea	ake												
	From:	Isle of Wight Coun	ty Lina												
Pruden Blvd	City of Suffolk	3.08 <b>11000</b>	F	80%	1%	1%	2%	16%	0%	F	0.092	F	0.745	11000	ı
160 ) Traderi Biva	Only of Guillon				1 /0	1 /0	270	10 /0	0 70	•	0.032	•	0.743	11000	
~~	To: From:	133-604 Lake Prince Dr; F													
Pruden Blvd	City of Suffolk	17000	F	80%	1%	1%	2%	16%	0%	F	0.088	F	0.589	16000	
~	To: From:	133-634 Kings Fo	rk Rd			$\neg$ $\vdash$									
Pruden Blvd	City of Suffolk	22000		80%	1%	1%	2%	16%	0%	F	0.092	F	0.745	21000	
	To:	US 58, BUS US 460; Su			. , 0	Ť	_,,	. 3 / 0	0 /0		0.502		010	000	
	From:	US 58, BUS US 460, P													
160 (58) (13) Suffolk Bypass		45000		90%	0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	-
	7-														
0.44.11.2	O'L (O'L)	SR 10 SR 32 Godw		0001	001		401	701	001	_	0.005		0.575	F0000	
(13) Suffolk Bypass	City of Suffolk	1.87 <b>55000</b>	F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	I
~ ~ ~	To:	61-642 Wilroy	D _d												

lurisdiction	Longth	AADT	Ο.Δ	4Tiro	Ruc		Tru	ck		00	K	OK	Dir	A A W D T	
Julisdiction				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	G
City of Suffalk				000/	00/	10/	10/	70/	00/	_	0.005	_	0.501	40000	
City of Surioik					0%	1%	176	170	0%	Г	0.065	Г	0.591	49000	
From:															
	3.46	68000	G	90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	(
To:	Wo	CL Chesapea	ake												
From:															
City of Suffolk	1.11	9900	F	99%	0%	1%	0%	0%	0%	F	0.105	F	0.587	10000	
To: From:	5	SR 10, SR 32	2												
City of Suffolk	1.49	25000	Α	99%	0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	
Tos	Ol	d NCL Suffe	olk												
City of Suffalls				08%	O°/-	1%	0%	0%	0%	E	0 081	F	0.502	27000	
City of Suriok				30 /6	0 /0	1 /0	0 /6	0 /0	0 /6	'	0.001		0.502	27000	
From:	US 13.	BUS US 58	S,SR 32												
	0.88	14000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	
To: From:		Pinner St													
City of Suffolk	1.60	16000	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	
To															
From:				000/	00/	401	401	00/	00/	0	0.000	_	0.500	00000	
City of Suffolk	1.22		G	96%	0%	1%	1%	2%	0%	C	0.086	F	0.589	23000	
From	1.661		. D												
											0.088	F		6000	
To:				7							0.000	•		0000	
From:	ECI	Newport N	lews												
el City of Suffolk (Maint: 61)		27000	Α	93%	1%	1%	1%	4%	0%	F	0.129	Α		29000	
	ys on this Route:	57000	Α	93%	1%	1%	1%	4%	0%	F	0.114	Α	0.510	61000	
	East I-664 is	signed as	s Sout	h I-664											
To:	SR	135 College	Dr			$\neg$ $\vdash$									
City of Suffolk (Maint: 61)	1 38	30000	Λ	93%	1%	1%	1%	1%	0%	C	0.126	Δ		32000	
										_			0.539		
io Louinated for E Faranci Floadway					1 /0	1 /0	1 /0	770	0 /0	J	5.112	, ,	5.000	00000	
To:															
From:										_		_			
			-							F					
ic Estimates for 2 Parallel Roadway			-		1%	1%	1%	4%	0%	F	0.085	F	0.581	54000	
	East I-664 is	signed as	s Sout	n I-664											
	City of Suffolk  City of Suffolk (Maint: 61)  To  From:  City of Suffolk (Maint: 61)  City of Suffolk (Maint: 61)	City of Suffolk   City of Su	City of Suffolk   2.30   47000	City of Suffolk   City of Su	City of Suffolk   2.30	City of Suffolk   2.30   47000   F   90%   0%	City of Suffolk   City of Su	City of Suffolk   City of Su	City of Suffolk   City of Su	City of Suffolk   City of Su	April   Apri	Second   Color   Col	Second   Color   Col	Second   Californ   Californ	Autocolin   Clength   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2Trail

			0.0,	y or our	0				Tru	ıck			K		Dir		
Route	Jurisdiction	on L	ength	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
East	From	1.		17 Bridge													
664 Hampton Roads Beltway		•	0.62	34000	G	93%	1%	1%	1%	4%	0%	F	0.089	F		37000	G
	Combined Traffic Estimates for 2 Parallel				G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.591	77000	C
	т	East I-0		signed a		h I-664											
				L Chesapea													
ast	From	1: (A - i - i - o - o - o - o - o - o - o - o		I-664 East									0.400	_		4000	(
Ramp	City of Suffolk (N	waint: 61)	0.26	<b>1300</b> 5 N, Colle	G on Dr								0.106	F		1300	,
	Enon	2															
ast 64)Ramp	City of Suffolk (N	Maint: 61)	0.21	I-664 East <b>3500</b>	G								0.122	F		3500	
64/11/10/11	Oity of Sulfork (F	int. Oi)		5 S, Colle									0.122	'		3300	
oot	Fron	n:		I-664 East													
ast 64)Ramp	City of Suffolk (N	Maint: 61)		12000	G								0.088	F		12000	
104)														-			
ast	Fron	n:		ast Exit 9E	•												
Ramp	City of Suffolk (N		0.18	2100	G								0.111	F		2100	
	Т	S		V, Western		7											
ast	Fron	n:		ast Exit 9A									0.007	_		0500	
Ramp	City of Suffolk (N		0.46	9500	G								0.097	F		9500	
				est Exit 9I													
Vest 664 Monitor Merrimac Memor	rial Bridge Tunnel City of Suffolk (N	Agint: 61)	3.46	Newport N 30000	News A	93%	1%	1%	1%	4%	0%	_	0.114	Α		32000	
1 World Werning Wernor	Combined Traffic Estimates for 2 Paralle	,			A	93%	1%	1%	1%	4%	0%	' F	0.114	Α	0.510	61000	
	Combined Trainc Estimates for 2 Farane	•		signed a			1 /0	1 /0	1 /0	4 /0	0 /6	'	0.114	^	0.510	01000	
	_	West 1-				11-004											
/est	Fron	n:	SR 1	35 College	e Dr												
664 Hampton Roads Beltway				30000	Α	93%	1%	1%	1%	4%	0%	С	0.118	Α		33000	
	Combined Traffic Estimates for 2 Parallel				Α	93%	1%	1%	1%	4%	0%	С	0.112	Α	0.539	65000	,
		West I-	-664 is	signed a	as Norti	h I-664											
loot	T ₁ From	D: 1:	SR 164	Western F	reeway												
Vest 664)Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	0.40	26000	F	93%	1%	1%	1%	4%	0%	F	0.079	F		28000	
004)	Combined Traffic Estimates for 2 Paralle	•			F	93%	1%	1%	1%	4%	0%	F	0.112	Α	0.539	54000	
		•		signed a													
	т	12		17 Bridge													
/est	From								,	46.1						40	
Hampton Roads Beltway			0.57	37000	F	93%	1%	1%	1%	4%	0%	F	0.08	F		40000	
_	Combined Traffic Estimates for 2 Parallel				G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.589	77000	(
	т	West I-		signed a		n 1-664											
				L Chesapea													
West	City of Couffells (A	Acint: 61)		-664 West									0.140	_		1000	
Ramp	City of Suffolk (N	viaiiil. 01)	0.16	<b>1900</b> 5 N, Colle	G Dr								0.143	F		1900	(
			SK 13.	J IN, COILE	ge DI												

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

Route	Jurisdiction	Length AADT OA 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 <b>4200 G</b> SR 135 S, College Dr		0.117 F	4200 G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION  0.26 130 F  I-664-W FROM INSPECTION STATION		0.183 F	140 F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 <b>6400 G</b> SR 164 W, Western Freeway		0.089 F	6400 G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.11 <b>11000 G</b> I-664 West Exit 9C Ramp		0.078 F	11000 G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 <b>6000 G</b> I-664 East Exit 9B Ramp	<b>-</b> -]	0.088 F	6000 G
West 664 Ramp	From: City of Suffolk (Maint: 61) To:	I-664 West Exit 9B Ramp 0.11 <b>4900 G</b> US 17 S, Bridge Rd		0.092 F	4900 G

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Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	4			133-603 F	Everetts Rd			1					
(602) Kirk Rd	0.60	530	F	99%	0%	0%	0% 0%	0%	F	0.119	F	0.595	560	F	2020
		To	<u> </u>				t County Line								
Currente Del	0.00	From		000/			County Line	00/	N.I.	0.110	_	0.714	1700	N.	0000
603 Everets Rd	0.30	1600	N	98%	0%	1%	0% 0%	0%	N	0.116	F	0.714	1700	N	2020
C Formata Dal	4.07	From	<u> </u>	000/	00/		ke Prince Dr	00/		0.110		0.744	4700	_	0000
603 Everets Rd	1.97	1600	F	98%	0%	1%	0% 0%	0%	С	0.116	F	0.714	1700	F	2020
C Formata Dal	0.07	From	<u> </u>	070/			ore Farm Lane	00/		0.40		0.000	1000		0000
603 Everets Rd	0.97	1700	F	97%	0%	1%	2% 0% dwin Blvd	0%	С	0.12	F	0.692	1800	F	2020
		From	<u>.                                    </u>		D MON			. n.m							
604) Desert Rd	6.91	220	G	J	B-NC N	ORTH CAR	OLINA STATE	LINE		0.106	F	0.786	220	G	2020
604) Desert Rd	0.51	220								0.100	•	0.700	220	ч	2020
Quality Pd	1.54	410	<u>+</u> F	079/			ite Marsh Rd	09/	С	0.114	F	0.741	440	F	2020
604 Hosier Rd	1.54	410		97%	1%	2%	0% 0%	0%	C	0.114	Г	0.741	440	Г	2020
O Hardan B.I.	4.4.4	From	<u> </u>	0001			keetertown Rd	001		0.404	_	0.770	F00		0000
(604) Hosier Rd	4.11	530	F	98%	1%	1%	1% 0%	0%	С	0.101	F	0.778	560	F	2020
<u> </u>		From					Mahlon Ave				_		2		
604) Factory St	0.06	2700	G	96%	0%	1%	1% 1%	0%	С	0.088	F	0.611	2900	G	2020
		From	$\vdash$		IIS		folk; Gap CL Suffolk; Gap								
(604) Pitchkettle Rd	1.30	3800	G	96%	1%	1%	1% 1%	0%	С	0.109	F	0.528	4100	G	2020
004)		To													
604) Pitchkettle Rd	2.55	2400 From:	 F	97%	1%	1%	folk Bypass 0% 0%	0%	С	0.109	F	0.581	2500	F	2020
604) Thomattie Ha	2.00	<b>2-100</b> To:	•	07 70			Kings Fork Rd	070		0.100	•	0.001	2000	•	2020
		From					Kings Fork Rd								
(604) Providence Rd	0.51	1300	F	96%	1%	2%	0% 0%	0%	С	0.110	F	0.59	1400	F	2020
$\overline{}$		To	•			US 460 Pr	ruden Blvd			$\neg$ —					
(604) Lake Prince Dr	0.78	1700	F	99%	0%	1%	0% 0%	0%	С	0.101	F	0.557	1900	F	2020
		To	4			133-605 Gi	irl Scout Rd								
(604) Lake Prince Dr	3.16	1100	F	98%	0%	1%	0% 0%	0%	С	0.108	F	0.636	1200	F	2020
		To	ē.			133-603 E	Everets Rd								
		From				133-739 De	eer Path Rd								
607 Milford Lane	1.50	100	G							0.133	F	0.581	100	G	2020
		To				133-644 W,	Indian Trail								
		From				US 58 W, 1	Holland Rd								
610 Buckhorn Rd	3.30	400	F	95%	0%	2%	2% 0%	0%	С	0.119	F	0.527	420	F	2020
		To:	-												
(610) Buckhorn Rd						133-644 Iı	ndian Trail								
	1.70	270	F	96%	1%	133-644 II 2%	ndian Trail 1% 0%	0%	С	0.126	F	0.607	280	F	2020
	1.70	270		96%		2%		0%	С	0.126	F	0.607	280	F	2020
	1.70	270 To		96%		2%	1% 0% t County Line	0%	С	0.126	F	0.607	280		2020
(611) Gardner Lane	1.70	From:		96%		2% Isle of Wight US 460 Pr	1% 0% t County Line ruden Blvd	0%	С	0.126	F F	0.607	280	F G	2020
(611) Gardner Lane		From	F	96%		2% Isle of Wight	1% 0% t County Line ruden Blvd	0%	С						
	1.40	From To	F G			2% Isle of Wight US 460 Pr 133-606 I	1% 0% t County Line ruden Blvd  Exeter Dr cicksburg Rd			0.189	F	0.759	360	G	2020
G11) Gardner Lane  G12) O'Kelly Dr		From To.	F G	96%		2% Isle of Wight US 460 Pr 133-606 D 133-616 Vi 1%	1% 0% t County Line ruden Blvd  Exeter Dr icksburg Rd 1% 1%	0%	C						
	1.40	From To	F G			2% Isle of Wight US 460 Pr 133-616 Vi 1% US 58; Ga	1% 0% County Line ruden Blvd  Exeter Dr icksburg Rd 1% 1% p Terminus			0.189	F	0.759	360	G	2020
612 O'Kelly Dr	1.40	360 From 370 To From From To F	F G	96%	0%	2% Isle of Wight US 460 Pr 133-616 Vi 1% US 58; Ga	1% 0% t County Line ruden Blvd  Exeter Dr icksburg Rd 1% 1%	0%		0.189	F	0.759	360	G	2020
	1.40	360 To From 370 To From 160	G F			2% Isle of Wight US 460 Pr 133-606 D 133-616 Vi 1% US 58; Gal 133-653; Gal 0%	1% 0% t County Line ruden Blvd  Exeter Dr ticksburg Rd 1% 1% p Terminus ap Terminus 2% 1%		С	0.189	F	0.759	360	G F	2020
612 O'Kelly Dr 612 Kingsdale Rd	1.40 4.90 3.20	360 To From 370 To From 160	G F	96%	0%	2% Isle of Wight US 460 Pr  133-606 1 133-616 Vi 1% US 58; Gal 133-653; Gal 0%	1% 0% t County Line ruden Blvd  Exeter Dr ticksburg Rd 1% 1% p Terminus app Terminus 2% 1%  Carr Lane	0%	С	0.189 0.094 0.135	F	0.759 0.763 0.546	360	G F	2020 2020 2020
612 O'Kelly Dr	1.40	360 To From 370 To From 160	F G F	96%	0%	2% Isle of Wight US 460 Pr  133-606 1 133-616 Vi 1% US 58; Gai 133-653; Ga 0% 133-740 0 1%	1% 0% t County Line ruden Blvd  Exeter Dr ticksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane	0%	C	0.189	F F	0.759	360 400 170	G F	2020
©12) O'Kelly Dr	1.40 4.90 3.20	360 Τα From 370 Τα From 160  80	F G F	96%	0%	2% Isle of Wight US 460 Pr  133-606 I 133-616 Vi 1% US 58; Ga 133-653; Ga 0% 133-740 G 1% Isle of Wight	1% 0% t County Line ruden Blvd  Exeter Dr icksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane 4% 1% t County Line	0%	C	0.189 0.094 0.135	F F	0.759 0.763 0.546	360 400 170	G F	2020 2020 2020
612 O'Kelly Dr 612 Kingsdale Rd 612 Kingsdale Rd	1.40 4.90 3.20	360 To From 370 From 160 To From 160 To From T	F G F	96%	0%	2% Isle of Wight US 460 Pr  133-606 I 133-616 Vi 1% US 58; Ga 133-653; Ga 0% 133-740 G 1% Isle of Wight	1% 0% t County Line ruden Blvd  Exeter Dr ticksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane 4% 1%	0%	C	0.189 0.094 0.135	F F	0.759 0.763 0.546	360 400 170	G F	2020 2020 2020
©12) O'Kelly Dr	1.40 4.90 3.20 0.20	360 To  From 370 To  From 160  To  From 1From 1From From From From From From From From	F F F	96%	0%	2% Isle of Wight US 460 Pr  133-606 I 133-616 Vi 1% US 58; Ga 133-653; Ga 0% 133-740 G 1% Isle of Wight	1% 0% t County Line ruden Blvd  Exeter Dr icksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane 4% 1% t County Line	0%	C	0.189 0.094 0.135 0.137	F F F	0.759 0.763 0.546 0.786	360 400 170 80	G F F	2020 2020 2020 2020
612 O'Kelly Dr 612 Kingsdale Rd 612 Kingsdale Rd	1.40 4.90 3.20 0.20	360 To  From 370 To  From 160  To  From 1From 1From From From From From From From From	F F F G	96%	0%	2% Isle of Wight US 460 Pr  133-606 I 133-616 Vi 1% US 58; Ga 133-653; Ga 0% 133-740 G 1% Isle of Wight	1% 0% County Line ruden Blvd  Exeter Dr  icksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane 4% 1% County Line uthwestern Blvd	0%	C	0.189 0.094 0.135 0.137	F F F	0.759 0.763 0.546 0.786	360 400 170 80	G F F	2020 2020 2020 2020
612 O'Kelly Dr 612 Kingsdale Rd 612 Kingsdale Rd	1.40 4.90 3.20 0.20	360 To From 370 To From 410 To	F F F G	96%	0%	2% Isle of Wight US 460 Pr  133-606 I 133-616 Vi 1% US 58; Gaj 133-653; Ga 0% 133-740 0 1% Isle of Wight 3-661 W, Sou	1% 0% County Line ruden Blvd  Exeter Dr  icksburg Rd 1% 1% p Terminus ap Terminus 2% 1%  Carr Lane 4% 1% County Line uthwestern Blvd	0%	C	0.189 0.094 0.135 0.137	F F F	0.759 0.763 0.546 0.786	360 400 170 80	G F F	2020 2020 2020 2020

						City	of Suffoll	K								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
616) Holy Neck Rd	2 77	From	F	96%	1%	133-66	1 S, Ellis F 2%	Rd 0%	0%	С	0.114	F	0.5	220	F	2020
616) Holy Neck Hu	2.77	210		90%	1 70				0%	U	0.114	г	0.5	220	Г	2020
Violenburg Pd	1.60	From	f F	050/	0%	133-759 W	V, Pineviev	w Rd 1%	0%	С	0.095	F	0.577	210	F	2020
616) Vicksburg Rd	1.69	190 To	┌╌	95%		1% 133-660 S,			0 /6		0.093		0.577	210	'	2020
		From				133-660 S										
616 Longstreet Lane	0.10	390	F	96%	0%	2%	1%	1%	0%	С	0.110	F	0.646	410	F	2020
		To: From:				33-660 N; N 133-660 N,										
616) Mineral Spring Rd	3.43	520	F	97%	1%	1%	0%	0%	0%	С	0.097	F	0.561	550	F	2020
010		To				133-668 Fr	roomen Mi	:11 D.4								
616) Mineral Spring Rd	1.48	350 From	F	95%	1%	3%	1%	0%	0%	С	0.101	F	0.667	370	F	2020
310		To				US 13 WI										
		From				133-677 N	, Great Fo	rk Rd								
Wedgewood Rd	2.10	110	G			122 (72 )		D.1			0.134	F	0.6	110	G	2020
		10				133-673 N										
Respass Beach Rd	1.69	5600	G			133-658	Fownpoint	t Rd			0.099	F	0.600	5600	G	2020
Respass Beach Rd	1.09	To				133-654	N, Bay Ci	rcle			0.033		0.000	3000	G	2020
		From				SR 337 Na										
626) Shoulders Hill Rd	1.44	7600	G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.514	8000	G	2020
		To				133-659 N										
Shoulders Hill Rd	1.63	12000	G	97%	1%	133-639 N 1%	, Pugnsvii 1%	1%	0%	F	0.097	F	0.551	12000	G	2020
520)		To			. ,0		Bridge Ro									
		From				SR 337 Na	nsemond 1	Pkwv								
Bennetts Pasture Rd	1.36	4900	G	96%	2%	1%	1%	0%	0%	F	0.101	F	0.553	5200	G	2020
		To				SR 125	Kings Hv	vv								
Bennetts Pasture Rd	3.51	8800 From	G	96%	2%	1%	1%	0%	0%	С	0.097	F	0.586	9400	G	2020
		To				US 17	Bridge Ro	d								
		From				SR 125	Kings Hv	vy								
G28) Crittenden Rd	5.26	2300	F	97%	0%	2%	1%	0%	0%	С	0.097	F	0.54	2500	F	2020
<u> </u>		To				US 17	Bridge Ro	d								
$\sim$		From				Isle of Wig										
Old Myrtle Rd	5.70	630	F	99%	0%	0%	0%	1%	0%	С	0.128	F	0.693	670	F	2020
		10				US 460	Pruden Bl	lvd								
Vingo Fork Dd	0.07	From:		069/	10/		Indian Tr		00/		0.100	_	0.640	200	F	2020
Kings Fork Rd	2.27	370		96%	1%	2%	0%	2%	0%	С	0.123	F	0.648	390	Г	2020
Vings Faul Dd	1 70	From	Ĺ	070/	00/	133-637 L			00/	_	0.100	Г	0.740	1000		0000
634 Kings Fork Rd	1.70	1500	F	97%	0%	1%	0%	1%	0%	С	0.108	F	0.746	1600	F	2020
O Kinan Fall D.I	0.04	From	L	000/	401	133-604 W			00′				0.000	0000		0000
634) Kings Fork Rd	0.64	2100	F	96%	1%	2%	1%	1%	0%	С	0.114	F	0.632	2200	F	2020
	0.0=	From		0001	101		Pruden Bl		00/		0.100		0.500	1000		0000
634 Kings Fork Rd	2.27	4600 To	G	96%	1%	2%	1%	1%	0%	F	0.108	F	0.539	4800	G	2020
_		10					Godwin Bl									
638) Murphys Mill Rd	1.25	570	G			133-604	Pitchkettle	Rd			0.123	F	0.660	570	G	2020
Murphys Mill Rd	1.20	To	<u> </u>			F	R-678				0.123		0.000	370	G	2020
		From					Indian Tr	ail								
Sage Lake Cohoon Rd	0.42	1100	F	98%	0%	1%	1%	0%	0%	С	0.11	F	0.527	1200	F	2020
		Too					8 Holland									
		From				North Card										
642) Adams Swamp Rd	3.32	340	F	98%	0%	1%	1%	0%	0%	С	0.097	F	0.727	360	F	2020
		To					, Carolina									
		From	1		13	3-675 S, Cy	press Cha	appel Rd					0.761	420	F	2020
642) White Marsh Rd	1.84	400	F	94%	0%	3%	2%	0%	0%	С	0.123	F				

ength					-	uffolk								
	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:		0==/		3-604 Hosier I					_		440	_	
1.95	380	F	95%	0%	2% 3	3% 0%	0%	С	0.11	F	0.655	410	F	2020
	To:				133-674 Ba	dger Rd								
2.80	560	F	98%	0%	1% 1	% 0%	0%	С	0.107	F	0.671	590	F	2020
	To			2	80 MN 133 67	A Radger Pd								
79	710 From:	F	98%				0%	С	0.097	F	0.708	760	F	2020
5.75	710	•	30 70	0 70	1 /0 1	70 070	0 70	0	0.007	•	0.700	700	•	2020
	From													
0.84	2200	F	98%	0%	1% 1	% 0%	0%	С	0.090	F	0.659	2300	F	2020
	To:						n St							
2.10	4300	F	96%	0%	1% 1	% 1%	0%	С	0.098	F	0.512	4500	F	2020
	To				IIS 5	8								
1 77		G	0/10/-	10/_			Nº/-		0.008	F	0.521	8800	G	2020
1.77	To	_	J+ /0				0 70		0.030	•	0.521	0000	ч	2020
	10.				ok 33/ Nansei	nona PKWy								
	From:													
2.56	470	F	98%	0%	1% 0	0%	0%	С	0.114	F	0.705	500	F	2020
	To				122 662 I	evilla D.4								
2.00	From:	_	070/	00/			00/	0	0.105		0.711	600	_	0000
2.32	590	r	97%	0%	2% (	1% 0%	0%	C	0.105	F	0./11	630	F	2020
	Tor				133-647 Cor	eland Rd								
1.30	910	F	97%	1%			0%	С	0.107	F	0.688	960	F	2020
	To:													,
	From:			1.										
0.94	780	G				8			0.112	F	0.656	780	G	2020
	To:			0.0	M MN 133 64	Manning Pd			<u> </u>	•	0.000		<u>.</u>	
				0.9										
													_	
1.70	250	F	96%	0%	1% 2	!% 1%	0%	С	0.134	F	0.697	270	F	2020
	To				133 610 Ruc	khorn Pd								
2 70			079/	<b>N</b> 9/			Λο/		0.121	_	0.552	250	_	2020
5.70	330	Г	31 /6	0 /6	1 /0 1	/6 1/6	0 /6	O	0.121	'	0.555	330	'	2020
	From				133-634 King	s Fork Rd								
2.30	500	F	97%	0%	1% C	1%	0%	С	0.128	F	0.754	530	F	2020
	т								_					
2 00	From		000/	00/		-	00/		0.400		0.504	1100	_	2000
0.60	1000	F	98%	0%	1% C	1% 0%	0%	C	0.108	F	0.521	1100	F	2020
	To				133-637 Lake	Meade Dr								
1.18	1000	F	99%	0%			0%	С	0.106	F	0.603	1100	F	2020
	1	•								•	0.000		•	
	600	F	97%	0%	2% 1	% 0%	0%	С	0.148	F	0.579	630	F	2020
	Too				Urban Bo	undary								
	1300	F	97%	0%		% 0%	0%	С	0.099	F	0.566	1300	F	2020
	To		31 /6	0 /0			0 /0	U	0.099		0.500	1300		2020
					US 58 Hol	and Kd								
	From:			13	3-705 Meadov	v Country Rd								
	1100	F	97%	0%	1% 1	% 1%	0%	С	0.087	F	0.532	1100	F	2020
0.40				ĭ	IC 12, CD 22	Carolina Rd								
0.40	To:				JS 13; SK 32	Caronna Ivu								
0.40	To:													
	From:	_	020/		US 58 E, Ho	olland Rd	00/		0.002	_	0.60	1700	_	2020
0.40	From:	F	93%	1%	US 58 E, Ho		0%	С	0.093	F	0.63	1700	F	2020
	1600 _{Tot}		93%		US 58 E, Ho	olland Rd 2% 2%	0%	С	0.093	F	0.63	1700	F	2020
0.20	1600				US 58 E, Ho 2% 2 133-649 Lur	olland Rd 2% 2% mmis Rd	0%	С	<b>—</b> —	F			F F	
	1600 _{Tot}		93%	1%	US 58 E, Ho 2% 2 133-649 Lu 3% 2	Polland Rd Pow 2% Pommis Rd Pow 3%			0.093		0.63	1700 540		
0.20 2.50	1600 From: 510	F	90%	1%	US 58 E, Ho 2% 2  133-649 Lui 3% 2  33-643 Mannir	pilland Rd 2% 2% mmis Rd 2% 3% ag Bridge Rd	0%	С	0.135	F	0.566	540	F	2020
0.20	1600			1%	US 58 E, Ho 2% 2  133-649 Lui 3% 2  33-643 Mannir	Polland Rd Pow 2% Pommis Rd Pow 3%			<b>—</b> —					
0.20 2.50	510 To	F	90%	1%	US 58 E, Ho 2% 2  133-649 Lui 3% 2  33-643 Mannii 2% 2	olland Rd 19% 2% mmis Rd 19% 3% ag Bridge Rd 19% 2%	0%	С	0.135	F	0.566	540	F	2020
0.20 2.50 0.65	510 From 950	F	90%	1% 1%	US 58 E, Ho 2% 2  133-649 Lu 3% 2  33-643 Mannir 2% 2  133-685 Jac	olland Rd  19% 2%  mmis Rd  19% 3%  ng Bridge Rd  19% 2%  kson Rd	0%	C	0.135	F	0.566 0.565	540 1000	F	2020
0.20 2.50	1600  To Front  510  To Front  950  To Front  730	F	90%	1%	US 58 E, Ho 2% 2  133-649 Lu 3% 2  33-643 Mannin 2% 2  133-685 Jac 3% 3	olland Rd  19% 2%  mmis Rd  19% 3%  ag Bridge Rd  19% 2%  akson Rd  19% 3%	0%	С	0.135	F	0.566	540	F	2020
0.20 2.50 0.65	510 From 950	F	90%	1% 1%	US 58 E, Ho 2% 2  133-649 Lu 3% 2  33-643 Mannir 2% 2  133-685 Jac	olland Rd  19% 2%  mmis Rd  19% 3%  ag Bridge Rd  19% 2%  akson Rd  19% 3%	0%	C	0.135	F	0.566 0.565	540 1000	F	2020
0.20 2.50 0.65	1600  To Front  510  To Front  950  To Front  730	F	90%	1% 1%	US 58 E, Ho 2% 2  133-649 Lu 3% 2  33-643 Mannin 2% 2  133-685 Jac 3% 3	olland Rd  19% 29%  mmis Rd  19% 39%  ag Bridge Rd  19% 29%  akson Rd  19% 39%  ayville Blvd	0%	C	0.135	F	0.566 0.565	540 1000	F	2020
0.20 2.50 0.65	1600 510 From 570 950 From 730 To	F	90%	1% 1%	US 58 E, Ho 2% 2  133-649 Lu 3% 2  33-643 Mannir 2% 2  133-685 Jac 3% 3  US 13 Whale	olland Rd  19% 29%  mmis Rd  19% 39%  ag Bridge Rd  19% 29%  akson Rd  19% 39%  ayville Blvd	0%	C	0.135	F	0.566 0.565	540 1000	F	2020
	2.10 1.77 2.56 2.32 1.30 0.94	2.10 4300  2.10 4300  2.10 4300  7	2.10 4300 F  2.10 4300 F  2.10 4300 F  2.10 From  2.10 From  2.256 470 F  2.32 590 F  2.32 590 F  2.32 590 F  2.30 910 F  2.30 From  2.30 From	2.10 4300 F 96%  2.10 4300 F 96%  2.10 From:	710 F 98% 0%  710 F 98% 0%  710 From  2.10 4300 F 96% 0%  710 From  711 From  712 From  713 From  715 From  715 From  716 From  717 From  718 From  719 From  710 From  710 From  710 From  710 From  711 From  711 From  712 From  713 From  714 From  715 From  715 From  716 From  717 From  718 From  719 From  710 From  710 From  710 From  710 From  711 From  711 From  712 From  713 From  715 From	7.79 710 F 98% 0% 1% 133-1125 Ser 133-1125 S	133-1125 Seminole Dr   140   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150	133-1125 Seminole Dr   140	710 F 98% 0% 1% 1% 0% 0% 0% C    133-1125 Seminole Dr   145    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    156    1	13.00   F   98%   0%   1%   1%   0%   0%   C   0.097	710 F 98% 0% 1% 1% 0% 0% C 0.097 F    133-1125 Seminole Dr	1.79   710   F   98%   0%   1%   1%   0%   0%   C   0.097   F   0.708	13	1.79

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
653) Glen Haven Dr	0.13	1000	F	97%	0%	133-612	Kingsdale 0%	1%	0%	С	0.107	F	0.548	1100	F	2020
653) Dutch Rd	3.12	530 From	F	95%	0%	1%	Bus EAST 3%	1%	0%	С	0.12	F	0.722	560	F	2020
		From					N, Quaker S, Quaker									
653) Holland Corner Rd	2.17	190	F	94%	2%	2%	0%	2%	0%	С	0.129	F	0.692	200	F	2020
		To				133-616 Mi	neral Sprii	ng Rd								
Prontwood Pd	0.00	From:	G			133-651	Barnes R	.d			0.146	F	0.821	120	G	2020
Brentwood Rd	0.30	To:				Ţ	IS 58				0.140	•	0.021	120	u	2020
		From					Pughsville	Rd								
Town Point Rd	1.36	1300	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.526	1400	F	2020
$\overline{\circ}$		From				133-2276										
Town Point Rd		2600	F	98%	0%	1%	0%	0%	0%	С	0.088	F	0.53	2800	F	2020
		From				US 17 Br Harbor Vie		_								
558) Town Point Rd	0.60	9400	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.527	9900	F	2020
<u> </u>		To				133-2253 1	Brookwoo	d Dr								
658) Town Point Rd	0.18	11000	F	99%	0%	0%	0%	0%	0%	С	0.085	F	0.501	12000	F	2020
		To				SR 135	College D	)r								
Town Point Rd	0.68	9800 From:	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.507	10000	F	2020
		To				WCL I	Portsmouth	ì								
		From			13	33-626 N, S	Shoulders I	Hill Rd								
Pughsville Rd	1.28	5900	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.614	6200	G	2020
		To	<u> </u>			WCL C	Chesapeak	e								
$\sim$		From		13:	3-616 N	; Mineral S	pring Rd;	Longstre	et Lane							
(660) Longstreet Ln	5.50	390	G								0.118	F	0.698	390	G	2020
		To					IS 58									
Day Elday Dd	1 10	From	<u> </u>			133-759 V	W, Quaker	Dr				_	0.075	40	_	0000
Box Elder Rd	1.10	40 To	G			122 640	Lummis F	D.A.			0.203	F	0.875	40	G	2020
		From			10											
Gates Bd	2 10		F	78%	1%	3-759 Pinev 1%	1%	19%	0%	С	0.101	F	0.634	1400	F	2020
Gates Rd	2.10	1500	•	1070	1 70	1 /0	1 /0	1070	0 70		<del></del>	•	0.00+	1 700	•	2020
			$\overline{}$													
Gatos Pd	2 27	1.400	_	770/	10/		1 Ellis Rd		Λο/		0.007	Е	0.569	1500		2020
666 Gates Rd	3.37	1400	F	77%	1%	1%	1%	19%	0%	С	0.097	F	0.568	1500	F	2020
$\frac{\circ}{\circ}$		1400				1% 133-746	1% Wildwood	19% Dr								2020
$\frac{\circ}{\circ}$	3.37 0.65	1400 From 1300	F	77% 71%	1%	1% 133-746 \ 1%	1% Wildwood 2%	19%	0%	C	0.097	F F	0.568	1500 1400	F	2020
$\frac{\circ}{\circ}$		1400 From 1300				1% 133-746 \ 1%	1% Wildwood 2% R 189	19% Dr 25%								
Gates Rd	0.65	1400 From: 1300	F			1% 133-746 \ 1%	1% Wildwood 2% R 189	19% Dr 25%			0.092	F	0.646	1400	F	2020
666) Gates Rd		1400 From 1300				1% 133-746 \ 1% SI 133-759 E	1% Wildwood 2% R 189 , Pineview	19% Dr 25%								2020
666) Gates Rd	0.65	1400 To From 70 To T	F			1% 133-746 \\ 1% SI 133-759 E	1% Wildwood 2% R 189 , Pineview	19% Dr 25% Rd			0.092	F	0.646	1400	F	2020
G66) Gates Rd  G67) Butler Dr	0.65	1400 To From 70 To From 70	F G	71%	0%	1% 133-746 \\ 1% SI 133-759 E 133-660 L 133-759 S	1% Wildwood 2% R 189 , Pineview ongstreet I	Dr 25% Rd Lane	0%	С	0.092	F	0.646	1400 70	F G	2020
G66) Gates Rd  G67) Butler Dr	0.65	1400 To From 70 To T	F			1% 133-746 \\ 138-746 \\ 18 \\ 133-759 E  133-660 L  133-759 S  1%	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1%	19% Dr 25% Rd			0.092	F	0.646	1400	F	2020
G66 Gates Rd G67 Butler Dr G68 Pittmantown Rd	0.65	1400 To From 1200 To From 1200 To From 1200	F G F	71%	0%	1% 133-746 \\ 138-746 \\ 18 \\ 133-759 E  133-660 L  133-759 S  1%	1% Wildwood 2% R 189 , Pineview ongstreet I 5, Short L: 1% N, Gates I	19% Dr 25% Rd	0%	С	0.092 0.130 0.099	F F	0.646 0.591 0.565	1400 70 1300	F G F	2020
G66 Gates Rd G67 Butler Dr G68 Pittmantown Rd	0.65	1400 1300 From 70 To From 1200 To	F G	71%	0%	1% 133-746 \\ 133-746 \\ 1% SI 133-759 E  133-660 L 133-759 3 1% 133-671 S	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short L 1% N, Gates I pivey Run	19% Dr 25% Rd	0%	С	0.092	F	0.646	1400 70	F G	2020
G66 Gates Rd G67 Butler Dr G68 Pittmantown Rd	0.65	1400 To From 1300 To From 1200 From 540 To T	F G G	71%	0%	1% 133-746 V 1% SI 133-759 E 133-660 L 133-759 : 1% 133-671 S US-13 N, W	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1% N, Gates I pivey Run	Dr 25%  Rd  ane 25%  Rd  Rd  Blvd	0%	С	0.092 0.130 0.099	F F	0.646 0.591 0.565	1400 70 1300	F G F	
666) Gates Rd  667) Butler Dr  668) Pittmantown Rd  668) Freeman Mill Rd	0.65 1.90 4.50	1400 To From 70 To From 1200 To From 1200 To From From 540 To	F G G	71%	0%	1% 133-746 \\ 133-746 \\ 1% SI 133-759 E  133-660 L 133-759 3 1% 133-671 S	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1% N, Gates I pivey Run	Dr 25%  Rd  ane 25%  Rd  Rd  Blvd	0%	С	0.092 0.130 0.099 0.118	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020 2020 2020 2020
666) Gates Rd  667) Butler Dr  668) Pittmantown Rd  668) Freeman Mill Rd	0.65	1400 To From 1300 To From 1200 From 540 To T	F G G	71%	0%	1% 133-746 V 1% SI 133-759 E 133-660 L 133-759 S 1% 133-671 S US-13 N, W US 13 Wh	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1% N, Gates I pivey Run //haleyville I	Dr 25%  Rd ane ane 25%  Rd Blvd Blvd	0%	С	0.092 0.130 0.099	F F	0.646 0.591 0.565	1400 70 1300	F G F	2020 2020 2020 2020
667 Butler Dr 668 Pittmantown Rd 668 Freeman Mill Rd	0.65 1.90 4.50	1400 To From TO To From TO To From T1200 To From T110 To	F G G	71%	0%	1% 133-746 \\ 133-746 \\ 1% SI 133-759 E 133-660 L 133-759 \\ 133-671 S  US-13 N, W US 13 Wh	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1% N, Gates I pivey Run /haleyville I	Dr 25%  Rd  ane 25% Rd  Rd  Blvd  Blvd  Line	0%	С	0.092 0.130 0.099 0.118	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020
Gates Rd  Gates	0.65 1.90 4.50 3.60	1400 To From TO To From 1200 To From 1100 To From To F	F G G G	71%	0%	1% 133-746 V 1% SI 133-759 E 133-660 L 133-759 S 1% 133-671 S US-13 N, W US 13 Wh	1% Wildwood 2% R 189 , Pineview ongstreet I S, Short La 1% N, Gates I pivey Run /haleyville I	Dr 25%  Rd  ane 25% Rd  Rd  Blvd  Blvd  Line	0%	С	0.092 0.130 0.099 0.118 0.168	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020 2020 2020 2020 2020
Gates Rd  Gates	0.65 1.90 4.50 3.60	1400 To From TO To From TO To From T1200 To From T110 To	F G G	71%	0%	1% 133-746 \\ 133-746 \\ 18 SI 133-759 E 133-660 L 133-759 \\ 133-671 S  US-13 N, W US 13 Wh North Caro 759 E, Libe	1% Wildwood 2% R 189 , Pineview ongstreet I 5, Short La 1% N, Gates I pivey Rum //haleyville I haleyville I haleyville Ferty Spring	Dr 25%  Rd  ane 25% Rd  Rd  Blvd  Blvd  Line  Rd Wes	0%	С	0.092 0.130 0.099 0.118	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020 2020 2020 2020
Gates Rd  Gates	Glen Haven Dr   0.13   1000     Dutch Rd   3.12   530     Holland Corner Rd   2.17   190     Brentwood Rd   0.90   120     Town Point Rd   1.36   1300     Town Point Rd   0.60   9400     Town Point Rd   0.61   9400     Town Point Rd   0.68   9800     Town Point Rd   0.68   9800     Dughsville Rd   1.28   5900     Dugstreet Ln   5.50   390     Box Elder Rd   1.10   40     Gates Rd   2.10   1300     Gates Rd   3.37   1400     Gates Rd   0.65   1300     Pittmantown Rd   1.90   70     Pittmantown Rd   1.90   70     Pittmantown Rd   1.90   540     Liberty Spring Rd North   2.00   250			71%	0%	1% 133-746 V 1% SI 133-759 E 133-660 L 133-759 S 1% 133-671 S US-13 N, W US 13 Wh North Carc 759 E, Libe	1% Wildwood 2% R 189 , Pineview ongstreet I 5, Short La 1% N, Gates I pivey Run /haleyville I aleyville F etry Spring	Dr 25%  Rd ane 25% Rd Blvd Blvd Line Rd Wess	0%	С	0.092 0.130 0.099 0.118 0.168	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020 2020 2020 2020 2020
G666 Gates Rd G667 Butler Dr G668 Pittmantown Rd G668 Freeman Mill Rd G72 Little Fork Rd	0.65  1.90  4.50  3.60  th 2.00	1400 1300 To From 1200 To From 1200 To From 110 To From 110 To From 1500 To From 1500 To From 1500 To From 1500	F G G G	71%	0%	1% 133-746 V 1% SI 133-759 E 133-660 L 133-759 S 1% 133-671 S US-13 N, W US 13 Wh North Carc 759 E, Libe	1% Wildwood 2% R 189 , Pineview ongstreet I 5, Short La 1% N, Gates I pivey Rum //haleyville I haleyville I haleyville Ferty Spring	Dr 25%  Rd ane 25% Rd Blvd Blvd Line Rd Wess	0%	С	0.092 0.130 0.099 0.118 0.168	F F F	0.646 0.591 0.565 0.756	1400 70 1300 540	F G G	2020 2020 2020 2020 2020

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		Anr	iual Av	verage [	Daily T	raffic Vo	2020 Jume Est of Suffoll		By Sec	tion o	f Route					
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				IIS 13 W	haleyville I	Rlvd								
675 Cypress Chapel Rd	3.60	110	F	96%	1%	2%	1%	0%	0%	С	0.122	F	0.632	120	F	2020
675 Cypress Chapel Rd	0.50	160 To:	F	93%	1%	4%	Carolina R 1% White Mar	1%	0%	С	0.111	F	0.524	170	F	2020
		From:				North Car	rolina State	Line								
Great Fork Rd	3.60	1500 _{To:}	F	98%	0%	1%	0% haleyville I	0%	0%	С	0.1	F	0.734	1500	F	2020
		From:				133-673	Greenway	Rd								
(678) Cherry Grove Rd	2.60	70	G								0.115	F	0.684	70	G	2020
		To:			13		Adams Swa	ımp Rd								
(683) Benton Rd	1.00	580	G			D	ead End				 0.129	F	0.729	580	G	2020
000)		To:					US 13									
		From:				US	13, SR 32									
(688) Turlington Rd	3.16	2100	F	97%	0%	1%	0%	0%	0%	С	0.104	F	0.637	2200	F	2020
$\sim$		To					Kilby Shore									
(695) Mockingbird Lane	1.25	90	F	99%	0%	133-743 1%	3 Matoaka l 0%	Rd 0%	0%	С	0.143	F	0.632	90	F	2020
695 Mockingbird Lane	1.20	90 To:	r	JJ 70	U-76		ead End	0 %	070	U	0.143	Г	0.032	90	ı.	2020
		From:					6 Airport R	ld.								
(705) Meadow Country Rd	1.80	490	F	98%	0%	1%	1%	1%	0%	С	0.111	F	0.54	510	F	2020
		To:			13	33-674 Me	adow Cour	try Rd								
		From:				133-202	23 N, Lake	Rd								
(715) Nansemond Dr North	0.53	430 To:	F			100 5	XX				0.11	F	0.634	430	F	2020
							North Shore									
(731) Dill Rd		4000	G	88%	2%	US 13 2%	Carolina R 2%	d 6%	0%	С	0.083	F	0.539	4200	G	2020
(731) Dill Rd		4000 To:	<u> </u>	00 /0	L /0		11 E, Dill F		0 /0	<u> </u>	0.000		0.000	1200	J	2020
		From:					W, Indian 7									
(739) Deer Path Rd	5.20	340	G								0.124	F	0.654	340	G	2020
		To:				133-644	E, Indian T	rail								
0	0.00	From:		0001	001		Kingsdale		001			_	0.500		_	0000
740 Carr Lane	0.80	60 To:	F	88%	0%	2% 133-64	7% 4 Indian Tra	2%	0%	С	0.182	F	0.583	60	F	2020
		From:					ead End	411			_					
(744) Jasmine Ln	0.93	70	G			D	cau Eliū				0.129	F	0.591	70	G	2020
• • •		To				133-616	Holy Neck	Rd								
		From:				D	ead End									
(757) Bennetts Creek Park P	Rd 1.03	4900	G								0.097	F	0.608	4900	G	2020
		To:				133-626 S	houlders Hi	ill Rd								
Short Land	0.10	1200		740/			rolina State		00/	С	0.097	Г	0.576	1200	Е	2020
(759) Short Lane	0.12	1300 To:	F	74%	1%	1% 133-668 S.	1% Pittmantov	23% vn Rd	0%	U	0.097	F	0.576	1300	F	2020
		From:			1		, Pittmantov									
(759) Gates Rd	1.23	1300	F	73%	0%	1%	1%	24%	0%	С	0.095	F	0.612	1300	F	2020
		To: From:					66 Gates Ro									
(759) Pineview Rd	3.75	46	F	91%	1%	0%	5%	3%	0%	С	0.192	F	0.6	49	F	2020
		To:					V, Holy Nec									
(759) Quaker Dr		600	F	97%	1%	133-616 I 1%	E, Vicksbur 0%	g Rd 1%	0%	С	 0.116	F	0.726	640	F	2020
(759) Quaker Dr		To:		01/0	1 /0		3 N, Dutch		J /0		7.110		0.720	0+0		2020
		From:					S, Manning									
759 Liberty Spring Rd Wes	t 2.28	430	G			TIO 12 ~ -	X71 1	DI 1			0.143	F	0.627	430	G	2020
		To:				US 13 S, V	Whaleyville	Blvd								

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Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk		From:	_			Cul-de-	Sac			1					
Burnetts Ct	0.12	110	G			cur ue i	Jue			0.159	F	0.615	110	G	2020
		To				133-780 Burn	etts Way								
	2.1.1	From				Cul-de-	Sac				_		4.0	_	
Chenaneo Rd	0.14	40 To	F			122 1024 E-II-				0.163	F	0.704	40	F	2020
		From	l			133-1034 Fally	-								
County St	0.62	2800		87%	1%	133-1111 I	% 8%	0%	С	0.083	F	0.602	3000	F	2020
101)	0.02	To		0. 70	. , ,	Old Suffolk Co		070			•	0.002	0000	•	
		From				133-731 W,	Dill Rd								
Dill Rd	0.39	130	F	65%	1%	1% 2	% 30%	0%	С	0.155	F	0.526	130	F	2020
		To				133-1101 Co	ounty St								
~ "		From				133-1148 Wint	erview Dr					0 = 1 =			
Summerfield Ct	0.06	300 _{To}	G		1′	22 1145 Cmmin ed	Sold Townson			0.128	F	0.517	300	G	2020
		From	l		1,	33-1145 Springt									
310) 6th St	0.39	4500	G	98%	1%	133-1332 Tru 1% 0°	man Rd % 0%	0%	С	0.09	F	0.605	4800	G	2020
0.09	0.50	To						5,0							
310) 6th St	0.17	630 From:	F	99%	<u>s</u> 	SR 337; Washin 0% 0	% 0%	0%	С	0.102	F	0.654	670	F	2020
310)		To				301 Railroad Av									
0	2	From		0001		133-1318 C	lary Dr		_	0.440	_	0.700	202	_	000
Goodman St	0.11	280	F	99%	0%		% 0%	0%	С	0.110	F	0.703	300	F	2020
		From	1			133-1317 Ce									
McAruthur Dr	0.16	40	G			133-642 Wi	lroy Rd			0.2	F	0.75	40	G	2020
322) 100/11/01/01	0.10	To	r <u> </u>		13	3-1319; 133-13	23 Myrtle St			Ť	•	0.70	40	ŭ	2020
		From				SR 337 Wash				i					
324) Hollywood Ave	0.06	2200	G	98%	1%		% 0%	0%	С	0.092	F	0.581	2300	G	2020
		To				133-1325 My	rick Ave								
		From				133-1310 Goo	odman St								
Center Ave	0.39	1600	F	99%	0%		% 0%	0%	С	0.094	F	0.539	1700	F	2020
		To				133-1324 Holly	wood Ave								
Old Dinner Ct	0.17	From	F	060/	00/	Pinner		00/	С	0.112	_	0.047	0500	_	2020
Old Pinner St	0.17	2300 To	Г	96%	0%	1% 1' US 58 Bus; Cor	% 1%	0%	U	0.113	F	0.947	2500	F	2020
		From				133-642 White									
332) Truman Rd	0.23	2300	F	99%	0%		% 0%	0%	С	0.082	F	0.506	2400	F	2020
		To				133-1310									
		From			1	33-1366 Blythe	wood Lane								
Nixon Dr	0.06	740	G							0.11	F	0.527	740	G	2020
		To				133-1369 Si	erra Dr								
	0.40	From	<u> </u>			Dead E	nd			2 4 0 7	_	0.500	100	_	0000
502 Eclipse Dr	0.19	160	G			133-1505 C	wasa Ct			0.137	F	0.596	160	G	2020
		From	l												
Sunset Manor Dr	0.07	45	G			Dead E	IIU			0.365	F	0.587	45	G	2020
ous cariost wattor by	J.07	To				133-1601 Vau	ghan Ave								
		From				Bus US 58 Ho									
722) Kilby Shores Rd	0.03	5100	G	97%	1%	1% 1		0%	С	0.098	F	0.680	5400	G	2020
		To				133-688 Turli	ngton Rd								
$\sim$		From				133-1718 N,	Staley Dr								
Brittle Dr	0.07	60	G							0.122	F	0.6	60	G	2020
		To				Dead E									
Ash Marad D	0.07	From	<u> </u>			133-1790 Woo	ods Pkwy			0.105	_	0.500	00	_	0000
Ash Wood Dr	0.27	80 To:	F			Cul-de-S	Soo			0.105	F	0.533	80	F	2020
		10.				Cui-de-S	Sac								

Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk		From:				C	'ul-de-Sac									
856) Berkshire Blvd	0.35	470	F								0.111	F	0.588	470	F	2020
		To	<u> </u>			133-18	351 Ashford	l Dr								
O Hamila Bul	0.44	From:				133-1	902 Wren	Rd				_	0.540	000	0	0000
905) Hawk Rd	0.11	230 To:	G			133 100	07 Beaver I	Lane			0.099	F	0.546	230	G	2020
		From:			1						_					
029) Foxcroft Rd	0.43	160	G		1.	33-027 B	Bennets Pas	ture Ku			0.115	F	0.571	160	G	202
029		Τα	9			133-202	28 Brittany	Lane								
		From:			1.	33-2075 J	Beech Grov	ve Lane								
O73 Carter Ln	0.08	110	F								0.140	F	0.5	110	F	202
		To	1		13.	3-2070 D	Drivers Stat	ion Way								
	0.40	From:				1	133-2143							400		
Burbage Lake Circle	0.19	490	G		12	2 21 45 0	11 D II	1 6: 1			0.107	F	0.636	490	G	202
		From:			133		Olde Bulloch	ks Circle								
Breeze Point Way	0.27	5600				E	Dead End				0.096	F	0.5	5600	F	202
21) Dioce i oni way	J.L1	Tα				US 1	17 Bridge R	Rd			0.000		5.5	3000		
		From					17 Bridge R									
284) Harbour View Blvd	1.02	17000	F	98%	0%	1%	1%	0%	0%	С	0.089	F	0.589	17000	F	202
		To					wn Point Ro									
Harbour View Blvd	1.44	4600		98%	0%	Hapmto 1%	on Roads P 1%	kwy 0%	0%	F	0.093	F	0.562	4800	F	202
Harbour View Bivd	1.44	4000 To		30 /6	0 /0		SR 135	0 /0	0 /0	'	0.093		0.502	+000		202
		From:	4				ul-de-Sac									
Preakness Circle	0.04	40	F				ur-uc-odt				0.167	F	0.667	40	F	202
		Τα			1.	33-2350	Steeplecha	se Lane								
		From:				C	'ul-de-Sac									
Rabey Farm Rd	0.52	820	F								0.114	F	0.69	820	F	202
		To	1		13	3-626 N,	, Shoulders	Hill Rd								
<b>D</b> i <b>O</b> i		From:		2221	221		shington St		221					2222		
Pinner St	0.63	6400	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.571	6800	G	202
	2 11	From		2221	221		Ioore Ave	221	221					0.500	_	
Pinner St	0.41	9000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.538	9500	G	202
		From	<u> </u>				CL Suffoll	χ			_					
South Broad St	0.15	1100	F	97%	0%	1%	Smith St 1%	0%	0%	С	0.100	F	0.549	1200	F	202
South Broad St	0.10	. 100		01 /0	J /6				0 /0		0.100		0.049	1200		202
North Broad St	0.68	690	: G	98%	1%	1%	shington St 0%	t 0%	0%	С	0.135	F	0.714	730	G	202
505 North Bload St	0.00	090		JU /6	1 /0				0 /6	0	0.100		0.714	730	u	202
505) Western Ave	0.12	950	G G	98%	0%	East I	Riverview 1	Dr 0%	0%	С	0.099	F	0.624	1000	G	202
VVESICITI AVE	0.12	To		30 /6	0 /0		Constance		0 /0	0	0.099		0.024	1000	G	202
		From					Kilby Ave									
Wellons St	0.65	1700	F	98%	0%	1%	0%	0%	0%	С	0.096	F	0.539	1800	F	202
		To					Washingto									
Market St	0.43	2800 From:	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.589	2900	G	202
		To					aratoga St									
Market St	0.06	3400 From	F	97%	0%	s	aratoga St 1%	0%	0%	F	0.099	F	0.624	3600	F	202
		To:					32 Main St									
		From:					Main St									
508) Finney Ave	0.20	6700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.507	7100	G	202
		To				Pi	inner Ave									
		From:					ırolina Ave									
Saratoga St	0.31	2400 To:	G	97%	1%	1%	1% shington St	0%	0%	С	0.089	F	0.52	2500	G	202
500)																

		ıffo	

						,	Guiloik									
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 17			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	i			*** 1.					- 1					
8509 Saratoga St	0.12	2900	G	97%	1%	1%	ngton St  1%  C	)%	0%	F	0.101	F	0.514	3100	G	2020
Saratoga St	0.12	<b>2900</b> To:		31 /6	1 /0		ket St	70	0 /6	'	0.101	•	0.514	3100	u	2020
		From														
8510 Hall Ave	0.43	3000	G	98%	0%	1%	toga St 1% C	)%	0%	С	0.098	F	0.558	3200	G	2020
8510)	0.40	To		30 /6	0 76		shington St	76	0 /6		0.030	•	0.550	3200	ч	2020
		From	l								_					
Engtony St	0.44		F	97%	0%	1%	Suffolk 1% 1	1%	0%	С	0.092	F	0.515	2400	F	2020
Factory St	0.44	2300 _{To}		31 /6	0 /6			/0	0 /6	U	0.032	'	0.515	2400	'	2020
							ngton St									
	0.47	From	<u> </u>	000/	00/		lina Rd	20/	00/		0.110	_	0.500	040	_	0000
Fayette St	0.17	770	F	99%	0%	1%		)%	0%	С	0.113	F	0.522	810	F	2020
		From					dar St ette St									
Cedar St	0.04	930	F	98%	1%	1%		)%	0%	С	0.09	F	0.8	990	F	2020
Gedar St	0.04	To:	<u> </u>	30 /6	1 /0		son Ave	770	0 70		0.03	•	0.0	330	•	2020
		From					dar St									
Madison Ave	0.23	650	F	80%	0%	1%		5%	0%	С	0.123	F	0.56	690	F	2020
		т														
Madiaga Aug	0.11	From	F	000/	10/		nty St	20/	00/		0.110		0.505	0400		0000
Madison Ave	0.11	2300		93%	1%	2%		2%	0%	С	0.116	F	0.585	2400	F	2020
						Fact	ory St									
<b>○</b>		From	L				Main St				<u> </u>	_			_	
Bank St	0.20	2300	<u>_F</u> _	98%	0%	1%		)%	0%	С	0.105	F	0.69	2500	F	2020
		To				Pin	ner St									
		From					Corp Limits	S								
County St	0.18	3100	G	90%	0%	1%	3% 5	5%	0%	F	0.093	F	0.648	3300	G	2020
		To				Madis	son Ave									
County St	0.27	3400 From	G	90%	0%	1%		5%	0%	С	0.091	F	0.592	3600	G	2020
,		To					ashington St									
		From					ashington St				i					
Liberty St / Moore Ave		3700	G	90%	1%	1%		6%	0%	С	0.099	F	0.586	4000	G	2020
Liberty Str Woode rive		To	<u> </u>	0070	1 /0		ner St	,,0	0 70		0.000	•	0.000	4000	ď	2020
		From									<u>L</u>					
Purbago Lako Cirola			╚			Repass	Beach Rd				0.108	F	0.598	1300	F	2020
Burbage Lake Circle		1300	F			Wath	Nough Ct				0.108	Г	0.596	1300	Г	2020
							Aarsh Ct									
		From	<u> </u>			Smith	n Street					_		2.12	_	
James Avenue		340	F								0.098	F	0.629	340	F	2020
		To	<u> </u>			W. Washi	ngton Street									
		From				Ashf	ord Dr									
Kensington Blvd		5900	G	98%	1%	1%		)%	0%	С	0.090	F	0.573	5900	G	2020
		To				Godw	in Blvd									
		From				Pione	eer Ave									
Quince Rd		170	G	98%	0%	1%		<b>1</b> %	0%	С	0.131	F	0.5	170	G	2020
		Tα					mis Rd									
		From					cha Tr									
Weatherby Way		250	F			Tuld	C110 11				0.131	F	0.638	250	F	2020
Troumonby Truy		<b>230</b> To:				Shoulde	rs Hill Rd				3.75		0.000	_00		_520
						Shoulde	IIII Ku									