### 2011

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

where available

## Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Isle of	Wight Coun	nty Line												
10 32	City of Suffolk	1.31	9500	F	95%	1%	1%	1%	2%	0%	F	0.09	F		10000	F
	To:	SR	125 Chuckat	tuck												
10 (32) Godwin Blvd	City of Suffolk	0.87	11000	F	95%	1%	1%	1%	2%	0%	F	0.088	F		12000	F
(10) (32) 3331111 2113	5.ty 6. 5 a.r. 6.t.				0070	.,,		. 70	_,,	0,0	-	0.000	•		000	•
10 (32) Godwin Blvd	City of Suffolk		-603 Everets	s Rd <b>F</b>	95%	1%	1%	1%	2%	0%	С	0.088	F		12000	F
10 32 Godwin Blvd	City of Surfork	4.81	11000	Г	95%	170	1 70	170	270	076	C	0.000	Г		12000	Г
	To: From:		34 Kings Fo													
$\binom{10}{32}$ Godwin Blvd	City of Suffolk	1.36	20000	F	95%	1%	1%	1%	2%	0%	F	0.089	F		22000	F
	To: From:	US 5	8 Suffolk By	ypass			<b>—</b> —									
10 (32) Godwin Blvd	City of Suffolk	0.54	19000	F	95%	1%	1%	1%	2%	0%	F	0.084	F		20000	F
$\cup$	To:		len Blvd US													
Bus	From:		460 Elepha								_					
10 (460) (32)	City of Suffolk	1.49	25000	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
	From:		S 460, Bus 1 Bus US 460													
$ \begin{array}{c}  & \text{Bus} \\ \hline  & 10 \\ \hline  & 32 \\ \hline  & 460 \\ \hline  & Main St \end{array} $	City of Suffolk	0.09	29000	, F	99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
10) (32) {460} Main St	To:	0.03	Bus US 58		3370	070	170	070	070	070	•	0.007	'		30000	
Bus	From:	Bus U	S 58, Bus U													
10) (32) (13) Main St	City of Suffolk	0.68	19000	F	99%	0%	1%	0%	0%	0%	F	0.079	F		20000	F
	To:	SR 33	37 Washingt	ton St												
	From:	North	Carolina Stat	te Line												
13 Whaleyville Blvd	City of Suffolk	5.37	4700	Α	90%	0%	1%	1%	8%	0%	С	0.097	Α		4600	Α
	To:	133-616	Mineral Sp	oring Rd												
13 Whaleyville Blvd	City of Suffolk	1.28	6100	F	90%	0%	1%	1%	8%	0%	F	0.08	F		6000	F
13) ************************************	ony of Garron					070		170	0,0	070	•	0.00	•		0000	•
M/halassálla Dhad	City of Coffee		77 Great Fo		000/	00/	40/	40/	00/	00/	F	0.004			7500	
(13) Whaleyville Blvd	City of Suffolk	0.82	7700	F	90%	0%	1%	1%	8%	0%	F	0.084	F		7500	F
~~~	To: From:	133-675	Cypress Ch	_												
13 Whaleyville Blvd	City of Suffolk	2.22	7500	G	90%	0%	1%	1%	8%	0%	F	NA			7300	G
<u> </u>	To: From:	133-759 S,	Liberty Spri	ing Rd W	est		$\neg$ $\vdash$									
13 Whaleyville Blvd	City of Suffolk	1.06	9000	F	90%	0%	1%	1%	8%	0%	F	0.084	F		8800	F
	To:	122.75	9 N, Babbto	vvva D.d												
13 Whaleyville Blvd	City of Suffolk	2.56	9700	F	90%	0%	1%	1%	8%	0%	F	0.084	F		9400	F
13 Whaleyville Blvd	To:		32 Carolina		30 70	070	170	1 /0	070	070	'	0.004	'		3400	'
	From:		Whaleyville													
13 (32) Carolina Rd	City of Suffolk	1.64	17000	F	90%	0%	1%	1%	8%	0%	F	0.086	F		16000	F
	To:		Bus US 13													
	From:		3, SR 32 Ca												· · · · · · · · · · · · · · · · · · ·	
(13) Southwest Suffolk Bypass	City of Suffolk	2.80	10000	F	86%	1%	1%	2%	10%	0%	С	0.09	F		9900	F
~	To: From:	US	58 Holland	Rd												
~~ ~~	City of Suffolk	1.41	Bus US 58 38000	F	87%	1%	1%	1%	11%	0%	F	0.084	F		36000	F
13 58 Suffolk Bypass																

		Nansemond Maint	enance .	Area											
Route	Jurisdiction	Length AADT	AO	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
110010		zongar 70121	٠,٠	11110	Buo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	σ.,	Factor	, , , , , , ,	٠
~~~ ~~ · · · · · ·	From:	61-604 Pitchki													_
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>35000</b>	F	93%	0%	1%	1%	5%	0%	F	0.087	F		36000	F
~ ~	To: From:	US 460 Prude	n Blvd												
13 58 460 Suffolk Bypass	City of Suffolk	0.93 <b>42000</b>	F	93%	0%	1%	1%	5%	0%	F	0.096	F		44000	F
$\bigcirc$	To:	SR 10 SR 32 Goo	lwin Blvd			<b>—</b> —									
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 53000		93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
	Too	61-642 Wilro	v. D.d												
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>54000</b>		93%	0%	1%	1%	5%	0%	F	NA			56000	G
13) (58) (460) Suffolk Bypass	Oity of Outrolk				070	1 70	1 70	370	070	•	INA			30000	O
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	Bus US 13,Bus US 58								_		_			_
13) (58) (460) Military Highway	City of Suffolk	3.46 <b>64000</b>		93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
~ ~ ~	10:	Bus US 1	.3												
Bus	From:	US 13 Southwest Su													_
13) (32) Carolina Rd	City of Suffolk	1.17 <b>11000</b>	F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
Pup.	To: From:	Old SCL Su	ffolk												
Bus 13 (32) Carolina Rd	City of Suffolk	0.54 <b>11000</b>	F	90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
13) (32) Gardinia rid	To:	Fayette S		3070	070		170	070	070	•	0.001	•		11000	•
Bus	From:	US 13; SR 32 F													
13 (32) Main St	City of Suffolk	0.34 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	С	NA			13000	G
$\sim$ $\sim$	To	Begin SR	10												
Bus (32) (10) Main St	From:	-								_		_			_
(13) (32) (10) Main St	City of Suffolk	0.68 <b>19000</b>		99%	0%	1%	0%	0%	0%	F	0.079	F		20000	F
Bus Bus Bus	From:	US 58; Bus U SR 32 Mair													
13) (58) (460) Constance Rd	City of Suffolk	0.88 15000		97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
13) (30) (400) ***********************************	T-1						.,,	.,,	-,-	-		-			-
Bus Bus Bus	From:	Pinner S	t												
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>15000</b>	F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
	To:	SR 337 Washir	igton St			<b>—</b> —									
Bus Bus Bus Porton outh Blad	City of Suffolk			000/	40/	40/	40/	40/	00/	С	0.007	F		00000	F
13 58 460 Portsmouth Blvd	City of Surfoik	1.22 <b>21000</b> US 13, US 58,		96%	1%	1%	1%	1%	0%	C	0.087	Г		23000	Г
Prideo Dd	City of Coffee	WCL Chesap		000/	007	-00/	00/	007	00/	F	0.000	_		22222	_
17 Bridge Rd	City of Suffolk	0.66 <b>21000</b>	Г	99%	0%	0%	0%	0%	0%	Г	0.089	F		22000	F
~~	To- From:	I-664; SR 164 West		•											
17 Bridge Rd	City of Suffolk	1.81 <b>32000</b>	F	97%	0%	0%	1%	1%	0%	F	0.09	F		34000	F
<u> </u>	To- From:	133-626 Knots Neck Road	Shoulder	s Hill Rd		$\neg$ $\vdash$									
17 Bridge Rd	City of Suffolk	1.54 <b>25000</b>		97%	0%	0%	1%	1%	0%	F	0.091	F		27000	F
$\checkmark$	To	133-627 Bennetts	Dacture D	ı		—									
17 Bridge Rd	City of Suffolk	2.47 <b>18000</b>		97%	0%	0%	1%	1%	0%	F	0.090	F		19000	F
17) 2ago r.a	Sity of Guillon			01.70	J/0	J /0	1 /0	1 /0	U /U	'	0.000	•		10000	'
~ 5:1 51	To: From:	133-628 Critter		070/	201		407	407	201		0.00:			45000	
17 Bridge Rd	City of Suffolk	1.17 <b>15000</b>		97%	0%	0%	1%	1%	0%	F	0.091	F		15000	F
~	To:	Isle of Wight Co	unty Line												

		Nansemond Maintenance Area			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	: Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 17-S034A TO ROUTE											
17 Ramp	City of Suffolk (Maint: 61)	0.13 <b>13000 F</b>							0.091	F		13000	F
	То:	I-664-E FROM ROUTE 17											
North	From:	US 17 TO ROUTE 664 EASTSOUTH											
(17) Ramp	City of Suffolk (Maint: 61)	0.03 <b>4900 F</b>							0.092	F		4900	F
<u> </u>	То:	US 17-S034A TO ROUTE											
South	From:	US 17 TO ROUTE 664 EASTSOUTH											
17 Ramp	City of Suffolk (Maint: 61)	0.05 <b>7800 F</b>							0.092	F		7800	F
<u> </u>	То:	US 17-N034A US 17- 34A TO ROUTE											
	From:	North Carolina State Line											
(32) Carolina Rd	City of Suffolk	2.89 <b>3600</b> F 91%	0%	1%	1%	7%	0%	С	0.098	F		3700	F
<u> </u>	To: From:	133-642 Adams Swamp Rd	-	$\neg$ $\vdash$									
(32) Carolina Rd	City of Suffolk	2.07 <b>3800 F</b> 91%	0%	1%	1%	7%	0%	F	0.09	F		4000	F
$\bigcirc$	To	133-675 Cypress Chapel Rd											
(32) Carolina Rd	City of Suffolk	1.40 <b>4200</b> F 92%	1%	1%	1%	6%	0%	С	0.093	F		4400	F
(32)	T							_					
(32) Carolina Rd	City of Suffolk	133-759 Babbtown Rd 0.65 <b>4500 F</b> 92%	1%	1%	1%	6%	0%	F	0.093	F		4700	F
32 Carolina Rd	City of Surfork		1 /0	1 /0	1 /0	076	076		0.093			4700	
	To: From:	133-647 Copeland Rd										.=	
(32) Carolina Rd	City of Suffolk	2.45 <b>4500 F</b> 92%	1%	1%	1%	6%	0%	F	0.095	F		4700	F
	From:	US 13 South of Suffolk Whaleyville Blvd											
32) (13) Carolina Rd	City of Suffolk	1.64 <b>17000 F</b> 90%	0%	1%	1%	8%	0%	F	0.086	F		16000	F
(32) (13) 5	Tec				.,.			-		•			•
Bus	From:	61-731 Dill Rd											
(32) (13) Carolina Rd	City of Suffolk	1.17 <b>11000 F</b> 90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
	To	Old SCL Suffolk	-	$ \vdash$									
Bus (32) 13 Carolina Rd	City of Suffolk	0.54 <b>11000 F</b> 90%	0%	1%	1%	8%	0%	F	0.081	F		11000	F
(32) (13) Carolina Rd	To:	Bus US 58 Constance Rd	078		1 /0	070	070	'	0.001	'		11000	'
Bus	From:	Fayette St											
32 (13) Main St	City of Suffolk	0.34 <b>12000 G</b> 99%	0%	1%	0%	0%	0%	С	NA			13000	G
$\bigcirc$	To	SR 337 Washington St											
Bus	From:	-			00/	00/	00/	_	0.070	_		00000	_
32 13 10 Main St	City of Suffolk	0.68 <b>19000</b> F 99%	0%	1%	0%	0%	0%	F	0.079	F		20000	F
Bus	To: From:	Bus US 58, Bus US 460											
32) (460) (10) Main St	City of Suffolk	0.09 <b>29000</b> F 99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
02/50/10	To												
Bus	From	Old NCL of Suffolk			_		_						
(32)(460)(10)	City of Suffolk	1.49 <b>25000 A</b> 99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
	To:	SR 10 Elephant Fork											
(32) (10) Godwin Blvd	City of Suffolk	Bus US 460 0.54 <b>19000 F</b> 95%	1%	1%	1%	2%	0%	F	0.084	F		20000	F
32 Godwin Blvd	City of Surfoik	US 58 Suffolk Bypass	170	1 70	1 70	∠70	U70	Г	0.004	r'		20000	L,
		US 30 SUITOIK Bypass											

							Tru	ıck			K	D	ir	
Route	Jurisdiction	Length <b>AADT</b>	QA ·	4Tire	Bus		3+Axle			QC	Factor	QK Fa	AAWD	T Q
	From:	US 58 Suffolk E										_		
2 10 Godwin Blvd	City of Suffolk	1.36 <b>20000</b>	F	95%	1%	1%	1%	2%	0%	F	0.089	F	22000	)
	To: From:	61-634 Kings Fo	ork Rd											
$\binom{10}{10}$ Godwin Blvd	City of Suffolk	4.81 <b>11000</b>	F	95%	1%	1%	1%	2%	0%	С	0.088	F	12000	)
<u> </u>	To: From:	61-603 Everet	s Rd											
$_{2})$ $(_{10})$ Godwin Blvd	City of Suffolk	0.87 <b>11000</b>	F	95%	1%	1%	1%	2%	0%	F	0.088	F	12000	)
	To- From:	SR 125 Chuck	atuck			$\Box$ $\vdash$								
2) (10)	City of Suffolk	1.31 <b>9500</b>	F	95%	1%	1%	1%	2%	0%	F	0.09	F	10000	)
	Tor	Isle of Wight Cou	nty Line											
~ ~~	From:	Southampton Cou												
(8) (258) Franklin Bypass	City of Suffolk	1.27 <b>19000</b>	F	87%	1%	1%	1%	11%	0%	F	0.072	F	18000	)
<i></i>	To: From:	US 258				$\Box$								
Franklin Bypass	City of Suffolk	0.18 <b>17000</b>	N	87%	1%	1%	1%	11%	0%	Ν	0.069	N	16000	)
<i>ــــــــــــــــــــــــــــــــــــ</i>	To:	SR 189												
7 (189) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000</b>	F	87%	1%	1%	1%	11%	0%	F	0.069	F	16000	)
	To:	SR 272 South Q	nav Rd											
8 (189)(189)S Quay Rd	City of Suffolk	4.23 <b>20000</b>		87%	1%	1%	1%	11%	0%	F	0.072	F	19000	)
0) (100) (190)	Too													
8 Holland Bypass	City of Suffolk	SR 189 S Qua 1.05 <b>20000</b>		87%	1%	1%	1%	11%	0%	F	0.072	F	19000	)
8) Homana Bypaco	,			01 70	1,70		1,0	1170	070	•	0.072	•	10000	
Lolland Dd	City of Suffalls	Bus US 58		070/	1%	10/	10/	110/	00/		0.071		22000	)
8 Holland Rd	City of Suffolk	1.32 <b>24000</b>	F	87%	1%	1%	1%	11%	0%	F	0.071	F	22000	,
~	From:	133-610 W, Buck			407					_		_		
8	City of Suffolk	2.77 <b>24000</b>		87%	1%	1%	1%	11%	0%	F	0.071	F	23000	)
	From:	133-647 E, Lum 133-647 Lumm												
8 Holland Rd	City of Suffolk	2.05 <b>25000</b>		87%	1%	1%	1%	11%	0%	F	0.073	F	24000	)
2)	To	133-643 Manning I	Dridge Dd											
68 Holland Rd	City of Suffolk	0.67 <b>26000</b>		87%	1%	1%	1%	11%	0%	F	0.076	F	25000	)
9	To													
8 Holland Rd	City of Suffolk	133-738 Kenyo 0.38 <b>30000</b>		87%	1%	1%	1%	11%	0%	F	0.077	F	29000	)
8) Holland Nd	Only of Guillon			01 /0	1 70	170	1 70	1170	070	· ·	0.011	•	25000	
~ Malland Dd	From	Cove Point		070/	40/		40/	440/	00/	_	0.070	_	20000	
Holland Rd	City of Suffolk	1.15 <b>30000</b> US 13 Southwest Suf		87%	1%	1%	1%	11%	0%	F	0.072	F	29000	)
	From:	Bus US 58		•										
8 (13) Suffolk Bypass	City of Suffolk	1.41 <b>38000</b>		87%	1%	1%	1%	11%	0%	F	0.084	F	36000	)
	To-	133-604 Pitchkii												
8 (13) Suffolk Bypass	City of Suffolk	1.88 <b>35000</b>		93%	0%	1%	1%	5%	0%	F	0.087	F	36000	)
3) (13)	To						,-		- / -	•				
Suffalk Bypass	City of Suffolk	US 460 Pruden 0.93 <b>42000</b>		93%	0%	1%	1%	5%	0%	F	0.096	F	44000	1
Suffolk Bypass	City of Surfork	SR 10, SR 32 God		JJ /0	U /0	1 70	1 70	570	U70	Г	0.090	Г	44000	)

		inansemond iviain	tenance i	Area											
Route	Jurisdiction	Length AAD	Г QA	4Tire	Bus					QC		QK		AAWDT	QW
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	/		2001	00/		40/	<b>5</b> 07	00/	_	0.007	_		55000	_
[58] [13] [460] Suffolk Bypass	City of Suffolk	1.87 5300	U F	93%	0%	1%	1%	5%	0%	F	0.087	F		55000	F
	To: From:														
[58] [13] [460] Suffolk Bypass	City of Suffolk				0%	1%	1%	5%	0%	F	NA			56000	G
<del>* * *</del>	From:														
58 13 460 Military Highway	City of Suffolk				0%	1%	1%	5%	0%	F	0.083	F		67000	F
30 (10) (400)	То:														
East	SR 10   SR 10   SR 20   SR 2														
(58) (258)	City of Suffolk										0.111	F		560	F
$\hookrightarrow$	To			TH											
East	From:			J111											
(58) (258) Ramp	City of Suffolk										0.113	F		230	F
	10:														
East 58				JTH								_			_
58				C/TC							0.138	F		240	F
				51											
West 58											0.440	_		4.40	_
58	City of Suffolk	0.19 <b>440</b>	F								0.143	F		440	F
West	To: From:	US 58-W451B TO F	TE 258 &	189											
	City of Suffolk	0.03 <b>110</b>	F								0.169	F		110	F
	To:	US 258 Ga	рТО												
West	From:	US 58-W451A TO F	TE 258 &	189											
West (58)	City of Suffolk	0.06 <b>320</b>	F								0.134	F		320	F
$\bigcirc$	To:	US 258 US 258-W013A	TO & FRO	M RTE 5											
Bus	From:	Isle of Wight Co	ounty Line												
8 Ruritan Blvd	City of Suffolk	2.65 <b>220</b> 0	F	97%	1%	1%	1%	0%	0%	С	0.089	F		2300	F
<u> </u>	To:	SR 18	9												
Bus Holland Rd	City of Suffolk			07%	10/.	10/	10/	00/	<b>00</b> /2	_	0.001	F		2700	F
58 Holland Rd	City of Surfork				1 /0	1 /0	1 /0	0 /0	0 /6		0.091	-		2700	-
Bus	To: From:	133-653 Dutch Rd; G	len Haven l	Orive											
58 Holland Rd	City of Suffolk	0.46 <b>330</b> 0	F	97%	1%	1%	1%	0%	0%	С	0.093	F		3400	F
	To:	US 58	3												
Bus	From:	US 58 East of	Holland												
58 Holland Rd	City of Suffolk	0.05 9900	F	97%	1%	1%	0%	1%	0%	F	0.092	F		11000	F
$\sim$	To-	133-1722 Kilbv	Shores Rd			$\neg$ $\vdash$									
Bus Holland Rd	<u></u>	•		070/	10/	10/	00/	40/	00/	0	0.404	_		0600	г
Holland Rd	City of Suffork			9/%	1%	1%	υ%	1%	υ%	C	0.101	Г		9600	F
Bus	From:														
58 Constance Rd	City of Suffolk	0.29 <b>8400</b>		99%	0%	0%	0%	0%	0%	F	0.099	F		8900	F
	Tor	WCL Suffolk Pit	chkettle Ro												
		-													

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

				1100			Trı	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle				QC		QK		AAWDT	QW
Bus	From:	WCL Suffolk Pitc	hkettle Ro	l											
(58) Constance Rd	City of Suffolk	0.86 <b>9000</b>	F	99%	0%	0%	0%	0%	0%	С	0.093	F		9600	F
<u> </u>	To	SR 32 Mai	ı St			_									
Bus Bus Bus Constance Rd	City of Suffolk	0.88 15000	F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
(58) (13) (460) Ourstance Nd	To:			37 70	170		170	170	070	'	0.007	'		10000	'
Bus Bus Bus	From:														
(58) (13) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>15000</b>	F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
Rue Rue Rue	Ta: From:	SR 337 Washir	gton St												
58 13 460 Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	F	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
30) (13) (400).	To:	US 58	-		.,,	TÎ.	.,,	.,,	-,-	_		•			•
	From:	SR 10; SR 32 Go	lwin Blvd												
(125) Kings Hwy	City of Suffolk	0.69 <b>3100</b>	F	95%	1%	3%	1%	0%	0%	С	0.095	F		3300	F
	To:	133-628 Critter	den Rd												
(125)Kings Hwy	City of Suffolk	1.09 <b>550</b>	F	95%	1%	3%	1%	0%	0%	F	0.099	F		590	F
	то.	133-620 Ferry I	oint Rd												
125 Kings Hwy	City of Suffolk		F	95%	1%	3%	1%	0%	0%	F	0.125	F		320	F
123) 3 ,	To:		d												
	From:														
125 Kings Hwy	City of Suffolk	1.34 <b>600</b>	F	95%	1%	3%	1%	0%	0%	F	0.118	F		640	F
<u></u>	To- From														
(125)Kings Hwy	City of Suffolk	1.22 <b>900</b>	F	95%	1%	3%	1%	0%	0%	F	0.104	F		950	F
<u> </u>	To: From:	133-627 Bennetts	Pasture Ro	i											
(125)Kings Hwy	City of Suffolk	0.48 <b>2900</b>	F	95%	1%	3%	1%	0%	0%	F	0.102	F		3100	F
	To:	SR 337 Nansemor	d Parkway	7											
	From:	US 17 Bridg													
(135)College Dr	City of Suffolk	0.20 <b>16000</b>	F	98%	1%	0%	0%	0%	0%	F	0.087	F		17000	F
<u> </u>	To: From:	SR 164 Western	Freeway			<u> </u>									
135 College Dr	City of Suffolk	0.65 <b>17000</b>	F	98%	1%	0%	0%	0%	0%	С	0.093	F		18000	F
	To	133-658 Towne	Point Rd			_									
135 College Dr	City of Suffolk			99%	0%	0%	0%	0%	0%	С	0.089	F		20000	F
	To:	I-664													
135 College Dr	City of Suffolk	0.59 <b>7300</b>	F	93%	1%	1%	1%	5%	0%	С	0.093	F		7800	F
<u> </u>	То:		munity Co												
North	From:	SR 135 TO	-664									-			
(135) Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200</b>	F								0.096	F		4200	F
Section   Sect															
North	From:	SR 135 TO	-664												
(135) Ramp	City of Suffolk (Maint: 61)	0.12 <b>3200</b>	F		·						0.131	F		3200	F
$\smile$	To	I-664-E FROM	RT 135												

4/27/2012 12

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
South	From:	SR 135 TO I-664											
135 Ramp	City of Suffolk (Maint: 61)	0.16 <b>1100 F</b>								0.108	F	1100	F
<u> </u>	To:	I-664-W FROM RT 135											
South	From:	TO ROUTE 664 EAST											
135 Ramp	City of Suffolk (Maint: 61)	0.40 <b>1600 F</b>								0.124	F	1600	F
$\smile$	To:	I-664-E FROM ROUTE 135 SO	OUTH										
	From:	US 17 Bridge Road											
164)Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>19000 G</b>	96%	0%	0%	1%	3%	0%	F	NA		21000	G
	To:	I-664											
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>35000</b> F	96%	0%	0%	1%	3%	0%	F	0.091	F	39000	F
164) Westeri Freeway	City of Surfoix (Maint. 01)		30 70	070	070	1 /0	370	070	'	0.031	'	33000	'
	To: From:	SR 135 College Dr											
164) Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>44000 B</b>	96%	0%	0%	1%	3%	0%	С	0.101	Α	50000	В
<u> </u>	To:	WCL Portsmouth											
East	From:	SR 164 TO ROUTE 664 WEST	NORTH										
164 Ramp	City of Suffolk (Maint: 61)	0.20 <b>1900 F</b>								0.172	F	1900	F
$\smile$	To:	I-664-W FROM ROUTE 164 I	EAST										
West	From:	SR 164 TO ROUTE 664 EASTS	OUTH										
164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>7400 F</b>								0.092	F	7400	F
	To	I-664-E FROM ROUTE 165 V	VEST										
West	From:	SR 164 TO ROUTE 664 WEST	NORTH										
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8200</b> F								0.107	F	8200	F
101)	To:	I-664-W FROM ROUTE 164 V	WEST										
	From:	Southhampton County Lin	e										
189)S Quay Rd	City of Suffolk	1.36 <b>1900 G</b>	86%	0%	1%	1%	12%	0%	С	NA		2000	G
100)	Tu												
Creat Mill Dd	From:	133-666 Gates Rd	000/	00/	40/	40/	400/	00/		NIA		2700	_
189 Great Mill Rd	City of Suffolk	0.82 <b>3400 G</b>	86%	0%	1%	1%	12%	0%	F	NA		3700	G
	To: From:	SR 272 South Quay Rd											
(189) Great Mill Hwy	City of Suffolk	0.55 <b>2500 G</b>	86%	0%	1%	1%	12%	0%	F	NA		2600	G
$\smile$	To:	US 58											
	From:	Ramp To US 58											
(189/(189)	City of Suffolk	0.08	S	ee VA 1	89 for c	directiona	ıl traffic	volume e	estima	ates for th	is segment.		
	From:	Ramp to US 58 Ramp From SR 189											
(10)(10)	City of Suffolk	0.26 <b>600 F</b>								0.122	F	600	F
189 189	Oity of Guilloik									0.122	•	000	'
$\bigcirc$	From:	US 58											
189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	87%	1%	1%	1%	11%	0%	F	0.069	F	16000	F
	To: From:	SR 272			$\neg$								
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000 F</b>	87%	1%	1%	1%	11%	0%	F	0.072	F	19000	F
	To:	SR 189 S Quay Rd											
	From:	US 58 Holland Bypass				_		_		_			
189 S Quay Rd	City of Suffolk	0.37 <b>720 F</b>	87%	1%	2%	9%	2%	0%	С	0.091	F	730	F
$\smile$	To:	Cumberland Lane											

Route	Jurisdiction	Length AADT	QA 4	Tire	Rue		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Cumberland Lane	e				01100		2				. 40101		
189 S Quay Rd	City of Suffolk	0.12 <b>1100</b>	<b>G</b> 8	37%	1%	2%	9%	2%	0%	F	NA			1200	G
	To:	Bus US 58													
	From:	SR 189-S005A TO RT													
189	City of Suffolk	0.26 <b>600</b>	F								0.122	F		600	F
<u> </u>	To:	US 58 FROM RTE	189												
North	From:	SR 189; 1SR 189-P TO RT		Γ											
189)	City of Suffolk	0.08 <b>320</b>	F								0.141	F		320	F
	To:	SR 189-S005A TO R	TE 58												
South	From:	1SR 189-P TO RTE 58													
(189)	City of Suffolk	0.05 <b>280</b>	F								0.111	F		280	F
$\smile$	To:	SR 189-N005A SR 189- 5A	TO RTE	58											
	From:	US 58-W451B TO RTE 2	258 & 189	ı											
189) (58) Ramp	City of Suffolk	0.03		See	US 58	for d	lirectional	traffic	volume e	stima	tes for thi	s segr	ment.		
	То:	US 258 Gap TO	)												
	From:	SR 189	_	701	407		407	440/	00/	_	0.000	_		40000	_
189 58 189 Franklin Bypass	City of Suffolk	1.01 <b>17000</b>	F 8	37%	1%	1%	1%	11%	0%	F	0.069	F		16000	F
	To: From:	SR 272 South Quay													
189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	F 8	37%	1%	1%	1%	11%	0%	F	0.072	F		19000	F
	To:	SR 189													
~~~	From:	Southampton County													
258 58 Franklin Bypass	City of Suffolk	1.27 <b>19000</b>	F 8	37%	1%	1%	1%	11%	0%	F	0.072	F		18000	F
~~	To:	US 58 Franklin Byp	oass												
~~~	From:	XX		0	110.50								1		
258 (58)	City of Suffolk	0.17		See	US 58	for a	lirectional	traffic	/oiume e	estima	tes for thi	s segr	nent.		
~	From:	US 58-E451B TO RTE 18	HTI IO2 0	1											
258 58 Ramp	City of Suffolk	0.05	55 500 11.		US 58	for d	lirectional	traffic v	volume e	stima	tes for thi	s sear	ment.		
236) (36) 1.66.1.1	To:	1SR 189-P FROM RTE 5	58 EAST				001.01.10.					o oog.			
	From:	US 58 Franklin Bypass;													
258 Great Mill Rd	City of Suffolk	0.97 <b>3400</b>	<b>G</b> 5	55%	0%	1%	4%	40%	0%	С	NA			3600	G
<del></del>	To:	NCL Suffolk													
	From:	US 258-W013A TO R	TE 58												
258 258	City of Suffolk	0.19 <b>350</b>	F								0.123	F		350	F
	To:	US 58 FROM RTE 258	8 & 189												
East	From:	US 258 Gap TO	)			T									
258	City of Suffolk	0.04 <b>310</b>	F								0.116	F		310	F
258	To:	US 258-W013A TO R				$\neg$					-			-	
West	From	US 258 US 58-W451B TO & 1		TE 5		i									
West 258 (258)	City of Suffolk	0.07 <b>320</b>	F	11111							0.134	F		320	F
258)(258)	To:	US 258-E013A US 258- 13A		. 58		$\neg$					J. 10→	•		320	•

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

							Tr	uck			K	Dir Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	Q۷۱
~~~~	From:	US 258-W013		8										
258 )( 258 )	City of Suffolk		50 F								0.123	F	350	F
<del></del>	To:	US 58 FROM I												
	City of Cuffolk	US 258 US 58-W451E 0.07	3 TO & FRO		00 110 0	EQ for d	lirootion	al traffia	valuma.	+i	taa far th	io o o o o o o o o o o		
258 (258)	City of Suffolk	US 258-E013A US 2	50 12A TO		ee US 2	36 101 0	irectiona	ai trainc	volume	esuma	ates for th	is segment.		
				KIE Jo										
	From:	SR				<u> </u>				_			.=	
South Quay Rd	City of Suffolk	1.24 <b>14</b>		95%	1%	1%	0%	3%	0%	С	NA		1500	(
<u> </u>	10:	US 58 Sou	th Quay Rd											
	From:	Bus US 58 C												
337) Washington St	City of Suffolk	0.34 77	00 F	98%	1%	1%	0%	0%	0%	F	0.089	F	8100	F
$\smile$	To	Broa	nd St											
337)Washington St	City of Suffolk	0.59 <b>92</b>		98%	1%	1%	0%	0%	0%	С	NA		10000	(
337)	-				.,,				-,-	_				
Washington Or	From	SR 32 1		000/	40/		00/	00/	00/		NIA		40000	
337) Washington St	City of Suffolk	0.20 <b>96</b>	00 G	98%	1%	1%	0%	0%	0%	С	NA		10000	(
<u> </u>	To: From:	Pinn	er St											
Washington St	City of Suffolk	0.49 <b>120</b>	000 F	98%	1%	1%	0%	0%	0%	F	0.081	F	13000	F
$\mathcal{L}$	To:	Old ECI	Suffolk											
337) Washington St	City of Suffolk		000 F	98%	1%	1%	0%	0%	0%	F	0.086	F	12000	F
337) 11 dorum gron 61	only of current				170	. 70	070	070	070	•	0.000	•	12000	•
	From:	Bus US 58 Po										_		
Nansemond Parkway	City of Suffolk	3.03 <b>43</b>	00 F	96%	2%	1%	1%	0%	0%	С	0.093	F	4500	F
<u> </u>	To: From:	133-642 V	Wilroy Rd											
Nansemond Parkway	City of Suffolk	1.40 <b>110</b>	000 F	96%	2%	1%	1%	0%	0%	F	0.109	F	12000	F
$\bigcirc$	To	Whitle	v I ono											
Nansemond Parkway	City of Suffolk	2.01 <b>79</b>	-	96%	2%	1%	1%	0%	0%	F	NA		8600	(
337) Transcriona Fairway	City of Curron			3070	270		170	070	070	•	100		0000	`
	To: From:	SR 125 K												
Nansemond Parkway	City of Suffolk	2.52 <b>12</b> 0		93%	1%	1%	4%	1%	0%	С	NA		13000	C
<u> </u>	To:	WCL Ch	esapeake											
	From:	Isle of Wight	County Line											
Pruden Blvd	City of Suffolk	3.08 160	000 F	83%	1%	1%	1%	14%	0%	F	0.079	F	15000	F
<i></i>	To:	133-604 Lake Prince	- Dr. Provide	nce Rd										
Pruden Blvd	City of Suffolk		000 F	83%	1%	1%	1%	14%	0%	F	0.096	F	17000	F
460)1 144611 2114	only of Carroin			0070	170	. 70	170	1170	070	•	0.000	•	17000	•
	From:	133-634 Kii										_		
Pruden Blvd	City of Suffolk		000 F	83%	1%	1%	1%	14%	0%	F	0.090	F	17000	F
<del>~</del>	To: From:	US 58, BUS US 4		**										
Suffalls Proces		US 58, BUS US			00/	10/	10/	E0/	00/	F	0.006	F	44000	F
460 58 13 Suffolk Bypass	City of Suffolk	0.93 <b>420</b>	000 F	93%	0%	1%	1%	5%	0%	г	0.096	۲	44000	
	To- From:	SR 10 SR 32												
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>530</b>	000 F	93%	0%	1%	1%	5%	0%	F	0.087	F	55000	F
$\sim$ $\sim$	To:	61-642 V	Vilroy Rd											

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

			iu iviairiteria					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		-642 Wilroy R													
(460) $(58)$ $(13)$ Suffolk Bypass	City of Suffolk		54000	G	93%	0%	1%	1%	5%	0%	F	NA			56000	G
~ ~ ~	10: From:	XXX Bus US 13,1	Bus US 58 Mi													
460 (58) (13) Military Highway	City of Suffolk		64000	F	93%	0%	1%	1%	5%	0%	F	0.083	F		67000	F
	To:		CL Chesapeak	e												
Bus	From:	Ŭ	IS 58, US 460													
460	City of Suffolk	1.11	9800	F	99%	0%	0%	0%	0%	0%	F	0.088	F		10000	F
	To: From:	S	SR 10, SR 32				$\Box$ $\vdash$									
Bus 460 (10) (32)	City of Suffolk	1.49	25000	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α		27000	Α
	Toc	Ol	d NCL Suffoll	k												
Bus 460 (32) (10) Main St	City of Suffolk		29000	F	99%	0%	1%	0%	0%	0%	F	0.087	F		30000	F
460 32 10 Main St	City of Surfor				99 /0	076	1 /0	0 /6	076	076	-	0.007			30000	-
Bus Bus Bus	To- From:		BUS US 58,S	R 32												
460 (58) (13) Constance Rd	City of Suffolk	0.88	15000	F	97%	1%	1%	1%	1%	0%	F	0.087	F		16000	F
Bus Bus Bus	To: From:		Pinner St													
460 58 13 Portsmouth Blvd	City of Suffolk	1.60	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		16000	F
$\rightarrow \bigcirc \bigcirc$	To	SR 33	37 Washington	n St												
Bus Bus Bus $460 \times 58 \times 13$ Portsmouth Blvd	City of Suffolk		21000	F	96%	1%	1%	1%	1%	0%	С	0.087	F		23000	F
460 58 (13) Portsmouth Blvd	To:	1.22	US 58	•	3070	170		1 70	170	070	O	0.007	'		23000	'
	From:	I-664-V	V009B TO RC	UTE												
Ramp	City of Suffolk (Maii		NA									NA			NA	
	To:	SR 164	FROM ROUT	TE 664												
East	From:	ECI	Newport Nev	ws												
664) Monitor Merrimac Memorial B			29000	Α	94%	0%	1%	1%	4%	0%	F	0.123	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel F	-		Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	Α
		East I-664 is	signed as	South	ı I-664											
East_	To: From:	SR	135 College I	Or												
Hampton Roads Beltway	City of Suffolk (Mair	nt: 61) 1.38	28000	Α	94%	0%	1%	1%	4%	0%	С	0.129	Α		30000	Α
,	Combined Traffic Estimates for 2 Parallel F	•	61000	G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	65000	G
		East I-664 is		South	ı I-664											
	To:	SR 164	4 Western Fre	eway												
East 664) Hampton Roads Beltway	City of Suffolk (Main	nt: 61) 0.58	27000	G	94%	0%	1%	1%	4%	0%	F	NA			29000	G
004 / Tampion Rodus Bollway	Combined Traffic Estimates for 2 Parallel F	•		G	94%	0%	1%	1%	4%	0%	F	NA			63000	G
	25	East I-664 is				J / 0	1 70	. 70	. 70	J /0	•	. 47 (			55000	J
	То:		S 17 Bridge Ro				1									

Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
East	From	n:		17 Bridge				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	0.62	37000	G	94%	0%	1%	1%	4%	0%	F	NA			41000	G
,	Combined Traffic Estimates for 2 Parall	,	on this Route:	81000	G	94%	0%	1%	1%	4%	0%	F	NA			88000	G
			East I-664 is		s South	ı I-664											
_	То	): 	EC	L Chesape	ake												
East	From	n:		4-E TO RT	135												
Ramp	City of Suffolk (N	Maint: 61)	0.26	NA									NA			NA	
	To	D:		35 FROM													
East	From	1-1-1-04		4-E TO RT	135								N10			NIA	
Ramp	City of Suffolk (N	viaint: 61)	0.21	NA 35 FROM	1 664								NA			NA	
		1															
East	City of Suffolk (N	Moint: 61)	I-664-I 0.23	E TO ROU NA	TE 164								NA			NA	
664 Ramp	City of Surrolk (N	viairit. 61)											INA			INA	
East	To From	n:	I-664-E009B	TO ROUT	TE 164 E	AST											
(664) Ramp	City of Suffolk (N	Maint: 61)	0.18	NA									NA			NA	
	То	D:	SR 164	FROM RC	UTE 66												
East	From	n:	I-664-E009A	TO ROUT	ΓE 164 E.	AST											
Ramp	City of Suffolk (N	Maint: 61)	0.46	NA									NA			NA	
	То	٦.	I-664-W	/009B TO	ROUTE												
West	From	n:		Newport 1													
Monitor Merrimac Memorial		,	3.46	30000	Α	94%	0%	1%	1%	4%	0%	F	0.111	Α		32000	Α
	Combined Traffic Estimates for 2 Paralle	lel Roadways			Α	94%	0%	1%	1%	4%	0%	F	0.106	Α		63000	Α
			West I-664 is	signed a	as Norti	า I-664											
West	To From	n:	SR	135 Colleg	e Dr												
Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	1.04	32000	G	94%	0%	1%	1%	4%	0%	С	0.116	Α		34000	G
,	Combined Traffic Estimates for 2 Parall	•	on this Route:	61000	G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	65000	G
		,	West I-664 is			n I-664											
	То	n:	SR 164	Western I	reeway												
West	From	n:			•							_					
Hampton Roads Beltway	City of Suffolk (N	•	0.40	31000	G	94%	0%	1%	1%	4%	0%	F	0.116	N		34000	G
	Combined Traffic Estimates for 2 Paralle	lel Roadways			G	94%	0%	1%	1%	4%	0%	F	NA			63000	G
			West I-664 is			1 1-664											
West	To From	n:	US	17 Bridge	Rd	-											
Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	0.57	43000	G	94%	0%	1%	1%	4%	0%	F	NA			47000	G
,	Combined Traffic Estimates for 2 Parall	•	on this Route:	81000	G	94%	0%	1%	1%	4%	0%	F	NA			88000	G
			West I-664 is		as Norti	n I-664											
	To	٦.	EC	L Chesape	ake												
West	From	n:	I-664	4-W TO R	Γ 135												
(664) Ramp	City of Suffolk (N	Maint: 61)	0.16	NA									NA			NA	
$\smile$	To	n.	SR 135 RAM	P FR I-664	FROM_	I-664											

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

Route	Jurisdiction	Length A		4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2	CC	K Factor	QK F	Dir =actor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	0.26 <b>N</b>	TO RT 135 NA OM RTE 664					NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSP 0.26 N I-664-W FROM INS	NA			<b></b>		NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)		OROUTE 164 NA TE 664 WESTN	ORTH				NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO ROUTES  0.11 N  I-664-W009C TO	NA					NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)		NA					NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B TO .  0.11 N US 17 FROM ROUT	NA					NA			NA	

					INALIS	semona i	viaintenance A	Са							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance A	Area	Fron	1:			118 460	Pruden Blvd			-					
690 Ennis Mill Rd	0.20	130	R			03 400	Fluden Bivd			NA			NA		04/21/2011
		Tron Fron	1:			46-636 C	old Suffolk Rd								
690 Ennis Mill Rd	0.10	350 Tr	R			WC	L Suffolk			NA			NA		04/21/2011
City of Suffolk						11 C.	L Surioik								
O	0.60	From		000/	00/		Everetts Rd	00/		0.106	_		420	_	2011
602 Kirk Rd	0.60	420	F	98%	0%	1% Isle of Wi	0% 0% ght County Line	0%	С	0.126	F		430	F	2011
		Fron	1:			Isle of Wig	ght County Line								
603 Everets Rd	0.30	1600	N	97%	0%	1%	2% 0%	0%	N	0.122	N		1700	N	2011
603) Everets Rd	1.97	1600	F	97%	0%	133-604 I	ake Prince Dr 2% 0%	0%	С	0.122	F		1700	F	2011
603 Everets Rd	1.57	ть	12	51 70			oore Farm Lane	070		0.122	'		1700	'	2011
603 Everets Rd	0.97	1600 From	F	97%	1%	1%	2% 0%	0%	С	0.121	F		1600	F	2011
133/		To	):				Godwin Blvd								
604) Desert Rd	6.91	220			JB-NC N	NORTH CA	ROLINA STATE	LINE		0.13	F		220	F	2011
004 Desert Rd		т-				133-642 V	Vhite Marsh Rd			¬	•			•	
604 Hosier Rd	1.54	610 From	G	97%	1%	1%	2% 0%	0%	F	NA			650	G	2011
(133)		Fron	1:			133-674 N,	Skeetertown Rd			$\supset$					
604 Hosier Rd	4.11	710	G	97%	1%	1%	2% 0%	0%	С	NA			770	G	2011
604) Factory St	0.06	3200	<u>+</u>	97%	1%	133-1105 1%	5 Mahlon Ave 2% 0%	0%	F	0.09	F		3400	F	2011
(604) Factory St	0.00	<b>3200</b> To	): 	91 /0	1 /0		uffolk; Gap	076		0.09			3400	-	2011
604) Pitchkettle Rd	1.30	3100	G	98%	1%	S 58 Bus; V 1%	VCL Suffolk; Gap 0% 0%	0%	С	 NA			3400	G	2011
(604) Pitchkettle Rd	1.50	3100 To		30 /6	1 70		uffolk Bypass	070					3400		2011
Pitchkettle Rd	2.55	2300 From	G	97%	1%	1%	0% 1%	0%	F	NA			2500	G	2011
133		Tr Fron	n:				, Kings Fork Rd Kings Fork Rd								
Providence Rd	0.51	1300	F	97%	1%	1%	0% 1%	0%	С	0.123	F		1300	F	2011
133		To Fron	1:			US 460	Pruden Blvd			$\supset$					
604 Lake Prince Dr	0.78	2200	F	98%	0%	1%	0% 0%	0%	С	0.098	F		2200	F	2011
604) Lake Prince Dr	3.16	1200	F	98%	0%	133-605 1%	Girl Scout Rd 0% 0%	0%	F	0.103	F		1200	F	2011
Lake Prince Dr	3.10	1 <b>200</b>	3.	3070	070		B Everets Rd	070		0.103	'		1200	'	2011
$\overline{}$		Fron				133-739	Deer Path Rd								
607 Milford Lane	1.50	100	. F			133-644 V	V, Indian Trail			0.146	F		100	F	2011
		From	1.				/, Holland Rd								
610 Buckhorn Rd	3.30	390	F	95%	1%	2%	1% 1%	0%	С	0.116	F		400	F	2011
		From	1.				Indian Trail			ightharpoons					
610 Buckhorn Rd	1.70	320 To	F	95%	1%	2% Isle of Wis	1% 1% ght County Line	0%	F	0.108	F		330	F	2011
		From	٦.				Pruden Blvd			İ					
G11 Gardner Lane	1.40	440	F							0.109	F		440	F	2011
		Fron	1:				6 Exeter Dr			<u> </u>					
612 O'Kelly Dr	4.90	380	R			133-016	Vicksburg Rd			NA			NA		02/05/2002
133/		To	): 1:				Gap Terminus								
(612) Kingsdale Rd	3.20	390	F	97%	0%	0%	Gap Terminus 0% 3%	0%	F	0.119	F		390	F	2011
1337		To From	11				0 Carr Lane								
612 Kingsdale Rd	0.20	80	F	97%	0%	0%	0% 3%	0%	С	0.151	F		80	F	2011
		To	):			Isle of Wig	ght County Line								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From							∠IIdll		racior		гасіОІ			
613) Leafwood Rd	1.50	730	F		13	33-661 W,	Southwest	tern Blvd			0.145	F		730	F	2011
613) Leafwood Rd		To				US	5 58 West									
O		From					US 58								_	
616 Holy Neck Rd	2.20	730	G	95%	4%	1%	0%	0%	0%	F	NA 			780	G	2011
Holy Nook Pd	2.77	280		95%	4%	133-66	61 S, Ellis 0%	Rd 0%	0%	С	 NA			300	G	2011
(616) Holy Neck Rd	2.77	200	G	95%	4%				0%	C	INA			300	G	2011
616) Vicksburg Rd	1.69	280 From	G	95%	4%	133-759	W, Pinevie	ew Rd 0%	0%	F	NA			300	G	2011
(616) Vicksburg Rd	1.00	То		0070		133-660 S			070					000		2011
	0.40	From	<u> </u>	050/	40/		S; Vicksbu	_	00/					F40	0	0044
616 Longstreet Lane	0.10	510 To	G	95%	4%	1% 33-660 N;	0% Mineral Si	0%	0%	F	NA			540	G	2011
		From				133-660 N										
616 Mineral Spring Rd	3.43	710	G	95%	4%	1%	0%	0%	0%	F	NA			760	G	2011
		From					Freeman M									
616 Mineral Spring Rd	1.48	400 To	G	95%	4%	1%	0%	0%	0%	F	NA			420	G	2011
		From					haleyville N, Great Fo									
616 Wedgewood Rd	2.10	140	F								0.136	F		140	F	2011
1337		To				133-673 1	N, Greenw	ay Rd								
	4.00	From	<u> </u>			133-658	Townpoir	nt Rd				_		5000	_	
Respass Beach Rd	1.69	5300 <sub>To</sub>	F			122 65/	N, Bay C	irolo			0.114	F		5300	F	2011
		From														
626) Shoulders Hill Rd	1.44	7100	F	96%	1%	1%	ansemond 1%	1%	0%	С	0.102	F		7500	F	2011
Shoulders Hill Rd		То	-	0070	.,0				0,0			•			•	
626) Shoulders Hill Rd	1.63	11000	F	96%	1%	1%	N, Pughsvi 1%	1%	0%	F	0.106	F		11000	F	2011
626) Shoulders Hill Rd		То					7 Bridge R									
_		From				SR 337 N	ansemond	Pkwy								
Bennetts Pasture Rd	1.36	4500	F	97%	2%	1%	0%	0%	0%	F	0.125	F		4700	F	2011
		To From				SR 12	5 Kings H	wy								
627 Bennetts Pasture Rd	3.51	8400	F	97%	2%	1%	0%	0%	0%	С	0.099	F		8900	F	2011
<u> </u>		In					7 Bridge R									
628) Crittenden Rd	5.26	2600	F	96%	1%	SR 12 2%	5 Kings H	wy 0%	0%	С	0.093	F		2700	F	2011
628 Crittenden Rd	3.20	<b>2000</b> To		30 /0	1 70		7 Bridge R		070		0.033	'		2700	,	201
		From					ight Count				l					
632 Old Myrtle Rd	5.70	600	F								0.131	F		600	F	2011
1.5.5		То				US 460	) Pruden B	Blvd								
		From		0=:			4 Indian T		60:	_					_	
634 Kings Fork Rd	2.27	400	G	97%	1%	1%	0%	1%	0%	F	NA			430	G	2011
	4 = 2	From	⊑	0=07	401		Lake Mea		061	_		_		4633		
634 Kings Fork Rd	1.70	1700	F	97%	1%	1%	0%	1%	0%	С	0.119	F		1800	F	2011
	25:	From		0001	461		V, Pitchket		607	_		_			_	001
634 Kings Fork Rd	0.64	2600	F	96%	1%	2%	0%	0%	0%	С	0.123	F		2800	F	2011
Vings Fada D.1	0.07	From	<u> </u>	000/	40/		) Pruden B		00/		0440	_		4000		0044
634 Kings Fork Rd	2.27	4600 To	F	96%	1%	2% SR 10	0% Godwin B	0%	0%	F	0.118	F		4900	F	2011
		From	!								<u> </u>					
638) Murphys Mill Rd	1.25	540	F			155-004	Pitchkettl	c Ku			0.111	F		540	F	2011
638) Murphys Mill Rd		To				]	FR-678									
_		From				133-64	4 Indian T	`rail								
639 Lake Cohoon Rd	0.42	1300	F	97%	0%	1%	1%	1%	0%	С	0.11	F		1400	F	2011
133/		To				Bus US	58 Hollan	d Rd								

					INGII	Sciliona	Mamten	ance An	Ja							
Route	Length	AADT	QA	4Tire	Bus		Tr • 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		Fron				North Co	1: Ctt	Y			-					
642) Adams Swamp Rd	3.32	430	F	97%	0%	1%	arolina State 1%	1%	0%	С	0.096	F		440	F	2011
Adams Swamp Rd		Tr	o-			SR 32	S, Carolina	Rd								
O 14/1 / 14 1 1 1 1 1 1	4.04	Fron		050/			Cypress Ch		00/		<u>ا</u>			0.40	_	0044
(642) White Marsh Rd	1.84	600	G	95%	2%	2%	0%	1%	0%	С	NA —			640	G	2011
<u> </u>		Fron					osier Rd; D				<u> </u>					
White Marsh Rd	1.95	560	G	95%	2%	2%	0%	1%	0%	F	NA			560	G	2011
	0.00	Fron				133-6	74 Badger	Rd			<u> </u>					00/05/000
642 White Marsh Rd	2.80	520	R								NA —			NA		02/05/200
	0.70	From				2.80 MN 1	33-674 Ba	dger Rd			<u> </u>					00/05/000
White Marsh Rd	0.79	810	R								NA			NA		02/05/200
	0.04	Fron		070/	40/		25 Seminol		001		<u> </u>			2000		
642 White Marsh Rd	0.84	2400 Tr	G	97%	1%	1%	0%	0%	0%	С	NA			2600	G	2011
		From	1.		Old E		; SR 337 V 58 Constan		131							
642 Wilroy Rd	2.10	5100	F	96%	0%	1%	1%	2%	0%	С	0.095	F		5400	F	2011
133/		Tr					US 58				<b>—</b> —					
642 Wilroy Rd	1.77	8100	F	94%	1%	2%	1%	2%	0%	С	0.099	F		8600	F	2011
133		To	:			SR 337 N	Vansemond	Pkwy								
		From	h-		1	33-616 E,	Mineral S	oring Rd								
(643) Manning Rd	2.56	590	F	96%	2%	1%	0%	0%	0%	F	0.115	F		600	F	2011
-		To From	1			133-66	3 Leesville	Rd								
643 Manning Rd	2.32	840	F	96%	2%	1%	0%	0%	0%	F	0.113	F		860	F	2011
		Te Fron	1			133-64	7 Copelano	l Rd								
(643) Manning Rd	1.30	1100	F	96%	2%	1%	0%	0%	0%	С	0.102	F		1100	F	2011
133		Tr Fron					Ianning Br	_								
(643) Manning Bridge Rd	0.94	910	F			133-04	45 Manning	Ku			0.105	F		910	F	2011
933		Tr	p.		0.	.94 MN 13	33-645 Mai	nning Rd								
		Fron	1:			133-7	740 Carr La	ne								
644 Indian Trail	1.70	250	F	96%	2%	1%	1%	0%	0%	F	0.119	F		250	F	2011
133/		Tr.				133-61	0 Buckhorn	n Rd			<b>—</b> —					
644 Indian Trail	3.70	320 From	F	96%	2%	1%	1%	0%	0%	F	0.122	F		330	F	2011
133		To	-			133-634	4 Kings For	k Rd								
644) Indian Trail	2.30	520 From	F	96%	2%	1%	1%	0%	0%	С	0.112	F		530	F	2011
(133)		To				133-7	38 Kenyon	Rd								
644 Indian Trail	0.60	1000 From	F	96%	2%	1%	1%	0%	0%	F	0.12	F		1100	F	2011
(433)		To				133-637	Lake Mea	de Dr								
644) Indian Trail	1.18	980 From	F	96%	2%	1%	1%	0%	0%	F	0.132	F		1000	F	2011
133'		To	:			133-6	39 Cohoon									
		Fron	n:			133-643 N	Ianning Bri	dge Rd								
645 Manning Rd	1.70	670	F	94%	2%	1%	1%	1%	0%	С	0.102	F		710	F	2011
(133)		To Fron				Urb	an Boundar	у			$\neg$ —					
645) Manning Rd	1.50	1400	F	96%	1%	1%	1%	0%	0%	С	0.1	F		1500	F	2011
133/		To	:			US 5	8 Holland l	Rd								
		Fron	n:		1	133-705 M	Ieadow Cou	ıntry Rd								
646 Airport Rd	0.40	1000	_ <u>F</u> _	97%	1%	1%	1%	1%	0%	С	0.096	F		1100	F	2011
<u> </u>		Tr	1				R 32 Carol									
O Lummin Dd	0.00	From		000/	20/		E, Holland		00/			_		1000	_	2044
647 Lummis Rd	0.20	1500	F	92%	2%	2%	1%	2%	0%	F	0.093	F		1600	F	2011
0-1-1-15:	0.50	Fron		0001	2001		49 Lummis		201					F.1.5		
647 Copeland Rd	2.50	480	F	92%	2%	2%	1%	2%	0%	F	0.104	F		510	F	2011
		Fron					Ianning Bri									
(647) Copeland Rd	0.65	890	F	92%	2%	2%	1%	2%	0%	С	0.102	F		950	F	2011
<u> </u>		To	):			133-6	85 Jackson	Rd								

					Nans	semond N	/laintenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		-	i												
Copeland Rd	1.75	From: <b>590</b>	F	92%	2%	133-685 2%	Jackson Rd 1% 2	% 0%		0.099	F		630	F	2011
Copelario Ru	1.75	390 To:		9270	270		aleyville Blvd		) Г	0.099	г		030	Г	2011
		From:	! 				ongstreet Lane								
Quince Rd	1.90	120	F			133-000 L	ongstreet Lane			0.188	F		120	F	2011
Quince Rd		To:				133-649	Lummis Rd								
		From:				133-612	Kingsdale Rd								
653) Glen Haven Dr	0.13	1100	F	97%	1%	1%	1% 0	% 0%	С	0.104	F		1200	F	2011
1337		To: From:				US 58	Bus EAST			$\neg$ —					
Dutch Rd	3.12	460	F	96%	2%	2%	1% 0	% 0%	С	0.133	F		470	F	201
1337		To:					N, Quaker Dr								
Holland Corner Rd	2.17	From: 190	F	069/	2%		S, Quaker Dr 0% 0	% 0%	C	0.151	F		200	F	2011
653) Holland Corner Rd	2.17	To:		96%		2%	neral Spring R			0.131	г		200	Г	201
		From:	l					u							
Brentwood Rd	0.90	130	F			133-031	Barnes Rd			0.174	F		130	F	2011
Dientwood ra	0.00	To-	<u> </u>			Ι	JS 58			- O.17-	•		100	•	201
		From:	i				Pughsville Rd			i					
658) Town Point Rd	1.36	1200	F	96%	2%	1%		% 0%	С	0.101	F		1300	F	201
Town Point Rd		To:					Plummer Blvd								
658) Town Point Rd	0.46	2400 From:	F	96%	2%	1%		% 0%	. F	0.09	F		2500	F	2011
Town Point Rd	0.40	To-	<u> </u>	3070	270		idge Rd; Gap	70 070	•	0.00	•		2000	•	201
		From:				Harbor Vi	ew Blvd.; Gap								
Town Point Rd	0.60	9400	F	96%	2%	1%	0% 0	% 0%	F	0.091	F		10000	F	201
		To:				133-2253	Brookwood Dr			$\Box$					
658 Town Point Rd	0.18	11000	F	99%	0%	1%	0% 0	% 0%	С	0.092	F		12000	F	2011
133/		To				SR 135	College Dr			$\neg$ —					
Town Point Rd	0.68	8300	F	99%	0%	1%	0% 0	% 0%	С	0.096	F		8800	F	201
133/		To:				WCL I	Portsmouth								
		From:			1:	33-626 N, S	houlders Hill	Rd							
Pughsville Rd	1.28	5300	F	99%	0%	0%	0% 0	% 0%	С	0.102	F		5600	F	201
1337		To:				WCL (	Chesapeake								
<u> </u>		From:		13	33-616 N	; Mineral S	pring Rd; Lon	gstreet Lane							
660 Longstreet Ln	5.50	350	F							0.106	F		350	F	201
		To:				Ţ	JS 58								
O		From:				133-759 V	W, Quaker Dr								
662 Box Elder Rd	1.10	<b>47</b>	F			122 510	· · · · · ·			0.104	F		47	F	201
							Lummis Rd								
666) Gates Rd	2.40	From:		060/			view Rd; Gates			0.106	_		000	_	2017
Gates Rd	2.10	810	F	86%	1%	1%	2% 10	0% 0%	F	0.106	F		820	F	2011
O 0 : 5!		From:	L	2001	401		51 Ellis Rd			<u> </u>					
Gates Rd	3.37	940	F	86%	1%	1%	2% 10	0% 0%	F	0.105	F		960	F	2011
		To: From:					Wildwood Dr								
Gates Rd	0.65	900	F	86%	1%	1%		0% 0%	C	0.092	F		920	F	201
		To:	<u> </u>				R 189								
O Dudles Da	4.00	From:	<u> </u>			133-759 E	, Pineview Rd				_		00	_	001
Butler Dr	1.90	90 To:	F			122 ((0.1	ou onter -t T			0.178	F		90	F	2011
_			<u> </u>				ongstreet Lane			<u> </u>					
Pittmontour Dd	0.40	From:	<u> </u>	600/	00/		S, Short Lane	0/ 00/	^	NI A			1200	_	204
668) Pittmantown Rd	0.12	1100 <sub>To</sub>	G	68%	0%	133,759	1% 31 N, Gates Rd	% 0%	C	NA			1200	G	2011
		From:	<b>-</b>				pivey Run Rd			+					
668) Freeman Mill Rd	4.50	550	F				-			0.102	F		550	F	201
133/		To:			1	US-13 N, W	haleyville Blv	d							
_		From:				US 13 Wh	aleyville Blvd								
672) Little Fork Rd	3.60	120	F							0.121	F		120	F	201
100/		To:				North Caro	lina State Line	·							
·			· <del>-</del>												

					I TUIT	ociniona ii	/lall ll <del>e</del> llal	100 / 110	u							
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:					~ .									
673) Liberty Spring Rd North	2.00	290	F		133-	-759 E, Libe	erty Spring	Rd Wes			0.121	F		290	F	2011
(673) Liberty Spring Rd North		To				133-647	Copeland F	Rd								
		From				133-604	S, Hosier R	Rd								
674 Badger Rd	1.30	180	R								NA			NA		02/18/200
		To					hite Marsh									
675) Cypress Chapel Rd	3.60	140	F	84%	4%	US 13 Wh	naleyville B 5%	2%	0%	С	0.114	F		140	F	2011
(675) Cypress Chapel Rd	0.00	To	·	0170	170				070		<u> </u>	·		1 10		2011
675) Cypress Chapel Rd	0.50	180 From:	F	92%	1%	2%	Carolina Ro	1%	0%	С	0.135	F		190	F	2011
(675) Cypress Chapel Rd		To				133-642 S, V										
		From				North Caro	olina State I	Line								
677) Great Fork Rd	3.60	1600	F	98%	0%	1%	0%	0%	0%	С	0.108	F		1600	F	2011
		To	<u> </u>				naleyville B									
678) Cherry Grove Rd	2.60	90	F			133-673	Greenway I	Rd			0.132	F		90	F	2011
678) Cherry Grove Rd	2.00	To:			13	33-642 N, A	Adams Swar	mp Rd			0.132	-		90		2011
		From:					ad End				i					
683 Benton Rd	1.00	350	F								0.168	F		350	F	2011
133		To				Ţ	JS 13									
O = =		From:	L_				3, SR 32									
688 Turlington Rd	3.16	2200 To	F	97%	1%	1%	0%	0%	0%	С	0.102	F		2300	F	2011
		From:	<u> </u>			133-1722 K										
695) Mockingbird Lane	1.25	100	F			155-745	Matoaka R	.u			0.171	F		100	F	2011
993)		To				De	ad End									_
		From				133-646	6 Airport Ro	d								
705 Meadow Country Rd	1.80	520	F	95%	2%	2%	1%	1%	0%	С	0.098	F		530	F	2011
<u> </u>		To:			1	33-674 Mea										
Nancomand Dr North	0.53	490	F			133-2023	3 N, Lake F	Rd			0 11	F		400	F	2011
Nansemond Dr North	0.55	490 To:				133-717 N	North Shore	Dr			0.11	г		490	Г	2011
_		From:					Carolina Ro									
731 Dill Rd	0.66	4600	F	91%	1%	2%	2%	4%	0%	С	0.094	F		4900	F	2011
133/		To				133-111	1 E, Dill R	d								
$\overline{}$		From				133-644 V	V, Indian T	rail								
739 Deer Path Rd	5.20	370	F			122 644 F		.,			0.120	F		370	F	2011
		From:					E, Indian Tr									
740) Carr Lane	0.80	50	F	97%	1%	0%	Kingsdale I  0%	2%	0%	С	0.259	F		60	F	2011
Carr Lane	0.00	To		01 70	170		Indian Tra		070			·		00	•	2011
		From:					ad End									
744 Jasmine Ln	0.93	110	F								0.147	F		110	F	2011
1337		To				133-616 I	Holy Neck	Rd								
		From:				De	ad End									
757) Bennetts Creek Park Rd	1.03	3400 To:	F			133-626 Sh	ouldore II:1	1 D4			0.100	F		3400	F	2011
		From	l								<u> </u>					
(759) Short Lane	0.12	1700	G	92%	5%	North Card	1%	_ine 0%	0%	F	NA			1800	G	2011
759 Short Lane	3.12	To		J= /0		133-668 S, I			373							
O a a .		From:	Ĺ <u>_</u>			133-668 N,	Pittmantow	n Rd							_	
759 Gates Rd	1.23	740	F	87%	1%	1%	2%	10%	0%	С	0.113	F		760	F	2011
<del>-</del>		From					Pineview R 6 Gates Rd									
(759) Pineview Rd	3.75	70	F	92%	5%	2%	1%	0%	0%	С	0.180	F		70	F	2011
133/		To:				133-616 W	, Holy Necl	k Rd								

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Ougker Dr	2 55	From:	F	92%	5%		Vicksburg Rd	0%	F	0.114	F		700	F	2011
Quaker Dr	3.55	Th:	Ē	92%	5%	133-653	1% 0% N, Dutch Rd	0%	Г	0.114	Г		700	Г	2011
		From					S, Manning Rd								
759 Liberty Spring Rd West	2.28	470	F							0.099	F		470	F	2011
1337		To:				US 13 S, V	Vhaleyville Blvd								
		From:				Cu	1-de-Sac								
785) Burnetts Ct	0.12	140	F							0.139	F		140	F	2011
		To:				133-780	Burnetts Way								
$\widehat{}$		From:				Cu	l-de-Sac								
Chenaneo Rd	0.14	90	F							0.163	F		90	F	2011
<u> </u>		To:					Fallwater Way								
		From					111 Dill Rd								
County St	0.62	3100	F	89%	1%	1%	3% 6%	0%	С	0.091	F		3300	F	2011
		To:	1			Old Suffe	olk Corp Limits								
<u> </u>		From	<u> </u>				l W, Dill Rd			<u> </u>	_			_	
Dill Rd	0.39	90	F	80%	0%	1%	6% 13%	0%	С	0.170	F		90	F	2011
<u> </u>		To:	<u> </u>				01 County St								
	0.00	From	L			133-1148	Winterview Dr				_		0.10	_	001
Summerfield Ct	0.06	340 To:	F			22 1147 0				0.12	F		340	F	2011
							oringfield Terrace								
O 011 01	0.00	From:	<u> </u>	000/	407		2 Truman Rd	201			_		5000	_	0044
310) 6th St	0.39	5000	F	98%	1%	1%	0% 0%	0%	С	0.087	F		5300	F	2011
		To: From:				SR 337; W	ashington St East								
310 6th St	0.17	900	F	98%	1%	1%	0% 0%	0%	С	0.102	F		960	F	2011
1337		To:			133-1		ad Ave; Gap Term	inus							
Coodman Ct	0.11	From:	F	000/	10/		18 Clary Dr	00/	_	0 10	_		270	_	2011
Goodman St	0.11	350		98%	1%	1%	0% 0%	0%	F	0.12	F		370	F	2011
			l				7 Center Ave								
Ma A righthau Dr	0.46	From:	F			133-64	2 Wilroy Rd			0.156	_		70	_	2011
McAruthur Dr	0.16	<b>70</b>			1	22 1210-1	33-1323 Myrtle St			0.156	F		70	F	2011
		P			1										
A Helloweed Ave	0.06	From:	Ļ_	070/	10/		Washington St	00/		0.000	_		2700	_	2011
Hollywood Ave	0.06	2500 To:	F	97%	1%	1%	0% 0% 5 Myrick Ave	0%	С	0.089	F		2700	F	2011
			<u> </u>							<u> </u>					
Contar Ava	0.20	From:	ᆫ	070/	10/		OO/ OO/	00/	С	0.003	_		1000	_	2011
1325 Center Ave	0.39	1700 To:		97%	1%		0% 0% Hollywood Ave	0%	U	0.092	r		1800	۲	2011
		-								<u> </u>					
1329) Old Pinner St	0.47	From:	F	060/	40/		nner St	00/	^	0.407	_		2200	_	0044
Old Pinner St	0.17	2200 To:		96%	1%	1%	1% 1%	0%	С	0.127	F		2300	F	2011
							s; Constance Rd			<u> </u>					
1332) Truman Rd	0.00	3100	F	98%	1%	133-642 V	Vhite Marsh Rd 0% 0%	0%	С	0.086	_		3200	F	2011
1332) Truman Rd	0.23	3100 To:		98%	170		1310 6th St	0%		0.086	F		3200	Г	2011
			<u> </u>												
Nixon Dr	0.06	From:	Ļ_			133-1366 E	Blythewood Lane			0.105	_		000	_	2011
Nixon Dr	0.06	860 To:	F			122 12	60 Siama Du			0.105	F		860	F	2011
							69 Sierra Dr			<u>J</u>					
Colinga Dr	0.40	From:	Ļ			De	ead End			0.450	_		1.40	_	2044
502 133 Eclipse Dr	0.19	140	F			122.17	505 Cross St			0.159	F		140	F	2011
							505 Cross St			<u> </u>					
<u> </u>	=	From:	<u> </u>			De	ead End				_			_	~-:
Sunset Manor Dr	0.07	60	F			100 1	** 1 .			0.313	F		60	F	2011
		To:					Vaughan Ave								
<u> </u>		From:					58 Holland Rd								-
(1722) Kilby Shores Rd	0.03	5400	F	97%	1%	1%	0% 1% Turlington Rd	0%	С	0.1	F		5700	F	2011
		To:													

					INGIIS	emond iv	ian nenanc	C AICC	4							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk		From	1			133_1718	N, Staley Dr				1					
Brittle Dr	0.07	50	F			133 1710	11, Statey Di				0.154	F		50	F	2011
133		To				De	ad End									
O 4 1 W 1 B	0.07	From				133-1790	Woods Pkwy	7				_		4.40	_	004
1795 Ash Wood Dr	0.27	140 To	F			Cul	-de-Sac				0.105	F		140	F	2011
		From	:				-de-Sac				l					
1856 Berkshire Blvd	0.35	450	F			Cui	de Bae				0.111	F		450	F	2011
1337		To	:			133-1851	Ashford Dr									
O Handa Bri	0.44	From				133-190	)2 Wren Rd					_		040	_	004
(1905) Hawk Rd	0.11	310 To	F			133-1907	Beaver Lane				0.115	F		310	F	2011
		From	:		13		nets Pasture									
2029 Foxcroft Rd	0.43	210	F			35 G27 B01	nieto i tastare	110			0.155	F		210	F	2011
133/		To				133-2028	Brittany Land									
Control	0.00	From	<u> </u>		13	33-2075 Be	ech Grove L	ane			0.440	_		400	-	001
Carter Ln	0.08	130	F		13	3-2070 Dri	vers Station	Way			0.140	F		130	F	201
		From			13.		3-2143									
2140) Burbage Lake Circle	0.19	530	F								0.104	F		530	F	201
133/		To			133	3-2145 Old	e Bullocks C	ircle								
O. B		From	<u> </u>			De	ad End					_		0555	_	
Breeze Point Way	0.27	2900 To	F			US 17	Bridge Rd				0.096	F		2900	F	201
		From	.l				Bridge Rd				1					
Harbour View Blvd	1.02	18000	F	98%	0%	1%		0%	0%	С	0.095	F		19000	F	201
133/		To				Town	Point Rd				1					
Harbour View Blvd	1.44	NA Prom	1								NA			NA		
(133)		To	:			SI	R 135									
Orankanan Cirola	0.04	From	╚			Cul	-de-Sac				0.167	_		110	_	2014
Preakness Circle	0.04	110 To	F		13	33-2350 Ste	eeplechase L	ane			0.167	F		110	F	2011
		From	:				-de-Sac				i					
Rabey Farm Rd	0.52	940	F								0.114	F		940	F	2011
(33)		To	:		13	3-626 N, S	houlders Hill	Rd								
8501) Pinner St	0.63	5000	F	98%	0%	Wash	ington St	1%	0%	С	0.094	F		5300	F	2011
Pinner St	0.03	J000 		3070	U 70			1 /0	0 /0		0.094	Г		5500	Г	∠01
8501) Pinner St	0.41	8600		98%	0%		ore Ave	1%	0%	F	0.092	F		9100	F	2011
Pinner St		To					L Suffolk	. , ,		•					· .	
		From					nith St									
8505 South Broad St	0.15	1200	F	98%	1%	1%	0% (	0%	0%	F	0.108	F		1300	F	201
		From					ington St				<b>]</b> —	_				
North Broad St	0.68	830	F	98%	1%	1%		0%	0%	С	0.127	F		880	F	2011
Wostern Ave	0.40	From		000/	10/		verview Dr	10/	00/		0.000			1200		204
Western Ave	0.12	1200 Ta	F	98%	1%	1% West Co	0% (	0%	0%	F	0.099	F		1300	F	2011
		From	:				by Ave				$\dot{\pm}$					
Wellons St	0.65	1800	F	99%	0%	1%		)%	0%	F	0.092	F		1900	F	2011
133/		To From	<u>.</u>			SR 337 W	Vashington St				<u> </u>					
8507 Market St	0.43	3800 From	F	99%	0%	1%		)%	0%	С	0.11	F		4000	F	201
		To From				Sara	atoga St				$\supset$ —					
8507 Market St	0.06	5500	F	99%	0%	1%		)%	0%	F	0.094	F		5900	F	201
		To	1			SR 32	2 Main St									

					INGIL	semonu mani	SHALLOC AL	ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:													
8508 Finney Ave	0.20	7000	F	99%	0%	Main St 0% 0% Pinner A	6 0%	0%	С	0.089	F		7400	F	2011
		From:				Carolina A				1					
8509 Saratoga St	0.31	3200	F	97%	1%	1% 1%	ú 1%	0%	С	0.095	F		3400	F	2011
8509 Saratoga St	0.12	3800 To:	F	97%	1%	Washington 1% 19  Market S	ú 1%	0%	F	0.095	F		4100	F	2011
		From:				Saratoga				-					
8510) Hall Ave	0.43	3500 <sub>To:</sub>	F	98%	0%	1% 0% East Washing	6 0%	0%	С	0.096	F		3700	F	2011
		From:				SCL Suffe				i					
8511) Factory St	0.44	3200	F	95%	1%	2% 1%		0%	С	0.090	F		3400	F	2011
Factory St		To				Washington	ı St								
		From:				Carolina I	Rd								
Fayette St	0.17	720	F	81%	1%	2% 6%	ú 11%	0%	F	0.097	F		770	F	2011
1007		To: From:				Cedar S									
8512) Cedar St	0.04	610	F	81%	1%	Fayette S 2% 69		0%	F	0.096	F		650	F	2011
8512 Cedar St	0.04	To:		J1 /0	1 /0	Madison A		U /0	<u> </u>	0.090			000	'	2011
		From				Cedar S	t								
Madison Ave	0.23	740	F	81%	1%	2% 6%	11%	0%	С	0.104	F		790	F	2011
		To: From:				County S	t								
Madison Ave	0.11	1400	G	81%	1%	2% 6%	ú 11%	0%	F	NA			1500	G	2011
1007		To				Factory S	St								
$\bigcirc$		From:				North Mair									
Bank St	0.20	1600	F	98%	0%	1% 0%		0%	С	0.113	F		1700	F	2011
<u> </u>		10:				Pinner S									
County Ct	0.40	From:	<u> </u>	020/	10/	Old Suffolk Cor		00/			_		2700	_	2011
S <sub>8813</sub> County St	0.18	3500	F	92%	1%	1% 2%		0%	F	0.088	F		3700	F	2011
<u> </u>	0.07	From	<u> </u>	200/	407	Madison A		201					4000		0044
B813 133 County St	0.27	3800	F	92%	1%	1% 2%		0%	С	0.088	F		4000	F	2011
		From	<u> </u>			SR 337 Washir				<u> </u>					
B814) Liberty St / Moore Ave	0.64	5100	F	92%	1%	SR 337 Washir 1% 29	_	0%	С	0.093	F		5400	F	2011
Liberty St / Moore Ave	0.04	J100		JZ /0	1 /0	Pinner S		0 70		0.093	'		J-100	'	2011
		From:				Repass Beac				<del></del>					
Burbage Lake Circle		1500	F			перия Веис	ii ita			0.111	F		1500	F	2011
		To:				Wet Marsh	Ct								
		From				Smith Stre	eet	-						-	
James Avenue		430	F							0.132	F		430	F	2011
		To				W. Washington	Street								
		From:				Ashford I	Or								
Kensington Blvd		6100	F							0.101	F		6100	F	2011
		To:	<u> </u>			Godwin B	vd								
		From:				Pioneer A	ve								
Quince Rd		120	F			*	. 1			0.149	F		120	F	2011
		To	<u> </u>			Lummis I				<u> </u>					
\\\\ a a the a where \\\\\ = \		From:	<u> </u>			Ithacha T	`r				_		040	_	0044
Weatherby Way		310	F			Chordson II	11 D.4			0.104	F		310	F	2011
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