2009

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

where available

Special Locality Report 133

City of Suffolk

Information in this report is included in Report

61

(Nansemond Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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 Q | A 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | Isle of Wight County Li | | | | | | | | | | | | |
| 10 32 | City of Suffolk | 1.31 9800 C | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.096 | F | | 11000 | G |
| | To: From: | SR 125 Chuckatuck | | | | | | | | | | | | |
| $\binom{10}{32}$ Godwin Blvd | City of Suffolk | 0.87 12000 C | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | | 13000 | G |
| <u> </u> | To: From: | 133-603 Everets Rd | | | | | | | | | | | | |
| $\binom{10}{32}$ Godwin Blvd | City of Suffolk | 4.81 11000 C | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.095 | F | | 12000 | G |
| $\overline{}$ | To: From: | 133-634 Kings Fork R | d | | — | | | | | | | | | |
| (10) (32) Godwin Blvd | City of Suffolk | 1.36 20000 C | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | F | | 22000 | G |
| \cup | To: | US 58 Suffolk Bypass | <u> </u> | | | | | | | | | | | |
| 10 (32) Godwin Blvd | City of Suffolk | 0.54 18000 C | | 0% | 1% | 1% | 2% | 0% | F | NA | | | 20000 | G |
| | To | Pruden Blvd US 460 | | | | | | | | | | | | |
| Bus | From: | Bus US 460 Elephant Fo | | | | | | | _ | | | | | _ |
| 10 (460) (32) | City of Suffolk | 1.49 29000 C | | 0% | 1% | 0% | 0% | 0% | F | NA | | | 30000 | G |
| Bus | From: | Bus US 460, Bus US 5 Bus US 460 | 8 | | | | | | | | | | | |
| (10) (32) (460) Main St | City of Suffolk | 0.09 29000 C | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 32000 | G |
| | To | Bus US 58 | | | | | | | | | | | | |
| Bus | From: | Bus US 58, Bus US 46 | | | | | | | _ | | | | | _ |
| 10 (32) (13) Main St | City of Suffolk | 0.68 21000 C | | 0% | 1% | 0% | 0% | 0% | F | NA | | | 23000 | G |
| | | SR 337 Washington S | | | | | | | | | | | | |
| /// M/halaya illa Dh.d | From: | North Carolina State Li | | 00/ | 10/ | 40/ | 00/ | 00/ | _ | 0.000 | ۸ | 0.500 | 4900 | ۸ |
| (13) Whaleyville Blvd | City of Suffolk | 5.37 4900 A | 90% | 0% | 1% | 1% | 8% | 0% | С | 0.099 | Α | 0.592 | 4800 | Α |
| ~~~ | To: From: | 133-616 Mineral Spring | | | | | | | _ | | _ | | | _ |
| (13) Whaleyville Blvd | City of Suffolk | 1.28 6200 (| 90% | 0% | 1% | 1% | 8% | 0% | F | 0.077 | F | 0.725 | 6000 | G |
| ~~ | To: From: | 133-677 Great Fork R | | | | | | | | | | | | |
| (13) Whaleyville Blvd | City of Suffolk | 0.82 8100 C | 90% | 0% | 1% | 1% | 8% | 0% | F | 0.078 | F | 0.763 | 7800 | G |
| <u> </u> | To: From: | 133-675 Cypress Chapel | | | | | | | | | | | | |
| 13 Whaleyville Blvd | City of Suffolk | 2.22 7800 C | 90% | 0% | 1% | 1% | 8% | 0% | F | 0.079 | F | | 7500 | G |
| <u> </u> | To: From: | 133-759 S, Liberty Spring R | d West | | _ | | | | | | | | | |
| 13 Whaleyville Blvd | City of Suffolk | 1.06 9100 C | | 0% | 1% | 1% | 8% | 0% | F | 0.080 | F | | 8800 | G |
| | To | 133-759 N, Babbtown I | Rd | | | | | | | | | | | |
| 13 Whaleyville Blvd | City of Suffolk | 2.56 9600 C | | 0% | 1% | 1% | 8% | 0% | F | 0.084 | F | | 9300 | G |
| (10) | To | SR 32 Carolina Rd | | | | | | | | | | | | |
| ~ ~ ~ ~ | From: | SR 32 Whaleyville Blv | | | | | | | | | | | | |
| (13) (32) Carolina Rd | City of Suffolk | 1.64 17000 C | 90% | 0% | 1% | 1% | 8% | 0% | F | 0.083 | F | | 16000 | G |
| ~ ~ | To: From: | Bus US 13 Bus US 13, SR 32 Carolin | a Rd | | | | | | | | | | | |
| 13 Southwest Suffolk Bypass | City of Suffolk | 2.80 10000 C | | 1% | 2% | 2% | 11% | 0% | С | 0.087 | F | | 9800 | G |
| (13) | To: | US 58 Holland Rd | 2.70 | | | | | | - | | - | | | |
| ~~~ ~~~ | From: | Bus US 58 | | | | | | | | | | | | |
| 13 58 Suffolk Bypass | City of Suffolk | 1.41 37000 C | | 1% | 1% | 1% | 11% | 0% | F | 0.079 | F | | 35000 | G |
| ~ ~ | To· | 61-604 Pitchkittle Rd | | | | | | | | | | | | |

| | | | | | | | | Trı | ıck | | | K | | Dir | | |
|---|------------------|---|--|--------|-------|-------|----------|------|---|-------|--|-------|-------|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | Factor | AAWDT | QV |
| | From: | 61-60 | 04 Pitchkittle I | Rd | | | | | | | | | | | | |
| 13 (58) Suffolk Bypass | City of Suffolk | 1.88 | 39000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.08 | F | | 40000 | G |
| | To | US 4 | 160 Pruden Bly | vd | | | | | | | | | | | | |
| 13) (58) (460) Suffolk Bypass | City of Suffolk | 0.93 | 47000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.077 | F | | 49000 | G |
| | To | SR 10 S | SR 32 Godwin | Blvd | | | | | | | | | | | | |
| 13) (58) (460) Suffolk Bypass | | | | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.080 | F | | 59000 | G |
| 13) (30) (400) | To | | | | | | | | | | | | | | | |
| 13 \ \(\sum_{58} \) \(\lambda_{460} \) Suffolk Bypass | City of Suffolk | | | | 03% | 0% | 1% | 10/ | 50/- | 0% | F | 0.077 | F | | 52000 | (|
| 13) (58) (460) Suffolk Bypass | City of Surfok | | | | | 076 | 1 /0 | 1 /0 | 3/0 | 0 /6 | | 0.077 | - | | 32000 | |
| ~ ~~~ | To- From: | | | _ | _ | | | | | | _ | | _ | | | _ |
| 13) (58) (460) Military Highway | City of Suffolk | | | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.079 | F | | 72000 | (|
| ~ ~ ~ | To- | | Bus US 13 | | | | | | | | | | | | | |
| Bus | From: | | | | | | | | | | | | | | | |
| ₁₃ (₃₂) Carolina Rd | City of Suffolk | 1.17 | 12000 | G | 90% | 0% | 1% | 1% | 8% | 0% | F | NA | | | 11000 | (|
| ~ ~ ~ | From: | Olo | d SCL Suffolk | | | | <u> </u> | | | | | | | | | |
| $\underbrace{13}_{13}$ $\underbrace{32}$ Carolina Rd | City of Suffalk | 0.54 | 12000 | G | 00% | ∩0/: | 10/ | 10/ | Q0/ | 09/ | _ | NΙΛ | | | 12000 | (|
| (32) Carolina Rd | City of Surfok | | | G | 90% | 076 | 176 | 170 | 070 | 0% | Г | INA | | | 12000 | |
| Bus | From: | | | te St | | | | | | | | | | | | |
| 13) (32) Main St | City of Suffolk | 0.34 | | | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.078 | F | | 13000 | (|
| 10) (02) | Tol | | | | | | _ | | | | | | | | | |
| Bus | From: | l | Begin SR 10 | | | | | | | | | | | | | |
| 13) (32) (10) Main St | City of Suffolk | 0.68 | | | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 23000 | (|
| \sim \sim | To: | | | 50 | | | | | | | | | | | | |
| Bus Bus Bus | | | | _ | 070/ | 00/ | 40/ | 40/ | 00/ | 00/ | _ | 0.000 | _ | | 47000 | , |
| 13) 58) 460 Constance Rd | City of Suffolk | 0.88 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | | 17000 | (|
| Bus Bus | To: From: | | Pinner St | | | | | | | | | | | | | |
| 13) (58) (460) Portsmouth Blvd | City of Suffolk | 1.60 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | С | 0.092 | F | | 18000 | (|
| 15) (30) (400) | To | | | | | | | | | | | | | | | |
| Bus Bus Bus | From: | SR 33 | 37 Washington | ı St | | | | | | | | | | | | |
| 13) (58) (460) Portsmouth Blvd | City of Suffolk | 1.22 | 22000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.087 | F | | 24000 | (|
| ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ | To: | US 13 | 3, US 58, US 4 | 460 | | | | | | | | | | | | |
| | From: | WC | CL Chesapeak | e | | | | | | | | | | | | |
| 17 Bridge Rd | City of Suffolk | 0.66 | 19000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | F | | 20000 | (|
| ~ | Too | I-664: SR | 164 Western F | Freewa | v | | | | | | Factor QK Factor F 0.08 F F 0.077 F F 0.080 F F 0.079 F F 0.079 F F NA F NA C 0.078 F F NA F 0.086 F C 0.092 F C 0.087 F F 0.092 F F 0.091 F F 0.091 F | | | | | |
| 17 Bridge Rd | Jurisdiction | | 0% | 0% | 1% | 1% | 0% | F | 0.092 | F | | 32000 | (| | | |
| 17) 2ago 1.ta | City of Suffolk | | | | | . , 0 | .,0 | 0,0 | • | 0.002 | • | | 02000 | | | |
| Prides Dd | City of Cyffelly | | | | | 00/ | -00/ | 40/ | 40/ | 00/ | _ | 0.004 | _ | | 00000 | |
| 17) Bridge Rd | City of Suffork | 1.54 | 20000 | G | 90% | υ% | U% | 1% | 1% | U% | Г | 0.091 | Г | | 26000 | C |
| · | To: From: | 133-627 | Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK | | | | | | | | | | | | | |
| 17 Carrolton Blvd | City of Suffolk | 2.47 | 18000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | | 19000 | (|
| ~ | To | Length AADT QA 4Tire Bus AAJR 3Trail 2Trail QC Factor QK QK Factor QK | | | | | | | | | | | | | | |
| 17) | City of Suffolk | | | | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.096 | F | | 15000 | C |
| ··) | | | Wight County | | | | | | le 1Trail 2Trail QC Factor QK Factor 5% 0% F 0.08 F 5% 0% F 0.077 F 5% 0% F 0.077 F 5% 0% F 0.079 F 8% 0% F NA NA 0% 0% F NA NA 2% 0% F 0.078 F 2% 0% F 0.086 F 1% 0% C 0.087 F 1% 0% F 0.084 F 1% 0% F 0.092 F 1% 0% F 0.091 F 1% 0% F 0.091 F | | | | | | | |

| | | | | | | Tru | ck | | | K | | Dir | | |
|--|-----------------|---|-------|------|-----------------|--------|-----|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| _ | From: | North Carolina State Lin | e | | | | | | | | | | | |
| ₃₂) Carolina Rd | City of Suffolk | 2.89 3700 G | 93% | 1% | 1% | 1% | 5% | 0% | С | 0.098 | F | | 3900 | (|
| | To: From: | 133-642 Adams Swamp F | 2d | | \neg \vdash | | | | | | | | | |
| 32) Carolina Rd | City of Suffolk | 2.07 4000 G | 93% | 1% | 1% | 1% | 5% | 0% | F | 0.097 | F | | 4200 | |
| <u> </u> | To: | 133-675 Cypress Chapel I | Rd | | | | | | | | | | | |
| 32) Carolina Rd | City of Suffolk | 1.40 4300 G | | 1% | 1% | 1% | 5% | 0% | С | 0.091 | F | | 4600 | |
| | To | 133-759 Babbtown Rd | | | — | | | | | | | | | |
| 32) Carolina Rd | City of Suffolk | 0.65 4600 G | 94% | 1% | 1% | 1% | 5% | 0% | F | 0.096 | F | | 5000 | |
| 32) | Tol | | | .,, | | | -,- | -,- | | | | | - | |
| Carolina Rd | City of Suffolk | 133-647 Copeland Rd 2.45 4800 G | 94% | 1% | 1% | 1% | 5% | 0% | F | 0.094 | F | 0.761 | 5100 | |
| Carolina Rd | To To | US 13 South of Suffolk | 3470 | 1 /0 | 170 | 1 /0 | J/0 | 076 | ' | 0.034 | ' | 0.701 | 3100 | |
| | From: | Whaleyville Blvd | | | | | | | | | | | | |
| (13) Carolina Rd | City of Suffolk | 1.64 17000 G | 90% | 0% | 1% | 1% | 8% | 0% | F | 0.083 | F | | 16000 | |
| <i>y</i> | To: | 61-731 Dill Rd | | | | | | | | | | | | |
| Bus (13) Carolina Rd | City of Suffolk | 1.17 12000 G | 90% | 0% | 1% | 1% | 8% | 0% | F | NA | | | 11000 | |
| (13) Carolina Rd | City of Surfork | | 90 /6 | 070 | 1 /0 | 1 /0 | 070 | 076 | | INA | | | 11000 | |
| Bus | To: From: | Old SCL Suffolk | | | | | | | | | | | | |
| (13) Carolina Rd | City of Suffolk | 0.54 12000 G | 90% | 0% | 1% | 1% | 8% | 0% | F | NA | | | 12000 | |
| | To: | Bus US 58 Constance Re | 1 | | | | | | | | | | | |
| Bus Marin Ct | From: | Fayette St | 000/ | 00/ | 40/ | 00/ | 00/ | 00/ | _ | 0.070 | _ | | 40000 | |
| Main St | City of Suffolk | 0.34 12000 G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.078 | F | | 13000 | |
| Bus | To: From: | SR 337 Washington St | | | | | | | | | | | | |
| 32) (13) (10) Main St | City of Suffolk | 0.68 21000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 23000 | |
| 900 | To | Bus US 58, Bus US 460 | | | | | | | | | | | | |
| Bus | From: | · | | 00/ | 401 | 00/ | 00/ | 001 | _ | | | | 00000 | |
| 32 (460) 10 Main St | City of Suffolk | 0.09 29000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 32000 | |
| Bus | To: From: | Old NCL of Suffolk | | | | | | | | | | | | |
| 32)(460)(10) | City of Suffolk | 1.49 29000 G | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 30000 | |
| | To | SR 10 Elephant Fork | | | | | | | | | | | | |
| | From: | Bus US 460 | | | | | | | _ | | | | | |
| (10) Godwin Blvd | City of Suffolk | 0.54 18000 G | 95% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 20000 | |
| | To: From: | US 58 Suffolk Bypass | | | | | | | | | | | | |
| 32) (10) Godwin Blvd | City of Suffolk | 1.36 20000 G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.087 | F | | 22000 | |
| <i></i> | To. From: | 61-634 Kings Fork Rd | | | | | | | | | | | | |
| 32) (10) Godwin Blvd | City of Suffolk | 4.81 11000 G | 95% | 0% | 1% | 1% | 2% | 0% | С | 0.095 | F | | 12000 | |
| $\mathcal{L}_{\mathcal{L}}}}}}}}}}$ | To | 61-603 Everets Rd | | | \neg \vdash | | | | | | | | | |
| (10) Godwin Blvd | City of Suffolk | 0.87 12000 G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | | 13000 | |
| | To: | SR 125 Chuckatuck | | | | | | | | | | | | |
| | City of Suffolk | 1.31 9800 G | 95% | 0% | 1% | 1% | 2% | 0% | F | 0.096 | F | | 11000 | |
| 32 (10) | | | | | | | | | | | | | | |

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|--------------------------------------|-----------------|-----------------------------|------------------------|---------------|---------------|------|------|--------|-------------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۷ |
| | From: | Southar | mpton Cour | nty Line | | | | | | | | | | | | |
| 58 (258 Franklin Bypass | City of Suffolk | 1.27 | 20000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.07 | F | | 19000 | G |
| | To: | | US 258 | | | | | | | | | | | | | |
| 58 Franklin Bypass | City of Suffolk | 0.18 | 19000 | N | 86% | 1% | 1% | 1% | 11% | 0% | N | 0.070 | N | | 18000 | Ν |
| 58) Trankiir Bypass | <u> </u> | 0.10 | | 1.4 | 0070 | 1 70 | 170 | 1 70 | 1170 | 070 | 14 | 0.070 | 14 | | 10000 | |
| ~~~~ | From: | | SR 189 | | | | | | | | | | | | | |
| Franklin Bypass | City of Suffolk | 1.01 | 19000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.070 | F | | 18000 | C |
| \Rightarrow \bigcirc | To- From: | SR 27 | 2 South Qu | ay Rd | | | _ | | | | | | | | | |
| 58) (189) | City of Suffolk | 4.17 | 21000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.07 | F | | 20000 | |
| 30) (100) | <u> </u> | | GD 100 | | | | | | | | | | | | | |
| Lielland Dynasa | City of Suffolk | 1.11 | SR 189 20000 | _ | 86% | 1% | 10/ | 10/ | 11% | 0% | F | 0.071 | F | | 10000 | |
| Holland Bypass | City of Surroik | 1.11 | 20000 | G | 00% | 170 | 1% | 1% | 11% | 0% | Г | 0.071 | Г | | 19000 | (|
| ~ | To: From: | | Bus US 58 | | | | | | | | | | | | | |
| Holland Rd | City of Suffolk | 1.32 | 25000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.071 | F | | 24000 | |
| ~ | To | 133-61 | 0 W, Buckh | orn Rd | | | | | | | | | | | | |
| 58) | City of Suffolk | 2.77 | 24000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.073 | F | | 23000 | (|
| 00) | To: | | 47 E, Lumn | | | | i i | | | -,- | | | | | | |
| | From: | | 647 Lummi | | | | | | | | | | | | | |
| 68 Holland Rd | City of Suffolk | 2.05 | 25000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.072 | F | | 24000 | (|
| | To: | 122 642 | Manning B | .: 1 D.1 | | | | | | | | | | | | |
| Holland Rd | City of Suffolk | 0.67 | 27000 | G G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.075 | F | | 26000 | |
| 58) Holland Nd | City of Surfork | 0.07 | 27000 | | 0070 | 1 /0 | 1 70 | 1 /0 | 11/0 | 076 | ' | 0.073 | • | | 20000 | |
| ~~ | To: From: | | -738 Kenyo | | | | | | | | | | | | | |
| Holland Rd | City of Suffolk | 0.38 | 29000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.075 | F | | 28000 | (|
| ~ | To: | C | ove Point R | Rd | | | _ | | | | | | | | | |
| 58 Holland Rd | City of Suffolk | 1.15 | 31000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.073 | F | | 30000 | |
| 30) | To: | US 13 Sou | thwest Suff | | SS | | | | | | | | | | | |
| | From: | | Bus US 58 | | | | | | | | | | | | | |
| 58 (13) Suffolk Bypass | City of Suffolk | 1.41 | 37000 | G | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.079 | F | | 35000 | |
| \rightarrow | To: | 133.6 | 04 Pitchkitt | la Dd | | | | | | | | | | | | |
| 58 (13) Suffolk Bypass | City of Suffolk | 1.88 | 39000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.08 | F | | 40000 | |
| 58) (13) Suffolk Bypass | City of Gulloik | | | | 3370 | 070 | 1 70 | 1 70 | 370 | 070 | • | 0.00 | • | | 40000 | • |
| ~ ~ ~ | To: From: | | 160 Pruden | | | | | | | | | | | | | |
| Suffolk Bypass | City of Suffolk | 0.93 | 47000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.077 | F | | 49000 | (|
| | To: | SR 10, 5 | SR 32 Godv | vin Blvd | | | | | | | | | | | | |
| (13) (460) Suffolk Bypass | City of Suffolk | 1.87 | 57000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.080 | F | | 59000 | (|
| 70 (10) (400) | , | | - 1.5 ***** | | | | | | | | | | | | | |
| O. Halla D. wasa | From: | | -642 Wilroy | | 000/ | 00/ | 40/ | 40/ | F 0/ | 00/ | | 0.077 | | | F0000 | _ |
| 58) (13) (460) Suffolk Bypass | City of Suffolk | 2.30 | 50000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.077 | F | | 52000 | C |
| * | From: | Bus US 13, I Bus US 58 N | | | _ | | | | | | | | | | | |
| 58) (13) (460) Military Highway | City of Suffolk | 3.46 | 70000 | y Eastbo G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.079 | F | | 72000 | |
| 58 \ { 13 \ { 460 } Military Highway | City of Surroik | 3.40 | 70000 | G | 3 3 /0 | U /0 | 1 /0 | 1 /0 | 5/0 | U /0 | - | 0.079 | Г | | 12000 | Ċ |

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

| | | | 4407 | | 4 | _ | | Tru | ıck | | | K | 014 | Dir | A A14/DT | - ^ |
|--------------------------------|--|--|--------------|-----------|-------|------|-------|--------|--------------|--------|----|--------|-----|--------|----------|-----|
| Route | Jurisdiction . | Length | AADI | QA | 411re | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q |
| Bus | From: | | | | 000/ | 40/ | | 407 | 407 | 201 | _ | 0.000 | _ | | 0500 | |
| 58 | City of Suffolk | 2.65 | 2300 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.098 | F | | 2500 | (|
| | To: From: | | SR 189 | | | | | | | | | | | | | |
| 58 58 | City of Suffolk | 0.26 | 2600 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.547 | 2800 | |
| | To: From: | 133-653 Dutcl | h Rd; Glen | Haven I | Drive | | | | | | | | | | | |
| us 88 | City of Suffolk | 0.46 | 3300 | G | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.102 | F | | 3500 | |
| 8) | To: | 0.40 | US 58 | | 01 /0 | 170 | | 170 | 170 | 070 | Ü | 0.102 | • | | 0000 | |
| is . | From: | US 58 | East of Ho | olland | | | Ī | | | | | | | | | |
| Holland Rd | City of Suffolk | 0.05 | 10000 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | | 11000 | |
| ~ | To | 133-172 | 2 Kilby Sh | ores Rd | | | | | | | | | | | | |
| us 8 Holland Rd | City of Suffalls | | | | 079/ | 10/ | 10/ | 00/ | 10/ | 00/ | С | 0.099 | F | | 11000 | |
| 8 Holland Ru | City of Suffolk City of Suffolk To From Constance Rd City of Suffolk To From Constance Rd City of Suffolk To From Constance Rd City of Suffolk To From City of Suffolk City of Suffolk City of Suffolk To From City of Suffolk | | | | 91 /0 | 1 /0 | 1 /0 | 0 /6 | 1 /0 | 076 | C | 0.099 | | | 11000 | |
| us. | From: | | | | | | | | | | | | | | | |
| us 8 Constance Rd | City of Suffolk | 0.29 | 8300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | | 9000 | |
| ~ <u></u> | To: From: | WCL Sur | ffolk Pitchl | kettle Rd | | | | | | | | | | | | |
| S Constance Rd | City of Suffolk | 0.86 | 10000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.096 | F | 0.559 | 11000 | |
| us Bus Bus | To- From | SF | R 32 Main S | St | | | | | | | | | | | | |
| 8) (13) (460) Constance Rd | City of Suffolk | 0.88 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | | 17000 | |
| | To: | | inner Stree | | | | | | | | | | | | | |
| us Bus Bus | From: | | | | | | | | | | | | _ | | | |
| 8) (13) (460) Portsmouth Blvd | City of Suffolk | 1.60 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | С | 0.092 | F | | 18000 | |
| us Bus Bus | To: From: | SR 33 | 7 Washing | ton St | | | | | | | | | | | | |
| (8) (13) (460) Portsmouth Blvd | City of Suffolk | 1.22 | 22000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.087 | F | | 24000 | |
| | To: | | US 58 | | | | | | | | | | | | | |
| | From | | | | | | | | | | | | | | | |
| Kings Hwy | City of Suffolk | 0.69 | 3200 | G | 95% | 0% | 1% | 3% | 0% | 0% | С | 0.091 | F | | 3400 | |
| | To: From: | 133-62 | 28 Crittend | | | | | | | | | | | | | |
| Kings Hwy | City of Suffolk | 1.09 | 570 | G | 95% | 0% | 1% | 3% | 0% | 0% | F | 0.104 | F | 0.584 | 620 | |
| <u></u> | To: From: | 133-62 | 0 Ferry Po | int Rd | | | | | | | | | | | | |
| Kings Hwy | City of Suffolk | Suffolk County Line String Suffolk County Line Suffolk Suffolk County Line Suffolk Suf | 0% | F | 0.102 | F | 0.742 | 300 | | | | | | | | |
| <i></i> | To: | | | 1 D: | | | | | | | | | | | | |
| Kings Hwy | City of Suffolk | | | | | 0% | 1% | 3% | 0% | 0% | F | 0.118 | F | 0.552 | 650 | |
| 25)95 | - F | | | | 0070 | 070 | | 070 | 070 | 0 / 0 | • | 5.115 | • | 5.002 | 000 | |
| Kings Hww | City of Suffalk | | | | QE0/: | ∩0/: | 10/ | 30/ | ∩ 0/: | 00/ | F | 0.114 | F | 0.777 | 890 | |
| Kings Hwy | City of Surroik | | | | | U% | 170 | 3% | U% | U% | Г | 0.114 | r | 0.777 | 690 | |
| 25)Kings Hwy | From: | | | | | 00/ | | 00/ | 00/ | 201 | | 0.005 | _ | 0.005 | 0.400 | |
| ar ikings Hww | City of Suffolk | 0.48 | 2900 | G | 95% | υ% | 1% | 3% | υ% | 0% | F | 0.099 | F | 0.605 | 3100 | |

| | | City of S | | | | | Tru | ıck | | | K | | Dir | | |
|---------------------------|-----------------------------|---|-----------|-------|------|----------|---------|-------|--------|----|---------|----|---------|-------|----|
| Route | Jurisdiction | Length AAD | T QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q) |
| | From: | US 17 Brid | lge Rd | | | 2, 040 | 017 040 | TTTG | 211411 | | 1 dotoi | | 1 40101 | | |
| 35)College Dr | City of Suffolk | 0.20 1600 | | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.090 | F | | 17000 | (|
| <i>9</i> | To- | SR 164 Wester | n Freeway | | | | | | | | | | | | |
| College Dr | City of Suffolk | 0.65 1600 | | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.09 | F | | 18000 | (|
| 100) | Tod | 133-658 Town | | | | | | | | | | | | | |
| 135 College Dr | City of Suffolk | 0.76 2000 | | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.090 | F | | 21000 | |
| 135) Comogo 21 | only of burions | | | 0070 | 070 | | 170 | 070 | 070 | Ŭ | 0.000 | • | | 21000 | |
| | From: | I-664 | | 050/ | 40/ | 20/ | 40/ | 20/ | 00/ | | 0.004 | F | | 40000 | |
| 135) | City of Suffolk | 0.59 1100 SR 367 Tidewater Co | | 95% | 1% | 2% | 1% | 3% | 0% | С | 0.084 | Г | | 12000 | • |
| | - Farm | | * | niege | | | | | | | | | | | |
| 164)Western Freeway | City of Suffolk (Maint: 61) | US 17 Brid 0.84 1900 | | 96% | 0% | 0% | 1% | 3% | 0% | F | 0.091 | F | | 21000 | |
| 164) Western Freeway | City of Surroik (Maint. 61) | | | 90 /6 | 076 | <u> </u> | 1 /0 | 3/0 | 0 /0 | | 0.091 | - | | 21000 | , |
| | From | I-664 | | | | | | | | _ | | | | | |
| Western Freeway | City of Suffolk (Maint: 61) | 0.64 3700 | 0 G | 96% | 0% | 0% | 1% | 3% | 0% | F | NA | | | 41000 | |
| | To: From: | SR 135 Col | | | | | | | | | | | | | |
| Western Freeway | City of Suffolk (Maint: 61) | 0.02 4400 | | 96% | 0% | 0% | 1% | 3% | 0% | С | 0.103 | Α | 0.535 | 50000 | |
| | Tn: | WCL Ports | mouth | | | | | | | | | | | | |
| | From: | Southhampton (| | | | | | | | | | | | | |
| 89) | City of Suffolk | 1.36 190 |) G | 86% | 0% | 1% | 1% | 12% | 0% | С | 0.09 | F | | 2000 | |
| | To: From: | 133-666 Ga | ites Rd | | | | | | | | | | | | |
| 189 | City of Suffolk | 0.82 340 |) G | 86% | 0% | 1% | 1% | 12% | 0% | F | 0.083 | F | 0.702 | 3600 | (|
| | To: | SR 272 South | Quay Rd | | | | | | | | | | | | |
| 189 | City of Suffolk | 0.55 240 |) G | 86% | 0% | 1% | 1% | 12% | 0% | F | 0.083 | F | 0.6 | 2600 | |
| <u> </u> | то | US 5 | R | | | | | | | | | | | | |
| 189) (58) Franklin Bypass | City of Suffolk | 1.01 1900 | | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.070 | F | | 18000 | |
| (30) | Tod | | | | | | | | | | | | | | |
| | City of Suffolk | 4.17 2100 | | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.07 | F | | 20000 | |
| [89] [58] | City of Surfor | | | | 1 /0 | 1 70 | 1 /0 | 1170 | 070 | ' | 0.07 | ' | | 20000 | |
| C Own Dd | From: | US 58 SOUTH O | | | 40/ | | 40/ | 20/ | 00/ | | 0.400 | F | 0.57 | 740 | |
| 89 S Quay Rd | City of Suffolk | 0.37 660 | G | 90% | 1% | 2% | 4% | 2% | 0% | С | 0.106 | г | 0.57 | 710 | |
| $\overline{}$ | To: From: | Cumberlan | | | | | | | | | | | | | |
| 89 <i>)</i> | City of Suffolk | 0.12 110 | | 90% | 1% | 2% | 4% | 2% | 0% | F | 0.107 | F | | 1100 | |
| | To: | Bus US | | | | | | | | | | | | | |
| ~~- | From: | Southampton C | | | | | | | | | | | | | |
| 58 Franklin Bypass | City of Suffolk | 1.27 2000 | | 86% | 1% | 1% | 1% | 11% | 0% | F | 0.07 | F | | 19000 | |
| * | lo: From: | US 58 Frankl US 58 Franklin B | | 89 | | | | | | | | | | | |
| 258) | City of Suffolk | 0.97 330 | | 55% | 0% | 1% | 4% | 40% | 0% | С | 0.087 | F | | 3500 | (|
| | To- | NCL Su | | 5576 | 2,0 | Ť | .,0 | .5 70 | - 70 | J | 0.501 | • | | 2000 | |
| | From: | SR 18 | | | | i | | | | | | | | | |
| South Quay Rd | City of Suffolk | 1.24 140 | | 95% | 1% | 1% | 0% | 3% | 0% | С | 0.102 | F | 0.694 | 1500 | (|
| 212) - 300. 000, | To: | US 58 South | | 5570 | . 70 | | 0 / 0 | 270 | 2 / 0 | - | J. 102 | • | 0.50 1 | .000 | ` |

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

| | | | of Suffo | | | | | Tru | ck | | | K | | Dir | | |
|----------------------------------|-------------------|----------------------|----------------------------|--------------------|-----------|-----|-----------------|--------|-------------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | Bus US | 58 Constan | ice Rd | | | | | | | | | | | | |
| (337) Washington St | City of Suffolk | 0.34 | 8300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.544 | 9000 | G |
| <u> </u> | To: From: | | Broad St | | | | | | | | | | | | | |
| (337) Washington St | City of Suffolk | 0.59 | 9200 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.083 | F | | 10000 | G |
| <u></u> | To- From: | SR | 32 Main S | t | | | | | | | | | | | | |
| (337) Washington St | City of Suffolk | 0.20 | 9600 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.078 | F | | 10000 | G |
| | To- From: | | Pinner St | | | | \Box \vdash | | | | | | | | | |
| (337) Washington St | City of Suffolk | 0.49 | 13000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.079 | F | | 14000 | G |
| $\overline{}$ | To: From: | Old | ECL Suffol | lk | | | _ | | | | | | | | | |
| (337) Washington St | City of Suffolk | 2.38 | 11000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | | 12000 | G |
| | Tax | Bus US 5 | 8 Portsmou | th Blvd | | | | | | | | | | | | |
| (337) Nansemond Parkway | City of Suffolk | 3.03 | 4200 | G | 95% | 2% | 2% | 1% | 0% | 0% | С | 0.092 | F | | 4600 | G |
| <u> </u> | Tot | 133-6 | 642 Wilroy | Rd | | | \neg \vdash | | | | | | | | | |
| (337) Nansemond Parkway | City of Suffolk | | 11000 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 0.101 | F | | 11000 | G |
| | To | w | hitley Lane | | | | | | | | | | | | | |
| (337) Nansemond Parkway | City of Suffolk | 2.01 | 8000 | G | 95% | 2% | 2% | 1% | 0% | 0% | F | 0.097 | F | 0.567 | 8700 | G |
| | To | SR 1 | 25 Kings H | wv | | | <u> </u> | | | | | | | | | |
| (337) Nansemond Parkway | City of Suffolk | | 12000 | G | 93% | 1% | 1% | 4% | 1% | 0% | С | 0.091 | F | | 13000 | G |
| | To: | WCI | L Chesapeal | ke | | | | | | | | | | | | |
| | From: | Isle of W | Vight Count | y Line | | | | | | | | | | | | |
| (460) Pruden Blvd | City of Suffolk | 3.08 | 15000 | G | 84% | 1% | 1% | 1% | 13% | 0% | F | NA | | | 14000 | G |
| <u> </u> | To- From: | 133-604 Lake F | Prince Dr; P | roviden | ce Rd | | \Box \vdash | | | | | | | | | |
| Pruden Blvd | City of Suffolk | 0.54 | 17000 | G | 84% | 1% | 1% | 1% | 13% | 0% | F | NA | | | 16000 | G |
| <u> </u> | To- From: | 133-63- | 4 Kings For | k Rd | | | \neg \vdash | | | | | | | | | |
| (460) Pruden Blvd | City of Suffolk | 1.47 | 22000 | G | 84% | 1% | 1% | 1% | 13% | 0% | F | 0.085 | F | | 21000 | G |
| <u> </u> | To: | US 58, BUS U | | | | | | | | | | | | | | |
| 460 58 13 Suffolk Bypass | City of Suffolk | US 58, BUS 0.93 | 47000 | urden Bl | vd 93% | 0% | 1% | 1% | 5% | 0% | F | 0.077 | F | | 49000 | G |
| 460 58 13 Suffolk Bypass | City of Surfork | | | | 3370 | 070 | 1 70 | 1 70 | J /0 | 0 70 | ' | 0.077 | ' | | 43000 | G |
| 460 \ 58 \ 13 \ Suffolk Bypass | City of Suffolk | SR 10 SF 1.87 | R 32 Godwi 57000 | n Blvd G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.080 | F | | 59000 | G |
| (460) (58) (13) Suffolk Bypass | City of Surfolk | | | | 93 /0 | 076 | 1 /0 | 1 /0 | 3/0 | 0 /0 | - | 0.000 | | | 39000 | G |
| Coffells Downson | City of Coeffells | | 42 Wilroy I | | 000/ | 00/ | 40/ | 40/ | 50 / | 00/ | | 0.077 | | | 50000 | |
| (460) (58) (13) Suffolk Bypass | City of Suffolk | 2.30 Bus US 13,Bu | 50000 | G Glitary E | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.077 | F | | 52000 | G |
| | From: | XXX Bus US 13 | | | ~ | | | | | | | | | | | |
| (460) (58) (13) Military Highway | City of Suffolk | | 70000 | G | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.079 | F | | 72000 | G |
| | То: | WCI | L Chesapeal | ke | | | | | | | | | | | | |
| Bus | From | | 58, US 460 | | | | | | | | | | | | | |
| Bus (460) | City of Suffolk | | 10000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 11000 | G |
| <u> </u> | То: | SF | R 10, SR 32 | ! | | | | | | | | | | | | |

6/12/2010 13

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|--|---|-------------------|------------------------------|---------------|---------|-----|-----|--------|-----|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| Bus | From: | 1.49 | SR 10, SR 32 29000 | 2 G | 000/ | 0% | 10/ | 00/ | 00/ | 00/ | _ | NA | | | 20000 | G |
| 460 10 32 | City of Suffolk | | | | 99% | 0% | 1% | 0% | 0% | 0% | Г | INA | | | 30000 | G |
| Bus | From | | d NCL Suffe | | | | | | | | | | | | | |
| 460 (32) (10) Main St | City of Suffolk | 0.09 | 29000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 32000 | G |
| Bus Bus Bus | To: From: | US 13 | BUS US 58 | SR 32 | | | | | | | | | | | | |
| 460) (58) (13) Constance Rd | City of Suffolk | 0.88 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | | 17000 | G |
| Bus Bus Bus | To: From: | | Pinner St | | | | | | | | | | | | | |
| 460 (58) (13) Portsmouth Blv | d City of Suffolk | 1.60 | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | С | 0.092 | F | | 18000 | G |
| $\sim \sim \sim$ | To: From: | SR 3 | 37 Washingt | ton St | | | | | | | | | | | | |
| Bus Bus Bus 460 (58) 13 Portsmouth Blve | d City of Suffolk | 1.22 | 22000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.087 | F | | 24000 | G |
| 400 (36) (13) | To: | | US 58 | | | .,, | | .,, | .,. | | | | - | | | |
| East | From: | ECI | Newport N | lews | | | | | | | | | | | | |
| 664 Monitor Merrimac Memorial B | Bridge Tunnel City of Suffolk (Maint: 61) | 3.05 | 27000 | Α | 94% | 0% | 1% | 1% | 3% | 0% | F | 0.118 | Α | | 28000 | Α |
| \smile | Combined Traffic Estimates for 2 Parallel Roadway | • | | Α | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.11 | Α | 0.503 | 59000 | Α |
| | | East I-664 is | | | h I-664 | | | | | | | | | | | |
| East | To: From: | SR | 135 College | Dr | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Suffolk (Maint: 61) | 1.38 | 29000 | Α | 94% | 0% | 1% | 1% | 3% | 0% | С | 0.131 | Α | | 32000 | Α |
| | Combined Traffic Estimates for 2 Parallel Roadway | | | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.107 | Α | 0.602 | 64000 | Α |
| | | East I-664 is | _ | | h I-664 | | | | | | | | | | | |
| East | To: From: | SR 16 | 4 Western F | reeway | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Suffolk (Maint: 61) | 0.58 | 27000 | G | 94% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 30000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadway | • | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 60000 | G |
| | | East I-664 is | | | n I-664 | | | | | | | | | | | |
| East | To: From: | U | S 17 Bridge | Rd | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Suffolk (Maint: 61) | 0.62 | 39000 | G | 94% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 42000 | G |
| \smile | Combined Traffic Estimates for 2 Parallel Roadway | | | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 84000 | G |
| | To | East I-664 is | Signed as CL Chesapea | | 1 1-004 | | | | | | | | | | | |
| Vest | From: | | Newport N | | | | | | | | | | | | | |
| Monitor Merrimac Memorial B | Bridge Tunnel City of Suffolk (Maint: 61) | 3.46 | 29000 | A | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.109 | Α | | 31000 | Α |
| | Combined Traffic Estimates for 2 Parallel Roadway | ys on this Route: | 56000 | Α | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.11 | Α | 0.503 | 59000 | Α |
| | | West I-664 is | s signed a | s Nort | h I-664 | | | | | | | | | | | |
| West | To: From: | SR | 135 College | Dr | | | | | | | | | | | | |
| 664) Hampton Roads Beltway | City of Suffolk (Maint: 61) | 1.04 | 31000 | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.120 | Α | | 33000 | Α |
| , | Combined Traffic Estimates for 2 Parallel Roadway | | | Α | 94% | 0% | 1% | 1% | 4% | 0% | С | 0.107 | Α | 0.602 | 64000 | Α |
| | | West I-664 is | s signed a | s Nort | h I-664 | | | | | | | | | | | |
| | То: | SR 16 | 4 Western F | reeway | • | | | | | | | | | | | |

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

| Route | Jurisdiction Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------------|---|-------------|---------|---------|-----|----|---------------|----|----|----|-------------|----|---------------|-------|----|
| West | From: SR 16 | 4 Western | Freeway | | | | | | | | | | | | |
| 664 Hampton Roads Beltway | City of Suffolk (Maint: 61) 0.40 | 28000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.120 | Ν | | 30000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 55000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 60000 | G |
| | West I-664 i | signed | as Nort | h I-664 | | | | | | | | | | | |
| West | To: From: | S 17 Bridge | Rd | | | | | | | | | | | | |
| (664) Hampton Roads Beltway | City of Suffolk (Maint: 61) 0.57 | 39000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 42000 | G |
| \smile | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 78000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | | 84000 | G |
| | West I-664 i | signed | as Nort | h I-664 | | | | | | | | | | | |
| | To: E | CL Chesape | eake | | | | | | | | | | | | |

| Citie of Suthfields | | | | | | | Oity | or Carron | | | | | | | | | |
|--|-----------------------|--------|------------|--|-------|------|------------|--------------|----------|-----|----------|-----------|----|-------|-------|----|------------|
| Second Control Contr | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | | AAWDT | QW | Year |
| Columb C | City of Suffolk | | Fron | | | | 122 60 | 2 Expandito | D.4 | | | | | | | | |
| Second Serverts Rd | 602 Kirk Rd | 0.60 | | G | 97% | 0% | | | | 0% | С | 0.137 | F | 0.517 | 440 | G | 2009 |
| Secretaria Rd | 002 | | | - | | | Isle of Wi | | Line | | | | | | | | |
| 13.7421 July Prize DT 1600 G 97% 1% 0% 0% 1% 1% 1% 0% 0% 0% 0 0.104 F 0.725 1700 G 2006 | | | Fron | | | | Isle of Wi | ight County | Line | | | | | | | | |
| Everets Rd | (603) Everets Rd | 0.30 | 1600 | N | 97% | 1% | 0% | 1% | 1% | 0% | N | 0.104 | Ν | 0.725 | 1700 | Ν | 2009 |
| 133-722 Moore Frame Lane 1700 G 2006 G 99% 1% 9% 1% 0% 0% C 0.1 F 1700 G 2006 1700 G 99% 1% 1% 1% 1% 0% C 0.1 F 1700 G 2006 1700 | | | To From | | | | 133-604 | Lake Prince | e Dr | | | | | | | | |
| Everets Rd | 603) Everets Rd | 1.97 | 1600 | G | 97% | 1% | 0% | 1% | 1% | 0% | С | 0.104 | F | 0.725 | 1700 | G | 2009 |
| SR 10 Code Brown SR 10 Code SR 10 Co | | | To Fron | | | | 133-742 N | Moore Farm | Lane | | | | | | | | |
| | 603) Everets Rd | 0.97 | 1600 | G | 98% | 1% | | | | 0% | С | 0.1 | F | | 1700 | G | 2009 |
| Comparison Com | | | Te | | | | SR 10 | Godwin Bl | vd | | | | | | | | |
| 133-643 White March Rd | O December Del | 0.04 | | <u> </u> | | | North Car | rolina State | Line | | | 0.400 | _ | 0.000 | 200 | _ | 2000 |
| Book Hosier Rd | 604) Desert Rd | 6.91 | 280 | <u> </u> | | | | | | | | 0.109 | Г | 0.688 | 280 | G | 2009 |
| 133-674 N, Shoetentown Rd | O Harrison But | 4.54 | | | 070/ | 40/ | | | | 00/ | | | | 0.004 | 0.40 | | 0000 |
| Company Comp | 604) Hosier Rd | 1.54 | 600 | <u>G</u> | 97% | 1% | 1% | 2% | 0% | 0% | F | 0.106 | F | 0.691 | 640 | G | 2009 |
| 133-1105 Malhlon Ave 130-105 1200 130 | <u> </u> | | | | 070/ | | | | | 001 | | | | 0.700 | 700 | | 2222 |
| 604 Pitchkettle Rd | (604) Hosier Rd | 4.11 | 700 | G | 97% | 1% | 1% | 2% | 0% | 0% | С | 0.113 | F | 0.762 | 760 | G | 2009 |
| SCL Suffelix Gap SSR Survival Suffering Cap SSR Survival Sur | <u> </u> | 0.00 | | | 070/ | 407 | | | | 221 | | | _ | 0.500 | 0500 | | 0000 |
| Company Comp | 604) Factory St | 0.06 | 3200 To | G | 97% | 1% | | | | 0% | <u> </u> | 0.095 | F | 0.566 | 3500 | G | 2009 |
| US SS Surfolk Bypass G 97% 1 1% 1% 1% 1% 0% 0% F 0.105 F 0.669 2500 G 2005 | | | Fron | : | | U | | | | | | | | | | | |
| US 58 Sulfolk Bypass | 604) Pitchkettle Rd | 1.30 | 3100 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.105 | F | 0.586 | 3400 | G | 2009 |
| 604 Pitchkettle Rd | \bigcirc | | Tr. | | | | US 58 S | Suffolk Byp | ass | | | \neg — | | | | | |
| 133-634 W, Kings Fook Rd | 604) Pitchkettle Rd | 2.55 | | G | 97% | 1% | | | | 0% | F | 0.105 | F | 0.669 | 2500 | G | 2009 |
| 600 Providence Rd | \bigcirc | | To | : | | | | | | | | | | | | | |
| Columb C | (co.) Providence Rd | 0.51 | | <u></u> | 97% | 1% | | | | 0% | С | 0 115 | F | 0.569 | 1300 | G | 2009 |
| 600 Lake Prince Dr 0.78 2200 G 97% 1% 1% 1% 0% 0% C 0.102 F 0.628 2300 G 2005 | 604) I Toviderice Ita | 0.51 | 1200 | | 31 /0 | 1 /0 | | | | 076 | | 0.113 | ' | 0.509 | 1300 | G | 2009 |
| 133-605 Girl Scout Rd | O Lake Prince Dr | 0.78 | | | 07% | 10/ | | | | 0% | | 0.102 | F | 0.628 | 2300 | G | 2000 |
| 600 Lake Prince Dr 3.16 1100 G 97% 1% 1% 1% 0% 0% 0% F 0.13 F 0.645 1200 G 2008 | 604) Lake Timee Bi | 0.70 | 2200 | <u> </u> | 31 70 | 1 70 | | | | 070 | | 0.102 | • | 0.020 | 2500 | O | 2003 |
| 133-603 Everets Rd 133-603 Everets Rd 133-603 Everets Rd 133-604 | (a) Lake Prince Dr | 3 16 | | | 07% | 10/ | | | | 0% | | 0.13 | F | 0.645 | 1200 | G | 2000 |
| 1.50 130 G 133-739 Deer Path Rd | 604) Lake I Tilice Di | 5.10 | Т: Т: | | 31 /0 | 1 /0 | | | | 076 | | 13 | ' | 0.043 | 1200 | G | 2009 |
| Company Comp | | | Fron | : | | | | | | | | | | | | | |
| 133-644 W, Indian Trail US 58 W, Holland Rd | (607) Milford Lane | 1.50 | 130 | G | | | 100 ,00 | Beer Fuur | -tu | | | 0.125 | F | 0.563 | 130 | G | 2009 |
| Suckhorn Rd 3.30 390 G 97% 1% 1% 1% 0% 0% 0% C 0.140 F 0.645 420 G 2008 | | | To | : | | | 133-644 | W, Indian | Гrail | | | | | | | | |
| 133-644 Indian Trail 134-644 Indian Trail | | | Fron | | | | US 58 V | W, Holland | Rd | | | | | | | | |
| Columbia 1.70 270 G 97% 1% 1% 0% 0% 0% F 0.118 F 0.5 290 G 2008 | (610) Buckhorn Rd | 3.30 | 390 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.140 | F | 0.645 | 420 | G | 2009 |
| Column C | | | Te Fron | | | | 133-64 | 4 Indian Tr | ail | | | \supset | | | | | |
| Size of Wight County Line 1.40 400 G 133-606 Exeter Dr 133-606 Exeter Dr 133-606 Exeter Dr 133-616 Vicksburg Rd NA NA 02/05/26 0.113 F 0.720 400 G 2008 0.114 F 0.720 400 G 2008 0.116 F 0.720 600 G 2008 0.116 F 0.720 G 2008 0.120 G 2008 G | (610) Buckhorn Rd | 1.70 | 270 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.118 | F | 0.5 | 290 | G | 2009 |
| 611) Gardner Lane 1.40 400 G 1.33-606 Exeter Dr 133-616 Vicksburg Rd 1.490 380 R 105 | | | To | : | | | Isle of W | ight County | Line | | | | | | | | |
| 133-606 Exeter Dr 133-616 Vicksburg Rd NA 02/05/20 | <u> </u> | | | <u> </u> | | | US 460 | Pruden Bl | vd | | | | | | | | |
| Columbia | (611) Gardner Lane | 1.40 | | | | | 122.0 | 06 EtE | \ | | | 0.113 | F | 0.720 | 400 | G | 2009 |
| Columbia | | | | 1 | | | | | | | | | | | | | |
| Second Record | O'Kelly Dr | 4 90 | | | | | 133-616 | Vicksburg | Rd | | | NA | | | NΔ | | 02/05/2002 |
| Columbia From 133-653; Gap Terminus NA NA O2/05/26 | 612) O'Relly Di | 4.30 | 300 To | | | | US 58: | Gap Termi | nus | | | | | | INA | | 02/03/2002 |
| Columbia | | | | : | | | | _ | | | | | | | | | |
| 612 Kingsdale Rd 0.20 80 G 97% 0% 1% 1% 1% 0% C 0.149 F 0.818 80 G 2009 Gamma Frank 1.50 680 G 1.50 1.50 680 G 1.50 1 | (612) Kingsdale Rd | 3.20 | 580 | R | | | | | | | | NA | | | NA | | 02/05/2002 |
| To Isle of Wight County Line 133-661 W, Southwestern Blvd | | | To From | | | | 133-7- | 40 Carr Lar | ie | | | \supset | | | | | |
| Size of Wight County Efficient 133-661 W, Southwestern Blvd 1.50 680 G 2009 | (612) Kingsdale Rd | 0.20 | | G | 97% | 0% | | | | 0% | С | 0.149 | F | 0.818 | 80 | G | 2009 |
| 613) Leafwood Rd 1.50 680 G US 58 West O.116 From: US 58 O.116 F 0.55 O.55 O.55 | | | | 1 | | | | | | | | | | | | | |
| To: US 58 West From | | 4.50 | | ب | | 13 | 33-661 W, | Southweste | ern Blvd | | - | 0.440 | _ | 0.55 | 000 | | 0000 |
| From US 58 US 58 G16) Holy Neck Rd 2.20 720 G 95% 4% 1% 0% 0% 0% F 0.095 F 0.516 770 G 2009 | (613) Leatwood Rd | 1.50 | | | | | ŢTC | 2 50 West | | | | U.116 | ۲ | 0.55 | 680 | G | 2009 |
| (616) Holy Neck Rd 2.20 720 G 95% 4% 1% 0% 0% 0% F 0.095 F 0.516 770 G 2009 | | | | <u> </u> | | | | | | | | _ | | | | | |
| | 616 Holy Neck Rd | 2 20 | | G | 95% | 4% | | | 0% | 0% | F | 0.095 | F | 0.516 | 770 | G | 2009 |
| To: 133-661 S, Ellis Rd | 010) , 1100K 110 | 0 | - | Ť | 5570 | . 70 | | | | 3,0 | • | | • | 5.510 | | 9 | _000 |

| | | | | | | 0, | or ourron | | | | | | | | |
|--|--------|--------------------|-------------|-------|-----------------|------------------|--|---------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck 3+Axle 1Tra | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | From | | | | 122.5 | 10 800 81 | | | - | | | | | |
| 616) Holy Neck Rd | 2.77 | 280 | G | 95% | 4% | 133-66 | 0% 0% | 0% | С | 0.108 | F | 0.528 | 300 | G | 2009 |
| \(\text{\(\text{\) \}}\ext{\(\text{\(\text{\} \text{\(\text{\(\text{\} \text{\(\text{\(\text{\(\text{\(\text{\} \text{\(\text{\(\text{\} \text{\(\text{\(\text{\(\text{\(\text{\) \exiting \exiting \\ \text{\(\text{\} \text{\(\text{\} \) \exiting \exitin\) \exiting \ex | 4.00 | From | | 050/ | 40/ | | W, Pineview Rd | 00/ | _ | | | 0.5 | 200 | | 2000 |
| 616) Vicksburg Rd | 1.69 | 280 To | G | 95% | 4% | 1% 133-660 S | 0% 0% Longstreet Lane | 0% | F | 0.097 | F | 0.5 | 300 | G | 2009 |
| | | From | ı: | | | | S; Vicksburg Rd | | | | | | | | |
| 616) Longstreet Lane | 0.10 | 500 | G | 95% | 4% | 1% | 0% 0% | 0% | F | 0.101 | F | 0.548 | 530 | G | 2009 |
| <u> </u> | | To | : | | | | Mineral Spring Rd | | | | | | | | |
| 616) Mineral Spring Rd | 3.43 | 700 | G | 95% | 4% | 133-000 N | , Longstreet Lane 0% 0% | 0% | F | 0.113 | F | 0.691 | 750 | G | 2009 |
| 616) | 00 | То | | 0070 | .,, | | | | - | | • | 0.00 | | | |
| 616) Mineral Spring Rd | 1.48 | 390 From | G | 95% | 4% | 133-668 F | Freeman Mill Rd 0% 0% | 0% | F | 0.096 | F | 0.605 | 420 | G | 2009 |
| 616) Mineral Spring Rd | 1.40 | To | 1 | 3370 | 770 | | haleyville Blvd | 070 | Į. | 0.000 | | 0.000 | 720 | O | 2000 |
| _ | | From | : | | | | N, Great Fork Rd | | | | | | | | |
| 616) Wedgewood Rd | 2.10 | 160 | G | | | | | | | 0.105 | F | 0.647 | 160 | G | 2009 |
| <u> </u> | | To | <u> </u> | | | 133-673 N | N, Greenway Rd | | | | | | | | |
| <u> </u> | | From | | | | 133-658 | Townpoint Rd | | | | | | | | |
| Respass Beach Rd | 1.69 | 5000 | G | | | 100 | N.B. C. | | | 0.1 | F | 0.595 | 5000 | G | 2009 |
| | | To | <u> </u> | | | | N, Bay Circle | | | | | | | | |
| Chaulders 1191 D.1 | 4 4 4 | From | <u> </u> | 0007 | | | ansemond Pkwy | 001 | | | _ | | 7400 | ^ | 000 |
| Shoulders Hill Rd | 1.44 | 6500 | | 96% | 1% | 2% | 1% 0% | 0% | С | 0.102 | F | | 7100 | G | 200 |
| $\widehat{}$ | | To From | | | | | V, Pughsville Rd | | | | | | | | |
| Shoulders Hill Rd | 1.63 | 9200 | G | 96% | 1% | 2% | 1% 0% | 0% | F | 0.098 | F | | 10000 | G | 2009 |
| <u> </u> | | To | <u></u> | | | US 1 | 7 Bridge Rd | | | | | | | | |
| O 5 5 5 . | 4.00 | From | <u> </u> | 2001 | | | ansemond Pkwy | | | | _ | 0.505 | 4700 | • | 000 |
| Bennetts Pasture Rd | 1.36 | 4400 | G | 96% | 2% | 1% | 1% 0% | 0% | F | 0.118 | F | 0.595 | 4700 | G | 2009 |
| <u> </u> | | To From | | | | | 5 Kings Hwy | | | | | | | | |
| Bennetts Pasture Rd | 3.51 | 8400 | G | 96% | 2% | 1% | 1% 0% | 0% | С | 0.099 | F | | 9100 | G | 2009 |
| | | 10 | <u> </u> | | | US I | 7 Bridge Rd | | | | | | | | |
| Orithan day Dd | F 00 | From | <u> </u> | 000/ | 40/ | | 5 Kings Hwy | 00/ | | 0.000 | _ | | 2000 | 0 | 2000 |
| Crittenden Rd | 5.26 | 3000 _{To} | G | 92% | 1% | 1% | 5% 1% 7 Bridge Rd | 0% | С | 0.088 | F | | 3200 | G | 2009 |
| | | From | | | | | | - | | <u> </u> | | | | - | |
| 632) Old Myrtle Rd | 5.70 | 560 | G | | | Isle of Wi | ght County Line | | | 0.118 | F | 0.769 | 560 | G | 2009 |
| 632) Old Myrtle Rd | 5.70 | To | | | | US 460 | Pruden Blvd | - | | 0.110 | ' | 0.703 | 300 | G | 2003 |
| | | From | 1: | | | | 4 Indian Trail | | | | | | | | |
| 634) Kings Fork Rd | 2.27 | 390 | G | 99% | 0% | 0% | 0% 1% | 0% | F | 0.127 | F | 0.830 | 420 | G | 2009 |
| 034) Tanigo Tom Tto | | т. | .— | | 0,0 | | | | • | | • | 0.000 | 0 | • | |
| 634) Kings Fork Rd | 1.70 | 1700 | G | 99% | 0% | 0% | Lake Meade Dr 0% 1% | 0% | С | 0.108 | F | 0.663 | 1800 | G | 2009 |
| 634) Kings Fork Rd | 1.70 | 1700 | | 33 /6 | | | | 070 | | 0.100 | ' | 0.003 | 1000 | G | 2003 |
| Min and Fouls Dal | 0.04 | From | ┶ | 000/ | | | V, Pitchkettle Rd | 00/ | | 0444 | | | 2500 | | 2000 |
| 634) Kings Fork Rd | 0.64 | 2300 | G | 99% | 0% | 1% | 0% 0% | 0% | С | 0.114 | F | | 2500 | G | 2009 |
| | | From | <u> </u> | 0000 | | | Pruden Blvd | | | | _ | | | | |
| 634) Kings Fork Rd | 2.27 | 4400 _{To} | G | 99% | 0% | 1% | 0% 0% | 0% | F | 0.121 | F | | 4800 | G | 2009 |
| | | | | | | | Godwin Blvd | | | <u> </u> | | | | | |
| Murphyo Mill Dd | 1 25 | 470 | <u></u> | | | 133-604 | Pitchkettle Rd | | | 0.122 | E | 0.690 | 470 | C | 2000 |
| Murphys Mill Rd | 1.25 | 470 _{To} | G | | | I | FR-678 | | | 0.122 | F | 0.689 | 470 | G | 2009 |
| | | From | | | | | | | | I | | | | | |
| 639) Lake Cohoon Rd | 0.42 | 1400 | G | 98% | 0% | 0% | 4 Indian Trail 1% 1% | 0% | С | 0.109 | F | 0.576 | 1500 | G | 2009 |
| 639 Lake Cohoon Rd | 0.72 | То | Ť | JJ /0 | 0 /0 | | 58 Holland Rd | 070 | | 0.103 | ' | 0.070 | 1000 | 5 | 2003 |
| | | From | - | | | | | | | i | | | | | |
| Adams Swamp Rd | 3.32 | | G | 97% | 1% | | | 0% | С | 0.111 | F | 0.726 | 460 | G | 2009 |
| U-12/ | | To | | | . , • | | S, Carolina Rd | | | | | | | | |
| <u> </u> | | | | | | | | | | | | | | | |
| | | From | i: | | | | Cypress Chappel Ro | | | | | | | | |
| 642) Adams Swamp Rd | 3.32 | From 430 | G | 97% | 1% | 0% | rolina State Line 1% 1% 5. Carolina Rd | 0% | С | 0.111 | F | 0.726 | 460 | G | 20 |
| 642) White Marsh Rd | 1.84 | From 590 | G | 95% | 13 2% | 3-675 S, C 2% | | i 0% | С | 0.112 | F | 0.863 | 630 | G | 200 |

| | | | | | | City | of Suffol | K | | | | | | | | |
|-------------------------|--------|------------|----|-------|--------|--------------------|-------------------|----------------|--------|----|--|----|---------------|--------|----|--------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | Fron | J | | - 10 | 2 504 44 | | . 7.1 | | | - | | | | | |
| (642) White Marsh Rd | 1.95 | 550 | G | 95% | 2% | 33-604 Ho 2% | sier Rd; De | esert Rd 1% | 0% | F | 0.124 | F | 0.928 | 550 | G | 2009 |
| 642) Willow Maron Ma | 1.00 | т | | 0070 | | | | | 070 | • | | · | 0.020 | 000 | | 2000 |
| (642) White Marsh Rd | 2.80 | 520 From | R | | | 133-07 | 74 Badger I | Ku | | | NA | | | NA | | 02/05/2002 |
| 042 | | т | 1 | | 2 | 80 MN 13 | 33-674 Bac | loer Rd | | | | | | | | |
| (642) White Marsh Rd | 0.79 | 810 From | R | | | .00 WIN 1. | 33-074 Dac | igei Ku | | | NA | | | NA | | 02/05/2002 |
| | | т | 1 | | | 133-112 | 5 Seminolo | - Dr | | | | | | | | |
| (642) White Marsh Rd | 0.84 | 2400 From | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | F | 0.663 | 2600 | G | 2009 |
| | | Te |): | | Old EC | | SR 337 W | | St | | | | | | | |
| (642) Wilroy Rd | 2.10 | 5400 | G | 95% | 0% | Bus US 5 1% | 8 Constanc | e Rd 2% | 0% | С | 0.094 | F | | 5900 | G | 2009 |
| (642) Wilroy Rd | 2.10 | 3400 | | 95 /6 | 0 /0 | | | 2 /0 | 076 | | 0.094 | - | | 3900 | G | 2009 |
| (642) Wilroy Rd | 1.77 | 8100 | G | 94% | 1% | 1% | US 58 3% | 2% | 0% | С | 0.1 | F | | 8800 | G | 2009 |
| (642) Wilroy Rd | 1.77 | 0100 Te | _ | 94% | | | ansemond | | 0% | C | | Г | | 8800 | G | 2009 |
| | | Fron | 1: | | | | Mineral Sp | | | | | | | | | |
| (643) Manning Rd | 2.56 | 560 | G | 95% | 3% | 1% | 0% | 0% | 0% | F | 0.118 | F | 0.706 | 600 | G | 2009 |
| (043) | | т | | | | | | | | - | | - | | | | |
| (643) Manning Rd | 2.32 | 760 From | G | 95% | 3% | 133-663 | 3 Leesville 0% | 0% | 0% | F | 0.122 | F | 0.778 | 820 | G | 2009 |
| 643) Marining 11d | 2.02 | . ОО | _ | | 070 | | | | 070 | | —————————————————————————————————————— | · | 0.770 | 020 | Ū | 2000 |
| (643) Manning Rd | 1.30 | 1100 | G | 95% | 3% | 133-647 | 7 Copeland 0% | 0% | 0% | С | 0.116 | F | 0.814 | 1100 | G | 2009 |
| (643) Manning Rd | 1.50 | Te | | 33 /0 | | | anning Bri | | 070 | | 0.110 | ' | 0.014 | 1100 | G | 2009 |
| | | Fron | 1: | | | | 5 Manning | _ | | | | | | | | |
| (643) Manning Bridge Rd | 0.94 | 880 | G | | | | | | | | 0.136 | F | 0.791 | 880 | G | 2009 |
| | | Te |): | | 0.9 | 94 MN 13 | 3-645 Man | ning Rd | | | | | | | | |
| <u> </u> | 4.70 | Fron | | 2001 | 00/ | | 40 Carr Lai | | 001 | | | _ | 0.507 | 0.40 | • | 0000 |
| 644 Indian Trail | 1.70 | 230 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.169 | F | 0.507 | 240 | G | 2009 |
| <u> </u> | | Fron | 1: | | | |) Buckhorn | | | | <u> </u> | | | | | |
| (644) Indian Trail | 3.70 | 420 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.106 | F | 0.696 | 440 | G | 2009 |
| <u> </u> | | Fron | 1: | | | | Kings Forl | | | | | | | | | |
| (644) Indian Trail | 2.30 | 480 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.11 | F | 0.527 | 520 | G | 2009 |
| <u> </u> | | To Fron | | | | | 8 Kenyon | | | | | | | | | |
| (644) Indian Trail | 0.60 | 910 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.112 | F | 0.659 | 990 | G | 2009 |
| | | To Fron | 1: | | | 133-637 | Lake Meac | | | | | | | | | |
| (644) Indian Trail | 1.18 | 840 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.104 | F | 0.747 | 920 | G | 2009 |
| | | Т | | | | | 9 Cohoon | | | | | | | | | |
| Manaina Dd | 4.70 | Fron | | 000/ | | | anning Bri | | 00/ | | 0.440 | _ | 0.007 | 700 | 0 | 2000 |
| (645) Manning Rd | 1.70 | 680 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.119 | F | 0.667 | 730 | G | 2009 |
| Manaina Dd | 4.50 | Fron | | 000/ | 40/ | | n Boundar | | 00/ | | 0.404 | | 0.004 | 4500 | | 2000 |
| 645 Manning Rd | 1.50 | 1400 Te | G | 98% | 1% | 1% | 0% 3 Holland F | 0% | 0% | С | 0.101 | F | 0.661 | 1500 | G | 2009 |
| | | Fron | | | 1/ | | | | | | | | | | | |
| (646) Airport Rd | 0.40 | 1600 | G | 96% | 0% | 1% | eadow Cou 2% | ntry Ra 1% | 0% | С | 0.094 | F | 0.6 | 1700 | G | 2009 |
| 646) / III port rtd | 0.40 | To | _ | 3070 | | | R 32 Caroli | | 070 | | 0.004 | • | 0.0 | 1700 | Ü | 2000 |
| | | Fron | 1: | | | | E, Holland | | | | | | | | | |
| (647) Lummis Rd | 0.20 | 1400 | R | | | | | | | | NA | | | NA | | 07/09/2002 |
| | | To | | | | 133-64 | 9 Lummis | Rd | | | | | | | | |
| (647) Copeland Rd | 2.50 | 640 | G | | | | | | | | 0.187 | F | 0.796 | 640 | G | 2009 |
| • • | | To | | | 1 | 33_6/3 M | anning Bri | dge Rd | | | | | | | | |
| (647) Copeland Rd | 0.65 | 990 From | R | | 1 | ∪ 1 1¥1 | annig DII | age mu | | | NA | | | NA | | 07/09/2002 |
| | | | | | | 122.60 | 5 Inches | DA | | | | | | | | |
| 647) Copeland Rd | 1.75 | 720 From | R | | | 155-68 | 5 Jackson | ĸū | | | NA | | | NA | | 07/09/2002 |
| (647) Copeland Rd | 0 | 120 Tr | | | | US 13 W | haleyville | Blvd | | | — <u> </u> | | | 1 17 1 | | J., JO, 2002 |
| | | Fron | 1: | | | | Longstreet | | | | i | | | | | |
| (650) Quince Rd | 1.90 | 230 | G | | | 5001 | | | | | 0.113 | F | 0.5 | 230 | G | 2009 |
| | | Te |): | | | 133-64 | 9 Lummis | Rd | | | | | | | | |
| | | | _ | | | | | | | | | | | | | |

| | | | | | | O.t., | or Gurron | ` | | | | | | | | |
|-----------------------------|--------|--------------|--------|-------|---------|---------------|---------------------------|-----------|---------|----|-------------|----|---------------|-----------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | From | : | | | 133-612 | Kingsdale | Rd | | | 1 | | | | | |
| 653) Glen Haven Dr | 0.13 | 900 | R | | | 155-012 | Kingsdaic | Ru | | | NA | | | NA | | 07/09/2002 |
| O Datab Data | 0.40 | From | | 000/ | 00/ | | Bus EAST | | 00/ | | | | 0.000 | 400 | | 0000 |
| 653) Dutch Rd | 3.12 | 450 ™ | G | 93% | 2% | 3% 133-759 | 0% N, Quaker | 2% Dr | 0% | С | 0.101 | F | 0.623 | 480 | G | 2009 |
| | | From | | | | | S, Quaker | | | | | | | | | |
| (653) Holland Corner Rd | 2.17 | 190 | G | 95% | 3% | 2% | 0% | 0% | 0% | С | 0.122 | F | 0.885 | 200 | G | 2009 |
| <u> </u> | | 10 | | | | | ineral Sprii | | | | | | | | | |
| 655) Brentwood Rd | 0.90 | From 160 | G | | | 133-65 | 1 Barnes R | d | | | 0.11 | F | 0.657 | 160 | G | 2009 |
| (655) Brentwood Rd | 0.00 | To | Ť | | | 1 | US 58 | | | | <u> </u> | • | 0.007 | 100 | Ŭ | 2000 |
| | | From | | | | 133-659 | Pughsville | Rd | | | | | | | | |
| (658) Town Point Rd | 1.36 | 1100 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.102 | F | 0.517 | 1200 | G | 2009 |
| \bigcirc | | To From | | | | 133-2276 | Plummer I | Blvd | | | _ | | | | | |
| (658) Town Point Rd | 0.46 | 2300 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.093 | F | 0.535 | 2500 | G | 2009 |
| $\overline{}$ | | To | c e | | | | ridge Rd; C iew Blvd.; | _ | | | | | | | | |
| (658) Town Point Rd | 0.60 | 7600 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.09 | F | | 8300 | G | 2009 |
| (000) | | To | | | | | Brookwoo | | | | | | | | | |
| (658) Town Point Rd | 0.18 | 9800 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.086 | F | | 11000 | G | 2009 |
| 000 | | To | | | | | College D | | | | | | | | | |
| (658) Town Point Rd | 0.68 | 8200 From | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.098 | F | | 8900 | G | 2009 |
| <u></u> | | To | | | | WCL | Portsmouth | 1 | | | | | | | | |
| | | From | : | | 1. | 33-626 N, | Shoulders I | Hill Rd | | | | | | | | |
| (659) Pughsville Rd | 1.28 | 4800 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.099 | F | | 5200 | G | 2009 |
| | | To | | | | | Chesapeak | | | | | | | | | |
| l angetroot l n | 5.50 | 460 | G | 13 | 3-616 N | ; Mineral | Spring Rd; | Longstree | et Lane | | 0.129 | F | 0.728 | 460 | G | 2009 |
| (660) Longstreet Ln | 3.30 | 400 | | | | , | US 58 | | | | 0.129 | - | 0.720 | 400 | G | 2009 |
| | | From | | | | | W, Quaker | Dr | | | | | | | | |
| (662) Box Elder Rd | 1.10 | 50 | G | | | 100 107 | ···, Quarer | <u> </u> | | | 0.167 | F | 0.778 | 50 | G | 2009 |
| | | То | : | | | 133-649 | Lummis I | Rd | | | | | | | | |
| ^ | | From | : | | 13: | 3-759 Pine | view Rd; C | | | | | | | | | |
| (666) Gates Rd | 2.10 | 1300 | G | 69% | 1% | 2% | 1% | 27% | 0% | F | 0.089 | F | 0.606 | 1400 | G | 2009 |
| <u> </u> | | From | | | | | 61 Ellis Rd | | | | | | | | | |
| 666 Gates Rd | 3.37 | 1300 | G | 69% | 1% | 2% | 1% | 27% | 0% | F | 0.083 | F | 0.593 | 1400 | G | 2009 |
| $\overline{\bigcirc}$ | | To From | | | | | Wildwood | | | | | | | | | |
| 666 Gates Rd | 0.65 | 1300 To | G | 69% | 1% | 2% | 1% | 27% | 0% | С | 0.091 | F | | 1400 | G | 2009 |
| | | From | | | | | R 189 | D 1 | | | | | | | | |
| 667) Butler Dr | 1.90 | 120 | G | | | 133-7591 | E, Pineview | / Rd | | | 0.096 | F | 0.75 | 120 | G | 2009 |
| (667) Ballot B1 | 1.00 | To | _ | | | 133-660 I | ongstreet I | Lane | | | 0.000 | • | 0.70 | 120 | Ŭ | 2000 |
| | | From | : | | | 133-759 | S, Short La | ane | | | | | | | | |
| (668) Pittmantown Rd | 0.12 | 1100 | G | 68% | 0% | 0% | 1% | 31% | 0% | С | 0.093 | F | | 1200 | G | 2009 |
| <u> </u> | | To | | | | | N, Gates I | | | | | | | | | |
| 668) Freeman Mill Rd | 4.50 | 570 | G | | | 133-6/1 | Spivey Run | Rd | | | 0.11 | F | 0.736 | 570 | G | 2009 |
| (668) Freeman Mill Rd | 1.00 | То | | | Ţ | US-13 N, V | Vhaleyville | Blvd | | | Ť | • | 0.700 | 0.0 | Ū | 2000 |
| | | From | : | | | | haleyville I | | | | | | | | | |
| (672) Little Fork Rd | 3.60 | 110 | G | | | | | | | | 0.208 | F | 0.667 | 110 | G | 2009 |
| \smile | | To | | | | North Car | olina State | Line | | | | | | | | |
| | | | | | 122 | 750 E I I | | D 1 111 | | | | | | | | |
| | | From | | | 133- | ·/59 E, Lit | erty Spring | Rd West | l | | | _ | | | _ | |
| 673 Liberty Spring Rd North | 2.00 | 540 | G | | 133- | | | | ı | | 0.158 | F | 0.777 | 540 | G | 2009 |
| 673 Liberty Spring Rd North | 2.00 | 540 | G | | 133- | 133-647 | Copeland : | Rd | | | 0.158 | F | 0.777 | 540 | G | 2009 |
| 673 Liberty Spring Rd North | 2.00 | 540 | G | | 133- | 133-647 | | Rd | | | 0.158 NA | F | 0.777 | 540 NA | G | 2009 |

| | | | | | | City | oi Suiio | ıĸ | | | | | | | | |
|-----------------------------|--------------|---------------------|----------|-------|------|--|--|-----------------------------|-----|--------|----------------|--------|---------------|-----------|---------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tri 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | From | 1 | | | | | | | | - i | | | | | |
| Cypress Chapel Rd | 3.60 | 200 | G | 94% | 1% | 2% | Vhaleyville 1% | 2% | 0% | С | 0.142 | F | 0.704 | 220 | G | 2009 |
| 675) Cypress Chapel Rd | 3.00 | 200 | | 34 70 | 1 70 | | | | 070 | | 0.142 | ' | 0.704 | 220 | J | 2003 |
| 675) Cypress Chapel Rd | 0.50 | 130 From | G | | | SR 32 | 2 Carolina I | Rd | | | 0.121 | F | 0.6 | 140 | G | 2009 |
| 675) Cypress Chapel Rd | 0.50 | 13 0 | | | | 133-642 S | , White Ma | rsh Rd | | | 0.121 | | 0.0 | 140 | G | 2008 |
| | | From | | | | | rolina State | | | | | | | | | |
| 677) Great Fork Rd | 3.60 | 1600 | G | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.106 | F | 0.695 | 1700 | G | 2009 |
| 011) | | To | | | | | Vhaleyville | | | | | | | | | |
| | | From | | | | 133-67 | 3 Greenway | Rd | | | | | | | | |
| Cherry Grove Rd | 2.60 | 80 | G | | | | | | | | 0.136 | F | 0.682 | 80 | G | 2009 |
| <u> </u> | | To | | | 1 | 33-642 N, | Adams Sw | amp Rd | | | | | | | | |
| | | From | | | | Ι | Dead End | | | | | | | | | |
| Benton Rd | 1.00 | 490 | G | | | | | | | | 0.121 | F | 0.541 | 490 | G | 2009 |
| | | To | | | | | US 13 | | | | | | | | | |
| <u> </u> | | From | | | | | 13, SR 32 | | | | | | | | | |
| Turlington Rd | 3.16 | 1800 | G | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.104 | F | 0.517 | 1900 | G | 2009 |
| | | 10 | <u> </u> | | | | Kilby Sho | | | | | | | | | |
| Mookinghird Long | 1.05 | 100 | G | | | 133-74 | 13 Matoaka | Rd | | | 0.154 | F | 0.563 | 100 | <u></u> | 2009 |
| Mockingbird Lane | 1.25 | To | | | | г | Dead End | | | | 0.154 | Г | 0.563 | 100 | G | 2008 |
| | | From | | | | | | n.1 | | | | | | | | |
| 705) Meadow Country Rd | 1.80 | 670 | G | 96% | 1% | 133-6 | 46 Airport 1 1% | 0% | 0% | С | 0.098 | F | 0.569 | 710 | G | 2009 |
| Meadow Country Rd | 1.00 | To | r – | 3070 | | | leadow Cou | | 070 | | 0.030 | • | 0.505 | 710 | J | 2000 |
| | | From | | | - | | 23 N, Lake | | | | | | | | | |
| Nansemond Dr North | r North 0.53 | 500 | G | | | 133-20 | 123 IV, Lake | · Ku | | | 0.103 | F | 0.558 | 500 | G | 2009 |
| 713) | | То | | | | 133-717 | North Sho | re Dr | | | | | | | | |
| | | From | | | | US 13 | 3 Carolina l | Rd | | | | | | | | |
| 731) Dill Rd | 0.66 | 4500 | G | 86% | 2% | 2% | 3% | 8% | 0% | С | 0.095 | F | | 4900 | G | 2009 |
| | | To | | | | 133-1 | 111 E, Dill | Rd | | | | | | | | |
| | | From | | | | 133-644 | W, Indian | Trail | | | | | | | | |
| 739) Deer Path Rd | 5.20 | 340 | G | | | | | | | | 0.107 | F | 0.757 | 340 | G | 2009 |
| \mathcal{L} | | To | | | | 133-644 | E, Indian | Trail | | | | | | | | |
| | | From | | | | 133-61 | 2 Kingsdale | e Rd | | | | | | | | |
| 740) Carr Lane | 0.80 | 50 | G | 95% | 3% | 1% | 0% | 1% | 0% | С | 0.164 | F | 0.6 | 60 | G | 2009 |
| | | То | | | | 133-64 | 14 Indian T | rail | | | | | | | | |
| <u> </u> | | From | | | | Ι | Dead End | | | | | | | | | |
| Jasmine Ln | 0.93 | 110 | G | | | 122 614 | CIVI N. 1 | L D 1 | | | 0.124 | F | 0.571 | 110 | G | 2009 |
| | | | | | | | 6 Holy Nec | K Ra | | | | | | | | |
| 757) Bennetts Creek Park Rd | 1 02 | 2900 | G | | | Г | Dead End | | | | 0.112 | F | 0.555 | 2000 | G | 2009 |
| 757) Bennetts Creek Park Rd | 1.03 | 2900 To | | | | 133-626.9 | Shoulders H | GII RA | | | 0.113 | Г | 0.555 | 2900 | G | 2008 |
| | | From | | | | | | | | | | | | | | |
| 759) Short Lane | 0.12 | 1600 | G | 92% | 5% | 2% | rolina State 1% | 0% | 0% | F | 0.089 | F | 0.602 | 1700 | G | 2009 |
| 759) Short Lane | 0.12 | То | Ť | 3270 | | | 5, Pittmanto | | 070 | | 0.000 | • | 0.002 | 1700 | Ü | 2000 |
| | | From | | | | | , Pittmanto | | | | | | | | | |
| | | 1600 | G | 92% | 5% | 2% | 1% | 0% | 0% | F | 0.09 | F | 0.636 | 1700 | G | 2009 |
| 759) Gates Rd | 1.23 | | | | | 133-66 | 6 Pineview | | | | - | | | | | |
| Gates Rd | 1.23 | To From | | | | 122 4 | 566 Gotoc T | A | | | | | | | | |
| | | To From | G | 92% | 5% | | 666 Gates F 1% | | 0% | С | 0.159 | F | 0.6 | 60 | G | 2009 |
| | 3.75 | To | G | 92% | 5% | 2% | 566 Gates F 1% W, Holy Ne | 0% | 0% | С | 0.159 | F | 0.6 | 60 | G | 2009 |
| | | To From | G | 92% | | 2% 133-616 V | 1% | 0% eck Rd | 0% | С | 0.159 | F | 0.6 | 60 | G | 2009 |
| Pineview Rd | | From 60 | G | 92% | | 2% 133-616 133-616 2% | 1% W, Holy Ne E, Vicksbu 1% | 0% eck Rd rg Rd 0% | 0% | C F | 0.159 0.124 | F F | 0.6 | 60 740 | G G | |
| 759) Pineview Rd | 3.75 | 60 To From 690 | | | | 2% 133-616 133-616 2% 133-65 | 1% W, Holy Ne E, Vicksbu 1% 3 N, Dutch | 0% eck Rd rg Rd 0% | | | | | | | | |
| 759) Pineview Rd | 3.75 | From From From From | | | | 2% 133-616 133-616 2% 133-65 | 1% W, Holy Ne E, Vicksbu 1% | 0% eck Rd rg Rd 0% | | | | | | | | 2009 |

| | | | | | | City of Suffe | JIK | | | | | | | | |
|----------------------|--------|--------------------|----------|-------|-------|---------------------------------------|--------------|-----|----|-------------|----|---------------|-------|----|----------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | From | 1 | | | Cul de Coe | | | | 1 | | | | | |
| 785) Burnetts Ct | 0.12 | 140 | G | | | Cul-de-Sac | | | | 0.163 | F | 0.62 | 140 | G | 2009 |
| 765) - 4 | | To | | | | 133-780 Burnetts | Way | | | | - | | | | |
| | | From | | | | Cul-de-Sac | | | | | | | | | |
| (1035) Chenaneo Rd | 0.14 | 150 | G | | | | | | | 0.153 | F | 0.688 | 150 | G | 2009 |
| <u> </u> | | То | | | | 133-1034 Fallwate | er Way | | | | | | | | |
| County St | 0.00 | From | <u> </u> | 000/ | 40/ | 133-1111 Dill | | 00/ | | 0.000 | _ | 0.505 | 2200 | _ | 2000 |
| (1101) County St | 0.62 | 3000 _{To} | G | 86% | 1% | 2% 3% Old Suffolk Corp | 8% | 0% | С | 0.089 | F | 0.585 | 3200 | G | 2009 |
| | | From | | | | 133-731 W, Dil | | | | | | | | | |
| 1111) Dill Rd | 0.39 | 100 | G | 82% | 1% | 3% 9% | 4% | 0% | С | 0.133 | F | 0.625 | 110 | G | 2009 |
| | | To | | | | 133-1101 Count | | | | | | | | | |
| | | From | | | | 133-1148 Winterv | iew Dr | | | | | | | | |
| 1147) Summerfield Ct | 0.06 | 400 | G | | | | | | | 0.118 | F | 0.768 | 400 | G | 2009 |
| $\overline{}$ | | To | | | 1 | 33-1145 Springfield | d Terrace | | | | | | | | |
| O 011 01 | | From | | 2621 | 401 | 133-1332 Truma | | 261 | _ | | _ | | 5000 | | 0000 |
| 1310) 6th St | 0.39 | 4700 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.091 | F | | 5200 | G | 2009 |
| O • | | From | | | | SR 337; Washington | | | | | | | | | |
| 1310) 6th St | 0.17 | 690 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.108 | F | 0.571 | 750 | G | 2009 |
| | | From | | | 133-1 | 301 Railroad Ave; 0 133-1318 Clary | | ius | | + | | | | | |
| 1310) Goodman St | 0.11 | 320 | G | 97% | 1% | 1% 0% | 0% | 0% | F | 0.116 | F | 0.638 | 340 | G | 2009 |
| | | To | | | | 133-1317 Center | Ave | | | | | | | | |
| _ | | From | | | | 133-642 Wilroy | / Rd | | | | | | | | |
| McAruthur Dr | 0.16 | 70 | G | | | | | | | 0.243 | F | 0.515 | 70 | G | 2009 |
| \bigcirc | | To | | | 1: | 33-1319; 133-1323 | Myrtle St | | | | | | | | |
| \sim | | From | | | | SR 337 Washing | | | | | | | | | |
| 1324 Hollywood Ave | 0.06 | 2400 _{To} | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.097 | F | 0.573 | 2600 | G | 2009 |
| | | | | | | 133-1325 Myrick | | | | | | | | | |
| Contor Ava | 0.20 | From | G | 000/ | 10/ | 133-1310 Goodn | | 00/ | | 0.007 | _ | 0.551 | 1000 | _ | 2000 |
| 1325 Center Ave | 0.39 | 1700 _{To} | G | 98% | 1% | 1% 0% 133-1324 Hollywo | 0% od Ave | 0% | С | 0.097 | F | 0.551 | 1900 | G | 2009 |
| | | From | | | | Pinner St | ourive | | | 1 | | | | | |
| 1329) Old Pinner St | 0.17 | 2300 | G | 96% | 0% | 1% 1% | 1% | 0% | С | 0.126 | F | 0.921 | 2500 | G | 2009 |
| 1029 | _ | To | | | | US 58 Bus; Consta | | | | | | | | | |
| | | From | | | | 133-642 White Ma | ırsh Rd | | | | | | | | |
| 1332) Truman Rd | 0.23 | 3200 | R | | | | | | | NA | | | NA | | 08/07/20 |
| <u> </u> | | То | | | | 133-1310 6th | St | | | | | | | | |
| <u> </u> | | From | | | | 133-1366 Blythewo | od Lane | | | | | | | | |
| 1368 Nixon Dr | 0.06 | 950 | G | | | | | | | 0.115 | F | 0.637 | 950 | G | 2009 |
| <u> </u> | | To | | | | 133-1369 Sierra | a Dr | | | | | | | | |
| O 5 " | 0.40 | From | Ļ | | | Dead End | | | | | _ | 0.75 | 400 | _ | 0000 |
| 1502 Eclipse Dr | 0.19 | 130 | G | | | 122 1505 C | - 04 | | | 0.17 | F | 0.75 | 130 | G | 2009 |
| | | | <u> </u> | | | 133-1505 Cros | s St | | | | | | | | |
| Cunaat Manar Dr | 0.07 | From | <u> </u> | | | Dead End | | | | 0.167 | _ | 0.6 | 20 | _ | 2000 |
| Sunset Manor Dr | 0.07 | 30 | G | | | 133-1601 Vaugha | n Ave | | | 0.167 | F | 0.6 | 30 | G | 2009 |
| | | From | | | | Bus US 58 Holla | | | | + | | | | | |
| 1722 Kilby Shores Rd | 0.03 | 5500 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.098 | F | | 6000 | G | 2009 |
| | | To | | | | 133-688 Turlingt | | | | | | | | | |
| | | From | | | | 133-1718 N, Stal | | | | | | | | | |
| 1727) Brittle Dr | 0.07 | 70 | G | | | ., | | | | 0.182 | F | 0.5 | 70 | G | 2009 |
| \bigcirc | | To | | | | Dead End | | | | | | | | | |
| | | From | | | | 133-1790 Woods | Pkwy | | | | | | | | |
| (1795) Ash Wood Dr | 0.27 | 180 | G | | | | | | | 0.17 | F | 0.517 | 180 | G | 2009 |
| $\overline{}$ | | To | | | | Cul-de-Sac | | | | | | | | | |

| | | | | | | City | of Suffol | K | | | | | | | | |
|-------------------------|--------|---------------|----------|-------|-------|-------------|------------------|---------------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Suffolk | | From | 1 | | | Cu | l-de-Sac | | | | 1 | | | | | |
| 1856) Berkshire Blvd | 0.35 | 500 | G | | | Cu | r-uc-sac | | | | 0.099 | F | 0.515 | 500 | G | 2009 |
| | | To | | | | 133-185 | 1 Ashford | l Dr | | | | | | | | |
| ^ | | From | | | | 133-19 | 02 Wren I | Rd | | | | | | | | |
| 1905) Hawk Rd | 0.11 | 260 | G | | | | | | | | 0.16 | F | 0.523 | 260 | G | 2009 |
| | | 10 | | | | | 7 Beaver I | | | | <u> </u> | | | | | |
| 2029) Foxcroft Rd | 0.43 | 230 | G | | 1: | 33-627 Be | nnets Past | ture Rd | | | 0.165 | F | 0.610 | 230 | G | 2009 |
| 2029 Foxcroft Rd | 0.43 | 230 To | | | | 133-2028 | Brittany l | Lane | | | 0.103 | - | 0.010 | 230 | G | 2008 |
| | | From | | | 1: | 33-2075 B | | | | | | | | | | |
| 2073) Carter Ln | 0.08 | 140 | G | | | | | | | | 0.132 | F | 0.711 | 140 | G | 2009 |
| | | To | | | 13 | 3-2070 Dr | ivers Stati | ion Way | | | | | | | | |
| <u> </u> | | From | | | | 13 | 3-2143 | | | | | | | | | |
| Burbage Lake Circle | 0.19 | 590 | G | | | | | ~ . | | | 0.125 | F | 0.6 | 590 | G | 2009 |
| | | To | | | 13. | 3-2145 Old | | ks Circle | | | | | | | | |
| Breeze Point Way | 0.27 | 3000 | G | | | De | ead End | | | | 0.079 | F | | 3000 | G | 2009 |
| Breeze Point Way | 0.27 | JUUU To | | | | US 17 | Bridge R | d | | | 0.079 | ۲ | | 3000 | G | 2008 |
| | | From | [| | | | Bridge R | | | | | | | | | |
| 2284) Harbour View Blvd | 1.02 | 22000 | G | | | 0.5 17 | Druge N | | | | 0.089 | F | 0.586 | 22000 | G | 2009 |
| <u> </u> | | To | | | | Town | n Point Ro | 1 | | | | | | | | |
| 2284) Harbour View Blvd | 1.44 | NA From | | | | 1001 | . i omi KC | • | | | NA | | | NA | | |
| | | To | | | | S | R 135 | | | | | | | | | |
| | | From | | | | Cu | l-de-Sac | | | | | | | | | |
| Preakness Circle | 0.04 | 110 | G | | | | | | | | 0.181 | F | 0.905 | 110 | G | 2009 |
| \mathcal{L} | | То | | | 1. | 33-2350 St | teeplechas | se Lane | | | | | | | | |
| O | | From | | | | Cu | l-de-Sac | | | | | | | | _ | |
| Rabey Farm Rd | 0.52 | 930 To | G | | 12 | 22 626 N 1 | Chouldone | IEH DA | | | 0.113 | F | 0.575 | 930 | G | 200 |
| | | From | | | 13 | 33-626 N, S | | | | | | | | | | |
| Pinner St | 0.63 | 5700 | G | 99% | 0% | 0% | hington St 0% | 0% | 0% | С | 0.098 | F | | 6200 | G | 2009 |
| 8301) 1 | 0.00 | To | | 0070 | 0,0 | | | 0,0 | 0,0 | | | • | | 0200 | | |
| Pinner St | 0.41 | 9300 From | G | 99% | 0% | 0% | ore Ave | 0% | 0% | F | 0.094 | F | | 10000 | G | 2009 |
| 8301) 1 | 0 | To | Ť | 0070 | 0,0 | | CL Suffolk | | 0,0 | • | | • | | .0000 | | |
| | | From | | | | Sı | mith St | | | | | | | | | |
| South Broad St | 0.15 | 1300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.102 | F | 0.625 | 1400 | G | 200 |
| | | To | | | | Wasl | hington St | : | | | | | | | | |
| North Broad St | 0.68 | 930 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.111 | F | 0.722 | 1000 | G | 2009 |
| | | To From | | | | East R | iverview l | Dr | | | | | | | | |
| 8505) Western Ave | 0.12 | 1300 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.587 | 1400 | G | 2009 |
| | | То | | | | West C | onstance l | Rd | | | | | | | | |
| | | From | | | | | lby Ave | | | | | | | | | |
| Wellons St | 0.65 | 1700 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.532 | 1900 | G | 200 |
| <u> </u> | | From | | | | | Vashingto | | | | | | | | | |
| Market St | 0.43 | 3900 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | F | | 4300 | G | 2009 |
| <u> </u> | | From | | | | | atoga St | | | | | | | | | |
| Market St | 0.06 | 6900 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.095 | F | | 7500 | G | 2009 |
| | | To | | | | | 2 Main St | i . | | | | | | | | |
| Finney Ave | 0.00 | From | <u> </u> | 000/ | 00/ | | Iain St | 00/ | 00/ | | 0.004 | _ | | 7600 | _ | 200 |
| Finney Ave | 0.20 | 7000 To | G | 99% | 0% | 0% Pin | 0% ner Ave | 0% | 0% | С | 0.091 | F | | 7600 | G | 2009 |
| | | From | | | | | olina Ave | | | | 1 | | | | | |
| Saratoga St | 0.31 | 3600 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.101 | F | | 3900 | G | 2009 |
| | | | _ | -0/0 | . , 0 | . , 0 | 5,0 | 5,0 | 2,5 | _ | | • | | 5555 | _ | |

| | | | | | | City | or Gurron | ` | | | | | | | | |
|------------------------|---|--------------|----------|-------|------|----------|------------------|------|-----|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Suffolk | | From: | 1 | | | Was | shington St | | | | <u> </u> | | | | | |
| Saratoga St | 0.12 | 4500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.515 | 4900 | G | 2009 |
| 309) Caratoga Ct | ···- | To | Ť | 0070 | .,, | | larket St | 0,0 | 0,0 | - | | • | 0.0.0 | .000 | | |
| | | From: | i | | | | ratoga St | | | | i | | | | | |
| Hall Ave | 0.43 | 3400 | G | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.091 | F | 0.586 | 3700 | G | 2009 |
| 310 | | To: | | | | | Vashington S | | | | | | | | | |
| | | From: | | | | SC | L Suffolk | | | | | | | | | |
| Factory St | 0.87 | 3200 | G | 94% | 2% | 2% | 1% | 1% | 0% | С | 0.094 | F | 0.601 | 3500 | G | 2009 |
| , | | To: | | | | Was | shington St | | | | | | | | | |
| | | From: | | | | Ca | rolina Rd | | | | | | | | | |
| 512) Fayette St | 0.17 | 760 | G | 74% | 1% | 3% | 13% | 10% | 0% | F | 0.1 | F | 0.558 | 830 | G | 2009 |
| 312) - 4,5110 - 51 | • | To: | | ,, | | | Cedar St | | | | TÎ. | | | | | |
| | | From: | | | | | ayette St | | | | | | | | | |
| 512) Cedar St | 0.04 | 630 | G | 74% | 1% | 3% | 13% | 10% | 0% | F | 0.091 | F | 0.798 | 690 | G | 2009 |
| <u> </u> | | To: | | | | | dison Ave | | | | | | | | | |
| A Marilla and A | 0.00 | From: | <u> </u> | 7401 | 407 | | Cedar St | 4007 | 001 | | | _ | 0.500 | 4000 | _ | 000 |
| Madison Ave | 0.33 | 920 | G | 74% | 1% | 3% | 13% | 10% | 0% | С | 0.097 | F | 0.528 | 1000 | G | 2009 |
| <u> </u> | | To: From: | | | | C | ounty St | | | | | | | | | |
| Madison Ave | 0.11 | 1400 | G | 74% | 1% | 3% | 13% | 10% | 0% | F | 0.107 | F | 0.531 | 1500 | G | 2009 |
| <u> </u> | | To | | | | F | actory St | | | | | | | | | |
| | | From: | | | | Nor | th Main St | | | | | | | | | |
| 514) Bank St | 0.20 | 1500 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.118 | F | 0.73 | 1600 | G | 2009 |
| | | To: | | | | P | inner St | | | | | | | | | |
| | | From: | | | | Old Suff | olk Corp Li | mits | | | | | | | | |
| County St | 0.18 | 3500 | G | 88% | 1% | 1% | 5% | 5% | 0% | F | 0.088 | F | 0.582 | 3800 | G | 2009 |
| | | To | r | | | Mo | diam Ava | | | | | | | | | |
| 813) County St | 0.27 | 3600 From: | G | 88% | 1% | 1% | dison Ave 5% | 5% | 0% | С | 0.086 | F | 0.564 | 4000 | G | 2009 |
| County St | 0.21 | To: | <u> </u> | 00 /0 | 1 /0 | | shington St | J /0 | 070 | | 0.000 | • | 0.504 | 4000 | G | 2003 |
| | | From: | l | | | | | G : | | | _ | | | | | |
| Liberty St / Meere Ave | 0.64 | 4600 | G | 90% | 1% | 1% | Washingtor 4% | 5% | 0% | С | 0.096 | F | 0.607 | 5000 | G | 2009 |
| Liberty St / Moore Ave | 0.64 | 4000 To: | | 90% | 1 70 | | 2 inner St | 3% | 0% | C | 0.096 | Г | 0.607 | 3000 | G | 200 |
| | | | <u> </u> | | | | | | | | | | | | | |
| Dombono Lobo O'nolo | | From: | <u> </u> | | | Repa | ss Beach Ro | i | | | 0.400 | _ | 0.500 | 4500 | 0 | 0000 |
| Burbage Lake Circle | | 1500 | G | | | *** | . M. 1.C. | | | | 0.129 | F | 0.588 | 1500 | G | 2009 |
| | | 10. | | | | | t Marsh Ct | | | | | | | | | |
| | | From: | | | | Sm | nith Street | | | | _ | _ | | | _ | |
| James Avenue | | 420 | G | | | | | | | | 0.111 | F | 0.629 | 420 | G | 2009 |
| | | To: | | | | W. Was | shington Str | eet | | | | | | | | |
| | | From: | | | | As | shford Dr | | | | | | | | | |
| Kensington Blvd | | 5700 | G | | | | | | | | NA NA | | | 5700 | G | 2009 |
| | | To: | | | | Goo | dwin Blvd | | | | | | | | | |
| | | From: | | | | Pic | oneer Ave | | | | | | | | | |
| Quince Rd | | 170 | G | | | | | | | | 0.143 | F | 0.686 | 170 | G | 2009 |
| | | | | _ | | | | | | _ | | | | | | |
| | | To: | | | | Lu | ımmis Rd | | | | | | | | | |
| | | To: |]] | | | | | | | | 1 | | | | | |
| Weatherby Way | | | G | | | | hacha Tr | | | | 0.101 | F | 0.58 | 330 | G | 2009 |