2012

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	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	C
	From:	Isle of Wight Cour	nty Line												
0) (32)	City of Suffolk	1.31 9300	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	
	To:	SR 125 Chucka	atuck			\neg \vdash									
10) (32) Godwin Blvd	City of Suffolk	0.87 11000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	
19 (2)	Tol	122 (02 F	. D.1												
10 32 Godwin Blvd	City of Suffolk	133-603 Everel 4.81 11000	G Ka	95%	1%	10/	10/	20/	0%	С	0.088	F	0.540	11000	
Godwin Blvd	City of Surfork	4.01 11000	G	95%	170	1%	1%	2%	076	C	0.000	Г	0.549	11000	
	To- From:	133-634 Kings F	ork Rd												
$_{10})$ $\left(_{32}\right)$ Godwin Blvd	City of Suffolk	1.36 20000	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	
	To:	US 58 Suffolk B	Rynace												
(32) Godwin Blvd	City of Suffolk	0.54 19000	G	95%	1%	1%	1%	2%	0%	F	0.084	F	0.534	20000	
0 32 Godwin Blvd	To:	Pruden Blvd US		3070	170		170	270	070	•	0.004	•	0.004	20000	
Bus	From:	Bus US 460 Eleph													
(460) (32)	City of Suffolk	1.49 25000	Α	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	27000	
9 (40) (2)	To:	Bus US 460, Bus	US 58												
Bus	From:	Bus US 460													
0) (32) (460) Main St	City of Suffolk	0.09 28000	G								0.087	F	0.502	30000	
	To:	Bus US 58	3												
Bus	From:	Bus US 58, Bus U	US 460												
(0) (32) (13) Main St	City of Suffolk	0.68 19000	G								0.079	F	0.561	20000	
	То:	SR 337 Washing	gton St												
	From:	North Carolina Sta	ate Line												
13 Whaleyville Blvd	City of Suffolk	5.37 4700	Α	89%	0%	1%	1%	9%	0%	С	0.098	Α	0.563	4600	
	To:	133-616 Mineral S	mmin a Dd												
13 Whaleyville Blvd	City of Suffolk	1.28 6100	G G	89%	0%	1%	1%	9%	0%	F	0.08	F	0.704	6000	
Virial cyville Bivd	Oity of Burloik	1.20 0100		0070	070	1 70	1 /0	370	070	'	0.00	'	0.704	0000	
~~	To- From:	133-677 Great Fo													
3 Whaleyville Blvd	City of Suffolk	0.82 7600	G	89%	0%	1%	1%	9%	0%	F	0.084	F	0.730	7500	
~	To	133-675 Cypress C	hapel Rd			_									
13 Whaleyville Blvd	City of Suffolk	2.22 7500	G	89%	0%	1%	1%	9%	0%	F	NA			7200	
9	Tol														
Wholeseille Dhid	City of Cyffolls	133-759 S, Liberty Spr			00/	10/	40/	00/	00/		0.004		0.724	0000	
Whaleyville Blvd	City of Suffolk	1.06 9000	G	89%	0%	1%	1%	9%	0%	F	0.084	F	0.731	8800	
	To- From:	133-759 N, Babbt	own Rd												
Whaleyville Blvd	City of Suffolk	2.56 9600	G	89%	0%	1%	1%	9%	0%	F	0.084	F	0.747	9400	
\sim	To:	SR 32 Carolina	a Rd												
~ ~	From:	SR 32 Whaleyvil													
3 (32) Carolina Rd	City of Suffolk	1.64 17000	G	89%	0%	1%	1%	9%	0%	F	0.086	F	0.737	16000	
~ _	To:	Bus US 13				ļ_									
~~	From:	Bus US 13, SR 32 C			401		00.	4601	001	_		_	0.6==	0000	
13) Southwest Suffolk Bypass	City of Suffolk	2.80 10000	G	86%	1%	1%	2%	10%	0%	С	0.09	F	0.659	9800	
~	To:	US 58 Holland													
Cuffells Duman	Oit of Octob	Bus US 58		000/	407	40/	407	400/	007	_	0.004	_	0.050	20000	
(58) Suffolk Bypass	City of Suffolk	1.41 38000	G	86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	36000	
~ ~	To:	61-604 Pitchkitt	tle Rd			ı									

Virginia Department of Transportation Traffic Engineering Division

2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

		Oity of O	arroin				Tri	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC		QK		AAWDT	QV
	From:	61-604 Pitch	kittle Rd												
13 (58) Suffolk Bypass	City of Suffolk	1.88 360 0	0 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.657	37000	G
\bigcirc	To:	US 460 Prud	len Blvd												
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 430 0	0 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	45000	G
	To:	SR 10 SR 32 G	odwin Blvd												
13 \ \(\) \	City of Suffolk			92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	56000	G
	To:	61-642 Wi	lrov Rd												
13 \ \(\sigma_{60} \) \(\Suffolk \) Bypass	City of Suffolk		_	92%	0%	1%	1%	6%	0%	F	NA			50000	G
Second Suffolk Bypass City of Suffolk 1.88 36000 City of Suffolk 1.88															
13 (58) (460) Military Highway					0%	1%	1%	6%	0%	F	0.083	F	0.595	68000	(
13) (36) (400)	·			0270	070		170	070	070	•	0.000	·	0.000	00000	`
Bus	From:	US 13 Southwest 5	Suffolk Byn	ass											
~~	City of Suffolk				0%	1%	1%	9%	0%	F	0.081	F	0.646	11000	C
19) (82)	To:	Oldser													
	From:									_		_			
13 (32) Carolina Rd	City of Suffolk			89%	0%	1%	1%	9%	0%	F	0.081	F	0.619	11000	(
èue.	From:														
Main St	City of Suffolk										NA			12000	(
13) (32)	To														
	From:														
13 (32) (10) Main St	City of Suffolk										0.079	F	0.561	20000	(
Rue Rue Rue	From:														
~~ ~~ ~~	City of Suffolk			97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	
19 (69) (40)	To:														
Bus Bus Bus	From:									_		_			_
13 58 460 Portsmouth Blvd	City of Suffolk	1.60 150 0	10 G	97%	1%	1%	1%	1%	0%	C	0.089	F	0.532	16000	(
Rus Rus Rus	To- From:	SR 337 Wash	nington St												
13 \ \(\) 58 \ \(\) 460 \ Portsmouth Blvd	City of Suffolk	1.22 210 0	0 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	C
	То:	US 13, US 58	3, US 460												
	From:	WCL Ches	apeake												
17 Bridge Rd	City of Suffolk			99%	0%	0%	0%	0%	0%	F	0.089	F	0.543	22000	(
~	To:	I-664: SR 164 We	stern Freew	av											
17 Bridge Rd	City of Suffolk			-	0%	0%	1%	1%	0%	F	0.09	F	0.593	35000	(
Route Jurisdiction Length AADT QA ATITE Bus AADT															
No.			(
1)	To:				- , ,		. , 0	. , •	- / 0			•	2.300		`
Rridge Pd	City of Suffall				Ω%		1%	10/_	0%	F	0.000	F	0.550	20000	_
1/) Blidge Nd	City of Surfolk			90 /0	0 /0	U /0	1 /0	1 /0	U /0	Г	0.090	Г	0.559	20000	
~~~	To: From:			0001	00.		401	461	001		0.65.	_	0.50:	10000	
17) Bridge Rd	City of Suffolk			98%	0%	0%	1%	1%	0%	F	0.091	F	0.534	16000	G
	To:	Isle of Wight C	ounty Line												

### Virginia Department of Transportation Traffic Engineering Division

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

		City of Surroik			Tr	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 G</b>							0.091	F		13000	G
<u> </u>	To:	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 G</b>							0.092	F		4900	G
<u>~</u>	To:	US 17-S034A TO ROUTE											
South	From:	US 17 TO ROUTE 664 EASTSOUTH											_
(17) Ramp	City of Suffolk (Maint: 61)	0.05 <b>7800 G</b>							0.092	F		7800	G
~	10:	US 17-N034A US 17- 34A TO ROUTE											
	From:	North Carolina State Line								_			_
(32) Carolina Rd	City of Suffolk	2.89 <b>3600 G</b> 91%	0%	1%	1%	7%	0%	С	0.098	F	0.737	3800	G
<u>~</u>	To: From:	133-642 Adams Swamp Rd											
(32) Carolina Rd	City of Suffolk	2.07 <b>3900 G</b> 91%	0%	1%	1%	7%	0%	F	0.09	F	0.743	4000	G
<u> </u>	To: From:	133-675 Cypress Chapel Rd		-									
(32) Carolina Rd	City of Suffolk	1.40 <b>4200 G</b> 92%	1%	1%	1%	6%	0%	С	0.093	F	0.697	4400	G
	To- From:	133-759 Babbtown Rd											
(32) Carolina Rd	City of Suffolk	0.65 <b>4400 G</b> 92%	1%	1%	1%	6%	0%	F	0.093	F	0.736	4600	G
(32)	Tod												
(32) Carolina Rd	City of Suffolk	133-647 Copeland Rd 2.45 <b>4400 G</b> 92%	1%	1%	1%	6%	0%	F	0.095	F	0.784	4600	G
32) Caronia Nu	To:	US 13 South of Suffolk	170		1 70	070	070	·	0.000	•	0.704	4000	O
	From:	Whaleyville Blvd											
(32) (13) Carolina Rd	City of Suffolk	1.64 <b>17000 G</b> 89%	0%	1%	1%	9%	0%	F	0.086	F	0.737	16000	G
	To:	61-731 Dill Rd		<u> </u>									
Bus Corolina Dd	City of Cuffolk		00/	10/	40/	00/	00/	F	0.001	F	0.646	11000	0
(32) (13) Carolina Rd	City of Suffolk	1.17 <b>11000 G</b> 89%	0%	1%	1%	9%	0%	Г	0.081	Г	0.646	11000	G
Bus	To: From:	Old SCL Suffolk											
(32) (13) Carolina Rd	City of Suffolk	0.54 <b>11000 G</b> 89%	0%	1%	1%	9%	0%	F	0.081	F	0.619	11000	G
	To:	Bus US 58 Constance Rd											
Bus	From:	Fayette St											_
(32) (13) Main St	City of Suffolk	0.34 <b>11000 G</b>							NA			12000	G
Bus	To: From:	SR 337 Washington St											
(32) (13) (10) Main St	City of Suffolk	0.68 <b>19000 G</b>							0.079	F	0.561	20000	G
32 (13)	Tod												
Bus	From:	Bus US 58, Bus US 460											
(32) (460) (10) Main St	City of Suffolk	0.09 <b>28000 G</b>							0.087	F	0.502	30000	G
Due Due	To- From:	Old NCL of Suffolk		$\Box$ $\vdash$									
Bus	City of Suffolk	1.49 <b>25000 A</b> 99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	27000	Α
32 (460) (10)	To:	SR 10 Elephant Fork	0 /0	0 /0	U /0	0 /0	U /0	C	0.100	^	0.505	21000	^
	From:	Bus US 460											
(32) (10) Godwin Blvd	City of Suffolk	0.54 <b>19000 G</b> 95%	1%	1%	1%	2%	0%	F	0.084	F	0.534	20000	G
$\vee$	To:	US 58 Suffolk Bypass											

							Tru	ck			K		Dir		_
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 58 St	uffolk Bypass												
32) (10) Godwin Blvd	City of Suffolk	1.36 <b>2</b>	20000 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	(
$\smile$	To- From:	61-634 K	Kings Fork Rd			$\Box$ $\vdash$									
32 (10) Godwin Blvd	City of Suffolk	4.81 <b>1</b>	1000 G	95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	(
	To:	61-603	3 Everets Rd												
32) (10) Godwin Blvd	City of Suffolk		1000 G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	
50	To	SD 125	5 Chuckatuck												
22 (10)	City of Suffolk		9300 G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	
32 (10)	To:		ght County Line	0070	.,,	Ť	.,,	_,,	0,0	-	0.00	•	0.0	0000	
	From:		ton County Line												
Franklin Bypass	City of Suffolk		9000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	18000	
0) (230)	Tod	T)	JS 258												
Franklin Bypass	City of Suffolk		17000 N	86%	1%	1%	1%	12%	0%	N	0.069	N	0.517	16000	
58 1 Tarikiiri Bypass	Only of Garron			0070	170		170	12 /0	070	.,	0.000		0.017	10000	
~ Combine Domana	From		SR 189	000/	40/	40/	40/	400/	00/		0.000		0.547	40000	
189 189 Franklin Bypass	City of Suffolk	1.01 <b>1</b>	7000 G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	
$\sim$	To: From:		South Quay Rd												
(8) (189) (189) S Quay Rd	City of Suffolk	4.23 <b>2</b>	20000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	19000	
	To: From:	SR 189	9 S Quay Rd												
Holland Bypass	City of Suffolk	1.05 <b>2</b>	21000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.598	19000	
~	To: From:	Bu	ıs US 58												
(8) Holland Rd	City of Suffolk	1.32 <b>2</b>	24000 G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.628	23000	
2)	To	133 610 W	V, Buckhorn Rd												
88	City of Suffolk		24000 G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.632	23000	
9	To:		E, Lummis Rd												
~~	From:		7 Lummis Rd												
68 Holland Rd	City of Suffolk	2.05 <b>2</b>	26000 G	86%	1%	1%	1%	12%	0%	F	0.073	F	0.63	24000	
~	To- From:	133-643 Ma	anning Bridge Ro												
Holland Rd	City of Suffolk	0.67 <b>2</b>	27000 G	86%	1%	1%	1%	12%	0%	F	0.076	F	0.611	25000	
~	To:	133-738	8 Kenyon Rd			<u> </u>									
Holland Rd	City of Suffolk		31000 G	86%	1%	1%	1%	12%	0%	F	0.077	F	0.579	29000	
<u> </u>	To	Cove	e Point Rd												
68 Holland Rd	City of Suffolk		80000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.59	29000	
	To:		vest Suffolk Byp		1 /0		. 70	/0	J /0	•	0.012	•	0.00	_5000	
~ ~~	From:		ıs US 58												
Sig (13) Suffolk Bypass	City of Suffolk	1.41 <b>3</b>	88000 G	86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	36000	
~ ~	To- From	133-604	Pitchkittle Rd												
S8 (13) Suffolk Bypass	City of Suffolk		86000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.657	37000	
	To	116 160	Pruden Blvd												
58) (13) (460) Suffolk Bypass	City of Suffolk		3000 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	45000	
58 (13) (460) Suffolk Bypass	To:		32 Godwin Blvd	0 <u>-</u> 70	J/0		. 70	<b>3</b> /0	J /0	•	0.000	•	0.000	.5000	

		City	OI SUITOIK				Tri	ıok			- V		Dir		
Route	Jurisdiction	Length A	AADT Q	<b>A</b> 4Tire	Bus					QC		QK		AAWDT	QW
	From:	SR 10. SR	32 Godwin B	lvd		ZANIC	JIANIC	IIIaii	ZITAII		1 actor		1 actor		
58 13 460 Suffolk Bypass	City of Suffolk				0%	1%	1%	6%	0%	F	0.087	F	0.606	56000	G
	To	133-64	2 Wilrov Rd												
58 13 460 Suffolk Bypass	City of Suffolk			92%	0%	1%	1%	6%	0%	F	NA			50000	G
	To:														
( Military Highway					Ω0/	10/	10/	<b>6</b> 0/	00/	_	0.003	_	0.505	68000	G
58 (13) (460) Military Highway	To:			92 /0	076	1 /0	1 /0	070	0 /6	-	0.003	-	0.595	00000	G
Fact	From:														
East (58) (258)	<u></u>			<b>,</b>							0.111	F		560	G
~ ~	To														
East	From:										0.440	_		202	•
(58) (258) Ramp	City of Suffolk					_					0.113	F		230	G
	From														
East (58)											0 138	F		240	G
(58)	To:										0.130	'		240	G
West	From:														
West 58	City of Suffolk										0.143	F		440	G
	To:	US 58-W451R	TO RTE 258	& 189											
West	City of Suffolk										0.160	_		110	G
58 189 Ramp	City of Surfork			•							0.109	-		110	G
Wost	From			& 189											
West (58)	City of Suffolk										0.134	F		320	G
330)	To:														
Bus	From:	Isle of Wig	ght County Li	ne											
8 Ruritan Blvd	City of Suffolk				1%	1%	1%	0%	0%	С	0.089	F	0.58	2300	G
<u></u>	To: From:	S	SR 189												
Bus (58) Holland Rd	City of Suffolk			97%	1%	1%	1%	0%	0%	F	0.091	F	0.654	2700	G
(30)	Tro				. 70		. 70	- / 0	0 / 0	•	0.001	•	0.50	_, 00	J
Bus	From:														
58 Holland Rd				97%	1%	1%	1%	0%	0%	С	0.093	F	0.678	3500	G
	- 10:														
Bus	City of Suffalls				10/	10/	∩0/:	10/	∩9/	_	0.002	_	0.546	10000	G
(58) Holland Rd	· .				170	1 70	U70	170	U70	Г	0.092	Г	0.546	10000	G
Bus	From:	133-1722 1	Kilby Shores												
(58) Holland Rd	City of Suffolk				1%	1%	0%	1%	0%	С	0.101	F	0.655	9400	G
$\overline{}$	To- From:														
Bus  58 Constance Rd	Suffolk Bypass		8700	G											
OO) SONSTAINEE I'G	Tr.		olk Pitchkettle		0 /0	70	0 /0	0 /0	0 /0	'	0.000	'	0.507	0700	3
		2354110													

		Oity of Oo	III OII C				Tri	ck			· ·		Dir		
Route	Jurisdiction	Length AADI	QA	4Tire	Bus					QC		QK		AAWDT	QW
Bus	From:	WCL Suffolk Pite	chkettle Ro	1		ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
58 Constance Rd	City of Suffolk		G		0%	0%	0%	0%	0%	С	0.093	F	0.586	9300	G
$\bigcirc$	To:	SR 32 Mai	n St												
Bus Bus Bus	From:									_		_			_
(58) (13) (460) Constance Rd	City of Suffolk			97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
Bus Bus Bus	Constance Rd   City of Surface   Facility   Constance Rd   City of Surface   City														
(58) (13) (460) Portsmouth Blvd	Route   Jurisdiction   Length   AADT   QA   4Thr   Bus   March   Can   Athre   Savie   Can   C			G											
	To	SR 337 Wachi	ngton St												
Booke   Substitution   Langth   AADT   OA   ATTIN   Substitution   City of Sufface   City of Sufface			_												
[58] [13] [460] Portsmouth Blvd	City of Suffolk		) G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	G
	Second   Content   Conte														
Win on I have	From:			050/	40/	20/	40/	00/	00/	_	0.005	_	0.050	2200	_
125 Kings Hwy	City of Suffork	0.69 3000	G	95%	1%	3%	1%	0%	0%	C	0.095	г	0.652	3200	G
	To- From:														
125 Kings Hwy	City of Suffolk	1.09 <b>540</b>	G	95%	1%	3%	1%	0%	0%	F	0.099	F	0.546	570	G
	To: From:	133-620 Ferry													
( ₁₂₅ )Kings Hwy	City of Suffolk			95%	1%	3%	1%	0%	0%	F	0.125	F	0.551	310	G
<u> </u>	To:					_									
(105) Kings Hww	City of Suffolk				1%	3%	1%	0%	0%	F	0 118	F	0.566	620	G
125) Kings i Wy	only of ourfolk				1 /0	370	170	070	070	•	0.110	'	0.500	020	O
Vingo Huay	City of Suffolk				10/	20/	10/	00/	00/	_	0.104	_	0.724	020	
125 Kings riwy	City of Surfork				170	3%	1 70	076	0%	Г	0.104	Г	0.724	930	G
	To- From:														
125 Kings Hwy	· · · · · · · · · · · · · · · · · · ·				1%	3%	1%	0%	0%	F	0.102	F	0.612	3000	G
				/											
Callana Dr				000/	40/		00/	00/	00/	_	0.007	_	0.544	47000	_
(135) College Dr	City of Suffolk	0.20 16000	, G	98%	1%	0%	0%	0%	0%	г	0.087	г	0.514	17000	G
	To: From:														
135 College Dr	City of Suffolk	0.65 <b>1700</b> 0	) G	98%	1%	0%	0%	0%	0%	С	0.093	F	0.510	18000	G
	To: From:	133-658 Towne	Point Rd												
(135) College Dr	City of Suffolk	0.76 <b>1800</b> 0	) G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.584	19000	G
	To: From:	I-664				$\neg$ $\vdash$									
(135)College Dr	City of Suffolk	0.59 <b>7200</b>	G	93%	1%	1%	1%	5%	0%	С	0.093	F	0.642	7600	G
$\smile$	To:	SR 367 Tidewater Con	nmunity Co	ollege											
North	From:	SR 135 TO	I-664												
(135)Ramp	City of Suffolk (Maint: 61)										0.096	F		4200	G
	To:	I-664-W FROM	I RT 135												
North	From:		I-664												
(135)Ramp	City of Suffolk (Maint: 61)										0.131	F		3200	G
$\smile$	To·	I-664-E FROM	RT 135												

Route	Jurisdiction	Length AADT QA	4Tire	Rus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	SR 135 TO I-664												
135)Ramp	City of Suffolk (Maint: 61)	0.16 <b>1100 G</b>								0.108	F		1100	G
<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 G</b>								0.124	F		1600	G
$\smile$	То:	I-664-E FROM ROUTE 135 SC	OUTH											
	From:	US 17 Bridge Road												
Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>19000 G</b>	96%	0%	0%	1%	3%	0%	F	NA			21000	G
(164) Western Freeway	City of Suffolk (Maint: 61)	I-664 0.64 <b>35000 G</b>	96%	0%	0%	1%	3%	0%	F	0.091	F	0.539	40000	G
164) Western Freeway	City of Surroik (Maint. 61)		90%	U70	0%	170	3%	0%	Г	0.091	Г	0.559	40000	G
164) Western Freeway	City of Suffolk (Maint: 61)	SR 135 College Dr 0.02 <b>45000 A</b>	96%	0%	0%	1%	3%	0%	С	0.102	Α	0.552	51000	Α
164) Western Freeway	To:	WCL Portsmouth	90 /0	070		1 /0	3/0	0 /6	C	0.102	^	0.552	31000	^
F .	From		JODELL											
East 164 Ramp	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 664 WESTN 0.20 <b>1900 G</b>	NORTH							0.172	F		1900	G
164) Kamp	To:	I-664-W FROM ROUTE 164 F	FAST							0.172	'		1300	O
	From:													
West	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 664 EASTS 0.22 <b>7400 G</b>	SOUTH							0.092	F		7400	G
164 Ramp	Tro-	I-664-E FROM ROUTE 165 W	/FST		_					0.092	Г		7400	G
W	From													
West (164) Ramp	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 664 WESTN 0.35 <b>8200 G</b>	NORTH							0.107	F		8200	G
164/1741115	To:	I-664-W FROM ROUTE 164 V	VEST							0.107	•		0200	O
	From:	Southhampton County Line												
189)S Quay Rd	City of Suffolk	1.36 <b>1900 G</b>	С							NA			2100	G
189) 5 day 113	any or current				_					101			2100	Ŭ
Const Mill Dd	From:	133-666 Gates Rd								NIA			2700	
189 Great Mill Rd	City of Suffolk	0.82 <b>3500 G</b>								NA			3700	G
	From:	SR 272 South Quay Rd												
189 Great Mill Hwy	City of Suffolk	0.55 <b>2500 G</b>			_					NA			2700	G
<u> </u>	From:	US 58 Ramp To US 58												
190 (190)	City of Suffolk	0.08	Se	e VA 189	9 for dire	ectional tr	raffic v	olume e	estima	tes for th	is sec	ment.		
189 (189)	To:	Ramp to US 58			1			0.00			.0 008	,		
	From:	Ramp From SR 189												
189)(189)	City of Suffolk	0.26 <b>600 G</b>								0.122	F		600	G
	To- From:	US 58												
189 (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 G</b>	86%	1%	1%	1% 1	12%	0%	F	0.069	F	0.517	16000	G
$\circ \circ \circ$	To: From:	SR 272			]—									
189 (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000 G</b>	86%	1%	1%	1% 1	12%	0%	F	0.072	F	0.588	19000	G
	To:	SR 189 S Quay Rd												
	From:	US 58 Holland Bypass	070/	407		00/	00/	201	_	0.00:	_	0.576	7.40	_
189 S Quay Rd	City of Suffolk	0.37 <b>730 G</b>	87%	1%	2%	9%	2%	0%	С	0.091	F	0.579	740	G
<u> </u>	10:	Cumberland Lane												

Pouto	luvia diation	Langth AADT OA	4Tire	Duo		Tru	ıck		QC	K	QK	Dir	AAWDT	0\\
Route	Jurisdiction		41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QW
C Ourse Dd	City of Cyffolls	Cumberland Lane	87%	1%	2%	00/	20/	00/	F	NIA			1200	G
189 S Quay Rd	City of Suffolk	0.12 <b>1100 G</b> Bus US 58	87%	1%	2%	9%	2%	0%	г	NA			1200	G
	From:	SR 189-S005A TO RTE 58			1									
189	City of Suffolk	0.26 <b>600 G</b>								0.122	F		600	G
1.00	To:	US 58 FROM RTE 189												
North	From:	SR 189; 1SR 189-P TO RT 58 E	AST											
189)	City of Suffolk	0.08 <b>320 G</b>								0.141	F		320	G
<u> </u>	To:	SR 189-S005A TO RTE 58												
South	From:	1SR 189-P TO RTE 58 EAS	Γ								_			
189	City of Suffolk	0.05 <b>280 G</b> SR 189-N005A SR 189- 5A TO R	TE 50							0.111	F		280	G
	From													
189 (58) Ramp	City of Suffolk	US 58-W451B TO RTE 258 & 0.03		See LIS 5	S8 for d	irectional	traffic v	volume e	stima	tes for thi	s sen	ment		
189 58 Ramp	To:	US 258 Gap TO		00 00 0	70 10. 0	ii cotionai	tianio	rolalilo o	ourna	100 101 1111	o ocg	mon.		
	From:	SR 189												
189 (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 G</b>	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	G
	To: From:	SR 272 South Quay Rd												
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000 G</b>	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	19000	G
	10:	SR 189												
258 58 Franklin Bypass	City of Suffolk	Southampton County Line 1.27 19000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	18000	G
258 58 Franklin Bypass	City of Surfork	US 58 Franklin Bypass	00%	170	176	170	1270	0%	Г	0.072	г	0.600	10000	G
	From:	X												
(258) (58)	City of Suffolk	0.17	S	ee US 5	8 for d	irectional	traffic v	olume e	stima	tes for thi	s seg	ment.		
<del>\</del>	To: From:	US 58-E451B TO RTE 189 SO	TTU											
258 (58) Ramp	City of Suffolk	0.05		ee US 5	8 for d	irectional	traffic v	olume e	stima	tes for thi	s sea	ment.		
(236) (36)	To:	1SR 189-P FROM RTE 58 EA									9			
~~~ - · · · · · · · · · · · · · · · · ·	From:	US 58 Franklin Bypass; SR 1							_					
258 Great Mill Rd	City of Suffolk	0.97 3400 G	88%	0%	1%	1%	10%	0%	F	NA			3600	G
•		NCL Suffolk												
(35)(35)	City of Suffolk	US 258-W013A TO RTE 58 0.19 350 G	3							0.123	F		350	G
[258][258]	City of Surfork	US 58 FROM RTE 258 & 18	39							0.123	-		330	G
Fact	From:	US 258 Gap TO	-		<u>ı</u>									
East (258)	City of Suffolk	0.04 310 G								0.116	F		310	G
	То:	US 258-W013A TO RTE 58	3											
West	From:	US 258 US 58-W451B TO & FROM	A RTE 5							<u> </u>		·		
(258)(258)	City of Suffolk	0.07 320 G								0.134	F		320	G
	To:	US 258-E013A US 258- 13A TO I	RTE 58											

Route	Jurisdiction	Length AADT QA	4Tire	Bus			k Trail 2Tr	(.)(K Factor	QK	Dir Factor	AAWDT	QV
~~~	From:	US 258-W013A TO RTE 58	3						0.400	_		250	G
258 (258)	City of Suffolk	0.19 <b>350 G</b> US 58 FROM RTE 258 & 18	20						0.123	F		350	(
<u> </u>	From:	US 258 US 58-W451B TO & FROM			-								_
258 (258)	City of Suffolk	0.07		ee US 25	58 for dire	ectional t	raffic volur	ne estim	ates for th	is sec	ment.		
200 (230)	То:	US 258-E013A US 258- 13A TO I									,		
	From:	SR 189											
South Quay Rd	City of Suffolk	1.24 <b>1500 G</b>							NA			1600	
,	To:	US 58 South Quay Rd											
	From:	Bus US 58 Constance Rd											_
337) Washington St	City of Suffolk	0.34 <b>7500 G</b>							0.089	F	0.595	7900	
3	Tod												
Washington St	City of Suffolk	0.59 <b>9000 G</b>							NA			9800	
VV asimigion St	City of Surfolk								INA			3000	
	From:	SR 32 Main St											
Washington St	City of Suffolk	0.20 <b>9400 G</b>							NA			10000	
	To: From:	Pinner St											
337) Washington St	City of Suffolk	0.49 <b>12000 G</b>							0.081	F	0.53	13000	
<u> </u>	To:	Old ECL Suffolk			$\neg$ —								
337) Washington St	City of Suffolk	2.38 <b>11000 G</b>							0.086	F	0.607	12000	
3301)	Ted				_								
Nansemond Parkway	City of Suffolk	Bus US 58 Portsmouth Blvc 3.03 <b>4200 G</b>	96%	2%	1%	1%	0% 0%	6 C	0.093	F	0.576	4400	
337 Mansemond Farkway	City of Surfolk		90 /6	2./0	1 /0	1 /0	0/6 0/	。 C	0.093	-	0.570	4400	
	From:	133-642 Wilroy Rd								_			
Nansemond Parkway	City of Suffolk	1.40 <b>11000 G</b>	96%	2%	1%	1%	0% 0%	6 F	0.109	F	0.592	11000	(
<u> </u>	To: From:	Whitley Lane											
Nansemond Parkway	City of Suffolk	2.01 <b>7800 G</b>	96%	2%	1%	1%	0% 0%	6 F	NA			8500	(
$\mathcal{L}$	To:	SR 125 Kings Hwy											
Nansemond Parkway	City of Suffolk	2.52 <b>12000 G</b>							NA			13000	(
337)	To:	WCL Chesapeake											
	From:	Isle of Wight County Line											_
460 Pruden Blvd	City of Suffolk	3.08 <b>16000 G</b>	84%	1%	1%	1%	14% 0%	6 F	0.079	F	0.597	15000	(
400). 14401				.,,		. , 0	, 0		0.0.0	•	0.00.	.0000	
On idea Dhid	From:	133-604 Lake Prince Dr; Provider		40/	40/	40/	4.40/ 00	,	0.000	_	0.007	47000	_
Pruden Blvd	City of Suffolk	0.54 <b>19000 G</b>	84%	1%	1%	1%	14% 0%	6 F	0.096	F	0.687	17000	
~~	To: From:	133-634 Kings Fork Rd											_
Pruden Blvd	City of Suffolk	1.47 <b>19000 G</b>	84%	1%	1%	1%	14% 0%	6 F	0.090	F	0.565	17000	(
~	To:	US 58, BUS US 460; Suffolk By											
Suffalk Punger	City of Suffalls	US 58, BUS US 460, Purden E		00/	10/	10/	60/ 00	6 F	0.006	F	0.660	45000	
460 58 13 Suffolk Bypass	City of Suffolk	0.93 <b>43000 G</b>	92%	0%	1%	1%	6% 0%	o F	0.096	г	0.669	45000	(
~~ ~~	To: From:	SR 10 SR 32 Godwin Blvd											
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>54000 G</b>	92%	0%	1%	1%	6% 0%	6 F	0.087	F	0.606	56000	(
$\sim$ $\sim$	To:	61-642 Wilroy Rd											

### Virginia Department of Transportation Traffic Engineering Division

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

			ITY OF SUFFOIR			_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
~ ~ ~	From:	61-	-642 Wilroy Ro													
(60)(58)(13) Suffolk Bypass	City of Suffo		48000	G	92%	0%	1%	1%	6%	0%	F	NA			50000	G
~ ~ ~	To: From:	Bus US 13,I XXX Bus US 1	Bus US 58 Mil													
460 58 13 Military Highway	L City of Suffo		66000	G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	68000	G
	To:		CL Chesapeak	e												
Bus	From:	U	JS 58, US 460													
460)	City of Suffc	olk 1.11	9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.527	10000	G
~	To. From:	S	SR 10, SR 32													
Bus 460 (10) (32)	City of Suffo	olk 1.49	25000	Α	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	27000	Α
100 (10) (32)	то.Г		d NCL Suffolk						-,-							
Bus	From:															
460 (32) (10) Main St	City of Suffo	olk 0.09	28000	G								0.087	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13.	BUS US 58,S	R 32												
460 (58) (13) Constance Rd	City of Suffo	olk 0.88	15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
$\sim$	To		Pinner St													
Bus Bus Bus 460 58 13 Portsmouth Blvd	City of Suffo	olk 1.60	15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
460 (58) (13) Portsmouth Blvd	only of our				37 70	170	1 70	1 70	170	070	O	0.003	•	0.552	10000	O
Bus Bus Bus	From:		37 Washington													
(460) $(58)$ $(13)$ Portsmouth Blvd	City of Suffo	olk 1.22	21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	G
~ ~ ~	To:		US 58													
664)Ramp	From: City of Suffolk (Ma		W009B TO RO	UTE								NA			NA	
664 Ramp	To:	· · · · · · · · · · · · · · · · · · ·	FROM ROUT	`F 664								INA			INA	
East	From:		L Newport New													
664) Monitor Merrimac Memorial B	ridge Tunnel City of Suffolk (M:		29000	A	94%	0%	1%	1%	4%	0%	F	0.129	Α		31000	Α
	Combined Traffic Estimates for 2 Paralle			В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.583	63000	В
		East I-664 is	signed as S	South	ı I-664											
	To:	SR	135 College D	)r			-									
East 664 Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 1.38	28000	F	94%	0%	1%	1%	4%	0%	С	0.129	Α		31000	F
	Combined Traffic Estimates for 2 Paralle			G	94%	0%	1%	1%	4% 4%	0%	С	0.129	A	0.559	67000	G
	Complied Frame Estimates for 21 draile	East I-664 is				0 /0	1 /0	1 /0	7/0	J /U	3	0.100	77	0.000	0,000	
	To:		4 Western Free				L									
East	From				2 404				40.		_					
Hampton Roads Beltway	City of Suffolk (Ma	•	27000	G	94%	0%	1%	1%	4%	0%	F	NA			29000	G
-	Combined Traffic Estimates for 2 Paralle	·		G	94%	0%	1%	1%	4%	0%	F	NA			62000	G
	_ [	East I-664 is	S 17 Bridge Rd		11-004											

7/1/2013 16

							_		Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
ast	From:			17 Bridge		0.40/	00/	101	407	407	201	_	0.005			44000	
Hampton Roads Beltway	City of Suffolk (Ma	,	0.62	38000	F	94%	0%	1%	1%	4%	0%	F _	0.095	F		41000	(
	Combined Traffic Estimates for 2 Parallel	I Roadways o			G	94%	0%	1%	1%	4%	0%	F	NA			86000	
	тоГ		East I-664 is	Signed a L Chesape		I-664											
																	_
ast	From:	-1-1-04\		4-E TO RT	135								N.1.0			NI A	
Ramp	City of Suffolk (Ma	aint: 61)	0.26	NA 35 FROM 1	1.004			_					NA			NA	
																	_
ast	From:	-1-1-04)		4-E TO RT									NIA			4400	
Ramp	City of Suffolk (Ma	aint: 61)	0.21	4100	G			_					NA			4100	
				35 FROM													_
ast	From:			E TO ROU												2022	
Ramp	City of Suffolk (Ma	aint: 61)	0.23	9800	G								NA			9800	
ast	To: From:		I-664-E009B	TO ROUT	E 164 EA	ST											_
Ramp	City of Suffolk (Ma	aint: 61)	0.18	NA									NA			NA	
104)	To:			FROM RO	UTE 66												
ast	From:		I-664-E009A	TO ROUT	E 164 E A	ST											_
Ramp	City of Suffolk (Ma	aint: 61)	0.46	NA	L 10+L1								NA			NA	
504) · · · · · · · · · ·	To			V009B TO 1	ROUTE												
Vest	From:		FCI	Newport N	Jews			i									=
Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (Ma	aint: 61)	3.46	30000	В	94%	0%	1%	1%	4%	0%	F	0.113	Α		32000	
504)	Combined Traffic Estimates for 2 Parallel	,		58000	В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.583	63000	
	Combined Traine Learnage for ET draine	Triodamayo	West I-664 is				070	170	170	170	070	•	0.100	,,	0.000	00000	
	Tec							_									
Vest	From:		SK	135 College	e Dr												
664) Hampton Roads Beltway	City of Suffolk (Ma	,	1.04	34000	G	94%	0%	1%	1%	4%	0%	С	0.116	Α		36000	
	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	62000	G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	67000	
			West I-664 is	signed a	s North	I-664											
	To:		SR 164	Western F	reeway			$\neg$ $\vdash$									
Vest	From: L	-1-1-04)				0.40/	007	40/	40/	407	00/	_	0.440			00000	
Hampton Roads Beltway	City of Suffolk (Ma	•	0.40	30000	G	94%	0%	1%	1%	4%	0%	F _	0.116	N		32000	
	Combined Traffic Estimates for 2 Parallel	I Roadways o			G	94%	0%	1%	1%	4%	0%	F	NA			62000	
	_		West I-664 is	s signed a	is North	1-664											
/est	To: From:		US	17 Bridge	Rd												_
Hampton Roads Beltway	City of Suffolk (Ma	aint: 61)	0.57	41000	G	94%	0%	1%	1%	4%	0%	F	NA			45000	
04) . Idinipion i toddo Boltway	Combined Traffic Estimates for 2 Parallel	,			G	94%	0%	1%	1%	4%	0%	F	NA			86000	
	Combined Traine Estillates for 2 Falalle	1 Noadways	West I-664 is		_		0 /0	1 /0	1 /0	7/0	0 /0	1	1 1/7			00000	
	To			L Chesape		, 007											
	Econ			4-W TO RT													_
	rion.		1-66/	4-W 10R1	133												
Vest 664 Ramp	City of Suffolk (Ma	aint: 61)	0.16	1500	G								NA			1500	

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Facto	AAWDT	QW
West	From:		4-W TO RT								
664 Ramp	City of Suffolk (Maint: 61)	0.26	3500	G				NA		3500	G
	To:	SR 13.	5 FROM RT	E 664							
West	From:	I-664-W TO l	NSPECTIO	N STA	TION						
West 664 Ramp	City of Suffolk (Maint: 61)	0.26	360	G				NA		360	G
	То:	I-664-W FROM	I INSPECTI	ON ST	ATION						
West	From:	I-664-	W TO ROUT	ΓE 164							
(664) Ramp	City of Suffolk (Maint: 61)	0.24	7300	G			<u> </u>	NA		7300	G
	To:	SR 164 FROM I	ROUTE 664	WEST	NORTH						
West	From	I-664-W TO ROU	TES 17 SOU	JTH &	64 EAST						
(664) Ramp	City of Suffolk (Maint: 61)	0.11	12000	G				NA		12000	G
	To	I-664-W009C	TO ROUT	E 17 SO	UTH						
West	From:										
664 Ramp	City of Suffolk (Maint: 61)	0.17	NA					NA		NA	
<u> </u>	10:	I-664-E0091	3 I-664- 9B	TO ROU	TE						
West	From:	I-664-W009E	TO ROUT	E 17 SO	UTH						
(664) Ramp	City of Suffolk (Maint: 61)	0.11	NA					NA		NA	
$\smile$	To:	US 17 FROM F	ROUTE 664	WESTN	ORTH	,					

						City	of Suffo	lk								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	,i			122.60	25 "	D 1			-					
602) Kirk Rd	0.60	430	G	98%	0%	133-60	0% Syeretts	0%	0%	С	0.126	F	0.571	440	G	2012
002)		To					ight Count									
		From				Isle of W	ight Count	y Line								
603) Everets Rd	0.30	1700	N	97%	0%	1%	2%	0%	0%	Ν	0.122	Ν	0.717	1800	Ν	2012
		To From				133-604	Lake Princ	ce Dr			$\Box$					
(603) Everets Rd	1.97	1700	G	97%	0%	1%	2%	0%	0%	С	0.122	F	0.717	1800	G	2012
		To From				133-742 N	Moore Farr	n Lane								
603) Everets Rd	0.97	1500	G	97%	1%	1%	2%	0%	0%	С	0.121	F	0.7	1600	G	2012
<u> </u>		To				SR 10	Godwin B	lvd								
		From			JB-NC N	NORTH C	AROLINA	STATE	LINE			_				
604) Desert Rd	6.91	220	G								0.13	F	0.895	220	G	2012
<u> </u>		To From				133-642	White Mar	rsh Rd			⊐—					
604) Hosier Rd	1.54	610	G								NA			660	G	2012
<u> </u>		From				133-674 N	I, Skeeterto	own Rd			<u> </u>					
604) Hosier Rd	4.11	720	G								NA			780	G	2012
<u> </u>		From				133-110	05 Mahlon	Ave								
604) Factory St	0.06	3200	G			0.01	a ee u a				0.09	F	0.578	3400	G	2012
		From	:		IJ		Suffolk; G WCL Suff									
604) Pitchkettle Rd	1.30	3000	G			D D D D LD,	WOL Bur	on, oup			NA			3300	G	2012
<u></u>		То				115 58 9	Suffolk By	nace								
604) Pitchkettle Rd	2.55	2200 From	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G	2012
004)		To	:				V, Kings F									
		From					E, Kings Fo					_				
604) Providence Rd	0.51	1300	G	97%	1%	1%	0%	1%	0%	С	0.123	F	0.58	1300	G	2012
<u> </u>		To From					0 Pruden B									
604) Lake Prince Dr	0.78	2200	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.602	2200	G	2012
$\overline{\bigcirc}$		To From					5 Girl Scou									
604) Lake Prince Dr	3.16	1200	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.502	1300	G	2012
		- 10					03 Everets									
607) Milford Lane	1.50	100	G			133-739	9 Deer Patl	h Rd			0.146	F	0.677	100	G	2012
607 Milford Lane	1.50	To	_			133-644	W, Indian	Trail			0.146	Г	0.677	100	G	2012
		From	:				W, Holland									
610) Buckhorn Rd	3.30	390	G	95%	1%	2%	1%	1%	0%	С	0.116	F	0.556	400	G	2012
010)		То														
610 Buckhorn Rd	1.70	320 From	G	95%	1%	2%	4 Indian T 1%	1%	0%	F	0.108	F	0.657	330	G	2012
610) Badiandin ra		To	Ť	0070	170		ight Count		070	•		•	0.007	000	Ū	2012
		From	:				0 Pruden B									
611) Gardner Lane	1.40	440	G								0.109	F	0.520	440	G	2012
		To	·			133-6	06 Exeter	Dr								
		From	:			133-616	5 Vicksbur	g Rd								
612) O'Kelly Dr	4.90	380	R								NA			NA		02/05/200
$\smile$		To					Gap Term									
612) Kingsdale Rd	3.20	390	G	97%	0%	0%	; Gap Tern 0%	3%	0%	F	0.119	F	0.551	400	G	2012
(612) Kingsdale Rd	0.20		.—	J1 /0	0 /0				0 /0	•		•	0.001	-100	5	2012
612) Kingsdale Rd	0.20	80 From	G	97%	0%	133-7 0%	40 Carr La 0%	3%	0%	С	0.151	F	0.571	80	G	2012
(612) Kingsdale Rd	0.20	To		JI /0	0 /0		ight Count		0 /0		0.131	1	0.57 1	00	3	2012
		From			13		Southwest									
613) Leafwood Rd	1.50	730	G		1;	JJ-UU1 W,	Soumwest	cin bivd			0.145	F	0.608	730	G	2012
013) ====		To	Ť			US	S 58 West					•	2.000	. 50	-	
		From	:				US 58									
616) Holy Neck Rd	2.20	730	G				2220				NA			790	G	2012
,		To	:			133-60	61 S, Ellis	Rd								
<del></del>			_			_	_		_	_						

						City O	Suffolk								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	i							-					
616) Holy Neck Rd	2.77	290	G				S, Ellis Rd			NA			310	G	2012
616) Vicksburg Rd	1.69	290 From	G				, Pineview Rd			NA			310	G	2012
616) Longstreet Lane	0.10	510	G			133-660 S;	Vicksburg Rd			NA			550	G	2012
616) Mineral Spring Rd	3.43	From <b>710</b>	G				ineral Spring Rd congstreet Lane			NA			770	G	2012
616) Mineral Spring Rd	1.48	400 From	G				eman Mill Rd			NA			430	G	2012
(616) Wedgewood Rd	2.10	From 140	G			133-677 N,	aleyville Blvd Great Fork Rd			0.136	F	0.55	140	G	2012
623) Respass Beach Rd	1.69	From <b>5300</b>	G				Greenway Rd ownpoint Rd			0.114	F	0.621	5300	G	2012
023)		To					I, Bay Circle					0.021			
626) Shoulders Hill Rd	1.44	6900	G	96%	1%	1% 133-659 N,	1% 1% Pughsville Rd	0%	С	0.102	F	0.508	7400	G	2012
626) Shoulders Hill Rd	1.63	10000 To	G	96%	1%	1% US 17	1% 1% Bridge Rd	0%	F	0.106	F	0.571	11000	G	2012
627 Bennetts Pasture Rd	1.36	4400	G	97%	2%	1%	o% 0%	0%	F	0.125	F	0.566	4600	G	2012
627 Bennetts Pasture Rd	3.51	8200 From	G	97%	2%	1%	Kings Hwy 0% 0% Bridge Rd	0%	С	0.099	F	0.637	8800	G	2012
628) Crittenden Rd	5.26	2500 To	G	96%	1%	2%	Kings Hwy 1% 0%	0%	С	0.093	F	0.555	2700	G	2012
(632) Old Myrtle Rd	5.70	From	G				Bridge Rd nt County Line			0.131	F	0.679	600	G	2012
		To	:				ruden Blvd Indian Trail								
634) Kings Fork Rd	2.27	400	G	97%	1%	1% 133-637 La	0% 1% ke Meade Dr	0%	F	NA			430	G	2012
634) Kings Fork Rd	1.70	1600	G	97%	1%		0% 1% Pitchkettle Rd	0%	С	0.119	F	0.633	1700	G	2012
634) Kings Fork Rd	0.64	2500	G	96%	1%		0% 0% Pruden Blvd	0%	С	0.123	F	0.509	2700	G	2012
634) Kings Fork Rd	2.27	4500 To	G	96%	1%		0% 0% odwin Blvd	0%	F	0.118	F	0.563	4800	G	2012
638) Murphys Mill Rd	1.25	540 To	G				tchkettle Rd			0.111	F	0.627	540	G	2012
639 Lake Cohoon Rd	0.42	1300 To	G	97%	0%	1%	Indian Trail 1% 1% Holland Rd	0%	С	0.11	F	0.602	1400	G	2012
642 Adams Swamp Rd	3.32	From <b>430</b>	G	97%	0%	North Carol	ina State Line 1% 1% Carolina Rd	0%	С	0.096	F	0.854	440	G	2012
		10	1			SK 32 S,	Caronna Kd			ı					

						City	of Suffol	ĸ								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk											_					
642) White Marsh Rd	1.95	560	G		13	33-604 Hos	ier Rd; De	esert Rd			NA			560	G	2012
( White March Pd	2.80	520 From	R			133-67-	4 Badger I	Rd			NA			NA		02/05/200
(642) White Marsh Rd	2.00	520			2	00 3 03 12	2 (74 P	L D.1			INA			INA		02/03/200
(642) White Marsh Rd	0.79	810 From	R		Σ.	.80 MN 13					NA			NA		02/05/2002
(642) White Marsh Rd	0.84	2300	G			133-1125	Seminole	Dr			 NA			2500	G	2012
(042) ************************************	0.0 .	To			Old EC	L Suffok;	SR 337 W	ashingtor	n St							
642) Wilroy Rd	2.10	5000	G	96%	0%	Bus US 58 1%	Constance 1%	e Rd 2%	0%	С	0.095	F	0.528	5300	G	2012
(642) Wilroy Rd	1.77	7900 From	G	94%	1%	2%	JS 58 1%	2%	0%	С	0.099	F	0.519	8400	G	2012
		From				SR 337 Na					<u> </u>					
(643) Manning Rd	2.56	590	G	96%	2%	33-616 E, N 1%	Aineral Sp 0%	ring Rd 0%	0%	F	0.115	F	0.709	600	G	2012
0,00			-			133-663	Leesville	Rd								
643) Manning Rd	2.32	850 From	G	96%	2%	1%	0%	0%	0%	F	0.113	F	0.736	870	G	2012
(643) Manning Rd	1.30	1100	G	96%	2%	1%	Copeland 0%	0%	0%	С	0.102	F	0.708	1100	G	2012
$\overline{}$		To	10		1	33-645 Ma	nning Bri Manning	_								
(643) Manning Bridge Rd	0.94	910	G			155-045	Mailling	Ku			0.105	F	0.675	910	G	2012
		To	):		0.9	94 MN 133	-645 Man	ning Rd								
		From	a-				0 Carr Laı									
(644) Indian Trail	1.70	250	G	96%	2%	1%	1%	0%	0%	F	0.119	F	0.692	250	G	2012
O Lauffer Tooli	0.70	From		000/	00/		Buckhorn		00/				0.500	000		0010
(644) Indian Trail	3.70	320	G	96%	2%	1%	1%	0%	0%	F	0.122	F	0.588	330	G	2012
644 Indian Trail	2.30	530	G	96%	2%	133-634	Kings Forl	Rd 0%	0%	С	0.112	F	0.623	540	G	2012
(644) Indian Trail	2.50	330 Tr		3070	270		Kenyon l		070		0.112	ı	0.020	340	0	2012
(644) Indian Trail	0.60	1000	G	96%	2%	1%	1%	0%	0%	F	0.12	F	0.523	1100	G	2012
		T- From				133-637 I	ake Mead	le Dr								
(644) Indian Trail	1.18	960	G	96%	2%	1%	1%	0%	0%	F	0.132	F	0.649	1000	G	2012
<u> </u>		Tr	·				Cohoon l									
Manning Dd	4.70	From		0.40/		33-643 Ma			00/		0.102	_	0.667	700	_	2012
(645) Manning Rd	1.70	680	G	94%	2%	1%	1%	1%	0%	С	0.102	F	0.667	720	G	2012
(645) Manning Rd	1.50	1400	G	96%	1%	1%	Boundary 1%	0%	0%	С	0.1	F	0.667	1500	G	2012
(643)		Ti		0070	.,,		Holland R		0,0			•	0.00.	.000		20.2
		Fron	r		13	33-705 Me	adow Cou	ntry Rd								
(646) Airport Rd	0.40	1000	G	97%	1%	1%	1%	1%	0%	С	0.096	F	0.549	1100	G	2012
$\overline{}$		To	00		1	US 13; SR	32 Caroli	na Rd								
<u> </u>	2.22	From		200/	00/		, Holland		00/			_	0.704	4500	_	2010
(647) Lummis Rd	0.20	1500	G	92%	2%	2%	1%	2%	0%	F	0.093	F	0.781	1500	G	2012
(647) Copeland Rd	2.50	470 From	G	92%	2%	133-649 <b>2%</b>	Lummis 1%	Rd 2%	0%	F	0.104	F	0.534	500	G	2012
(647) Copeland Rd	2.50	<del>-</del> 770		JZ /0					0 /0	'		'	0.004			2012
(647) Copeland Rd	0.65	870 From	G	92%	1 2%	33-643 Ma 2%	nning Brid	dge Rd 2%	0%	С	0.102	F	0.514	930	G	2012
07/	2.20	ть	-				Jackson 1				<u> </u>	-				· <b>-</b>
(647) Copeland Rd	1.75	580 From	G	92%	2%	2%	1%	2%	0%	F	0.099	F	0.571	610	G	2012
		To	):			US 13 WI										

						City	oi Suiioi	K								
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				122 ((0)	·	T								
(650) Quince Rd	1.90	120	G			133-000	Longstreet	Lane			0.188	F	0.630	120	G	2012
(030)		To				133-64	9 Lummis	Rd								_
		From				133-612	2 Kingsdale	Rd			1					
(653) Glen Haven Dr	0.13	1200	G	97%	1%	1%	1%	0%	0%	С	0.104	F	0.595	1200	G	2012
<u> </u>		To From				US 58	8 Bus EAS	T			<b>—</b> —					
(653) Dutch Rd	3.12	460	G	96%	2%	2%	1%	0%	0%	С	0.133	F	0.697	470	G	2012
		To					N, Quake									
653) Holland Corner Rd	2.17	200	G	96%	2%		S, Quaker	Dr 0%	00/	С	0.151	F	0.571	200	G	2012
(653) Holland Corner Rd	2.17	<b>200</b> To		90 /6		2% 133-616 N	0% Iineral Spr		0%		0.131	-	0.571	200	G	2012
		From	1								1					
(655) Brentwood Rd	0.90	130	G			155-0.	51 Barnes I	Ku			0.174	F	0.579	130	G	2012
(655) Di Gillinood i Ku	0.00	To					US 58					·	0.070	100	Ū	2012
		From				133-659	Pughsville	e Rd								
(658) Town Point Rd	1.36	1200	G	96%	2%	1%	0%	0%	0%	С	0.101	F	0.52	1200	G	2012
		To				133-2276	Plummer	Rlvd								
(658) Town Point Rd	0.46	2300 From	G	96%	2%	1%	0%	0%	0%	F	0.09	F	0.512	2500	G	2012
		To					Bridge Rd;						<u> </u>			
O		From					iew Blvd.:									
(658) Town Point Rd	0.60	9200	G	96%	2%	1%	0%	0%	0%	F	0.091	F	0.544	9800	G	2012
<u> </u>		From				133-2253	Brookwoo	od Dr								
(658) Town Point Rd	0.18	11000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.555	11000	G	2012
		To From				SR 13	5 College l	Dr								
658) Town Point Rd	0.68	8100	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.504	8600	G	2012
<u> </u>		To				WCL	Portsmout	h								
		From			13	33-626 N,	Shoulders	Hill Rd								
(659) Pughsville Rd	1.28	5100	G	99%	0%	0%	0%	0%	0%	С	0.102	F	0.625	5500	G	2012
<u> </u>		To				WCL	Chesapeal	re .								
	0	From	Ļ	13	3-616 N;	Mineral	Spring Rd	Longstree	et Lane			_	0.040	0.50	_	0010
(660) Longstreet Ln	5.50	350 To	G				110 50				0.106	F	0.813	350	G	2012
		F					US 58				<u> </u>					
662 Box Elder Rd	1.10	From <b>47</b>	G			133-759	W, Quake	r Dr			0.104	F	0.8	47	G	2012
662 Box Elder Rd	1.10	<b>→1</b> To				133-64	9 Lummis	Rd			0.104	'	0.0	47	G	2012
		From			12		eview Rd;									
(666) Gates Rd	2.10	820	G	86%	1%	1%	2%	10%	0%	F	0.106	F	0.617	830	G	2012
(000)		To									<del></del>	-			_	
666 Gates Rd	3.37	950 From	G	86%	1%	133-0	561 Ellis R 2%	10%	0%	F	0.105	F	0.586	970	G	2012
(666) Gates Rd	5.57	330		0070	1 /0				070	'	0.103	'	0.300	310	G	2012
666) Gates Rd	0.65	Prom	G	86%	10/		Wildwood		00/	С	0.003	F	0.651	020	G	2012
(666) Gates Rd	0.65	910 To		00 /6	1%	1%	2% SR 189	10%	0%		0.092	-	0.651	920	G	2012
		From						v. D.4			1					
667) Butler Dr	1.90	90	G			155-759	E, Pinevie	w Ka			0.178	F	0.576	90	G	2012
667 Butler Dr	1.50	To	Ť			133-660	Longstreet	Lane			1	•	0.070	50	Ü	2012
		From					S, Short I				i					
668) Pittmantown Rd	0.12	1100	G			133-137	b, Short L	anc			NA			1200	G	2012
(000)		To				133-75	9 N, Gates	Rd								
$\overline{}$			1			133-671	Spivey Ru	n Rd	·							
<u> </u>	4 = -	From														20112
668) Freeman Mill Rd	4.50	550	G				OV711 '''	- D1 1			0.102	F	0.807	550	G	2012
668 Freeman Mill Rd	4.50	550 To	G		Ţ	US-13 N,	Whaleyvill				0.102	F	0.807	550	G	2012
		550 To			Ţ	US-13 N,	Whaleyvill Thaleyville									
668 Freeman Mill Rd 672 Little Fork Rd	4.50 3.60	550 To	G G			US-13 N, '	haleyville	Blvd			0.102	F	0.807	120	G G	2012
		550 From 120				US 13 W North Car	haleyville rolina State	Blvd Line								
	3.60	550 From 120				US 13 W North Car	haleyville	Blvd Line	t							

						City	of Suffoll	<								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		F	i			100 10					-					
674) Badger Rd	1.30	180	R			133-604	S, Hosier	Rd			 NA			NA		02/18/200
674) Badger Nd	1.00	To	·			133-642 V	White Mars	h Rd						11/3		02/10/200
		From	:			US 13 W	haleyville I	Blvd			Ì					
(675) Cypress Chapel Rd	3.60	140	G	84%	4%	4%	5%	2%	0%	С	0.114	F	0.5	140	G	2012
		To From				SR 32	Carolina R	.d			$\neg$ —					
(675) Cypress Chapel Rd	0.50	190	G	92%	1%	2%	3%	1%	0%	С	0.135	F	0.539	190	G	2012
<u> </u>		To				133-642 S,	White Mar	rsh Rd								
Orost Fork Dd	2.60	From	<u> </u>	000/	00/		olina State		00/		0.100	_	0.750	1600	0	2012
677) Great Fork Rd	3.60	1600 _{To}	G	98%	0%	1% US 13 W	0% haleyville I	0% Blvd	0%	С	0.108	F	0.759	1600	G	2012
		From	:				Greenway									
678) Cherry Grove Rd	2.60	90	G			155 075	Gicciiway	rtu			0.132	F	0.56	90	G	2012
		To			1	33-642 N,	Adams Swa	amp Rd								
		From				D	ead End									
683) Benton Rd	1.00	350	G								0.168	F	0.547	350	G	2012
		То	1				US 13									
Toulineter D.I.	0.40	From	پ	070/	40/		13, SR 32	001	00′		0.400	_	0.010	0000		0040
688 Turlington Rd	3.16	2200 To	G	97%	1%	1%	0% Kilby Shore	0%	0%	С	0.102	F	0.616	2300	G	2012
		From	<u>.                                    </u>								<del></del>					
695) Mockingbird Lane	1.25	100	G			133-74.	3 Matoaka l	ка			0.171	F	0.583	100	G	2012
695) Moorangona Zano	1.20	To				D	ead End				<u> </u>	•	0.000	100	Ū	2012
		From	:			133-64	6 Airport R	Rd								
705) Meadow Country Rd	1.80	500	G	95%	2%	2%	1%	1%	0%	С	0.098	F	0.566	510	G	2012
		To			1	33-674 Me	eadow Cour	ntry Rd								
^		From				133-202	23 N, Lake	Rd								
(715) Nansemond Dr North	0.53	490	G								0.11	F	0.634	490	G	2012
<u> </u>		To					North Shore									
731) Dill Rd	0.66	From 4F00	<u> </u>	040/	40/		Carolina R		00/			_	0.575	4000	0	2012
(731) Dill Rd	0.66	4500 _{To}	G	91%	1%	2%	2% 11 E, Dill F	4%	0%	С	0.094	F	0.575	4800	G	2012
		From	:				W, Indian				+					
739) Deer Path Rd	5.20	370	G			133-044	vv, maian	ı ı aı ı			0.120	F	0.664	370	G	2012
(799)		To	:			133-644	E, Indian T	rail								_
		From				133-612	Kingsdale	Rd								
(740) Carr Lane	0.80	50	G	97%	1%	0%	0%	2%	0%	С	0.259	F	0.533	60	G	2012
$\smile$		То				133-64	4 Indian Tr	ail								
<u> </u>		From	·			D	ead End				<u> </u>				_	
744) Jasmine Ln	0.93	110	G			122 (1)	II.i.N.	D.I			0.147	F	0.647	110	G	2012
			<u>.                                    </u>				Holy Neck	Ka								
(757) Bennetts Creek Park Rd	1 02	3400	G			D	ead End				0.100	F	0.58	3400	G	2012
(757) Bennetts Creek Park Rd	1.03	3400 To				133-626 S	houlders H	ill Rd			0.100	-	0.56	3400	G	2012
		From	:				olina State				_					
759) Short Lane	0.12	1700	G			rvorur Cal	onna state	LIIIC			NA			1800	G	2012
		To				133-668 S,	Pittmantov	vn Rd								
0.011.0	4.00	From		0701			, Pittmantov		607			_	0.5==			2015
(759) Gates Rd	1.23	750 To	G	87%	1%	1%	2%	10%	0%	С	0.113	F	0.575	770	G	2012
_		From	:				66 Gates R				+					
759) Pineview Rd	3.75	70	G			-55 0					0.180	F	0.546	70	G	2012
		To	:				V, Holy Nec									
Ough a Da	0.55	From	پ			133-616 I	E, Vicksbur	g Rd				_	0.001	740	^	0010
(759) Quaker Dr	3.55	700 _{To}	G			122.65	N D-4-1	D.d			0.114	F	0.884	710	G	2012
		10	<u> </u>			133-653	N, Dutch	KU								

						O,	oi Sulloii	`								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				122 642	S, Manning	- D.4			1					
759) Liberty Spring Rd West	2.28	470	G			155-045	5, Maiiiiii	g Ku			0.099	F	0.505	470	G	2012
		To				US 13 S, V	Vhaleyville	Blvd								
Duran etta Ot	0.40	From				Cu	1-de-Sac				0.420	_	0.744	4.40	0	0040
785 Burnetts Ct	0.12	140 To	G			133-780	Burnetts V	Vav			0.139	F	0.744	140	G	2012
		From					1-de-Sac									
1035) Chenaneo Rd	0.14	90	G								0.163	F	0.704	90	G	2012
<u> </u>		To					Fallwater									
1101) County St	0.62	3000	G	89%	1%	133-1 1%	111 Dill Ro 3%	6%	0%	С	0.091	F	0.606	3200	G	2012
1101) County St	0.02	То		0370	170		olk Corp Li		070		0.001		0.000	3200		2012
_		From				133-73	1 W, Dill F	₹d								
Dill Rd	0.39	80	G	80%	0%	1%	6%	13%	0%	С	0.170	F	0.5	90	G	2012
		10					01 County									
Summerfield Ct	0.06	340	G			133-1148	Wintervie	w Dr			0.12	F	0.602	340	G	2012
1147) 54	3.00	To			1	33-1145 S _J	oringfield T	Гетгасе				•	5.002	0.0		
		From				133-133	2 Truman	Rd								
1310) 6th St	0.39	4900	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.632	5200	G	2012
<u> </u>		From				SR 337; W										
6th St	0.17	880 To	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.553	940	G	2012
		From			133-1	301 Railro 133-13	ad Ave; Ga 318 Clary D		ıs							
Goodman St	0.11	340	G	98%	1%	1%	0%	0%	0%	F	0.12	F	0.575	360	G	2012
		То					7 Center A									
McAruthur Dr	0.16	70	G			133-64	2 Wilroy R	Rd			0.156	F	0.546	70	G	2012
McAruthur Dr	0.10	To			13	33-1319; 13	33-1323 M	yrtle St			0.130		0.540	70	0	2012
		From				SR 337	Washington	n St								
Hollywood Ave	0.06	2500	G	97%	1%	1%	0%	0%	0%	С	0.089	F	0.574	2600	G	2012
<u> </u>		То					5 Myrick A									
1325 Center Ave	0.39	1700	G	97%	1%	133-1310	0 Goodmar 0%	1 St 0%	0%	С	0.092	F	0.549	1800	G	2012
1325 Center Ave	0.55	То	r 🖰	31 /0	1 /0		Hollywood		070		0.032	•	0.549	1000	G	2012
		From					inner St									
Old Pinner St	0.17	2200	G	96%	1%	1%	1%	1%	0%	С	0.127	F	0.925	2300	G	2012
<u> </u>		To				US 58 Bu										
1332) Truman Rd	0.23	3100	G	98%	1%	133-642 V	Vhite Mars 0%	h Rd 0%	0%	С	0.086	F	0.542	3100	G	2012
1332) Truman Rd	0.25	3100 To	Ü	30 /0	1 /0		1310 6th St		0 70		0.000	'	0.542	3100	G	2012
		From				133-1366 E										
1368) Nixon Dr	0.06	860	G								0.105	F	0.514	860	G	2012
		To	<u> </u>				69 Sierra I	Or								
1502) Eclipse Dr	0.19	140	G			De	ead End				0.159	F	0.696	140	G	2012
Eclipse Dr	0.18	I <b>→U</b> To				133-15	505 Cross S	St			0.139	r	0.030	140	3	2012
		From					ead End				i					
Sunset Manor Dr	0.07	60	G								0.313	F	0.55	60	G	2012
$\smile$		То					Vaughan.									
Wilhy Charge Dd	0.00	From	<u> </u>	070/	40/		58 Holland		00/	^			0.655	F600		2040
Kilby Shores Rd	0.03	5200 To	G	97%	1%	1% 133-688	0% Turlington	1% Rd	0%	С	0.1	F	0.655	5600	G	2012
		From	-				8 N, Staley									
1727) Brittle Dr	0.07	50	G								0.154	F	0.5	50	G	2012
$\smile$		To				De	ead End									

Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Suffolk		From:				122 1700	W1-DI-				-1					
Ash Wood Dr	0.27	140	G			133-1790	Woods Pk	wy			0.105	F	0.533	140	G	201
1739		To				Cul-	-de-Sac									
		From:				Cul-	-de-Sac									
1856 Berkshire Blvd	0.35	450	G								0.111	F	0.588	450	G	201
<u> </u>		To	<u> </u>				Ashford I									
1905) Hawk Rd	0.11	310	L			133-190	2 Wren Ro	d			0.115	F	0.521	310	G	201
1905 Hawk Rd	0.11	JIU To:				133-1907	Beaver La	nne.			0.113	-	0.521	310	G	201
		From			13	33-627 Beni					İ					
2029) Foxcroft Rd	0.43	210	G								0.155	F	0.894	210	G	201
<u> </u>		To	:			133-2028 I	Brittany La	ane								
		From:			13	33-2075 Bee	ech Grove	Lane								
2073) Carter Ln	0.08	130	G				~ .				0.140	F	0.5	130	G	201
			<u> </u>		13	3-2070 Driv		n Way								
2140) Burbage Lake Circle	0.19	530				133	3-2143				0.104	F	0.646	530	G	201
Burbage Lake Circle	0.19	To			133	3-2145 Olde	e Bullocks	Circle			0.104	Г	0.040	550	G	201
		From	1				ad End									
Breeze Point Way	0.27	2900	G			250					0.096	F	0.5	2900	G	201
$\overline{}$		To				US 17 I	Bridge Rd									
		From					Bridge Rd									
Harbour View Blvd	1.02	18000	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.575	18000	G	201
<u> </u>		To: From:				Town	Point Rd									
Harbour View Blvd	1.44	NA To									NA			NA		
		From:					R 135				_					
Preakness Circle	0.04	110	G			Cul-	-de-Sac				0.167	F	0.667	110	G	201
2354) Preakness Circle	0.04	To	Ť		13	33-2350 Ste	eplechase	Lane			0.107	'	0.007	110	J	201
		From				Cul-	-de-Sac									
2450) Rabey Farm Rd	0.52	940	G								0.114	F	0.69	940	G	201
$\overline{}$		To			13	3-626 N, Sl	houlders H	Iill Rd								
		From:					ington St									
			<u> </u>												_	
Pinner St	0.63	4900	G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.642	5200	G	201
		4900 From:				Moo	ore Ave				_					
<u> </u>	0.63	4900	*	98%	0%	Moo 0%	ore Ave	1%	0%	C F	0.094	F	0.642	5200 8900	G G	
Pinner St Pinner St		4900 From: 8400	G			Moo 0% Old CI	ore Ave 0% L Suffolk				_					
Pinner St	0.41	4900 From: 8400 From:	G	98%	0%	Moo 0% Old CI	ore Ave 0% L Suffolk with St	1%	0%	F	0.092	F	0.523	8900	G	201
8501) Pinner St		4900 From: 8400	G			Moo 0% Old CI Sm 1%	ore Ave 0% L Suffolk with St 0%				_					201
Pinner St  South Broad St	0.41	4900 From: 8400 To  1200	G G G	98%	1%	Moo 0% Old CI Sm 1% Washi	ore Ave  0% L Suffolk  with St  0%  ington St	1%	0%	F	0.092	F	0.523	8900 1200	G G	201
Pinner St  South Broad St	0.41	4900 From: 8400 From: 1200	G	98%	0%	Moo 0% Old CI Sm 1% Washi 1%	ore Ave  0% L Suffolk  with St  0%  ington St  0%	1% 0%	0%	F	0.092	F	0.523	8900	G	201 201 201 201
Pinner St  South Broad St  North Broad St	0.41 0.15 0.68	4900 8400 From: 1200 From: 810	G G G	98%	1%	Moo 0% Old CI Sm 1% Washi 1%	ore Ave  0% L Suffolk  with St  0%  ington St	1% 0% 0%	0%	F	0.092 0.108 0.127	F	0.523 0.583 0.777	8900 1200	G G	201
Pinner St  South Broad St  North Broad St	0.41	4900 From: 8400 To  1200	G G G	98%	0% 1%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1%	ore Ave  0% L Suffolk  with St  0%  ington St  0%  verview Di	1% 0% 0% r 0%	0%	F F C	0.092	F F	0.523	8900 1200 860	G G G	201
Pinner St  South Broad St  North Broad St	0.41 0.15 0.68	4900 8400 From: 1200 From: 810	G G G	98%	0% 1%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co	ore Ave  0% L Suffolk  with St  0%  ington St  0%  verview Dr  0%	1% 0% 0% r 0%	0%	F F C	0.092 0.108 0.127	F F	0.523 0.583 0.777	8900 1200 860	G G G	201
Pinner St  South Broad St  South Broad St  Western Ave	0.41 0.15 0.68	4900 8400 To From: 1200 810 To 1200 To To To To	G G G	98%	0% 1%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co	ore Ave  0% L Suffolk  iith St  0%  ington St  0%  verview Di  0%  onstance Re	1% 0% 0% r 0%	0%	F F C	0.092 0.108 0.127	F F	0.523 0.583 0.777	8900 1200 860	G G G	201 201 201 201
Pinner St  South Broad St  South Broad St  Western Ave  Wellons St	0.41 0.15 0.68 0.12	4900 8400 To From: 1200 810 To To From: 1700 To To To To	G G G	98% 98% 98%	0% 1% 1%	Moo O% Old CI Sm 1% Washi 1% East Riv 1% West Co Kills	ore Ave  0% L Suffolk with St  0% ington St  0% verview Dr  0% onstance Re  0%	1% 0% 0% r 0% d	0% 0% 0%	F F C	0.092 0.108 0.127 0.099	F F F	0.523 0.583 0.777 0.711	8900 1200 860 1300	G G G	201 201 201 201
Pinner St  South Broad St  South Broad St  Western Ave  Wellons St	0.41 0.15 0.68 0.12	4900 8400 To From: 1200 810 To To From: 1700 To To To To	G G G	98% 98% 98%	0% 1% 1%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co Kill	ore Ave  0% L Suffolk with St  0% ington St  0% verview Dr  0% onstance Re  0%	1% 0% 0% r 0% d	0% 0% 0%	F F C	0.092 0.108 0.127 0.099	F F F	0.523 0.583 0.777 0.711	8900 1200 860 1300	G G G	201 201 201 201 201
Pinner St  South Broad St  South Broad St  Western Ave  Wellons St	0.41 0.15 0.68 0.12	4900 8400 To Prom. 1200 1200 To From. 1700 3700	G G G G	98% 98% 98% 98%	0% 1% 1% 1%	Moo O% Old CI Sm 1% Washi 1% East Riv 1% West Co Kill 1% SR 337 W 1%	ore Ave  0% L Suffolk with St  0% ington St  0% verview Dr  0% onstance Re by Ave  0% //ashington	1%  0%  r 0% d  0% St	0% 0% 0% 0%	F C F	0.092 0.108 0.127 0.099	F F F	0.523 0.583 0.777 0.711	8900 1200 860 1300	G G G	201 201 201 201 201
8501) Pinner St 8505) South Broad St 8505) North Broad St 8505) Western Ave 8507) Wellons St 8507) Market St	0.41 0.15 0.68 0.12	4900 8400 From 1200 1200 1200 To From 1700 To From 3700 To From 5400	G G G G G G G	98% 98% 98% 98%	0% 1% 1% 1%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co Kille 1% SR 337 W 1% Sarat 1%	ore Ave 0% L Suffolk iith St 0% ington St 0% overview Dr 0% onstance Re overview Dr 0%	1%  0%  r 0% d  0% St	0% 0% 0% 0%	F C F	0.092 0.108 0.127 0.099	F F F	0.523 0.583 0.777 0.711	8900 1200 860 1300	G G G	2011 2011 2011 2011 2011
8501) Pinner St 8505) South Broad St 8505) North Broad St 8505) Western Ave 8507) Wellons St 8507) Market St	0.41 0.15 0.68 0.12 0.65 0.43	4900 8400 From: 1200 1200 To From: 1100 To From: 1700	G G G G G G G	98% 98% 98% 98%	0% 1% 1% 0% 0%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co Kille 1% SR 337 W 1% Sarat 1%	ore Ave 0% L Suffolk uith St 0% ington St 0% verview Dr 0% onstance Re oy Ave 0% //ashington 0% ttoga St	1%  0%  r  0% d  0%  St  0%	0% 0% 0% 0%	F C C C	0.092 0.108 0.127 0.099 0.092	F F F	0.523 0.583 0.777 0.711 0.553 0.567	8900 1200 860 1300 1800 3900	G G G G	201 201 201 201 201
8501) Pinner St  8505) South Broad St  8505) North Broad St  8505) Western Ave  8507) Wellons St  8507) Market St	0.41 0.15 0.68 0.12 0.65 0.43	4900 8400 From 1200 1200 1200 To From 1700 To From 3700 To From 5400	G G G G G	98% 98% 98% 98%	0% 1% 1% 0% 0%	Moo 0% Old CI Sm 1% Washi 1% East Riv 1% West Co Kilb 1% SR 337 W 1% Sarat 1% SR 32	ore Ave 0% L Suffolk iith St 0% ington St 0% overview Dr 0% onstance Re overview Dr 0%	1%  0%  r  0% d  0%  St  0%	0% 0% 0% 0%	F C C C	0.092 0.108 0.127 0.099 0.092	F F F	0.523 0.583 0.777 0.711 0.553 0.567	8900 1200 860 1300 1800 3900	G G G G	201

						City	of Suffoll	<								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				Car	rolina Ave									
8509) Saratoga St	0.31	3100	G	97%	1%	1%	1%	1%	0%	С	0.095	F	0.505	3300	G	2012
<u> </u>		To: From:	ldot				shington St									
8509) Saratoga St	0.12	3700	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.527	4000	G	2012
$\smile$		To				M	Market St									
$\sim$		From:					aratoga St									
(3510) Hall Ave	0.43	3400	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.627	3600	G	2012
<u> </u>		To	<u> </u>			East W	Vashington S	St								
$\sim$		From:					L Suffolk									
Factory St	0.44	3200	G	95%	1%	2%	1%	1%	0%	С	0.090	F	0.604	3400	G	2012
<u> </u>		To:	<u> </u>			Was	shington St									
		From:				Ca	urolina Rd									
Fayette St	0.17	710	G	81%	1%	2%	6%	11%	0%	F	0.097	F	0.524	750	G	2012
$\mathcal{L}$		To				C	Cedar St									
		From:	ب				ayette St					_			_	
G ₅₁₂ Cedar St	0.04	600	G	81%	1%	2%	6%	11%	0%	F	0.096	F	0.635	640	G	2012
<u> </u>		To: From:	—				dison Ave				_					
Madison Ava	0.33		G	010/	10/		Cedar St	110/	00/	С	0.104	F	0.55	770	C	2010
Madison Ave	0.23	730		81%	1%	2%	6%	11%	0%	U	0.104	F	0.55	770	G	2012
		To: From:				C	County St									
Madison Ave	0.11	1300	G	81%	1%	2%	6%	11%	0%	F	NA			1500	G	2012
		To:				Fa	actory St									
		From:				Nor	rth Main St									
Bank St	0.20	1600	G	98%	0%	1%	0%	0%	0%	С	0.113	F	0.62	1700	G	2012
		To					Pinner St									
		From:				Old Suff	olk Corp Li	mite								
County St	0.18	3400	G	92%	1%	1%	2%	4%	0%	F	0.088	F	0.654	3600	G	2012
3813) County Ct	0.10	0-100	<u> </u>	0270	170			470	070		<u> </u>	•	0.004	0000	Ü	2012
		To: From:					dison Ave									
Ganty St	0.27	3700	G	92%	1%	1%	2%	4%	0%	С	0.088	F	0.571	3900	G	2012
<u> </u>		To				SR 337	Washington	ı St								
_		From:				SR 337	Washington	ı St								
Liberty St / Moore Ave	0.64	5000	G	92%	1%	1%	2%	4%	0%	С	0.093	F	0.639	5300	G	2012
$\mathcal{L}$		To:				P	Pinner St									
		From				Repa	ss Beach Ro	1								
Burbage Lake Circle		1500	G								0.111	F	0.611	1500	G	2012
		To:				Wet	t Marsh Ct									
		From:					nith Street	_		•						
James Avenue		430	G			SIII	nai sacci				0.132	F	0.634	430	G	2012
Garrios / Worldo		-100 To:	<u> </u>			W Was	shington Str	eet			0.102	•	0.004	700	J	2012
		From:	=													
Kanainatan Dha			<u></u>			As	shford Dr				0.101	г	0.605	6400	<u></u>	2040
Kensington Blvd		6100	G				drain D11				0.101	F	0.605	6100	G	2012
		10.	<u> </u>			Goo	dwin Blvd									
		From:				Pic	oneer Ave							· <u> </u>		·
Quince Rd		120	G								0.149	F	0.5	120	G	2012
		To:				Lu	ımmis Rd									
		From:				It ¹	hacha Tr									
							Hacha 11									
Weatherby Way		310	G				nacna 11				0.104	F	0.554	310	G	2012