2013

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

where available

Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(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

Virginia State Route

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

		Nansemond Maintenance A	rea											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	\bigcirc W
noute	Junsaiction	Length AADI QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	Isle of Wight County Line												
10 (32)	City of Suffolk		95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	G
10 32					. , .	.,.		• , •	-		-			-
	From:	SR 125 Chuckatuck												_
(10) (32) Godwin Blvd	City of Suffolk	0.87 11000 G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	G
\bigcirc	To:	133-603 Everets Rd												
(10) (32) Godwin Blvd	City of Suffolk		95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	G
10 (32) Godwin Blvd	only of Garnent	4.01 11000 d	00 /0	1 70	1 /0	1 /0	270	0 70	O	0.000	•	0.040	11000	ď
	To: From:	133-634 Kings Fork Rd												
$\binom{10}{32}$ Godwin Blvd	City of Suffolk	1.36 20000 G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	G
\circ	Tox	110 50 C-65-11- D												
Cardinia Dhad	City of Cyffolls	US 58 Suffolk Bypass	95%	1%	10/	10/	00/	00/	F	0.004	F	0.504	00000	G
(10) (32) Godwin Blvd	City of Suffolk		95%	170	1%	1%	2%	0%	Г	0.084	Г	0.534	20000	G
	I O:	Pruden Blvd US 460												
Bus	City of Cyffells	Bus US 460 Elephant Fork	000/	00/		00/	00/	00/	_	0.400	^	0.500	00000	_
(10)(460)(32)	City of Suffolk	1.49 25000 F	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	26000	F
<u> </u>	To:	Bus US 460, Bus US 58												
Bus	erom:	Bus US 460	000/	00/		00/	00/	00/	_	0.007	_	0.500	00000	_
(10) (32) (460) Main St	City of Suffolk		99%	0%	1%	0%	0%	0%	F	0.087	F	0.502	30000	G
<u> </u>	To:	Bus US 58												
Bus	From:	Bus US 58, Bus US 460							_		_			_
$\binom{10}{32}\binom{32}{13}$ Main St	City of Suffolk	0.68 19000 G	97%	0%	2%	0%	0%	0%	С	0.079	F	0.561	20000	G
$\circ \circ \circ$	To:	SR 337 Washington St												
	From:	North Carolina State Line												
13 Whaleyville Blvd	City of Suffolk	5.37 4700 A	88%	0%	1%	1%	10%	0%	С	0.1	Α	0.601	4600	Α
(13)									_	• • • •				
~~~	To: From:	133-616 Mineral Spring Rd												
(13) Whaleyville Blvd	City of Suffolk	1.28 <b>6100 G</b>	88%	0%	1%	1%	10%	0%	F	0.08	F	0.704	6000	G
$\smile$	To	133-677 Great Fork Rd												
13 Whaleyville Blvd	City of Suffolk		88%	0%	1%	1%	10%	0%	F	0.084	F	0.730	7500	G
(13) Whaleyville Blvd	Oity of Burloik	0.02 77 <b>00 d</b>	00 70	0 70	1 70	1 /0	10 /0	0 70		0.004		0.700	7 300	ч
~~	To: From:	133-675 Cypress Chapel Rd												
(13) Whaleyville Blvd	City of Suffolk	2.22 <b>7500 G</b>	88%	0%	1%	1%	10%	0%	F	NA			7200	G
$\bigcirc$	To:	133-759 S, Liberty Spring Rd We	net.											
13 Whaleyville Blvd	City of Suffolk		88%	0%	1%	1%	10%	0%	F	0.084	F	0.731	8800	G
(13) Whaleyville Blvd	Oity of Surioik	1.00 <b>9000 G</b>	00 /6	0 /6	1 /0	1 /0	10 /6	0 /6	'	0.004	'	0.731	8800	G
<u> </u>	To: From:	133-759 N, Babbtown Rd												
13 Whaleyville Blvd	City of Suffolk	2.56 <b>9600 G</b>	88%	0%	1%	1%	10%	0%	F	0.084	F	0.747	9400	G
	To:	SR 32 Carolina Rd												
	From:	SR 32 Whaleyville Blvd												
13 (32) Carolina Rd	City of Suffolk	1.64 <b>17000 G</b>	88%	0%	1%	1%	10%	0%	F	0.086	F	0.737	16000	G
	To:	Bus US 13			]									
	From:	Bus US 13, SR 32 Carolina Rd												
13 Southwest Suffolk Bypass	City of Suffolk		86%	1%	1%	2%	10%	0%	С	0.09	F	0.659	9900	G
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:	US 58 Holland Rd							-					
	From:	Bus US 58												
13 58 Suffolk Bypass	City of Suffolk		86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	37000	G
10) (30) 535 2,74455	To:	61-604 Pitchkittle Rd	2070	. /0		. 70	/0	0 /0	•	5.50 r	•	0.500	0.000	<u>_</u>
		01-004 FIICHKIIIIE KU												

		Nansemond Maint	enance i	Area											
Devite	le col e all all e co	Laurette AADT		4	D		Tru	ck		-00	K	01/	Dir	A A)A/DT	0144
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	61-604 Pitchki	ittle Rd												
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>36000</b>		86%	1%	1%	1%	12%	0%	F	0.087	F	0.657	37000	G
(10) (10)	To	**************************************	701 1												
Con Confolk Bypage	City of Suffolk	US 460 Prude 0.93 <b>45000</b>		92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	G
13 58 460 Suffolk Bypass	City of Surioik	0.93 45000	G	9270	076	1 70	1 70	070	0%	Г	0.096	Г	0.009	47000	G
	To: From:	SR 10 SR 32 Goo	dwin Blvd												
(13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>57000</b>	G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	G
$\bigcirc$	Tα	61-642 Wilro	ov Rd												
(13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>50000</b>	•	92%	0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	G
(13) (38) (460) Garron Eypace	only of curion				0 70	. 70	1 70	070	0 70	•	0.001	•	0.01	02000	<u> </u>
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Bus US 13,Bus US 58													
(13) (58) (460) Military Highway	City of Suffolk	3.46 69000		92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	72000	G
\$ \$ \$	To:	Bus US 1	13												
Bus	From:	US 13 Southwest Su	ıffolk Bypa	ISS											
(13) (32) Carolina Rd	City of Suffolk	1.17 11000	G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.646	11000	G
	To	OLLOGE C	CC 11												
Bus	From:	Old SCL Su	ffolk												
(13) (32) Carolina Rd	City of Suffolk	0.54 11000	G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.619	11000	G
\bigcirc	To:	Fayette S	St												
Bus	From:	US 13; SR 32 F	_												
(13) (32) Main St	City of Suffolk	0.34 11000	G	99%	0%	1%	0%	0%	0%	С	NA			12000	G
\bigcirc	To	Begin SR	10												
Bus (13) (32) (10) Main St	From:									_		_			_
(13) (32) (10) Main St	City of Suffolk	0.68 19000		97%	0%	2%	0%	0%	0%	С	0.079	F	0.561	20000	G
\$\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \	To: From:	US 58; Bus U													
Bus Bus Bus		SR 32 Mai		070/	10/	10/	10/	10/	00/	_	0.007	_	0.504	10000	_
(13) (58) (460) Constance Rd	City of Suffolk	0.88 15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
Dua Dua Dua	To: From:	Pinner S	t												
Bus Bus Bus (13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
13 (58) (460) Portsmouth Blvd	City of Surioik	1.00 15000	G	9170	1 70	1 70	1 70	1 70	0%	C	0.069	Г	0.552	16000	G
Bus Bus Bus	To: From:	SR 337 Washir	ngton St												
13 (58) (460) Portsmouth Blvd	City of Suffolk	1.22 21000	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.579	22000	G
(13) (38) (460) 1 Ortomodili Enta	To:	US 13, US 58,		0070	1 70		1 70	1 70	0 / 0	Ū	0.007	•	0.070		~
~~~ B.I. B.I	Prom:	WCL Chesap								_		_			_
17 Bridge Rd	City of Suffolk	0.66 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.543	21000	G
<u> </u>	To:	I-664; SR 164 West	ern Freewa	ay											
17 Bridge Rd	City of Suffolk	1.81 33000	G	97%	0%	0%	1%	1%	0%	F	0.09	F	0.593	35000	G
	To														
Pridge Dd	From:	133-626 Knots Neck Road			00/		10/	10/	00/		0.001		0.500	20002	
Bridge Rd	City of Suffolk	1.54 <b>26000</b>	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.598	28000	G
	To: From:	133-627 Bennetts	Pasture Ro												
17 Bridge Rd	City of Suffolk	2.47 19000	G	97%	0%	0%	1%	1%	0%	F	0.090	F	0.559	20000	G
$\smile$	Tα	133-628 Critter	adon D 1			<u> </u>									
Pridge Pd	City of Suffells			070/	00/	00/	10/	10/	00/	F	0.001	F	0.524	16000	G
17 Bridge Rd	City of Suffolk			97%	0%	0%	1%	1%	0%	Г	0.091	Г	0.534	16000	G
	То:	Isle of Wight Co	unty Line												

Route	Jurisdiction	Length <b>AADT QA</b> 4Tir	e Bus		Truck -Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW
(17) Ramp	City of Suffolk (Maint: 61)	US 17-S034A TO ROUTE 0.13 <b>13000 G</b> I-664-E FROM ROUTE 17						0.091	F		13000	G
North 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.03 <b>4900 G</b> US 17-S034A TO ROUTE						0.092	F		4900	G
South (17) Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTSOUTH 0.05 <b>7800 G</b> US 17-N034A US 17- 34A TO ROUTE						0.092	F		7800	G
32 Carolina Rd	City of Suffolk	North Carolina State Line 2.89 <b>3600 G</b> 919	% 0%	1%	1% 7%	0%	С	0.098	F	0.737	3800	G
32 Carolina Rd	City of Suffolk	133-642 Adams Swamp Rd 2.07 <b>3900 G</b> 919	% 0%	1%	1% 7%	0%	F	0.09	F	0.743	4100	G
32 Carolina Rd	City of Suffolk	133-675 Cypress Chapel Rd 1.40 <b>4300 G</b> 929 133-759 Babbtown Rd	% 1%	1%	1% 6%	0%	С	0.093	F	0.697	4500	G
32 Carolina Rd	City of Suffolk	0.65 <b>4400 G</b> 929		1%	1% 6%	0%	F	0.093	F	0.736	4600	G
(32) Carolina Rd	City of Suffolk  To:  Front:	2.45 <b>4400 G</b> 929 US 13 South of Suffolk Whaleyville Blvd		1%	1% 6%	0%	F	0.095	F	0.784	4600	G
32) (13) Carolina Rd Bus	City of Suffolk	1.64 <b>17000 G</b> 889	% 0% 	1%	1% 10%	0%	F	0.086	F	0.737	16000	G
32 (13) Carolina Rd Bus	City of Suffolk	1.17 <b>11000 G</b> 889 Old SCL Suffolk	% 0%	1%	1% 10%	0%	F	0.081	F	0.646	11000	G
32 (13) Carolina Rd Bus	City of Suffolk	0.54 <b>11000 G</b> 889 Bus US 58 Constance Rd Fayette St	% 0%	1%	1% 10%	0%	F	0.081	F	0.619	11000	G
32 13 Main St	City of Suffolk	0.34 <b>11000 G</b> 999 SR 337 Washington St	% 0%	1%	0% 0%	0%	С	NA			12000	G
32 13 10 Main St	City of Suffolk	0.68 <b>19000 G</b> 979 Bus US 58, Bus US 460	% 0%	2%	0% 0%	0%	С	0.079	F	0.561	20000	G
32 460 10 Main St	City of Suffolk	0.09 <b>28000 G</b> 99% Old NCL of Suffolk	% 0%	1%	0% 0%	0%	F	0.087	F	0.502	30000	G
32 460 10	City of Suffolk	1.49 <b>25000 F</b> 999 SR 10 Elephant Fork	% 0%	0%	0% 0%	0%	С	0.100	Α	0.503	26000	F
32 10 Godwin Blvd	City of Suffolk	Bus US 460 0.54 <b>19000 G</b> 959 US 58 Suffolk Bypass	% 1%	1%	1% 2%	0%	F	0.084	F	0.534	20000	G

		Nansemond Maintena					Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 58 Suffolk By	pass				017.540				. 4010.		. 40101		
(32) (10) Godwin Blvd	City of Suffolk	1.36 <b>20000</b>	G	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	G
	Toc	61-634 Kings Fork	k Rd			<b>—</b> —									
(32) (10) Godwin Blvd	City of Suffolk	4.81 <b>11000</b>	G	95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	G
	Tot	61-603 Everets I	Rd												
(32) (10) Godwin Blvd	City of Suffolk	0.87 <b>11000</b>	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	G
	To	SR 125 Chuckatu	nolz												
(32) (10)	City of Suffolk	1.31 <b>9400</b>	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	G
(32) (10)	Tα	Isle of Wight County							- , -						-
	From:	Southampton County	v Line												
58 258 Franklin Bypass	City of Suffolk	1.27 <b>20000</b>	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	19000	G
(a) (1)	To	US 258													
58 Franklin Bypass	City of Suffolk	0.18 <b>17000</b>	N	86%	1%	1%	1%	12%	0%	Ν	0.069	Ν	0.517	16000	Ν
36)	то						.,.		- , -						
(58) (189) (189) Franklin Bypass	City of Suffolk	SR 189 1.01 <b>17000</b>	G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	G
(58) (189) Franklin Bypass	Oity of Garloik			00 70	1 /0	1 70	1 /0	12 /0	0 70	•	0.003		0.517	10000	ч
C Our Pd	City of Cuffolls	SR 272 South Quay		000/	10/	10/	10/	100/	00/		0.070		0.500	20000	
58 189 189 S Quay Rd	City of Suffolk	4.23 <b>21000</b>	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	20000	G
~~~ <u>-</u>	From:	SR 189 S Quay I				<u> </u>						_			
(58) Holland Bypass	City of Suffolk	1.05 21000	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.598	20000	G
~	To: From:	Bus US 58													
(58) Holland Rd	City of Suffolk	1.32 25000	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.628	23000	G
<u> </u>	To: From:	133-610 W, Buckho	orn Rd			— —									
58	City of Suffolk	2.77 25000	G	86%	1%	1%	1%	12%	0%	F	0.071	F	0.632	24000	G
<u> </u>	To:	133-647 E, Lummi													
Holland Bd	City of Suffolk	133-647 Lummis 2.05 26000	Rd G	86%	1%	1%	1%	12%	0%	F	0.073	F	0.63	25000	G
(58) Holland Rd	City of Sulloik	2.05 20000	G	80%	170	176	170	12%	0%	Г	0.073	Г	0.63	25000	G
~~····································	From:	133-643 Manning Bri										_			
58 Holland Rd	City of Suffolk	0.67 27000	G	86%	1%	1%	1%	12%	0%	F	0.076	F	0.611	26000	G
~~	To: From:	133-738 Kenyon													
(58) Holland Rd	City of Suffolk	0.38 32000	G	86%	1%	1%	1%	12%	0%	F	0.077	F	0.579	30000	G
<u> </u>	Too From:	Cove Point Rd	i												
158 Holland Rd	City of Suffolk	1.15 31000	G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.59	30000	G
<u> </u>	To:	US 13 Southwest Suffol	lk Bypa	ISS											
(50) (10) Suffalk Rypess	City of Suffalls	Bus US 58 1.41 40000	G	960/	10/	1%	1%	12%	0%	F	0.004	F	0.658	37000	G
58 (13) Suffolk Bypass	City of Suffolk			86%	1%	1 %	I 7/o	1470	U%	r	0.084	г	0.008	37000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	133-604 Pitchkittle		0051			461	4001	051		0.65=	_	0.6==	07000	
58 13 Suffolk Bypass	City of Suffolk	1.88 <b>36000</b>	G	86%	1%	1%	1%	12%	0%	F	0.087	F	0.657	37000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	US 460 Pruden B													
(58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 <b>45000</b>	G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	G
$\sim \sim \sim$	To:	SR 10, SR 32 Godwi	in Blvd												

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

_					_		Tri	uck		_	K	_	Dir		
Route	Jurisdiction	Length A	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~~ ~~	From:		32 Godwin Bl												
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87 5	57000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	G
~ ~ ~	To: From:	133-64	12 Wilroy Rd												
(58) (13) (460) Suffolk Bypass	City of Suffolk		50000 G		0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	G
	To: From:	Bus US 13, Bus													
58 13 460 Military Highway	City of Suffolk	Bus US 58 Mil 3.46	11111111111111111111111111111111111111		0%	1%	1%	6%	0%	F	0.083	F	0.595	72000	G
58) (13) (460) William Y Fightway	To:		Chesapeake	0270	0 70		1 70	0 70	0 /0	•	0.000	•	0.000	72000	G
East	From:		TO RTE 189												
58) (258)	City of Suffolk	0.17	560 G								0.111	F		560	G
36) (236)	5.ky 6. Gallen.										0	•			•
East	From:	US 58-E451B	TO RTE 189 S	OUTH											
58) (258) Ramp	City of Suffolk	0.05	230 G								0.113	F		230	G
<del></del>	То:	1SR 189-P FR	ROM RTE 58	EAST											
East	From:	US 58-E451A		OUTH											
East 58	City of Suffolk	0.03	240 G								0.138	F		240	G
	To:	1SR 189-P FR	ROM RTE 58	EAST											
Vest 58	From:		RTE 258 & 1												
58}	City of Suffolk	0.19	440 G								0.143	F		440	G
	To: From:	US 58-W451B	TO RTE 258	& 189		$\neg$ $\vdash$									
Nest 58 (189) Ramp	City of Suffolk	0.03	110 G								0.169	F		110	G
58 189 Ramp	To:		58 Gap TO								0.100	•			_
Vest	From:	US 58-W451A		& 180		Ì									
58	City of Suffolk	0.06	320 G								0.134	F		320	G
30)	To:	US 258 US 258-W0													
Bus	From:	Isle of Wi	ight County Li	ne.											
58 Ruritan Blvd	City of Suffolk		2200 G		1%	1%	1%	0%	0%	С	0.089	F	0.58	2300	G
30)	То		SR 189												
Bus	From:														
58 Holland Rd	City of Suffolk	0.26	2700 G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.654	2700	G
Pure.	To: From:	133-653 Dutch	Rd; Glen Have	n Drive											
Bus 58 Holland Rd	City of Suffolk	0.46	3400 G	97%	1%	1%	1%	0%	0%	С	0.093	F	0.678	3500	G
36 Holland Fla	To:		US 58	01 70	1 /0		1 /0	0 70	0 /0	O	0.000	•	0.070	0000	u
Pue	From:		East of Holland												
Bus 58 Holland Rd	City of Suffolk		9800 G		1%	1%	0%	1%	0%	F	0.092	F	0.546	10000	G
58) Honaria Ha	only of duffork				1 70		0 /0	1 /0	0 /0	•	0.002	•	0.040	10000	
Bus	To: From:	133-1722	Kilby Shores I												
58 Holland Rd	City of Suffolk	1.79	8900 G	97%	1%	1%	0%	1%	0%	С	0.101	F	0.655	9400	G
$\stackrel{\smile}{\smile}$	To:		Constance Rd												
Bus	From:		7 Holland Rd	0.46′	40/		40/	00/	00/	_	0.000	_	0.507	0000	_
58 Constance Rd	City of Suffolk		8300 G		1%	2%	1%	2%	0%	С	0.099	F	0.567	8800	G
•	To:	WCL Suffe	olk Pitchkettle	Kd											

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

		ivansemonu iviaini	onanoo	71104			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Suffolk Pitc	hkettle Ro												
(58) Constance Rd	City of Suffolk	0.86 <b>8900</b>	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.586	9400	G
Bus Bus Bus	To: From:	SR 32 Mai	n St			$\Box$ $\vdash$									
58) 13) 460 Constance Rd	City of Suffolk	0.88 <b>1500</b> 0	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
$\bigcirc$	To:	Pinner Str													
Bus Bus Bus (58) (13) (460) Portsmouth Blvd	From: City of Suffolk	Highland A		97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
(58) (13) (460) Portsmouth Blvd	City of Surioik			31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	0.009	'	0.552	10000	G
Bus Bus Bus	From:	SR 337 Washin													
(58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>2100</b> 0	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.579	22000	G
<del></del>	10:	US 58													
125 Kings Hwy	From: City of Suffolk	SR 10; SR 32 Go 0.69 <b>3000</b>	dwin Blvd <b>G</b>	95%	1%	3%	1%	0%	0%	С	0.095	F	0.652	3200	G
125 Kings riwy	City of Surioik			95 /6	1 /0	3 /0	1 /0	0 /6	0 /6	C	0.093	'	0.032	3200	G
(125)Kings Hwy	City of Suffolk	133-628 Critter	nden Rd <b>G</b>	95%	1%	3%	0%	1%	0%	С	0.099	F	0.546	580	G
125)Kings riwy	City of Sulloik			95 /6	1 /0	J /6	0 /6	1 /0	0 /6	O	0.033	'	0.540	300	ч
(125)Kings Hwy	City of Suffolk	133-620 Ferry 1 0.91 <b>290</b>	Point Rd G	95%	1%	3%	1%	0%	0%	F	0.125	F	0.551	310	G
125 Kings Hwy	To:	Dead En		33 /6	1 /0	3/8	1 /0	0 /6	0 /6	'	0.123	•	0.551	310	ч
	From:	Dead End @ Nanse	mond Riv												
(125) Kings Hwy	City of Suffolk	1.34 <b>590</b>	G	95%	1%	3%	1%	0%	0%	F	0.118	F	0.566	630	G
	To: From:	133-629 W, Sleep	y Hole Ro												
125 Kings Hwy	City of Suffolk	1.22 880	G	95%	1%	3%	1%	0%	0%	F	0.104	F	0.724	940	G
	To: From:	133-627 Bennetts													
125 Kings Hwy	City of Suffolk	0.48 2900	G	95%	1%	3%	1%	0%	0%	F	0.102	F	0.612	3000	G
	To:	SR 337 Nansemor		у											
135)College Dr	From: City of Suffolk	US 17 Bridg 0.20 <b>1600</b> 0		97%	0%	1%	1%	1%	0%	С	0.087	F	0.514	17000	G
135 College Di	City of Surioik			31 /0	0 /0	1 /0	1 /0	1 /0	0 /6	C	0.067	'	0.514	17000	G
135)College Dr	City of Suffolk	SR 164 Western 0.65 <b>1700</b> 0		98%	1%	0%	0%	0%	0%	С	0.093	F	0.510	18000	G
135 College Di	City of Sulloik			30 /6	1 /0	U /0	0 /6	0 /6	0 /6	O	0.033	•	0.510	10000	ч
(135)College Dr	City of Suffolk	133-658 Towne 0.76 <b>1800</b> 0		99%	0%	0%	0%	0%	0%	С	0.089	F	0.584	20000	G
135) Gollege Di	only of curion		<u> </u>	3376	0 70	<del></del>	0 70	0 /0	0 70	J	0.003	•	0.504	20000	a
(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
135 / Conege Di	To:	SR 367 Tidewater Con			1 /0		1 /0	370	0 70	J	0.000	'	0.042	7000	a
North	From:	SR 135 TO													
(135)Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200</b>	G								0.096	F		4200	G
$\smile$	To:	I-664-W FROM	RT 135												
North	From:	SR 135 TO													
(135)Ramp	City of Suffolk (Maint: 61)	0.12 <b>3200</b>	G								0.131	F		3200	G
$\sim$	To:	I-664-E FROM	RT 135												

Route	Jurisdiction	Length AADT QA 47	Tire Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	Q۱
South	From:	SR 135 TO I-664										
135)Ramp	City of Suffolk (Maint: 61)	0.16 <b>1100 G</b>						0.108	F		1100	C
$\smile$	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	(
1337	To:	I-664-E FROM ROUTE 135 SOUTH	H									
	From:	US 17 Bridge Road										
164) Western Freeway	City of Suffolk (Maint: 61)		5% 0%	0% 1%	3%	0%	F	NA			22000	(
164 Western Fleeway	Oity of Surfolk (Maint. 01)	0.84 <b>19000 G</b> 9.	378 078	<u> </u>	J /6	0 /6	'	INA			22000	
	To: From:	I-664										
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>36000 G</b> 99	5% 0%	0% 1%	3%	0%	F	0.091	F	0.539	40000	(
$\smile$	To:	SR 135 College Dr										
164)Western Freeway	City of Suffolk (Maint: 61)		5% 0%	0% 1%	3%	0%	С	0.102	Α	0.555	52000	,
164)	To:	WCL Portsmouth	0,0 0,0		0,0	0,0	Ū	002		0.000	02000	
	T											
East	Other of Outfalls (Maintaged)	SR 164 TO ROUTE 664 WESTNORT	ГН					0.470	_		4000	,
164 Ramp	City of Suffolk (Maint: 61)	0.20 <b>1900 G</b>						0.172	F		1900	(
<u> </u>	100	I-664-W FROM ROUTE 164 EAST										
West	From:	SR 164 TO ROUTE 664 EASTSOUT	Ή									
164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>7400 G</b>						0.092	F		7400	(
$\smile$	To:	I-664-E FROM ROUTE 165 WEST	•									
West	From:	SR 164 TO ROUTE 664 WESTNORT	ГН									
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8200 G</b>						0.107	F		8200	(
104	To:	I-664-W FROM ROUTE 164 WEST	Γ									
	From	Southhampton County Line		i								
189)S Quay Rd	City of Suffolk		6% 0%	 1% 1%	12%	0%	С	NA			2100	(
189 /3 Quay Hu	City of Surioik	1.30 <b>1900 G</b> 80	0 / 0 / 0	1/0 1/0	12/0	0 /6	O	INA			2100	,
<u></u>	To: From:	133-666 Gates Rd										
189)Great Mill Rd	City of Suffolk	0.82 <b>3500 G</b> 70	6% 0%	1% 5%	17%	0%	С	NA			3700	(
$\bigcirc$	To	SR 272 South Quay Rd										
189)Great Mill Hwy	City of Suffolk		6% 0%	1% 1%	12%	0%	F	NA			2700	(
189 Great Willi Tiwy	To:	US 58	076 076	1/6 1/6	12/0	0 /6	'	INA			2700	`
	From:	Ramp To US 58										
189)(189)	City of Suffolk	0.08	See VA 18	9 for direction	al traffic	volume e	estima	ates for th	nis se	ament		
109 (109)	To:	Ramp to US 58	000 171 10	o ioi direction	ai traino	voiaino (	00111110			911101111		
	From:	Ramp From SR 189										
189)(189)	City of Suffolk	0.26 <b>600 G</b>						0.122	F		600	(
103) (103)												
	From:	US 58	00/ 10/	10/ 10/	100/	00/	_	0.000	_	0.547	10000	
189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 G</b> 80	6% 1%	1% 1%	12%	0%	F	0.069	F	0.517	16000	(
$\circ \circ \circ$	To: From:	SR 272										
189) (58) (189) S Quay Rd	City of Suffolk		6% 1%	1% 1%	12%	0%	F	0.072	F	0.588	20000	(
	To:	SR 189 S Quay Rd										
	From:	US 58 Holland Bypass										
189)S Quay Rd	City of Suffolk		7% 1%	2% 9%	2%	0%	С	0.091	F	0.579	750	(
	To:	Cumberland Lane										

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Cumberland Lane							_					
189 S Quay Rd	City of Suffolk	0.12 <b>1100 G</b>	83%	1%	1%	12%	1%	0%	С	NA			1200	G
	10:	Bus US 58												
	From:	SR 189-S005A TO RTE 5	58							0.400	_		200	_
189	City of Suffolk	0.26 <b>600 G</b>								0.122	F		600	G
	10.	US 58 FROM RTE 189												
North	From:	SR 189; 1SR 189-P TO RT 58	EAST							0.444	_		000	_
189	City of Suffolk	0.08 <b>320 G</b>								0.141	F		320	G
	l.	SR 189-S005A TO RTE 5												
South	From:	1SR 189-P TO RTE 58 EA	ST							0.111	_		000	_
189	City of Suffolk	0.05 <b>280 G</b>	DEED 50							0.111	F		280	G
	10.	SR 189-N005A SR 189- 5A TO												
	From:	US 58-W451B TO RTE 258		110 =	<u></u>		•							
189 58 Ramp	City of Suffolk	0.03	Se	e US 58	3 for dir	ectional t	raffic v	olume e	estima	tes for th	ıs se	gment.		
<u> </u>	From:	US 258 Gap TO 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
189 (36) (189) 2) page				. , ,		. , 0	,	0,0	•	0.000	•	0.0	.0000	<b>O</b> .
189) (58) (189) S Quay Rd	City of Suffolk	SR 272 South Quay Rd 4.23 <b>21000 G</b>	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	20000	G
189 58 189 S Quay Rd	City of Surfork	4.23 21000 G SR 189	00%	170	1 70	1 70	1270	0%	Г	0.072	Г	0.566	20000	G
	-													
258 (58) Franklin Bypass	City of Suffolk	Southampton County Lin	e 86%	10/	10/	10/	100/	00/	F	0.070	F	0.600	19000	_
258 58 Franklin Bypass	City of Sulloik	1.27 <b>20000 G</b> US 58 Franklin Bypass		1%	1%	1%	12%	0%	Г	0.072	Г	0.600	19000	G
	From:	US 58 Franklin Bypass X			-									
[258] [58]	City of Suffolk	0.17	Se	e US 58	3 for dir	ectional t	raffic v	olume e	stima	tes for th	is seg	gment.		
	To:	х												
~~~	From:	US 58-E451B TO RTE 189 S												
(258) (58) Ramp	City of Suffolk	0.05		e US 58	for dir	ectional t	raffic v	olume e	estima	tes for th	is se	gment.		
	To:	1SR 189-P FROM RTE 58 E												
258 Great Mill Rd	City of Suffolk	US 58 Franklin Bypass; SR 0.97 3400 G	55%	0%	1%	4%	40%	0%	С	NA			3600	G
258 Great Willi Hu	City of Surfork	NCL Suffolk	JJ /6	0 /6	1 /0	4 /0	40 /0	0 /6	C	INA			3000	G
	From:													
		US 258-W013A TO RTE 0.19 350 G	58							0.100	F		250	_
(258)(258)	City of Suffolk	0.19 350 G US 58 FROM RTE 258 &	190		_					0.123	Г		350	G
	From:		109											
East (258)		US 258 Gap TO 0.04 310 G								0.110	F		210	_
(258)	City of Suffolk		50		 1					0.116	Г		310	G
		US 258-W013A TO RTE												
West	From:	US 258 US 58-W451B TO & FRO	OM RTE 5							0.404	_		000	_
(258)(258)	City of Suffolk	0.07 320 G	DEED 50							0.134	F		320	G
~ ~	To:	US 258-E013A US 258- 13A TC	RTE 58											

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	Q۷
~~~~	From:	US 258-W013A TO RTE												
258)(258)	City of Suffolk	0.19 <b>350 G</b>								0.123	F		350	G
<del>*************************************</del>	To:	US 58 FROM RTE 258 &												
	City of Cuffolls	US 258 US 58-W451B TO & FRO		A LIC OF	) for dire	ational t	roffic v	م مسام	a a ti ma	ataa far tl	nio o o	amont		
258 (258)	City of Suffolk	0.07 US 258-E013A US 258- 13A TO		e US 256		Clional li	railic vo	biume e	esuma	ates for th	iis se	gment.		
			KIE 38											
	From:	SR 189	050/	40/		00/	00/	00/	_				1000	
South Quay Rd	City of Suffolk	1.24 <b>1500 G</b>		1%	1%	0%	3%	0%	С	NA			1600	(
<u> </u>	To:	US 58 South Quay Rd												
_	From:	Bus US 58 Constance R												
(37) Washington St	City of Suffolk	0.34 <b>7500 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.595	8000	
<u> </u>	Toy	Broad St												
337)Washington St	City of Suffolk	0.59 <b>9000 G</b>	98%	1%	1%	0%	0%	0%	С	NA			9700	(
337)				. , 0		0 / 0	0,0	0,0	Ū				0.00	
	From	SR 32 Main St				221			_					
Washington St	City of Suffolk	0.20 <b>9400 G</b>	98%	1%	1%	0%	0%	0%	С	NA			10000	
<u> </u>	To: From:	Pinner St			<u> </u>									
Washington St	City of Suffolk	0.49 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.081	F	0.53	13000	
	To	Old ECL Suffolk												
Washington St	City of Suffolk	2.38 <b>12000 G</b>	98%	1%	1%	0%	0%	0%	F	0.086	F	0.607	12000	
337) Washington St	City of Suriok	2.56 <b>12000 G</b>	30 76	1 /0	1 /0	0 76	0 /6	0 /6	'	0.000	'	0.007	12000	,
	To: From:	Bus US 58 Portsmouth Bl												
Nansemond Parkway	City of Suffolk	3.03 <b>4200 G</b>	96%	2%	1%	1%	0%	0%	С	0.093	F	0.576	4500	(
<u> </u>	To	133-642 Wilroy Rd			_									
Nansemond Parkway	City of Suffolk	1.40 <b>11000 G</b>	96%	2%	1%	1%	0%	0%	F	0.109	F	0.592	11000	(
,	To	YY 11 - 1 Y												
Noncomond Darkway	City of Suffolk	Whitley Lane 2.01 <b>7800 G</b>	88%	1%	2%	20/	7%	0%	С	NA			8400	(
Nansemond Parkway	City of Surioik	2.01 <b>7800 G</b>	00%	170	2%	2%	170	0%	C	INA			8400	,
	To: From:	SR 125 Kings Hwy												
Nansemond Parkway	City of Suffolk	2.52 <b>12000 G</b>	93%	1%	1%	4%	1%	0%	С	NA			13000	(
<u> </u>	To:	WCL Chesapeake												
	From:	Isle of Wight County Lin	ie											
Pruden Blvd	City of Suffolk	3.08 <b>16000 G</b>	83%	1%	1%	1%	14%	0%	F	0.079	F	0.597	15000	(
	To	133-604 Lake Prince Dr; Provid	lamaa Dd											
160 Pruden Blvd	City of Suffolk	0.54 <b>19000 G</b>		1%	1%	1%	14%	0%	F	0.096	F	0.687	18000	
160 I Tadell Biva	City of Suriok	0.54 <b>13000 G</b>	00 /6	1 /0	1 /0	1 /0	14 /0	0 /6	'	0.030	'	0.007	10000	
~~	To: From:	133-634 Kings Fork Rd												
Pruden Blvd	City of Suffolk	1.47 <b>19000 G</b>		1%	1%	1%	14%	0%	F	0.090	F	0.565	18000	(
~	To: From:	US 58, BUS US 460; Suffolk												
Controlle Borne		US 58, BUS US 460, Purden		00/		10/	00/	001	_	0.000	_	0.000	47000	
460) (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>45000 G</b>	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	47000	(
<del></del>	To: From:	SR 10 SR 32 Godwin Blv	vd											
160 58 13 Suffolk Bypass	City of Suffolk	1.87 <b>57000 G</b>	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	59000	(
	To:	61-642 Wilroy Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		642 Wilroy R													_
(58) (13) Suffolk Bypass	City of Suffolk	2.30	50000	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.61	52000	G
~ ~ ~	To:		Bus US 58 Mil													
460 \ \(\)	City of Suffolk	XXX Bus US 1 3.46	69000	G	<u>у нуу</u> 92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	72000	G
460 (58) (13) Military Highway	To:		CL Chesapeak		32 /6	0 /0		1 /0	0 /6	0 /6	'	0.003	'	0.555	12000	u
	From:															
Bus 460)	City of Suffolk	1.11	9600		99%	0%	0%	0%	0%	0%	_	0.088	F	0.527	10000	G
160	City of Surioik	1.11	9600	G	99%	076	0%	0%	070	0%	Г	0.000	Г	0.527	10000	G
Bus	To: From:	S	SR 10, SR 32													
460 10 32	City of Suffolk	1.49	25000	F	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	26000	F
Bus	To: From:	Olo	d NCL Suffolk	k												
(10) Main St	City of Suffolk	0.09	28000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13,	BUS US 58,S	R 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffolk	0.88	15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
Bus Bus Bus	To: From:		Pinner St													
Portsmouth Blvd	City of Suffolk	1.60	15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
Bus Bus	To: From:	SR 33	37 Washington	n St												
160 58 13 Portsmouth Blvd	City of Suffolk	1.22	21000	G	96%	1%	1%	1%	1%	0%	С	0.087	F	0.579	22000	G
100 (30) (10)	To:		US 58													
	From:	I-664-W	/009B TO RC	HTE												
Ramp	City of Suffolk (Maint: 61)	0.13	NA	JUIL			_					NA			NA	
004)	To:		FROM ROUT	TE 664												
ast	From:		Newport Nev													
Monitor Merrimac Memorial Bridge Tunne	City of Suffolk (Maint: 61)	3.05	31000	B	94%	0%	1%	1%	4%	0%	F	0.127	Α		33000	В
,	c Estimates for 2 Parallel Roadways			В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.573	68000	В
Combined Traini	c Estimates for 2 Taraner Hoadways	East I-664 is				0 70	1 /0	1 /0	7/0	0 70	'	0.103		0.570	00000	D
	_				11 004											
East	From:	SR	135 College I	Or												
Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38	29000	В	94%	0%	1%	1%	4%	0%	С	0.131	Α		31000	В
	c Estimates for 2 Parallel Roadways	on this Route:	59000	F	94%	0%	1%	1%	4%	0%	С	0.107	В	0.562	63000	F
	,	East I-664 is		South	1-664											
	To															
ast	From:	SR 164	Western Free	eway												
664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.58	26000	G	94%	0%	1%	1%	4%	0%	F	0.118	F		28000	G
Combined Traffic	c Estimates for 2 Parallel Roadways	on this Route:	58000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	62000	G
		East I-664 is	signed as	South	ı I-664											
	To:		17 Bridge Ro													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q١
East	From:		17 Bridge													
Hampton Roads Beltway	City of Suffolk (Ma	, , , , , , , , , , , , , , , , , , ,	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	(
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	88000	(
	_	East I-664 is	signed a	s Souti	h I-664											
	To:	EC	L Chesapea	ake												
East	From:	I-66	4-E TO RT	135												
Ramp	City of Suffolk (Ma	aint: 61) 0.26	NA									NA			NA	
	To:	SR 1	35 FROM	I-664												
ast	From:	I-66	4-E TO RT	135												
Ramp	City of Suffolk (Ma		4100	G								0.102	F		4100	
1	To:		35 FROM													
ast	From:	I 664	E TO ROU	TE 164												
Ramp	City of Suffolk (Ma		9800	G								0.101	F		9800	
64)	- F											0	•		0000	
ast	From:	I-664-E009E	TO ROUT	ΓΕ 164 E	AST											
Ramp	City of Suffolk (Ma	aint: 61) 0.18	NA									NA			NA	
	To:	SR 164	FROM RO	UTE 66												
ast	From:	I-664-E009A	TO ROUT	ΓΕ 164 E	AST											
Ramp	City of Suffolk (Ma		NA									NA			NA	
	To:		V009B TO I	ROUTE												
/est	From:	ECI	Newport N	Vews												
Monitor Merrimac Memor	ial Bridge Tunnel City of Suffolk (Ma		32000	В	94%	0%	1%	1%	4%	0%	F	0.118	Α		34000	
/	Combined Traffic Estimates for 2 Parallel I	,	63000	В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.573	68000	
	Combined Traine Estimates for ET aranor i	West I-664 is				070	1 /0	170	170	0 70	•	0.100	,,	0.070	00000	
	F		_													
/est	From:	SR	135 College	e Dr												
664 Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 1.04	30000	F	94%	0%	1%	1%	4%	0%	С	0.117	В		32000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	59000	F	94%	0%	1%	1%	4%	0%	С	0.107	В	0.562	63000	
		West I-664 is		as Nort	h I-664											
	To:		Western F													
/est	From:		+ Western F	reeway												
664) Hampton Roads Beltway	City of Suffolk (Ma	aint: 61) 0.40	32000	G	94%	0%	1%	1%	4%	0%	F	0.089	F		34000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	58000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	62000	
		West I-664 is	signed a	as Nort	h I-664											
	To:	III	17 Bridge	Rd			-L									
est	From:					• • • •			46:		_		_			_
64 Hampton Roads Beltway	City of Suffolk (Ma		44000	G	94%	0%	1%	1%	4%	0%	F	0.083	F		47000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	88000	
	_	West I-664 is	signed a	as Nort	h I-664											
	To:	EC	L Chesape	ake												
Vest	From:	I-66	4-W TO RT	Γ 135												
Ramp	City of Suffolk (Ma	aint: 61) 0.16	1500	G								0.129	F		1500	
	To:	SR 135 RAM	P FR 1-664	FROM	I-664											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	0.26	4-W TO RT 3500 5 FROM RT	G					0.12	F		3500	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO I 0.26 I-664-W FROM	360	G					0.119	F		360	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-V 0.24 SR 164 FROM I	V TO ROU' 7300 ROUTE 664	G	NORTH				0.083	F		7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.11	12000	G					0.078	F		12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009C 0.17 I-664-E009E	NA						NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B 0.11 US 17 FROM R	NA						NA			NA	

					IValio	cinona	viairitori	ance Ar	ca							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance A	rea	From	:			US 460) Pruden B	lvd								
690 Ennis Mill Rd	0.20	130	R								NA			NA		04/21/201
690 Ennis Mill Rd	0.10	350 From	R				Old Suffoll				NA			NA		04/21/201
City of Suffolk						WC	L Sulloik									
		From					3 Everetts					_			_	
602 Kirk Rd	0.60	430	G	98%	0%	1% Isle of Wi	0% ght Count	0% y Line	0%	С	0.126	F	0.571	440	G	2013
O =		From	L	2721		Isle of Wi										2212
Everets Rd	0.30	1700	N	97%	0%	1%	2% Lake Princ	0%	0%	N	0.122	N	0.717	1800	N	2013
603 Everets Rd	1.97	1700	G	97%	0%	1%	2%	0%	0%	С	0.122	F	0.717	1800	G	2013
<u> </u>		From				133-742 N										
603 Everets Rd	0.97	1600 To	G	97%	1%	1% SR 10	2% Godwin B	0% lvd	0%	С	0.121	F	0.7	1600	G	2013
		From			JB-NC N	ORTH C	AROLINA	STATE	LINE							
604 Desert Rd	6.91	220	G								0.13	F	0.895	220	G	2013
604 Hosier Rd	1.54	620 From	G	97%	1%	133-642 V	White Mar 2%	sh Rd 0%	0%	F	NA			660	G	2013
133		To From	-		1	33-674 N	, Skeeterto	own Rd								
604 Hosier Rd	4.11	720	G	97%	1%	1%	2%	0%	0%	С	NA			790	G	2013
604) Factory St	0.06	3200 From	G	97%	1%	133-110 1%	5 Mahlon 2%	Ave 0%	0%	F	0.09	F	0.578	3400	G	2013
Factory St	0.00	To	Ď	01 70		SCL S	Suffolk; G	ap	0 70	•	0.00	'	0.070	0400		2010
604) Pitchkettle Rd	1.30	3000	G	98%	1%	5 58 Bus; '	WCL Suff 0%	olk; Gap 0%	0%	С	 NA			3300	G	2013
Pitchkettle Rd		To	_		. , ,		Suffolk By									
604 Pitchkettle Rd	2.55	2200 From	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G	2013
(133)		To From				133-634 W										
604) Providence Rd	0.51	1300	G	97%	1%	133-634 E 1%	0%	1%	0%	С	0.123	F	0.58	1300	G	2013
(604) Providence Rd		To	_			US 460	Pruden B	lvd								
604 Lake Prince Dr	0.78	2200	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.602	2200	G	2013
		To From				133-605	Girl Scou	t Rd			\Box					
604 Lake Prince Dr	3.16	1200	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.502	1300	G	2013
		From					3 Everets Deer Path									
Milford Lane	1.50	100	G			133-139	DCCI I au	ı Ku			0.146	F	0.677	100	G	2013
133		То	c			133-644	W, Indian	Trail								
O 5 5		From		2==/			V, Holland			_		_			_	2212
610 Buckhorn Rd	3.30	400	G	95%	1%	2%	1%	1%	0%	С	0.116	F	0.556	410	G	2013
Qual Puelcharn Pd	1 70	330 From	G	050/	1%		4 Indian T		09/	F	0.100		0.657	240	-	2013
610 Buckhorn Rd	1.70	330 To		95%		2% Isle of Wi	1% ght Count	1% y Line	0%	- 1	0.108	F	0.657	340	G	2013
		From	1				Pruden B									
611 Gardner Lane	1.40	440	G								0.109	F	0.520	440	G	2013
		То				133-60	06 Exeter	Dr								
O'Kally Dr	4.00	From				133-616	Vicksburg	g Rd			NIA			NIA		02/0E/2004
612 O'Kelly Dr	4.90	380 To	R			US 58.	Gap Term	inus			NA T			NA		02/05/2002
O		From				133-653;	Gap Tern	ninus								
612 Kingsdale Rd	3.20	390 To	G	97%	0%	0%	0%	3%	0%	F	0.119	F	0.551	400	G	2013
612 Kingsdale Rd	0.20	From	G	97%	0%	133-74 0%	10 Carr La 0%	3%	0%	С	0.151	F	0.571	80	G	2013
933		To	Ť			Isle of Wi			- / -	-		•			-	

					wans	ernond N	/laintenand	e Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
613) Leafwood Rd	1.50	730	G		13	3-661 W, S	Southwestern	Blvd			0.145	F	0.608	730	G	2013
(613) Leafwood Rd	1.50	To	Ť			US	58 West				0.143	•	0.000	700	G	2010
		From				ı	JS 58				i					
616 Holy Neck Rd	2.20	740	G	95%	4%	1%		0%	0%	F	NA			790	G	2013
133		To				133-66	1 S, Ellis Rd									
616) Holy Neck Rd	2.77	290 From	G	95%	4%	1%		0%	0%	С	NA			310	G	2013
(616) Holy Neck Rd		To				122 750 V	V, Pineview F) d								
616) Vicksburg Rd	1.69	290 From	G	95%	4%	1%)%	0%	F	NA			310	G	2013
(616) Vicksburg Rd		To					Longstreet La									
<u> </u>		From					; Vicksburg F								_	
616 Longstreet Lane	0.10	510	G	95%	4%	1%		0%	0%	F	NA			550	G	2013
<u> </u>		To From					Mineral Spring Longstreet L									
616) Mineral Spring Rd	3.43	720	G	95%	4%	1%)%	0%	F	NA			770	G	2013
616 Mineral Spring Rd		To														
616) Mineral Spring Rd	1.48	400 From	G	95%	4%	133-668 F 1%	reeman Mill I	<u>Rd</u> 0%	0%	F	NA			430	G	2013
616 Mineral Spring Rd	1.40	-700 To	<u> </u>	JJ /0	₸ /0		haleyville Bly		0 /0		17/7			700	u	2013
		From					, Great Fork l									
616 Wedgewood Rd	2.10	140	G								0.136	F	0.55	140	G	2013
1337		To				133-673 N	, Greenway I	Rd								
_		From				133-658	Townpoint Ro	d								
623 Respass Beach Rd	1.69	5300	G								0.114	F	0.621	5300	G	2013
1337		То				133-654	N, Bay Circle	2								
		From					nsemond Pky	-								
626 Shoulders Hill Rd	1.44	7000	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.508	7400	G	2013
_		To From				133-659 N	, Pughsville I	Rd			\Box					
626 Shoulders Hill Rd	1.63	10000	G	93%	1%	1%	4%	1%	0%	С	0.106	F	0.571	11000	G	2013
133/		To				US 17	Bridge Rd									
_		From				SR 337 Na	nsemond Pky	vy								
627 Bennetts Pasture Rd	1.36	4400	G	97%	2%	1%	0% (0%	0%	F	0.125	F	0.566	4700	G	2013
(133)		To	_			SR 125	Kings Hwy									
627 Bennetts Pasture Rd	3.51	8300 From	G	97%	2%	1%)%	0%	С	0.099	F	0.637	8800	G	2013
(133)		To				US 17	Bridge Rd									
		From	1			SR 125	Kings Hwy									
628 Crittenden Rd	5.26	2500	G	96%	1%	2%	1% (0%	0%	С	0.093	F	0.555	2700	G	2013
133/		To	c			US 17	Bridge Rd									
_		From				Isle of Wig	ght County Li	ne								
632 Old Myrtle Rd	5.70	600	G								0.131	F	0.679	600	G	2013
1337		То				US 460	Pruden Blvd									
		From				133-644	Indian Trail									
634 Kings Fork Rd	2.27	400	G	97%	1%	1%	0%	1%	0%	F	NA			440	G	2013
		To From				133-637 I	ake Meade I)r			\supset —					
634 Kings Fork Rd	1.70	1600	G	97%	1%	1%		1%	0%	С	0.119	F	0.633	1700	G	2013
133/		To	4			133-604 W	, Pitchkettle	Rd								
634) Kings Fork Rd	0.64	2600 From	G	96%	1%	2%)%	0%	С	0.123	F	0.509	2700	G	2013
133.		To														
634) Kings Fork Rd	2.27	4500 From	G	96%	1%	2%	Pruden Blvd 0%	0%	0%	F	0.118	F	0.563	4800	G	2013
133	,	To	<u> </u>	00/0	. /0		Godwin Blvd	- /	5 ,0	•	<u> </u>	•	0.000	.500	J	_0.0
		From					Pitchkettle Ro	1								
638) Murphys Mill Rd	1.25	540	G			133-004	i illinelle Ki	.1			0.111	F	0.627	540	G	2013
(638) Murphys Mill Rd	0	To	Ť			F	R-678				<u> </u>	•	0.027	0.0	<u>~</u>	_510
		From					Indian Trail				- 					
639) Lake Cohoon Rd	0.42	1300	G	97%	0%	1%		1%	0%	С	0.11	F	0.602	1400	G	2013
433	·-	To	<u> </u>	, •	- / -		8 Holland Ro				\neg	-			-	5
			-			200 00 0		-								

					ivans	semona mainte	nance A	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			ı									. 4010.			
Adama Swamp Pd	2 22	430	G	97%	00/	North Carolina St		0%	С	0.096	F	0.854	440	G	2012
Adams Swamp Rd	3.32	430 To		97%	0%	1% 1% SR 32 S, Caroli	1%	0%	U	0.096	Г	0.834	440	G	2013
		From			13	3-675 S, Cypress (
642) White Marsh Rd	1.84	610	G	95%	2%	2% 0%	1%	0%	С	NA			660	G	2013
642) White Marsh Rd		To			1/	22 (04 Hi D4-	D D.I								
642) White Marsh Rd	1.95	570 From	G	95%	2%	33-604 Hosier Rd; 2% 0%	1%	0%	F	NA			570	G	2013
White Marsh Rd	1.00	370		0070	270			070					070	ď	2010
Milette Messele Del	0.00	From	<u> </u>	070/	40/	133-674 Badge		00/		0.400		0.700	750		0040
White Marsh Rd	2.80	730	G	97%	1%	1% 0%	0%	0%	F	0.106	F	0.709	750	G	2013
		To From				.80 MN 133-674 E	Badger Rd								
White Marsh Rd	0.79	850	G	97%	1%	1% 0%	0%	0%	F	0.105	F	0.749	900	G	2013
1557		То				133-1125 Semin	ole Dr								
642) White Marsh Rd	0.84	2300 From	G	97%	1%	1% 0%	0%	0%	С	NA			2500	G	2013
White Marsh Rd		To			Old E0	CL Suffok; SR 337	Washingto	n St							
		From				Bus US 58 Consta	ance Rd								
Wilroy Rd	2.10	5000	G	96%	0%	1% 1%	2%	0%	С	0.095	F	0.528	5300	G	2013
1337		To				US 58									
642) Wilroy Rd	1.77	8000 From	G	94%	1%	2% 1%	2%	0%	С	0.099	F	0.519	8500	G	2013
642 Wilroy Rd		To				SR 337 Nansemor									
		From		_	11	33-616 E, Mineral		_							
Manning Rd	2.56	600	G	96%	2%	1% 0%	0%	0%	F	0.115	F	0.709	610	G	2013
643 Manning Rd		_							-	_	-			-	
Manusia a Dal	0.00	From	ᄂ	000/	00/	133-663 Leesvii		00/		0.440	_	0.700	000		0040
Manning Rd	2.32	860	G	96%	2%	1% 0%	0%	0%	F	0.113	F	0.736	880	G	2013
		To From				133-647 Copela	nd Rd								
Manning Rd	1.30	1100	G	96%	2%	1% 0%	0%	0%	С	0.102	F	0.708	1100	G	2013
1337		To			1	33-645 Manning I	Bridge Rd								
Managina Drida Dd	0.04	From	<u> </u>			133-645 Mannii	ng Rd			0.105	_	0.075	010	_	0010
Manning Bridge Rd	0.94	910	G		0	04.301.122.645.34	· D1			0.105	F	0.675	910	G	2013
					0.	94 MN 133-645 M	anning Kd								
<u> </u>	4.70	From	<u> </u>	000/	00/	133-740 Carr I		00/			_	0.000	000	_	0010
133 Indian Trail	1.70	250	G	96%	2%	1% 1%	0%	0%	F	0.119	F	0.692	260	G	2013
		To From				133-610 Buckho	rn Rd								
644 Indian Trail	3.70	330	G	96%	2%	1% 1%	0%	0%	F	0.122	F	0.588	330	G	2013
133/		To				133-634 Kings F	ork Pd								
644) Indian Trail	2.30	530 From	G	96%	2%	1% 1%	0%	0%	С	0.112	F	0.623	540	G	2013
133		-		0070				0,0			•	0.020	0.0	O .	_0.0
<u> </u>	0.00	From	<u> </u>	000/	00/	133-738 Kenyo		00/				0.500	4400	_	0010
644 Indian Trail	0.60	1000	G	96%	2%	1% 1%	0%	0%	F	0.12	F	0.523	1100	G	2013
<u> </u>		To From				133-637 Lake Me	eade Dr								
644) Indian Trail	1.18	960	G	94%	1%	3% 2%	0%	0%	С	0.132	F	0.649	1000	G	2013
1337		To				133-639 Cohoo	n Rd								
		From			1	33-643 Manning I	Bridge Rd								
645 Manning Rd	1.70	680	G	94%	2%	1% 1%	1%	0%	С	0.102	F	0.667	730	G	2013
133		To				Urban Bound	OPT/								
645) Manning Rd	1.50	1400 From	G	96%	1%	1% 1%	0%	0%	С	0.1	F	0.667	1500	G	2013
133	1.50	To		30 70	1 /0	US 58 Holland		0 70		- -	'	0.007	1300	G	2010
			<u> </u>							_					
Airport Dd		1000	<u> </u>	079/		33-705 Meadow C		00/		0.006	_	0.540	1100	C	2010
646) Airport Rd	0.40		G	97%	1%	1% 1%	1%	0%	С	0.096	F	0.549	1100	G	2013
133	0.40	1000 To				US 13; SR 32 Car	onna Kd								
133/	0.40	То													
		To				US 58 E, Hollar					_			_	
647 Lummis Rd	0.40	То	G	92%	2%		nd Rd 2%	0%	F	0.093	F	0.781	1600	G	2013
647 Lummis Rd		From 1500	G	92%		US 58 E, Hollar 2% 1%	2%	0%	F	0.093	F	0.781	1600	G	2013
133	0.20	From 1500			2%	US 58 E, Hollar 2% 1% 133-649 Lumm	2% is Rd				F		1600 500	G G	
647 Copeland Rd		From 1500	G G	92%	2%	US 58 E, Hollar 2% 1% 133-649 Lumm 2% 1%	2% is Rd 2%	0%	F	0.093		0.781			
647 Copeland Rd	0.20	1500 1500 470 To From From From From From From From Fro	G	92%	2%	US 58 E, Hollar 2% 1% 133-649 Lumm 2% 1% 33-643 Manning E	2% is Rd 2% Bridge Rd	0%	F	0.104	F	0.534	500	G	2013
133	0.20	1500 To From 470			2%	US 58 E, Hollar 2% 1% 133-649 Lumm 2% 1%	2% is Rd 2% Bridge Rd 2%								2013 2013 2013

Pouts AART OA ATius RusTruck K	QK	Dir			
Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Facto	or Giv	Factor	AAWDT	QW	Year
City of Suffolk					
[547] Copeland Rd 1.75 580 G 92% 2% 2% 1% 2% 0% F 0.098	9 F	0.571	620	G	2013
To US 13 Whaleyville Blvd	J 1	0.571	020	ч	2013
From: 133-660 Longstreet Lane					
	8 F	0.630	120	G	2013
650) Quince Rd 1.90 120 G 0.188					
From: 133-612 Kingsdale Rd					
G53 Glen Haven Dr 0.13 1200 G 97% 1% 1% 1% 0% 0% C 0.104	4 F	0.595	1200	G	2013
To US 58 Pag EAST					
653 Dutch Rd 3.12 470 G 96% 2% 2% 1% 0% 0% C 0.133	3 F	0.697	480	G	2013
133-/59 N, Quaker Dr					
From: 133-759 S, Quaker Dr		0.574	200	_	0040
653 Holland Corner Rd 2.17 200 G 96% 2% 2% 0% 0% 0% C 0.151	1 F	0.571	200	G	2013
To: 133-616 Mineral Spring Rd					
From: 133-651 Barnes Rd		0.570	400	_	0040
555 Brentwood Rd 0.90 130 G 0.174 US 58	4 F	0.579	130	G	2013
133-039 Fugusvine Ku	1 F	0.52	1200	G	2013
	. Г	0.02	1200	a	2013
133-2276 Plummer Blvd		0.510	0500		0045
Town Point Rd 0.46 2400 G 96% 2% 1% 0% 0% 0% F 0.09) F	0.512	2500	G	2013
To: US 17 Bridge Rd; Gap From: Harbor View Blvd.; Gap					
Town Point Rd 0.60 9200 G 96% 2% 1% 0% 0% 0% F 0.091	1 F	0.544	9800	G	2013
Town Point Rd 0.18 11000 G 99% 0% 1% 0% 0% 0 C 0.092	2 F	0.555	11000	G	2013
	- '	0.000	11000	u	2010
Town Point Rd 0.68 8100 G 99% 0% 1% 0% 0% 0% C 0.096	6 F	0.504	8600	G	2013
Town Point Rd 0.68 8100 G 99% 0% 1% 0% 0% 0% C 0.096	0 Г	0.304	0000	G	2013
133-020 N, Shoulders Hill Ku	2 F	0.625	5500	G	2013
659) Pughsville Rd 1.28 5200 G 99% 0% 0% 0% 0% 0 C 0.102	_ '	0.023	3300	G	2010
133-616 N; Mineral Spring Rd; Longstreet Lane 130-616 N; Mineral Spring Rd; Longstreet Lane 0.106	6 F	0.813	350	G	2013
To: US 58	•	0.010	000	u	2010
From: 133-759 W, Quaker Dr					
	4 F	0.8	47	G	2013
Tα 133-649 Lummis Rd					
From: 133-759 Pineview Rd; Gates Rd					
G66 Gates Rd 2.10 820 G 86% 1% 1% 2% 10% 0% F 0.106	6 F	0.617	840	G	2013
To 133-661 Ellis Rd					
	5 F	0.586	980	G	2013
					_
Topic 133-746 Wildwood Dr 1366 Gates Rd 0.65 920 G 86% 1% 1% 2% 10% 0% C 0.092	2 F	0.651	930	G	2013
666) Gates Rd 0.65 920 G 86% 1% 1% 2% 10% 0% C 0.092	- '	0.001	555	J	_010
From: 133-759 E, Pineview Rd					
<u> </u>	8 F	0.576	90	G	2013
Butler Dr 1.90 90 G 0.178					
From: 133-759 S, Short Lane				_	_
<u> </u>			1200	G	2013
668) Pittmantown Rd 0.12 1100 G 68% 0% 0% 1% 31% 0% C NA					
From: 133-671 Spivey Run Rd					
668) Freeman Mill Rd 4.50 550 G 0.102	2 F	0.807	550	G	2013
US-13 N, Whaleyville Blvd					
US 13 Whaleyville Blvd				_	
672 Little Fork Rd 3.60 120 G 0.121	1 F	0.655	120	G	2013
To: North Carolina State Line					

					ivalis	emond Maintena									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			1							. 45101		. 45101			
673 Liberty Spring Rd North	2.00	290	G		133-	759 E, Liberty Sprin	g Rd West			0.121	F	0.714	290	G	2013
953		To:				133-647 Copeland	l Rd								
O Dadawa Dd	1.00	From:				133-604 S, Hosier	Rd						NIA		00/10/000
674 Badger Rd	1.30	180 To:	R			133-642 White Mar	sh Rd			NA			NA		02/18/200
		From:				US 13 Whaleyville									
675 Cypress Chapel Rd	3.60	140	G	84%	4%	4% 5%	2%	0%	С	0.114	F	0.5	140	G	2013
<u> </u>		To: From:				SR 32 Carolina I				<u> </u>	_				
675 Cypress Chapel Rd	0.50	190 To:	G	92%	1%	2% 3% 33-642 S, White Ma	1% orsh Rd	0%	С	0.135	F	0.539	190	G	2013
		From:				North Carolina State									
G77 Great Fork Rd	3.60	1600	G	98%	0%	1% 0%	0%	0%	С	0.108	F	0.759	1600	G	2013
(33)		To:				US 13 Whaleyville	Blvd								
678) Cherry Grove Rd	2.60	90 From:				133-673 Greenway	y Rd			0.132	F	0.56	90	G	2013
678 Cherry Grove Rd	2.00	90 To:	G		13	33-642 N, Adams Sw	amp Rd			0.132		0.56	90	_	2013
_		From:				Dead End									
683 Benton Rd	1.00	350	G							0.168	F	0.547	350	G	2013
		To:				US 13									
(688) Turlington Rd	3.16	2200	G	97%	1%	US 13, SR 32 1% 0%	0%	0%	С	0.102	F	0.616	2300	G	2013
(688) Turlington Rd	00	To:		0.70		133-1722 Kilby Shor						0.0.0			
		From:				133-743 Matoaka	Rd								
(695) Mockingbird Lane	1.25	100	G			D 15 1				0.171	F	0.583	100	G	2013
		From:	l			Dead End	D.1								
(705) Meadow Country Rd	1.80	510	G	95%	2%	133-646 Airport 2% 1%	1%	0%	С	0.098	F	0.566	520	G	2013
(705) Meadow Country Rd		To:			13	33-674 Meadow Cou									
^		From:				133-2023 N, Lake	Rd								
(715) Nansemond Dr North	0.53	490	G			133-717 North Sho	D			0.11	F	0.634	490	G	2013
		From:	<u> </u>												
(731) Dill Rd	0.66	4600	G	91%	1%	US 13 Carolina I 2% 2%	4%	0%	С	0.094	F	0.575	4800	G	2013
(133.)		To:				133-1111 E, Dill	Rd								
<u> </u>		From:				133-644 W, Indian	Trail								
(739) Deer Path Rd	5.20	370	G			133-644 E, Indian	Troil			0.120	F	0.664	370	G	2013
		From:	! !			133-612 Kingsdale									
(740) Carr Lane	0.80	50	G	97%	1%	0% 0%	2%	0%	С	0.259	F	0.533	60	G	2013
133		To:				133-644 Indian T	rail								
<u> </u>		From:	Ļ			Dead End				<u> </u>	_			_	
744 Jasmine Ln	0.93	110 To:	G			133-616 Holy Nec	k Rd			0.147	F	0.647	110	G	2013
		From:				Dead End	K Ku								
(757) Bennetts Creek Park Ro	d 1.03	3400	G			Doud End				0.100	F	0.58	3400	G	2013
		То:				133-626 Shoulders F	Hill Rd								
Chart Lana	0.10	From:		000/		North Carolina State		00/	_	NIA.			1000		2012
759 Short Lane	0.12	1700	G	92%	5%	2% 1% 133-668 S, Pittmanto	0% own Rd	0%	F	NA			1800	G	2013
<u> </u>		From:	Ļ		1	33-668 N, Pittmanto	own Rd				_				
(759) Gates Rd	1.23	760	G	87%	1%	1% 2% 133-666 Pineview	10%	0%	С	0.113	F	0.575	770	G	2013
		From:				133-666 Gates F									
759 Pineview Rd	3.75	70	G	92%	5%	2% 1%	0%	0%	С	0.180	F	0.546	70	G	2013
<u> </u>		To:	<u> </u>			133-616 W, Holy Ne	eck Rd								

					ivans	semond Maintenance F	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk														
Ougles Dr	0.55	From	<u> </u>	000/	5%	133-616 E, Vicksburg Rd	00/	F	0 114	F	0.004	700	_	2012
759 Quaker Dr	3.55	700	G	92%	5%	2% 1% 0% 133-653 N, Dutch Rd	0%	Г	0.114	Г	0.884	720	G	2013
		From				133-643 S, Manning Rd								
759 Liberty Spring Rd West	2.28	470	G						0.099	F	0.505	470	G	2013
133/		То				US 13 S, Whaleyville Blvd								
		From				Cul-de-Sac								
785 Burnetts Ct	0.12	140	G						0.139	F	0.744	140	G	2013
		To				133-780 Burnetts Way								
O 01 - 51		From	<u> </u>			Cul-de-Sac				_				
1035 Chenaneo Rd	0.14	90	G			122 1024 F II . W			0.163	F	0.704	90	G	2013
		10				133-1034 Fallwater Way								
O	0.00	From	<u> </u>	000/	10/	133-1111 Dill Rd	00/		0.001	_	0.000	0000	0	0010
County St	0.62	3000 _{To}	G	89%	1%	1% 3% 6% Old Suffolk Corp Limits	0%	С	0.091	F	0.606	3200	G	2013
		E												
1111) Dill Rd	0.39	From 80	G	80%	0%	133-731 W, Dill Rd 1% 6% 13%	0%	С	0.170	F	0.5	90	G	2013
1111) Dill Rd	0.08	To		JU /0	0 /0	133-1101 County St	0 /0		0.170		0.5	90	u	2013
		From				133-1148 Winterview Dr								
Summerfield Ct	0.06	340	G			133-1140 WHIREIVIEW DI			0.12	F	0.602	340	G	2013
Summerfield Ct	0.00	To			1	33-1145 Springfield Terrace			—j:-	•	0.002	0.10	~	_0.0
		From				133-1332 Truman Rd								
1310) 6th St	0.39	4900	G	98%	1%	1% 0% 0%	0%	С	0.087	F	0.632	5200	G	2013
(1310) 6th St		To											-	
1310) 6th St	0.17	890 From	G	98%	1%	SR 337; Washington St East 1% 0% 0%	0%	С	0.102	F	0.553	940	G	2013
(1310) 6th St	0.17	To	Ĕ	30 78		301 Railroad Ave; Gap Term			0.102	•	0.555	340	ď	2010
		From			133 1.	133-1318 Clary Dr	mus							
1310 Goodman St	0.11	340	G	98%	1%	1% 0% 0%	0%	F	0.12	F	0.575	360	G	2013
133/		To				133-1317 Center Ave								
		From				133-642 Wilroy Rd								
1322 McAruthur Dr	0.16	70	G						0.156	F	0.546	70	G	2013
1337		То			13	33-1319; 133-1323 Myrtle St								
\sim		From				SR 337 Washington St								
Hollywood Ave	0.06	2500	G	97%	1%	1% 0% 0%	0%	С	0.089	F	0.574	2600	G	2013
		To				133-1325 Myrick Ave								
O		From				133-1310 Goodman St				_			_	
1325 Center Ave	0.39	1700	G	97%	1%	1% 0% 0%	0%	С	0.092	F	0.549	1800	G	2013
		To				133-1324 Hollywood Ave								
Old Dianes Of	0.47	From	لب	000/	40/	Pinner St	00/	-		_	0.005	0000	_	0040
Old Pinner St	0.17	2200 To	G	96%	1%	1% 1% 1%	0%	С	0.127	F	0.925	2300	G	2013
=		10	<u> </u>			US 58 Bus; Constance Rd								
Trumon Dd	0.00	From	<u> </u>	000/	10/	133-642 White Marsh Rd	00/			г	0.540	0400	0	0040
1332 Truman Rd	0.23	3100 To	G	98%	1%	1% 0% 0% 133-1310 6th St	0%	С	0.086	F	0.542	3100	G	2013
		From	l											
1368) Nixon Dr	0.06	860	G			133-1366 Blythewood Lane			0.105	F	0.514	860	G	2013
(1368) Nixon Dr	0.06	8 00	<u> </u>			133-1369 Sierra Dr			0.105	۲	0.514	000	G	2013
		From							_					
Folingo Dr	0.10		G			Dead End			0.159	E	0.606	140	C	2012
1502 Eclipse Dr	0.19	140				133-1505 Cross St			0.159	F	0.696	140	G	2013
		From							<u> </u>					
1605) Sunset Manor Dr	0.07		<u>ب</u>			Dead End			0 313	F	0.55	60	G	2012
Sunset Manor Dr	0.07	60 To	G			133-1601 Vaughan Ave			0.313	۲	0.55	60	G	2013
			l						<u> </u>					
Kilby Sharaa Pd	0.03	From	<u> </u>	079/	10/	Bus US 58 Holland Rd	00/			E	0.655	5600	C	2012
(1722) Kilby Shores Rd	0.03	5300 To	G	97%	1%	1% 0% 1%	0%	С	0.1	F	0.655	5600	G	2013
		10	1			133-688 Turlington Rd								

					ivanse	eniona i	namenai	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk		From:				133-1718	N, Staley I	Dr								
Brittle Dr	0.07	50	G			155 1710	, it, builty i	<i>5</i> 1			0.154	F	0.5	50	G	2013
133/		To				De	ad End									
A a la Mara a la Dia	0.07	From:				133-1790	Woods Pky	wy			0.405	_	0.500	440	_	0046
Ash Wood Dr	0.27	140	G			Cul	l-de-Sac				0.105	F	0.533	140	G	2013
		From:	l				l-de-Sac									
1856 Berkshire Blvd	0.35	450	G			Cui	-uc-sac				0.111	F	0.588	450	G	2013
133		To				133-185	1 Ashford I)r								
O		From:				133-19	02 Wren Rd	l				_			_	
1905 Hawk Rd	0.11	310	G			122 1007	Beaver La	n o			0.115	F	0.521	310	G	201
		From:			13		nnets Pastur									
2029 Foxcroft Rd	0.43	210	G		1.	55-027 BC	illets Fastui	e Ku			0.155	F	0.894	210	G	201
Poxcroft Rd		To				133-2028	Brittany La	ine								
		From:			13	33-2075 B	eech Grove	Lane								
2073 Carter Ln	0.08	130	G		100	2 2070 5	ivono Ct-ti	· We			0.140	F	0.5	130	G	201
		From:	l		13.		ivers Station	ıway								
2140) Burbage Lake Circle	0.19	530	G			13	3-2143				0.104	F	0.646	530	G	201
Burbage Lake Circle		To			133	3-2145 Old	le Bullocks	Circle						-		
		From:				De	ad End									
Breeze Point Way	0.27	2900 To	G			***	D:: ~:				0.096	F	0.5	2900	G	201
		To:	<u> </u>				Bridge Rd									
2284) Harbour View Blvd	1.02	18000	G	98%	0%	US 17 1%	Bridge Rd	0%	0%	С	0.095	F	0.575	18000	G	201
Harbour View Blvd		To	_	0070					0,0			•	0.0.0			
2284) Harbour View Blvd	1.44	NA From:				TOWI	Point Rd				NA			NA		
Harbour View Blvd		To				S	R 135									
		From:				Cul	l-de-Sac									
2354 Preakness Circle	0.04	110	G		1.0	22.22.20.00		•			0.167	F	0.667	110	G	201
		From:	<u> </u>		13		eeplechase	Lane			1					
2450 Rabey Farm Rd	0.52	940	G			Cul	l-de-Sac				0.114	F	0.69	940	G	201
133		To			13	3-626 N, S	Shoulders H	ill Rd								
		From				Wasl	nington St									
8501 Pinner St	0.63	4900	G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.642	5200	G	201
		From:					ore Ave					_			_	_
Pinner St	0.41	8500 To:	G	98%	0%	0%	0% CL Suffolk	1%	0%	F	0.092	F	0.523	9000	G	2013
		From:									<u> </u> 					
8505) South Broad St	0.15	1200	G	98%	1%	1%	nith St 0%	0%	0%	F	0.108	F	0.583	1200	G	201
133		To					nington St				_					
8505 North Broad St	0.68	820 From:	G	98%	1%	1%	0%	0%	0%	С	0.127	F	0.777	870	G	201
133/		To: From:				East R	iverview Dr				—					
Western Ave	0.12	1200	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.711	1300	G	2013
		To				West C	onstance Ro	1								
Wollong Ct	0.65	From:		049/	20/		by Ave	20/	00/		0.000		0.550	1000	6	004
8507 Wellons St	0.65	1700	G	94%	2%	1%	1%	2%	0%	С	0.092	F	0.553	1800	G	201
	0.40	3700		000/	00/		Vashington		Nº/	С	0 11	c	0.567	4000	G	201
() Market St			G	99%	0%	1%	0%	0%	0%	U	0.11	F	0.567	4000	G	201
Market St	0.43	5700					-									
(8507) Market St (8507) Market St	0.43	5400	G	99%	0%	Sar 1%	atoga St 0%	0%	0%	F	0.094	F	0.588	5800	G	2013

					wans	emona Maintei	nance Al	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:													
8508 Finney Ave	0.20	6900 To:	G	99%	0%	Main St 0% 0% Pinner Ave	0%	0%	С	0.089	F	0.58	7300	G	2013
		From:								<u> </u>					
8509 Saratoga St	0.31	3100	G	97%	1%	Carolina Av 1% 1%	1%	0%	С	0.095	F	0.505	3300	G	2013
8509 Saratoga St	0.12	3800 From:	G	97%	1%	Washington 1% 1% Market St	1%	0%	F	0.095	F	0.527	4000	G	2013
		From:				Saratoga St				1					
8510) Hall Ave	0.43	3400 _{To:}	G	98%	0%	1% 0% East Washingto	0%	0%	С	0.096	F	0.627	3600	G	2013
		From:				SCL Suffoll									
Factory St	0.44	3200	G	95%	1%	2% 1% Washington	1%	0%	С	0.090	F	0.604	3400	G	2013
		From:								1					
Fayette St	0.17	710	G	87%	2%	Carolina Ro	5%	0%	С	0.097	F	0.524	760	G	2013
<u> </u>		To: From:	<u> </u>			Cedar St Fayette St				_					
8512 Cedar St	0.04	600 _{To:}	G	81%	1%	2% 6%	11%	0%	F	0.096	F	0.635	640	G	2013
		From				Madison Av Cedar St	C			-					
Madison Ave	0.23	730	G	81%	1%	2% 6%	11%	0%	С	0.104	F	0.55	780	G	2013
Madison Ava	0.11	1300	G	81%	1%	County St 2% 6%	11%	0%	F	NA			1500	G	2013
Madison Ave	0.11	To:		01/6	1 /0	Factory St	11/0	0 /6	-				1300	G	2013
		From:	l]				C+			_					
Bank St	0.20	1600	G	98%	0%	North Main S	0%	0%	С	0.113	F	0.62	1700	G	2013
514 133 Bank St	0.20	To:	Ĕ	0070	0 70	Pinner St	070	070			•	0.02	1700	<u> </u>	
		From:				Old Suffolk Corp	Limite								
County St	0.18	3400	G	92%	1%	1% 2%	4%	0%	F	0.088	F	0.654	3600	G	2013
Gounty St		To								_					
County St	0.27	3700 From:	G	92%	1%	Madison Av	e 4%	0%	С	0.088	F	0.571	3900	G	2013
133		To				SR 337 Washing	ton St								
_		From:				SR 337 Washing	ton St								
Liberty St / Moore Ave	0.64	5000 To	G	92%	1%	1% 2%	4%	0%	С	0.093	F	0.639	5300	G	2013
)		To	<u> </u>			Pinner St									
Dumbarra Later O'red		From	<u> </u>			Repass Beach	Rd				_	0.011	1500	_	0010
Burbage Lake Circle		1500 To.	G			Wat Ma 1	74			0.111	F	0.611	1500	G	2013
		10.				Wet Marsh (<u> </u>					
James Avenue		430	G			Smith Stree	t			0.132	F	0.634	430	G	2013
James Avenue		430 To:				W. Washington	Street			0.132	٢	0.034	430	G	2013
		From:								<u> </u>					
Kensington Blvd		6100	G	98%	1%	Ashford Dr 1% 0%	0%	0%	С	0.101	F	0.605	6100	G	2013
Tronomigron biva		To:	<u> </u>	0070	. /0	Godwin Blv		0 /0			•	0.000	0100	-	_010
		From:	I			Pioneer Ave									
Quince Rd		120	G	98%	0%	1% 0%	1%	0%	С	0.149	F	0.5	120	G	2013
		To:				Lummis Rd					_				
		From:				Ithacha Tr				i					
Weatherby Way		310	G							0.104	F	0.554	310	G	2013
		To				Shoulders Hill	Rd								
·	_							_							