2012

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

where available

Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

2012 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Isle of Wight Coun													
10 (32)	City of Suffolk	1.31 9300	G 9	95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	G
\smile	To- From:	SR 125 Chuckat	tuck			\neg									
10) (32) Godwin Blvd	City of Suffolk	0.87 11000	G 9	95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	(
	To	133_603 Everets	e Rd												
10) (32) Godwin Blvd	City of Suffolk			95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	(
10) (32) 3341111 2114					.,,		. , 0	_,,	0,0		0.000	•	0.0.0		
	From:											_			
10) (32) Godwin Blvd	City of Suffolk	1.36 20000	G S	95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	
	To: From:	US 58 Suffolk By	ypass												
10 (32) Godwin Blvd	City of Suffolk	0.54 19000	G 9	95%	1%	1%	1%	2%	0%	F	0.084	F	0.534	20000	
90	To:	Pruden Blvd US	460												
Bus	From:														
10) (460) (32)	City of Suffolk			99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	27000	
	To:														
Bus Marin Ct	City of Coffee										0.007	_	0.500	20000	
10 32 460 Main St	City of Suffolk		G			_					0.087	F	0.502	30000	
Puo	From:		IS 460												
Bus (13) (13) Main St	City of Suffalk										0.070	F	0.561	20000	
10 (32) (13) Main St	Signature Sign	-	0.501	20000											
~	From:									_					
Whaleyville Blvd	City of Suffolk	5.37 4700	A 8	89%	0%	1%	1%	9%	0%	C	0.098	Α	0.563	4600	
~	To: From:	133-616 Mineral Sp	oring Rd												
3 Whaleyville Blvd	City of Suffolk	1.28 6100	G 8	89%	0%	1%	1%	9%	0%	F	0.08	F	0.704	6000	
<i>√</i>	To	133-677 Great For	rk Rd												
) Whaleyville Blvd	City of Suffolk			89%	0%	1%	1%	9%	0%	F	0.084	F	0.730	7500	
13) Whatey who Bive	only of Carroin			0070	070		170	070	070	•	0.001	•	0.700	7000	
~			•		201										
Whaleyville Blvd	City of Suffolk	2.22 7500	G &	89%	0%	1%	1%	9%	0%	F	NA			7200	
~	To: From:	133-759 S, Liberty Sprin	ng Rd West	t											
13 Whaleyville Blvd	City of Suffolk	1.06 9000	G 8	89%	0%	1%	1%	9%	0%	F	0.084	F	0.731	8800	
-	To:	122 750 N. Pobbto	uun Dd												
13 Whaleyville Blvd	City of Suffolk			80%	Ω°/-	10/-	10/_	Q0/ ₂	0%	F	0.084	F	0.747	9400	
3 Whaleyville Blvd	To:			00 70	070		1 70	370	070	'	0.004	'	0.747	3400	
	From:														
(32) Carolina Rd	City of Suffolk			89%	0%	1%	1%	9%	0%	F	0.086	F	0.737	16000	
3) (32)	То:														
	From:		rolina Rd												
3) Southwest Suffolk Bypass	City of Suffolk			86%	1%	1%	2%	10%	0%	С	0.09	F	0.659	9800	
<u> </u>	To:	US 58 Holland													
13 58 Suffolk Bypass	City of Suffolk	1.41 38000	G 8	86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	36000	(
	To:	61-604 Pitchkittle	e Rd												

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
~ ~	From:		Pitchkittle Rd												
13) (58) Suffolk Bypass	City of Suffolk	1.88 3 6	6000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.657	37000	(
~ ~ ~	To: From:		Pruden Blvd												
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 4 3	3000 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	45000	(
~~~~~	To: From:		32 Godwin Blvd												
13) 58 460 Suffolk Bypass	City of Suffolk	1.87 <b>5</b> 4	4000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	56000	•
~~~~	To: From:		Wilroy Rd												
Suffolk Bypass	City of Suffolk	2.30 48	8000 G	92%	0%	1%	1%	6%	0%	F	NA			50000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To- From:	Bus US 13,Bus													
3 (58) (460) Military Highway	City of Suffolk		6000 G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.595	68000	
	10.		s US 13												
us Corolina Pd	City of Suffolk		vest Suffolk Byp. 1000 G	ass 89%	0%	1%	1%	9%	0%	F	0.081	F	0.646	11000	
3 (32) Carolina Rd	City of Surfoik			09%	0%	1%	170	9%	0%	Г	0.061	Г	0.646	11000	
us	To: From:	Old SC	CL Suffolk												
3 (32) Carolina Rd	City of Suffolk	0.54 1 ′	1000 G	89%	0%	1%	1%	9%	0%	F	0.081	F	0.619	11000	
2 🗸	To		yette St												
us 3 3 32 Main St	City of Suffolk		1000 G								NA			12000	
3) (32) Wall of	Oity of Garroix										INA			12000	
us	From:	Begi	in SR 10												
$\binom{3}{3}$ $\binom{32}{10}$ Main St	City of Suffolk		9000 G								0.079	F	0.561	20000	
Dua Bua	To: From:		Bus US 460 2 Main St												
us Bus Bus 3 (58) (460 Constance Rd	City of Suffolk		5000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	
3) (38) (400) 981.8181.89 1.18	To:			0.70	.,,		.,0	.,0	0,0	•	0.00.	•	0.00		
us Bus Bus	From:		nner St												
3) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 1 5	5000 G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	
us Bus Bus	To: From:	SR 337 W	Washington St			\Box \vdash									
3) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 2 °	1000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	
9 (6) (6)	То:	US 13, U	JS 58, US 460												
	From:	WCL C	Chesapeake												
7 Bridge Rd	City of Suffolk		1000 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.543	22000	
<i>J</i>	To:	I-664: SR 164	Western Freew	av											
7 Bridge Rd	City of Suffolk		3000 G	98%	0%	0%	1%	1%	0%	F	0.09	F	0.593	35000	
	To:	133-626 Knots Neck	Road: Shoulder	s Hill Rd											
7 Bridge Rd	City of Suffolk		6000 G	98%	0%	0%	1%	1%	0%	F	0.091	F	0.598	27000	
<u>;</u>	To		nnetts Pasture Ro												
17 Bridge Rd	City of Suffolk		9000 G	98%	0%	0%	1%	1%	0%	F	0.090	F	0.559	20000	
17) =390 1.0	Tally of Ourion			5570	370		. 70	. 70	J /0	•	0.000	•	0.500	2000	
Pridgo Pd	City of Cuffolls		Crittenden Rd 5000 G	000/	00/	00/	10/	10/	Ω0/	F	0.091	F	0 F24	16000	
17) Bridge Rd	City of Suffolk		tht County Line	98%	0%	0%	1%	1%	0%	Г	0.091	г	0.534	16000	•

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

		Nansemond Maintenance Area			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA 4Tire	: Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	US 17-S034A TO ROUTE											
(17) Ramp	City of Suffolk (Maint: 61)	0.13 <b>13000 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
<u> </u>	To:	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>	Ta: 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
	To:	133-675 Cypress Chapel Rd		$\neg$ $\vdash$									
(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
02)	T	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) Garonina rta	and the second s				170	070	070	•	0.000	•	0.700	1000	Ū
Carolina Dd	City of Cynffolls	133-647 Copeland Rd 2.45 <b>4400 G</b> 92%	1%	10/	40/	6%	0%	F	0.005	F	0.704	4600	G
(32) Carolina Rd	City of Suffolk	2.45 <b>4400 G</b> 92% US 13 South of Suffolk	1%	1%	1%	0%	0%	Г	0.095	Г	0.784	4600	G
	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											
Bus	From:							_					
(32) (13) Carolina Rd	City of Suffolk	1.17 <b>11000 G</b> 89%	0%	1%	1%	9%	0%	F	0.081	F	0.646	11000	G
Bus	Ta: From:	Old SCL Suffolk											
$\sim$	City of Suffolk	0.54 <b>11000 G</b> 89%	0%	1%	1%	9%	0%	F	0.081	F	0.619	11000	G
(32) (13) Carolina Rd	To:	Bus US 58 Constance Rd			170	070	070	•	0.001	•	0.010	11000	Ū
Bus	From:	Fayette St											
(32) (13) Main St	City of Suffolk	0.34 <b>11000 G</b>							NA			12000	G
$\circ$	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) (10) Main St	City of Surfork								0.079	Г	0.361	20000	G
Bus	Ta: 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
$\bigcirc\bigcirc\bigcirc\bigcirc$	To	Old NCL of Suffolk		<u> </u>									
Bus	From				201	00/	00/	_	0.400		0.500	07000	
32 460 10	City of Suffolk	1.49 <b>25000 A</b> 99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	27000	Α
	From:	SR 10 Elephant Fork 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
02/10/14	To:	US 58 Suffolk Bypass		Ti.	, -		- / -	٠					-
	· · · · · · · · · · · · · · · · · · ·	· 71											

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

				_		Tru	ıck		00	K	014	Dir	A A1A/E=	
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US 58 Suffolk Bypa												
32 (10) Godwin Blvd	City of Suffolk	1.36 <b>20000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.089	F	0.506	21000	G
<u> </u>	To: From:	61-634 Kings Fork I	Rd											
32) (10) Godwin Blvd	City of Suffolk	4.81 <b>11000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	С	0.088	F	0.549	11000	(
	To:	61-603 Everets Ro	1		$\neg$ $\vdash$									
32 10 Godwin Blvd	City of Suffolk	0.87 <b>11000</b>	<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.088	F	0.598	12000	(
	To:	SR 125 Chuckatuc	:k											
32 10	City of Suffolk		<b>G</b> 95%	1%	1%	1%	2%	0%	F	0.09	F	0.614	9900	
32 10	To:	Isle of Wight County												
	From:	Southampton County 1	Line											
68 (258) Franklin Bypass	City of Suffolk		<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.072	F	0.600	18000	
	To:	US 258												
Franklin Bypass	City of Suffolk		N 86%	1%	1%	1%	12%	0%	Ν	0.069	N	0.517	16000	
00)	T-1					.,.	,.	-,-						
58 (189) (189) Franklin Bypass	City of Suffolk	SR 189 1.01 <b>17000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	
(189) 189 Franklin Bypass	City of Surfork			170	176	170	1270	0%	Г	0.069	Г	0.517	10000	
	To: From:	SR 272 South Quay		407							_			
8 (189) (189) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	19000	
~	To: From:	SR 189 S Quay Ro												
Holland Bypass	City of Suffolk	1.05 <b>21000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.072	F	0.598	19000	
~ <u></u>	To: From:	Bus US 58												
68 Holland Rd	City of Suffolk	1.32 <b>24000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.071	F	0.628	23000	
~	Tax	133-610 W, Buckhorr	n Rd											
58	City of Suffolk		<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.071	F	0.632	23000	
2)	To:	133-647 E, Lummis												
~	From:	133-647 Lummis R												
Holland Rd	City of Suffolk	2.05 <b>26000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.073	F	0.63	24000	
	To: From:	133-643 Manning Bridg	ge Rd		$\Box$ $\vdash$									
Holland Rd	City of Suffolk	0.67 <b>27000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.076	F	0.611	25000	
<i>~</i>	To	133-738 Kenyon R	d		_									
68 Holland Rd	City of Suffolk	0.38 <b>31000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.077	F	0.579	29000	
<u>ت</u>	To:	Cove Point Rd												
68 Holland Rd	City of Suffolk		<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.072	F	0.59	29000	
8)	To:	US 13 Southwest Suffolk		.,,		.,0	,0	0,0	-	0.0.2	•	0.00	20000	
	From:	Bus US 58	**											
8 \ (13 \) Suffolk Bypass	City of Suffolk	1.41 <b>38000</b>	<b>G</b> 86%	1%	1%	1%	12%	0%	F	0.084	F	0.658	36000	
	To- Erom.	133-604 Pitchkittle l	Rd		<u> </u>									
Suffolk Bypass	City of Suffolk		<b>G</b> 92%	0%	1%	1%	6%	0%	F	0.087	F	0.657	37000	
	To	US 460 Pruden Bly												
58) (13) (460) Suffolk Bypass	City of Suffolk		<b>G</b> 92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	45000	
58 (13) (460) Suffolk Bypass	To:	SR 10, SR 32 Godwin		370		. 70	0,0	270	•	3.300	•	0.500	.5000	

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

_								Tru	uck		_	K	_	Dir		_
Route	Jurisdiction	Length A	AADT	QA 4T	ire E	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		32 Godwin													
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87	54000	G 92	%	0%	1%	1%	6%	0%	F	0.087	F	0.606	56000	G
~ ~ ~	To: From:	133-64	42 Wilroy R	d												
(58) (13) (460) Suffolk Bypass	City of Suffolk		48000	G 92	%	0%	1%	1%	6%	0%	F	NA			50000	G
\bigcirc \bigcirc \bigcirc	To:	Bus US 13, Bus														
58 13 460 Military Highway	City of Suffolk	Bus US 58 Mil		G 92	0/_	0%	1%	1%	6%	0%	F	0.083	F	0.595	68000	G
58 (13) (460) Military Highway	City of Surfoik		Chesapeake		/0	0 76	1 /0	1 /0	070	0 /6		0.003	-	0.595	00000	G
	From:		TO RTE 18				_									
East (250)	City of Suffolk	0.17		G G								0.111	F		560	G
58) (258)	only of Gurion											0.111	•		300	J
East	From:	US 58-E451B	TO RTE 189	9 SOUTH												
58) (258) Ramp	City of Suffolk	0.05	230	G								0.113	F		230	G
~	То:	1SR 189-P FF	ROM RTE 5	58 EAST												
East	From:	US 58-E451A	TO RTE 189	9 SOUTH												
East 58	City of Suffolk	0.03	240	G								0.138	F		240	G
<u> </u>	To:	1SR 189-P FF	ROM RTE 5	58 EAST												
Vest	From:	US 58 TO	RTE 258 &	£ 189												
58	City of Suffolk	0.19	440	G								0.143	F		440	G
	To: From:	US 58-W451B	TO RTE 2	58 & 189			\neg \vdash									
Nest (189) Ramp	City of Suffolk			G								0.169	F		110	G
58) (189) Ramp	To:		258 Gap TO									0.103	•		110	O
M4	From:	US 58-W451A					 -									
Nest 58	City of Suffolk	0.06	320	G								0.134	F		320	G
58)	To:	US 258 US 258-W0			E 5							0.104	•		020	
Bus	From:		ight County													
58 Ruritan Blvd	City of Suffolk		2200	G 97	%	1%	1%	1%	0%	0%	С	0.089	F	0.58	2300	G
36) raman bra	and an earliest				,,	170		170	070	070	Ŭ	0.000	·	0.00	2000	Ŭ
Bus	From:		SR 189													
58 Holland Rd	City of Suffolk	0.26	2600	G 97	%	1%	1%	1%	0%	0%	F	0.091	F	0.654	2700	G
~	Too	133-653 Dutch	Rd; Glen Ha	aven Drive			\neg									
Bus 58 Holland Rd	City of Suffolk		3300	G 97	0/	1%	1%	10/	0%	0%	С	0.093	F	0.678	3500	G
Holland Rd	City of Surfoik		US 58	G 97	70	170	170	1%	U70	0%	C	0.093	Г	0.076	3300	G
_	From:						_									
Bus Holland Rd			East of Holla		0/	1%	10/	00/	10/	00/	F	0.002	_	0.546	10000	G
58 Holland Rd	City of Suffolk				/0	1 70	1%	0%	1%	0%	Г	0.092	F	0.546	10000	G
Bus	To: From:	133-1722	Kilby Shore	es Rd			$oldsymbol{oldsymbol{eta}}$									
58 Holland Rd	City of Suffolk	1.79	8800	G 97	%	1%	1%	0%	1%	0%	С	0.101	F	0.655	9400	G
~	To:		Constance I													
Bus	From:		7 Holland R													
(58) Constance Rd	City of Suffolk		8200	G 99	%	0%	0%	0%	0%	0%	F	0.099	F	0.567	8700	G
~	To-	WCL Suffe	olk Pitchkett	tle Rd												

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

		Nansemond Maint	orial loc /	· ii ou			Trı	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Suffolk Pitc	nkettle Rd	l		2, 000	017 040	TTTGII	Ziran		1 dotoi		1 doto:		
(58) Constance Rd	City of Suffolk	0.86 8800	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.586	9300	G
<u> </u>	To	SR 32 Mair	St												
Bus Bus Bus (58) (13) (460) Constance Rd	City of Suffolk	0.88 15000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.564	16000	G
(58) (13) (460) Constance Rd	To:	Pinner Str		31 /6	1 /0	170	1 70	1 /0	076	'	0.007	'	0.304	10000	O
Bus Bus Bus	From:	Highland A													
(58) (13) (460) Portsmouth Blvd	City of Suffolk	1.60 15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
Bug Bug Bug	To- From:	SR 337 Washin	gton St												
Bus Bus Bus (58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	G
(36) (13) (400). Site	To:	US 58		0070	0,0		0,0	0,0	0,0	•	0.00.	•	0.0.0		
	From:	SR 10; SR 32 Goo	win Blvd												
(125)Kings Hwy	City of Suffolk	0.69 3000	G	95%	1%	3%	1%	0%	0%	С	0.095	F	0.652	3200	G
	To	133-628 Critter	den Rd												
(125)Kings Hwy	City of Suffolk	1.09 540	G	95%	1%	3%	1%	0%	0%	F	0.099	F	0.546	570	G
	To:	133-620 Ferry F	oint Rd												
(125)Kings Hwy	City of Suffolk	0.91 290	G	95%	1%	3%	1%	0%	0%	F	0.125	F	0.551	310	G
120 3 7	To:	Dead En	i												
	From:	Dead End @ Nanse													
(125) Kings Hwy	City of Suffolk	1.34 590	G	95%	1%	3%	1%	0%	0%	F	0.118	F	0.566	620	G
	To- From:	133-629 W, Sleep													
(125) Kings Hwy	City of Suffolk	1.22 880	G	95%	1%	3%	1%	0%	0%	F	0.104	F	0.724	930	G
<u></u>	To: From:	133-627 Bennetts	Pasture Ro	i											
(125) Kings Hwy	City of Suffolk	0.48 2800	G	95%	1%	3%	1%	0%	0%	F	0.102	F	0.612	3000	G
	To:	SR 337 Nansemon	d Parkway	7											
	From:	US 17 Bridg													
(135) College Dr	City of Suffolk	0.20 16000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.514	17000	G
	To: From:	SR 164 Western	Freeway			<u> </u>									
135 College Dr	City of Suffolk	0.65 17000	G	98%	1%	0%	0%	0%	0%	С	0.093	F	0.510	18000	G
	To:	133-658 Towne	Point Rd			\neg \vdash									
135 College Dr	City of Suffolk	0.76 18000	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.584	19000	G
	To:	I-664													
(135)College Dr	City of Suffolk	0.59 7200	G	93%	1%	1%	1%	5%	0%	С	0.093	F	0.642	7600	G
100) 4 4 4 5	To:	SR 367 Tidewater Com													
North	From:	SR 135 TO I													
(135)Ramp	City of Suffolk (Maint: 61)	0.37 4200	G								0.096	F		4200	G
	To:	I-664-W FROM	RT 135												
North	From:	SR 135 TO I	-664												
(135)Ramp	City of Suffolk (Maint: 61)	0.12 3200	G								0.131	F		3200	G
\smile	To	I-664-E FROM	RT 135												

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

		Transomer Wanterland	71100											
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
South	From:	SR 135 TO I-664												
135) Ramp	City of Suffolk (Maint: 61)	0.16 1100 G								0.108	F		1100	G
<u> </u>	To:	I-664-W FROM RT 13	5											
South	From:	TO ROUTE 664 EAS	Γ											
(135) Ramp	City of Suffolk (Maint: 61)	0.40 1600 G	;							0.124	F		1600	G
	То:	I-664-E FROM ROUTE 135	SOUTH											
	From:	US 17 Bridge Road												
Western Freeway	City of Suffolk (Maint: 61)	0.84 19000 G	96%	0%	0%	1%	3%	0%	F	NA			21000	G
	To- From:	I-664	2001			40/	201	201	_	0.004	_		40000	
164 Western Freeway	City of Suffolk (Maint: 61)	0.64 35000 G	96%	0%	0%	1%	3%	0%	F	0.091	F	0.539	40000	G
	To: From:	SR 135 College Dr												
164 Western Freeway	City of Suffolk (Maint: 61)	0.02 45000 A	96%	0%	0%	1%	3%	0%	С	0.102	Α	0.552	51000	Α
\smile	To:	WCL Portsmouth												
East	From:	SR 164 TO ROUTE 664 WEST	ΓNORTH											
164) Ramp	City of Suffolk (Maint: 61)	0.20 1900 G								0.172	F		1900	C
104)	To:	I-664-W FROM ROUTE 164	EAST											
West	From:	SR 164 TO ROUTE 664 EAST	TSOUTH											
164)Ramp	City of Suffolk (Maint: 61)	0.22 7400 G								0.092	F		7400	
164/174111	To-	I-664-E FROM ROUTE 165								0.002	'		7 400	
	- 1													
West	O'the of Orest alle (Mariet Od)	SR 164 TO ROUTE 664 WEST								0.407	_		0000	_
164 Ramp	City of Suffolk (Maint: 61)	0.35 8200 G								0.107	F		8200	G
<u> </u>	10:	I-664-W FROM ROUTE 164	WEST											
	From:	Southhampton County L												
189 S Quay Rd	City of Suffolk	1.36 1900 G	;							NA			2100	G
\smile	To:	133-666 Gates Rd			\neg \blacksquare									
(189) Great Mill Rd	City of Suffolk	0.82 3500 G)							NA			3700	G
109)	T-1													
Orași Milliani	From:	SR 272 South Quay Ro								NIA			0700	
189 Great Mill Hwy	City of Suffolk	0.55 2500 G	1							NA			2700	G
	From:	US 58 Ramp To US 58												
100 (100)	City of Suffolk	0.08	9	ρο \/Δ 18	80 for dir	ectional	traffic v	volume e	aetima	ites for th	ie ear	rment		
189/189/	To:	Ramp to US 58		CC VA IC		Cotional	lianic	voluli i c	Journe	103 101 111	is seg	jirioni.		
	From:	Ramp From SR 189												
180 (180)	City of Suffolk	0.26 600 G	<u> </u>							0.122	F		600	(
189 (189)	-										-			
	From	US 58		461		401	1001	061	_	0.655	_		10000	
189 58 189 Franklin Bypass	City of Suffolk	1.01 17000 G	86%	1%	1%	1%	12%	0%	F	0.069	F	0.517	16000	G
	To- From:	SR 272												
189 (58) (189) S Quay Rd	City of Suffolk	4.23 20000 G	86%	1%	1%	1%	12%	0%	F	0.072	F	0.588	19000	G
	To:	SR 189 S Quay Rd												_
	From:	US 58 Holland Bypass												
189 S Quay Rd	City of Suffolk	0.37 730 G	87%	1%	2%	9%	2%	0%	С	0.091	F	0.579	740	G
\smile	To:	Cumberland Lane												

Route	Jurisdiction -	Length AADT QA 4Tire Bus	WDT QW
189 S Quay Rd	City of Suffolk	Cumberland Lane 0.12 1100 G 87% 1% 2% 9% 2% 0% F NA 1 Bus US 58 1 <td< td=""><td>1200 G</td></td<>	1200 G
189	City of Suffolk	SR 189-S005A TO RTE 58 0.26 600 G 0.122 F	600 G
North (189)	From: City of Suffolk	-	320 G
South (189)	City of Suffolk		280 G
189 (58) Ramp	City of Suffolk	SR 189-N005A SR 189- 5A TO RTE 58 US 58-W451B TO RTE 258 & 189 0.03 See US 58 for directional traffic volume estimates for this segment.	
189 58 189 Franklin Bypass	City of Suffolk		6000 G
189 58 189 S Quay Rd	City of Suffolk	SR 272 South Quay Rd 4.23 20000 G 86% 1% 1% 1% 12% 0% F 0.072 F 0.588 19 SR 189	9000 G
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 18 US 58 Franklin Bypass	8000 G
258 58	City of Suffolk	0.17 See US 58 for directional traffic volume estimates for this segment.	
258 58 Ramp	City of Suffolk	US 58-E451B TO RTE 189 SOUTH 0.05 See US 58 for directional traffic volume estimates for this segment. 1SR 189-P FROM RTE 58 EAST	
258 Great Mill Rd	City of Suffolk	US 58 Franklin Bypass; SR 189 0.97 3400 G 88% 0% 1% 1% 10% 0% F NA 3 NCL Suffolk	3600 G
258 258	City of Suffolk	US 258-W013A TO RTE 58 0.19	350 G
East (258)	City of Suffolk	US 258 Gap TO 0.04 310 G US 258-W013A TO RTE 58	310 G
West (258) (258)	City of Suffolk	US 258 US 58-W451B TO & FROM RTE 5	320 G

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

		Nansemond Maintenance	, 7 ti Ou											
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	-	3			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~	City of Cyffells	US 258-W013A TO RTE	58							0.400	_		250	_
258 (258)	City of Suffolk	0.19 350 G US 58 FROM RTE 258 &	90							0.123	F		350	G
	From:	US 258 US 58-W451B TO & FRO												
258)(258)	City of Suffolk	0.07		ee US 2	58 for d	irectiona	al traffic	volume e	estima	tes for th	is sec	ıment.		
250 (230)	To:	US 258-E013A US 258- 13A TO										,		
	From:	SR 189												
272) South Quay Rd	City of Suffolk	1.24 1500 G								NA			1600	G
212)	To:	US 58 South Quay Rd												_
	From:	Bus US 58 Constance Ro			1									
337) Washington St	City of Suffolk	0.34 7500 G								0.089	F	0.595	7900	G
337) Washington St	only of currons									0.000	•	0.000	7000	Ŭ
	From:	Broad St												_
337 Washington St	City of Suffolk	0.59 9000 G								NA			9800	G
<u> </u>	To- From:	SR 32 Main St			\Box \vdash									
337) Washington St	City of Suffolk	0.20 9400 G								NA			10000	G
\smile	To:	Pinner St			\neg \sqsubseteq									
(337) Washington St	City of Suffolk	0.49 12000 G								0.081	F	0.53	13000	G
337)	T-1													_
337) Washington St	City of Suffalk	Old ECL Suffolk 2.38 11000 G								0.086	F	0.607	12000	G
337) Washington St	City of Suffolk	2.38 11000 9								0.000	•	0.007	12000	G
	To: From:	Bus US 58 Portsmouth Bl												
337 Nansemond Parkway	City of Suffolk	3.03 4200 G	96%	2%	1%	1%	0%	0%	С	0.093	F	0.576	4400	G
\smile	To	133-642 Wilroy Rd			\neg \vdash									
337) Nansemond Parkway	City of Suffolk	1.40 11000 G	96%	2%	1%	1%	0%	0%	F	0.109	F	0.592	11000	G
\smile	To	Whitley Lane												
337 Nansemond Parkway	City of Suffolk	2.01 7800 G	96%	2%	1%	1%	0%	0%	F	NA			8500	G
337) Harbornond Farthay	any or current		0070	270		170	070	070	•	101			0000	Ŭ
	From:	SR 125 Kings Hwy											40000	_
Nansemond Parkway	City of Suffolk	2.52 12000 G			_					NA			13000	G
		WCL Chesapeake												
~~	From:	Isle of Wight County Lin									_			_
460 Pruden Blvd	City of Suffolk	3.08 16000 G	84%	1%	1%	1%	14%	0%	F	0.079	F	0.597	15000	G
	To: From:	133-604 Lake Prince Dr; Provid	ence Rd		\Box									
Pruden Blvd	City of Suffolk	0.54 19000 G	84%	1%	1%	1%	14%	0%	F	0.096	F	0.687	17000	G
<i></i>	To:	133-634 Kings Fork Rd												
460 Pruden Blvd	City of Suffolk	1.47 19000 G	84%	1%	1%	1%	14%	0%	F	0.090	F	0.565	17000	G
400)	To:	US 58, BUS US 460; Suffolk		170		. 70		J / 0	•	0.000	•	0.000		J
	From:	US 58, BUS US 460, Purden												
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 43000 G	92%	0%	1%	1%	6%	0%	F	0.096	F	0.669	45000	G
	To	SR 10 SR 32 Godwin Bly												
460 \ \(\)	City of Suffolk	1.87 54000 G	92%	0%	1%	1%	6%	0%	F	0.087	F	0.606	56000	G
(460)(58) (13) Suffolk Bypass	Tro	61-642 Wilroy Rd	JZ /0	070	1 /0	1 /0	070	0 /0	'	0.007	,	0.000	30000	0

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		642 Wilroy F													
(460)(58)(13) Suffolk Bypass	City of Suffoli		48000	G	92%	0%	1%	1%	6%	0%	F	NA			50000	G
$\rightarrow$ $\rightarrow$	To:		Bus US 58 M	_	_											
Military Lighway	City of Cuffell	XXX Bus US 1 k 3.46	66000	G Milita	92%	0%	10/	40/	60/	00/	F	0.000	F	0.505	69000	_
460 $58$ $13$ Military Highway	City of Suffoli		CL Chesapeal		92%	0%	1%	1%	6%	0%	Г	0.083	Г	0.595	66000	G
	From:		•													
Bus 460	<u>L</u>		S 58, US 460		000/	00/		00/	00/	00/	_	0.000	F	0.507	40000	_
160	City of Suffoli	k 1.11	9600	G	99%	0%	0%	0%	0%	0%	г	0.088	г	0.527	10000	G
Bus	To: From:	S	SR 10, SR 32													
460 10 32	City of Suffoll	k 1.49	25000	Α	99%	0%	0%	0%	0%	0%	С	0.100	Α	0.503	AAWDT 50000 68000 10000 27000 30000 16000 22000 NA 31000 63000 31000 67000	Α
Rue	To: From:	Ole	d NCL Suffol	lk												
32 (10) Main St	City of Suffoll	k 0.09	28000	G								0.087	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13,	BUS US 58,	SR 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffoll	k 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													
60 58 13 Portsmouth Blvo	City of Suffoll	k 1.60	15000	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.532	16000	G
Bus Bus Bus	To: From:	SR 33	37 Washingto	on St												
460) (58) (13) Portsmouth Blvd	City of Suffoll	k 1.22	21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.579	22000	G
<u> </u>	111		US 58													
	From:		V009B TO R	OUTE												
Ramp	City of Suffolk (Mai	,	NA									NA			NA	
<u> </u>	To:	SR 164 1	FROM ROU	TE 664			ļ									
ast	From:		. Newport Ne	ews												
664) Monitor Merrimac Memorial E	Bridge Tunnel City of Suffolk (Mai	int: 61) 3.05	29000	Α	94%	0%	1%	1%	4%	0%	F	0.129	Α		31000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.583	63000	В
		East I-664 is	signed as	South	ı I-664											
	To:	SR	135 College	Dr												
East Death Baltiman	From:				0.407	001	401	407	407	001	_	0.400			04000	_
Hampton Roads Beltway	City of Suffolk (Mai		28000	F	94%	0%	1%	1%	4%	0%	Ċ	0.129	Α			F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route: East I-664 is		<b>G</b> South	94% 1-664	0%	1%	1%	4%	0%	С	0.105	Α	0.559	67000	G
	To:		4 Western Fre													
ast	From							_		_		_				
Hampton Roads Beltway	City of Suffolk (Mai		27000	G	94%	0%	1%	1%	4%	0%	F	NA			29000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	57000	G	94%	0%	1%	1%	4%	0%	F	NA			62000	G
		East I-664 is	signed as	South	ı I-664											
	To:		S 17 Bridge R													

Route	Jurisdictio	n Le	ngth	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		US	17 Bridge	Rd				017040	TTTG	ZIIGII		1 40101		1 40101		
664 Hampton Roads Beltway	City of Suffolk (M	,	.62	38000	F	94%	0%	1%	1%	4%	0%	F	0.095	F		41000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	oute:	80000	G	94%	0%	1%	1%	4%	0%	F	NA			86000	G
	_ 1	East I-6		signed as		I-664											
	10:		EC	L Chesapea	ıke												
East	From:			4-E TO RT	135												
Ramp	City of Suffolk (M	laint: 61) 0	).26	NA									NA			NA	
<u> </u>	То:		SR 1	35 FROM I	-664												
ast	From:		I-664	4-E TO RT	135												
Ramp	City of Suffolk (M	laint: 61) 0	).21	4100	G								NA			4100	G
<u> </u>	To		SR 1	35 FROM I	-664												
ast	From:		I-664-E	TO ROUT													
Ramp	City of Suffolk (M	laint: 61) 0	.23	9800	G								NA			9800	G
	To:	I-664-	E009B	TO ROUT	E 164 E	AST		$ \vdash$									
Romp	City of Suffolk (M		).18	NA									NA			NA	
Ramp	City of Suffork (IVI			FROM RO	UTF 66								INA			INA	
		•															
Bast	City of Cuffolls (M		E009A ).46	TO ROUT	E 164 E	AST							NA			NIA	
Ramp	City of Suffolk (M		-	7009B TO I	OUTE								NA			NA	
	-	1															
Vest	Dridge Tunnel City of Cuffells (M	loint: C1)	ECL 3.46	Newport N 30000		94%	0%	10/	1%	4%	00/	_	0.112	۸		22000	В
Monitor Merrimac Memorial		,			В			1%			0%		0.113	A	0.500	32000	
	Combined Traffic Estimates for 2 Paralle	,			В	94%	0%	1%	1%	4%	0%	F	0.109	Α	0.583	63000	В
		west i-c	004 IS	signed a	s ivorti	11-004											
Vest	To: From:		SR	135 College	Dr												
Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1	.04	34000	G	94%	0%	1%	1%	4%	0%	С	0.116	Α		36000	G
304)	Combined Traffic Estimates for 2 Paralle	,		62000	G	94%	0%	1%	1%	4%	0%	С	0.105	Α	0.559	67000	G
		•		signed a			• , •		.,.	.,,		_					
	To:			Western F													
Vest	From:		SK 104	western r.	reeway												
664) Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0	.40	30000	G	94%	0%	1%	1%	4%	0%	F	0.116	Ν		32000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this R	oute:	57000	G	94%	0%	1%	1%	4%	0%	F	NA			62000	G
		West I-	664 is	signed a	s Nortl	i I-664											
	To:		US	17 Bridge	Rd												
Vest	From:	Inite Cd)				0.407	OC.	40/	407	407	007	_	N 1 A			45000	_
Hampton Roads Beltway	City of Suffolk (M		).57	41000	G	94%	0%	1%	1%	4%	0%	F _	NA			45000	G
~	Combined Traffic Estimates for 2 Paralle	•			G	94%	0%	1%	1%	4%	0%	F	NA			86000	G
	T	West I-0		signed a		i I-664											
	To			L Chesapea													
West	From:			-W TO RT					·		· · · · · ·		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·		
Ramp	City of Suffolk (M		).16	1500	G								NA			1500	G
$\smile$	To:	SR 135	RAMI	PFR I-664	FROM_	-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	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	NSPECTIC	N STA	TION							
664 Ramp	City of Suffolk (Maint: 61)	0.26	360	G			<del></del>	NA			360	G
	To:	I-664-W FROM	INSPECT	ON ST	ATION							
West	From:	I-664-\	W TO ROU	ΓΕ 164								
West 664 Ramp	City of Suffolk (Maint: 61)	0.24	7300	G			_	NA			7300	G
004)	To:	SR 164 FROM I			NORTH							
West	From:	I-664-W TO ROU	TES 17 SOI	TH&	64 FAST							
(664) Ramp	City of Suffolk (Maint: 61)	0.11	12000	G	01 22 151			NA			12000	G
(604) ramp	only of Curron (Marin CT)						<u></u>				12000	Ü
West	To: From:	I-664-W009C	TO ROUT	E 17 SO	UTH							
West 664 Ramp	City of Suffolk (Maint: 61)	0.17	NA					NA			NA	
	To:	I-664-E009I	3 I-664- 9B	TOROU	TE							
West	From:	I-664-W009E	TOROUT	F 17 SO	UTH							
(664) Ramp	City of Suffolk (Maint: 61)	0.11	NA	21,50	C 111			NA			NA	
004) ( 011)	To:	US 17 FROM F		WESTN	ORTH			14/4			14/1	
		CD 1, I ROM I	CCILOUI									

					INGIL	Scriona	Mamtenance	AICE	<b>a</b>							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance A	rea	From				110 460	Pruden Blvd				<u> </u>					
690 Ennis Mill Rd	0.20	130	R			03 400	Frudell Bivu				NA			NA		04/21/2011
46		To From				46-636 (	Old Suffolk Rd									
690 Ennis Mill Rd	0.10	350 To	R			WC	T CCC-11-				NA			NA		04/21/2011
City of Suffolk						WC	L Suffolk									
O		From					3 Everetts Rd									
602 Kirk Rd	0.60	430 To	G	98%	0%	1% Isle of Wi	0% 0 ght County Line	%	0%	С	0.126	F	0.571	440	G	2012
		From					ght County Line									
603 Everets Rd	0.30	1700	N	97%	0%	1%	2% 0	%	0%	N	0.122	Ν	0.717	1800	Ν	2012
<u> </u>	4.07	From		070/	201		Lake Prince Dr	0.1	221			_	0.747	1000		0010
603 Everets Rd	1.97	1700	G	97%	0%	1%		%	0%	С	0.122	F	0.717	1800	G	2012
603) Everets Rd	0.97	1500 From	G	97%	1%	133-742 N 1%	100re Farm Lan 2% 0	e %	0%	С	0.121	F	0.7	1600	G	2012
603 Everets Rd		То		0.70	.,,		Godwin Blvd	,,,	0,0			•	• • • • • • • • • • • • • • • • • • • •			
		From			JB-NC N	ORTH CA	AROLINA STA	TE LI	INE							
604 Desert Rd	6.91	220									0.13	F	0.895	220	G	2012
(604) Hosier Rd	1.54	610	G			133-642 V	White Marsh Ro	l			 NA			660	G	2012
(604) Hosier Rd	1.54	010 To				122 674 N	Clroatoutorym D	ı.d						000	0	2012
604 Hosier Rd	4.11	<b>720</b> From	G		-	155-074 IN	, Skeetertown R	au			NA			780	G	2012
933.7		To	-			133-110	5 Mahlon Ave									
604 Factory St	0.06	3200	G								0.09	F	0.578	3400	G	2012
		To			U		Suffolk; Gap WCL Suffolk; (	Gap								
604) Pitchkettle Rd	1.30	3000	G				, , , , , , , , , , , , , , , , , , , ,				NA			3300	G	2012
		To From					Suffolk Bypass									
604 Pitchkettle Rd	2.55	2200 _{то}	G	97%	1%	1%	0% 1  7, Kings Fork R	%	0%	F	NA			2400	G	2012
		From					, Kings Fork R									
604 Providence Rd	0.51	1300	G	97%	1%	1%	0% 1	%	0%	С	0.123	F	0.58	1300	G	2012
Lalsa Deinasa Da	0.70	From	$\overline{}$	000/	00/		Pruden Blvd	0/	00/				0.000	2222		0040
604 Lake Prince Dr	0.78	2200	G	98%	0%	1%		%	0%	С	0.098	F	0.602	2200	G	2012
(604) Lake Prince Dr	3.16	1200 From	G	98%	0%	133-605	Girl Scout Rd 0% 0	%	0%	F	0.103	F	0.502	1300	G	2012
9837		To				133-60	3 Everets Rd									
O		From				133-739	Deer Path Rd					_			_	
607 Milford Lane	1.50	100 To	G			133-644	W, Indian Trail				0.146	F	0.677	100	G	2012
		From	ŀ				V, Holland Rd									
610 Buckhorn Rd	3.30	390	G	95%	1%	2%		%	0%	С	0.116	F	0.556	400	G	2012
		To From					4 Indian Trail									
610 Buckhorn Rd	1.70	320 To	G	95%	1%	2%	1% 1 ght County Line	%	0%	F	0.108	F	0.657	330	G	2012
		From					Pruden Blvd	2								
Gardner Lane	1.40	440	G			05 400	Truden Bivu				0.109	F	0.520	440	G	2012
133/		То		· 			06 Exeter Dr		· 							
(612) O'Kelly Dr	4.90	780	R			133-616	Vicksburg Rd				NIA			NA		02/05/2002
(612) O'Kelly Dr	4.30	JOU To				<u>US</u> 58;	Gap Terminus				NA T			INA		
( Vingadala Dd	2.20	From		070/	00/	133-653;	Gap Terminus	0/	00/	_	0.110	_	0 FF4	400	C	2012
(612) Kingsdale Rd	3.20	390	G	97%	0%	0%		%	0%	F	0.119	F	0.551	400	G	2012
612) Kingsdale Rd	0.20	80 From	G	97%	0%	133-74 0%	40 Carr Lane 0% 3	%	0%	С	0.151	F	0.571	80	G	2012
(612) Kingsdale Rd		То					ght County Lin									

					ivans	emona ivi	aintenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T	rail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
613) Leafwood Rd	1.50	730	G		133	3-661 W, So	outhwestern B	lvd		0.145	F	0.608	730	G	2012
613 Leafwood Rd	1.50	730 To				US 5	8 West			0.143		0.000	730	G	2012
		From:					S 58			1					
616) Holy Neck Rd	2.20	730	G				5 50			NA			790	G	2012
(616) Holy Neck Rd		To				133 661	S, Ellis Rd								
616) Holy Neck Rd	2.77	290 From:	G			133-001	5, Ellis Ku			NA			310	G	2012
(616) Holy Neck Rd						122 750 W	D: : D	<del></del>					0.0		
616) Vicksburg Rd	1.69	290 From:	G			133-739 W,	, Pineview Ro			NA			310	G	2012
(616) Vicksburg Rd	1.00	To	Ť			133-660 S, I	ongstreet Lar	ie .		— <u>`</u> ``			010	Ü	2012
<u> </u>		From:	:				Vicksburg Ro								
616 Longstreet Lane	0.10	510	G							NA			550	G	2012
		To: From:	:				ineral Spring								
616) Mineral Spring Rd	3.43	710	G		1	33-000 N, L	ongstreet La	ic .		NA			770	G	2012
616 Mineral Spring Rd	0.10					122 cc0 F	) (III )							Ū	2012
616) Mineral Spring Rd	1.48	400 From:	G			133-668 Fre	eman Mill Ro	1		NA			430	G	2012
Mineral Spring Rd	1.40	<b>400</b> To	_			US 13 Wh:	aleyville Blvd						430	G	2012
		From	:				Great Fork Ro								
616 Wedgewood Rd	2.10	140	G							0.136	F	0.55	140	G	2012
1337		To				133-673 N,	Greenway Ro	l							
		From	:			133-658 T	ownpoint Rd								
Respass Beach Rd	1.69	5300	G							0.114	F	0.621	5300	G	2012
		To:	c			133-654 N	I, Bay Circle								
$\sim$		From					semond Pkw								
626 Shoulders Hill Rd	1.44	6900	G	96%	1%	1%	1% 1	% 0%	С	0.102	F	0.508	7400	G	2012
		To: From:				133-659 N,	Pughsville Ro	i							
626 Shoulders Hill Rd	1.63	10000	G	96%	1%	1%		% 0%	F	0.106	F	0.571	11000	G	2012
1007		To	:			US 17 J	Bridge Rd								
		From					semond Pkw								
Bennetts Pasture Rd	1.36	4400	G	97%	2%	1%	0% 0	% 0%	F	0.125	F	0.566	4600	G	2012
		To:				SR 125	Kings Hwy								
627 Bennetts Pasture Rd	3.51	8200	G	97%	2%	1%	0% 0	% 0%	С	0.099	F	0.637	8800	G	2012
		To				US 17 I	Bridge Rd								
_		From:	:				Kings Hwy								
628 Crittenden Rd	5.26	2500	G	96%	1%	2%		% 0%	С	0.093	F	0.555	2700	G	2012
		To:	:				Bridge Rd								
$\overline{}$		From:	:			Isle of Wigh	nt County Lin	2							
632 Old Myrtle Rd	5.70	600	_ <u>G</u> _							0.131	F	0.679	600	G	2012
		10:					ruden Blvd								
O Kinas Foot Di	0.07	From	<u> </u>	070/	40/		Indian Trail	0/ 00/					400	_	0046
634 Kings Fork Rd	2.27	400	G	97%	1%	1%	0% 1	% 0%	F	NA			430	G	2012
		From					ke Meade Dr			一二	_			_	= :
634 Kings Fork Rd	1.70	1600	G	97%	1%	1%	0% 1	% 0%	С	0.119	F	0.633	1700	G	2012
		To From	c C			133-604 W,	Pitchkettle R								
634) Kings Fork Rd	0.64	2500	G	96%	1%	2%	0% 0	% 0%	С	0.123	F	0.509	2700	G	2012
$\overline{}$		To: From:				US 460 F	ruden Blvd								
634) Kings Fork Rd	2.27	4500	G	96%	1%	2%		% 0%	F	0.118	F	0.563	4800	G	2012
133/		To	c			SR 10 G	odwin Blvd								
		From	:			133-604 P	itchkettle Rd								
638 Murphys Mill Rd	1.25	540	G							0.111	F	0.627	540	G	2012
133/		To				FR	2-678								
		From	ı:			133-644	Indian Trail								
_															
(39) Lake Cohoon Rd	0.42	1300	G	97%	0%	1%		% 0%	С	0.11	F	0.602	1400	G	2012

					INAII	Semona	Mamtenan	CE AIR	Ja							
Route	Length	AADT	QA	4Tire	Bus		Truc3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		Fron	.1			V 10	1. G Y				-					
642 Adams Swamp Rd	3.32	430	G	97%	0%	1%	rolina State L 1% S, Carolina Ro	1%	0%	С	0.096	F	0.854	440	G	2012
642 White Marsh Rd	1.84	610	G				Cypress Chapp				NA			650	G	2012
White Marsh Rd	1.95	560 From	G		1		sier Rd; Dese				NA			560	G	2012
White Marsh Rd	2.80	520 From	R				74 Badger Rd				NA			NA		02/05/200
(642) White Marsh Rd	0.79	810 From	R				33-674 Badge				NA			NA		02/05/2002
White Marsh Rd	0.84	2300 From	G		Old E		; SR 337 Was		ı St		NA			2500	G	2012
(642) Wilroy Rd	2.10	5000	G	96%	0%		58 Constance		0%	С	0.095	F	0.528	5300	G	2012
(642) Wilroy Rd	1.77	7900	G	94%	1%	2%	US 58 1% Jansemond Pk	2%	0%	С	0.099	F	0.519	8400	G	2012
		From			1		Mineral Sprir									
(643) Manning Rd	2.56	590	G	96%	2%	1%	0% 3 Leesville Ro	0%	0%	F	0.115	F	0.709	600	G	2012
(643) Manning Rd	2.32	850 To	G	96%	2%	1%	0% 7 Copeland R	0%	0%	F	0.113	F	0.736	870	G	2012
643 Manning Rd	1.30	1100 From	G	96%	2%	1%	0% Ianning Bridge	0%	0%	С	0.102	F	0.708	1100	G	2012
Manning Bridge Rd	0.94	910 Tr	G		0		5 Manning Ro				0.105	F	0.675	910	G	2012
		Fron	:		0.		40 Carr Lane	iig rea								
644 Indian Trail	1.70	<b>250</b>	G	96%	2%	1%	1% ) Buckhorn R	0% d	0%	F	0.119	F	0.692	250	G	2012
644 Indian Trail	3.70	320 From	G	96%	2%	1%	1% Kings Fork F	0%	0%	F	0.122	F	0.588	330	G	2012
644 Indian Trail	2.30	530 From	G	96%	2%	1%	1% 88 Kenyon Rd	0%	0%	С	0.112	F	0.623	540	G	2012
644 Indian Trail	0.60	1000 From	G	96%	2%	1%	1%  Lake Meade	0%	0%	F	0.12	F	0.523	1100	G	2012
644 Indian Trail	1.18	960 To	G	96%	2%	1%	1% 89 Cohoon Rd	0%	0%	F	0.132	F	0.649	1000	G	2012
(645) Manning Rd	1.70	680	G	94%	2%	133-643 M 1%	lanning Bridg 1%	e Rd 1%	0%	С	0.102	F	0.667	720	G	2012
645 Manning Rd	1.50	1400 From	G	96%	1%	1%	n Boundary 1% B Holland Rd	0%	0%	С	0.1	F	0.667	1500	G	2012
		Fron	<u> </u>		1		eadow Counti	rv Rd								
646 Airport Rd	0.40	1000 Tr	G	97%	1%	1%	1% R 32 Carolina	1%	0%	С	0.096	F	0.549	1100	G	2012
647 Lummis Rd	0.20	1500	G	92%	2%	US 58 1 2%	E, Holland Ro	d 2%	0%	F	0.093	F	0.781	1500	G	2012
647 Copeland Rd	2.50	470 From	G	92%	2%	133-64 <b>2%</b>	9 Lummis Ro 1%	i 2%	0%	F	0.104	F	0.534	500	G	2012
Caroland Pd	0.65	870		020/	2%		lanning Bridg		0%	С	0.102		0.514	030	G	2012
647 Copeland Rd	0.65	8/U	G	92%	270	2% 133-68	1% 35 Jackson Rd	2%	U%	U	0.102	F	0.514	930	G	2012

						· taile	ornona n	/laintenand	Je Ale	a							
	Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City o	f Suffolk			i													
	Copeland Rd	1.75	From: <b>580</b>	G	92%	2%	133-685 2%	Jackson Rd 1%	2%	0%	F	0.099	F	0.571	610	G	2012
647)	Copelariu Nu	1.75	JOU To-	٣	92 /0	2 /0		naleyville Bly		0 /6		0.099	Г	0.571	010	G	2012
			From:	! 				ongstreet La				1					
650	Quince Rd	1.90	120	G			133-000 L	ongstreet La	IIC .			0.188	F	0.630	120	G	2012
<b>650</b> )			To:				133-649	Lummis Rd									
			From:				133-612	Kingsdale Ro	d								
653	Glen Haven Dr	0.13	1200	G	97%	1%	1%	1%	0%	0%	С	0.104	F	0.595	1200	G	2012
133			To: From:				US 58	Bus EAST									
653	Dutch Rd	3.12	460	G	96%	2%	2%	1%	0%	0%	С	0.133	F	0.697	470	G	2012
133/			To:					N, Quaker D									
	Holland Corner Rd	2.17	200	G	069/	2%		S, Quaker D: 0%	r 0%	0%	С	0.151	F	0.571	200	G	2012
653)	Holiana Comer Ru	2.17	<b>200</b> To:		96%		2%	ineral Spring		076	C	0.151	Г	0.571	200	G	2012
			From:	l					, IXu								
255	Brentwood Rd	0.90	130	G			155-05	l Barnes Rd				0.174	F	0.579	130	G	2012
133		5.50	To-	Ť			Ţ	JS 58				<u> </u>	•	2.0.0	. 50	•	_5.2
			From:					Pughsville R	d			i					
658	Town Point Rd	1.36	1200	G	96%	2%	1%		0%	0%	С	0.101	F	0.52	1200	G	2012
133			To:			-		Plummer Bly		-							
650	Town Point Rd	0.46	2300 From:	G	96%	2%	1%		0%	0%	F	0.09	F	0.512	2500	G	2012
658			To-					ridge Rd; Ga					•	****		_	
$\overline{}$			From:				Harbor Vi	ew Blvd.; Ga	ар								
658	Town Point Rd	0.60	9200	G	96%	2%	1%	0%	0%	0%	F	0.091	F	0.544	9800	G	2012
_			To: From:				133-2253	Brookwood l	Dr								
658	Town Point Rd	0.18	11000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.555	11000	G	2012
1337			To:				SR 135	College Dr				$\neg$ —					
658	Town Point Rd	0.68	8100	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.504	8600	G	2012
133/			To:				WCL I	Portsmouth									
			From:			13	33-626 N, S	Shoulders Hil	ll Rd								
659	Pughsville Rd	1.28	5100	G	99%	0%	0%	0%	0%	0%	С	0.102	F	0.625	5500	G	2012
133/			To:				WCL (	Chesapeake									
$\overline{}$			From:		13	3-616 N	Mineral S	pring Rd; Lo	ongstree	et Lane							
660	Longstreet Ln	5.50	350	G								0.106	F	0.813	350	G	2012
			To:				J	JS 58									
			From:				133-759	W, Quaker D	r			<b>_</b>					
662	Box Elder Rd	1.10	47 To:	G			122 510					0.104	F	0.8	47	G	2012
								Lummis Rd									
	Gates Rd	0.40	From:	<u> </u>	060/			view Rd; Gat		00/		0.106	_	0.647	020	0	2042
666	Gales Ru	2.10	820	G	86%	1%	1%	2%	10%	0%	F	0.106	F	0.617	830	G	2012
	2 . 5 .		From:	<u> </u>				51 Ellis Rd				<del></del>	_				
666	Gates Rd	3.37	950	G	86%	1%	1%	2%	10%	0%	F	0.105	F	0.586	970	G	2012
$\stackrel{\smile}{=}$			From:					Wildwood D									
666	Gates Rd	0.65	910	G	86%	1%	1%		10%	0%	С	0.092	F	0.651	920	G	2012
			To:	<u> </u>				R 189									
	Dudlan D	4.00	From:	<u> </u>			133-759 E	E, Pineview R	Rd			0.470	_	0.530	00	_	0011
667	Butler Dr	1.90	90 To:	G			122 ((0)*	omoot · · ¥				0.178	F	0.576	90	G	2012
_				<u> </u>				ongstreet La									
	Dittmontour Dd	0.40	From:	<u> </u>			133-759	S, Short Land	e			NIA			1200	_	2040
668	Pittmantown Rd	0.12	1100 _{To} .	G			133 750	N, Gates Rd	ı			NA			1200	G	2012
			From:	<del>                                     </del>				N, Gates Rd Spivey Run R				-					
668	Freeman Mill Rd	4.50	550	G				. ,				0.102	F	0.807	550	G	2012
133			To:			Ţ	JS-13 N, W	Vhaleyville B	Blvd								
			From:				US 13 Wh	naleyville Bly	vd								-
672	Little Fork Rd	3.60	120	G								0.121	F	0.655	120	G	2012
							North Card										

					INALIS	semona iviai	intenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			_			271710 01	Troic Tital	ZIIGII		1 dotoi		1 dotoi			
673 Liberty Spring Rd North	2.00	From: <b>290</b>			133-	-759 E, Liberty	Spring Rd Wes	t		0.121	F	0.714	290	G	2012
(673) Liberty Spring Rd North	2.00	<b>290</b>	G			133-647 Co	peland Rd			0.121	Г	0.714	290	G	2012
		From				133-604 S,				i					
674 Badger Rd	1.30	180	R			,				NA			NA		02/18/200
(133)		To				133-642 Whit	te Marsh Rd								
0 0 101	0.00	From:		0.40/	407	US 13 Whale		00/			_	0.5	4.40	_	0040
675 Cypress Chapel Rd	3.60	140	G	84%	4%	4%	5% 2%	0%	С	0.114	F	0.5	140	G	2012
Commence Changel Del	0.50	From:	<u> </u>	000/	40/	SR 32 Car		00/		0.405	_	0.520	400		2042
675 Cypress Chapel Rd	0.50	190 To:	G	92%	1%	2% :	3% 1%	0%	С	0.135	F	0.539	190	G	2012
		From:				North Carolin									
677) Great Fork Rd	3.60	1600	G	98%	0%		0% 0%	0%	С	0.108	F	0.759	1600	G	2012
(133)		To				US 13 Whale	yville Blvd								
		From				133-673 Gre	eenway Rd								
678 Cherry Grove Rd	2.60	90	G							0.132	F	0.56	90	G	2012
<u> </u>		To:			1.	33-642 N, Ada	ms Swamp Rd								
O Panton Dd	1.00	From:	<u> </u>			Dead	End			0.168	F	0.547	250	G	2012
(683) Benton Rd	1.00	350 To:	G			US	13			0.168	Г	0.547	350	G	2012
		From:				US 13,									
688 Turlington Rd	3.16	2200	G	97%	1%		0% 0%	0%	С	0.102	F	0.616	2300	G	2012
(688) Turlington Rd		To:				133-1722 Kilb									
		From				133-743 M	atoaka Rd								
695 Mockingbird Lane	1.25	100	G							0.171	F	0.583	100	G	2012
		To				Dead	End								
	4.00	From		050/	00/	133-646 A		00/	_		_	0.500	<b>5</b> 40		0040
(705) Meadow Country Rd	1.80	500	G	95%	2%	2% 33-674 Meado	1% 1%	0%	С	0.098	F	0.566	510	G	2012
		From			1	133-2023 N									
715 Nansemond Dr North	0.53	490	G			155-2025 IN	, Lake Ru			0.11	F	0.634	490	G	2012
(715) Nansemond Dr North		To:				133-717 Nort	th Shore Dr				-				
		From				US 13 Car	olina Rd								
(731) Dill Rd	0.66	4500	G	91%	1%	2%	2% 4%	0%	С	0.094	F	0.575	4800	G	2012
(13)		To:				133-1111 E	E, Dill Rd								
O 5 5 1 5 1		From	<u> </u>			133-644 W, I	Indian Trail								
739 Deer Path Rd	5.20	370 To:	G			133-644 E, I	ndian Tuail			0.120	F	0.664	370	G	2012
		From:													
(740) Carr Lane	0.80	50	G	97%	1%	133-612 Kir	0% 2%	0%	С	0.259	F	0.533	60	G	2012
(140) 0411 24110	0.00	To		0.70	.,,	133-644 In		0,0			•	0.000		Ū	_0
		From:				Dead	End								
744 Jasmine Ln	0.93	110	G							0.147	F	0.647	110	G	2012
133/		To				133-616 Hol	y Neck Rd								
$\widehat{}$		From				Dead	End								
(757) Bennetts Creek Park Rd	1.03	3400	G			122 625 21	11 7941 = 1			0.100	F	0.58	3400	G	2012
		To	<u> </u>			133-626 Shoul									
(759) Short Lane	0.12	1700	G			North Carolin	a State Line			 NA			1800	G	2012
(759) Short Lane	0.12	1700 To:				133-668 S, Pitt	mantown Rd			13/7			1000	9	2012
		From:				133-668 N, Pit									
(759) Gates Rd	1.23	750	G	87%	1%		2% 10%	0%	С	0.113	F	0.575	770	G	2012
<u> </u>		To:				133-666 Pir				-					
(759) Pineview Rd	3.75	70	G			133-000 C	outo Nu			0.180	F	0.546	70	G	2012
\'4881						133-616 W, H									

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	1			122 (16 F	V: -11 D 1			-1					
759) Quaker Dr	3.55	700	G			133-616 E	, Vicksburg Rd			0.114	F	0.884	710	G	2012
Quaker Dr	0.00	To	$\check{}$			133-653	N, Dutch Rd			0.114	•	0.004	710	J	2012
		From:					, Manning Rd								
759 Liberty Spring Rd West	2.28	470	G							0.099	F	0.505	470	G	2012
		To:			Ţ	JS 13 S, W	haleyville Blvd								
$\sim$		From:				Cul	-de-Sac								
785) Burnetts Ct	0.12	140	G							0.139	F	0.744	140	G	2012
<u> </u>		To:				133-780	Burnetts Way								
<u> </u>		From	<u> </u>			Cul	-de-Sac			<u> </u>	_			_	
Chenaneo Rd	0.14	90	G			100 1001				0.163	F	0.704	90	G	2012
<u> </u>		10:					Fallwater Way								
$\bigcirc$		From					11 Dill Rd			<b>_</b>	_			_	
County St	0.62	3000	G	89%	1%	1%	3% 6%	0%	С	0.091	F	0.606	3200	G	2012
		10.					lk Corp Limits								
O 231 5 :	0.0-	From:	<u> </u>	000	60:		W, Dill Rd				_			_	~
1111 Dill Rd	0.39	80 To:	G	80%	0%	1%	6% 13%	0%	С	0.170	F	0.5	90	G	2012
		To	<u> </u>				1 County St								
0	0.05	From				133-1148	Winterview Dr				_	0.000	0.45	^	00:-
Summerfield Ct	0.06	340	G			22 11 15 6	. 6.117			0.12	F	0.602	340	G	2012
<u> </u>		To:	<u> </u>		13		ringfield Terrace								
	0.05	From	<u> </u>	0001	401		2 Truman Rd	20.	^		_	0.000	5000	^	00:-
310 6th St	0.39	4900	G	98%	1%	1%	0% 0%	0%	С	0.087	F	0.632	5200	G	2012
~		To: From:				R 337; Wa	shington St East								
1310 133 6th St	0.17	880	G	98%	1%	1%	0% 0%	0%	С	0.102	F	0.553	940	G	2012
133/		To:			133-13		d Ave; Gap Termi	nus							
Candinan Ct	0.44	From	<u> </u>	000/	40/		18 Clary Dr	00/			_	0.575	200	0	0040
Goodman St	0.11	340	G	98%	1%	1%	0% 0%	0%	F	0.12	F	0.575	360	G	2012
			l				7 Center Ave								
Ma A susthing Da	0.40	From:	<u> </u>			133-642	2 Wilroy Rd			0.450	_	0.540	70	0	0040
McAruthur Dr	0.16	<b>70</b>	G		12	22 1210: 13	3-1323 Myrtle St			0.156	F	0.546	70	G	2012
			<u> </u>		13										
C Halloward Ave	0.00	From:	<u> </u>	070/	40/		Vashington St	00/		0.000	_	0.574	0000	0	0040
Hollywood Ave	0.06	2500	G	97%	1%	1%	0% 0%	0%	С	0.089	F	0.574	2600	G	2012
		10.	1				Myrick Ave								
0.0100 4.00	0.00	From:	<u> </u>	070/	40/		Goodman St	00/			_	0.540	4000	0	0040
1325 Center Ave	0.39	1700	G	97%	1%		0% 0%	0%	С	0.092	F	0.549	1800	G	2012
		10:					Hollywood Ave								
OH Division Co	0.47	From:	<u> </u>	000/	401		nner St	001			_	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	2012
		10:					; Constance Rd								
	0.00	From	<u> </u>	0001			hite Marsh Rd	201			_	0.545	0465	^	001-
1332 Truman Rd	0.23	3100 To:	G	98%	1%	1%	0% 0%	0%	С	0.086	F	0.542	3100	G	2012
-			<u> </u>				310 6th St								
Alfana Da	0.00	From:	پ		1	33-1366 B	lythewood Lane				_	0.544	000	_	0045
368 133 Nixon Dr	0.06	860 To:	G			100.15				0.105	F	0.514	860	G	2012
			<u> </u>				59 Sierra Dr			<u> </u>					
	_	From:	ــــــــــــــــــــــــــــــــــــــ			De	ad End				_			_	
502 Eclipse Dr	0.19	140	G				05.0 ~			0.159	F	0.696	140	G	2012
<u> </u>		To	<u> </u>			133-15	05 Cross St								
$\widehat{}$		From:				De	ad End								
Sunset Manor Dr	0.07	60	G							0.313	F	0.55	60	G	2012
		To				133-1601	Vaughan Ave								
$\sim$		From					8 Holland Rd								
1722) Kilby Shores Rd	0.03	5200	G	97%	10/	40/	00/ 40/	00/	_	0.4	_	O GEE	5600	G	2012
1722 Kilby Shores Rd	0.00		<u> </u>	01 /0	1%	1%	0% 1%	0%	С	0.1	F	0.655	3000	G	2012

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				133-1718 N	Staley Dr			1					
Brittle Dr	0.07	50	G			155-171610	, Statey Di			0.154	F	0.5	50	G	2012
133		To				Dead	End								
<u> </u>		From				133-1790 W	oods Pkwy								
Ash Wood Dr	0.27	140	G			C-1 4	- C			0.105	F	0.533	140	G	2012
		From:	l			Cul-de									
1856 Berkshire Blvd	0.35	450	G			Cui-uc	z-3ac			0.111	F	0.588	450	G	2012
1856 Berkshire Blvd		To				133-1851 A	Ashford Dr								
		From				133-1902	Wren Rd								
1905 Hawk Rd	0.11	310	G							0.115	F	0.521	310	G	2012
<u> </u>		To:				133-1907 B									
Envereft Pd	0.42	From:	<u></u>		13	33-627 Benne	ets Pasture Rd			0.155	_	0.804	210	C	2011
Foxcroft Rd	0.43	210 To:	G			133-2028 Br	ittany Lane			0.155	F	0.894	210	G	2012
		From			13		ch Grove Lane			1					
2073 1333 Carter Ln	0.08	130	G		1.	2013 BCCC	Grove Lane			0.140	F	0.5	130	G	2012
1337		To			133	3-2070 Drive	rs Station Way								
		From				133-2	2143								
Burbage Lake Circle	0.19	530	G							0.104	F	0.646	530	G	201
<u> </u>		To	<u> </u>		133		Bullocks Circle								
Proofs Daint West	0.07	From:	ب			Dead	End			0.000	_	0.5	2000	_	204
Breeze Point Way	0.27	2900 To:	G			US 17 Br	ridge Rd			0.096	F	0.5	2900	G	201
		From				US 17 Br									
Harbour View Blvd	1.02	18000	G	98%	0%		0% 0%	0%	С	0.095	F	0.575	18000	G	201
Harbour View Blvd		To				Town Po	oint Rd								
2284 Harbour View Blvd	1.44	NA From				TOWNT	JIII IXU			NA			NA		
133/		To				SR 1	135								
		From				Cul-de	e-Sac								
Preakness Circle	0.04	110	G							0.167	F	0.667	110	G	2012
<u> </u>		To:			13		plechase Lane								
Dohan Farm Dil		From:				Cul-de	è-Sac				_				
	0.52									0 111		0.60	040	_	2011
Rabey Farm Rd	0.52	940	G		13	3-626 N. Sho	ulders Hill Rd			0.114	F	0.69	940	G	2012
2450) Kabey Farm Rd	0.52		G		13		oulders Hill Rd			0.114	F	0.69	940	G	2012
133	0.52		G G	98%	0%	Washing	~	0%	С	0.114	F 	0.69	940 5200	G G	2012
133/		940 To:		98%		Washing	gton St 0% 1%	0%	С						
133) 8501 Pinner St		940 To:		98%		Washing 0% Moore	gton St 0% 1%	0%	C						2012
8501) Pinner St	0.63	940 To: From: 4900	G		0%	Washing 0% Moore	gton St 0% 1% e Ave 0% 1%			0.094	F	0.642	5200	G	2012
8501 Pinner St 8501 Pinner St	0.63	940 To:  From 4900  To:  8400  To:  From 8400	G G	98%	0%	Washing 0%  Moore 0% Old CL	gton St	0%	F	0.094	F	0.642	5200 8900	G G	201:
8501 Pinner St 8501 Pinner St	0.63	940 To:	G		0%	Washing 0%  Moore 0% Old CL	gton St  0%  1%  e Ave  0%  1%  Suffolk			0.094	F	0.642	5200	G	201:
8501 Pinner St 8501 Pinner St 8505 South Broad St	0.63 0.41 0.15	940 To: 4900 To: From 8400 To: From 1200	G G G	98%	0%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing	gton St	0%	F	0.094 0.092 0.108	F F	0.642 0.523 0.583	5200 8900 1200	G G	201:
Pinner St  S501 Pinner St  S505 South Broad St	0.63	940 To:  From 4900  To:  8400  To:  From 8400	G G	98%	0%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing	gton St	0%	F	0.094	F	0.642	5200 8900	G G	2012
Pinner St  S501 Pinner St  S503 South Broad St  S505 North Broad St	0.63 0.41 0.15 0.68	940 To.  4900  From 8400  From 1200  From 810	G G G G	98% 98% 98%	0%	Washing 0%  Moore 0% Old CL: Smitt 1%  Washing 1%  East Rive	gton St  0% 1%  e Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr	0%	F F C	0.094 0.092 0.108 0.127	F F F	0.642 0.523 0.583 0.777	5200 8900 1200 860	G G G	201:
pinner St  Soot Pinner St	0.63 0.41 0.15	940 To: 4900 To: From 8400 To: From 1200	G G G	98%	0%	Washing 0%  Moore 0% Old CL: Smitt 1%  Washing 1%  East Rive 1%	gton St  0% 1%  e Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%	0%	F	0.094 0.092 0.108	F F	0.642 0.523 0.583	5200 8900 1200	G G	201:
pinner St  pinner St  sooi Pinner St	0.63 0.41 0.15 0.68	940 To.  4900  8400  From 1200  1200  1200  To.  To.  To.	G G G G	98% 98% 98%	0% 0% 1%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing 1%  East Rive 1%  West Cons	gton St  0% 1%  2 Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd	0%	F F C	0.094 0.092 0.108 0.127	F F F	0.642 0.523 0.583 0.777	5200 8900 1200 860	G G G	201:
Pinner St  Soot Pinner St  Western Ave	0.63 0.41 0.15 0.68 0.12	940 To.  4900  To.  From 1200  1200  To.  From 1200  To.  From 1200  To.  From 1200  To.  From 1200  To.	G G G G	98% 98% 98%	0% 0% 1% 1%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing 1%  East Rive 1%  West Cons Kilby	gton St  0% 1%  2 Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd  Ave	0%	F F C	0.094 0.092 0.108 0.127 0.099	F F F	0.642 0.523 0.583 0.777 0.711	5200 8900 1200 860 1300	G G G	201. 201. 201. 201.
Pinner St  Soot Pinner St  Soot Pinner St  Soot Broad St  Soot North Broad St  Western Ave	0.63 0.41 0.15 0.68	940 To.  4900  8400  From 1200  1200  1200  To.  To.  To.	G G G G	98% 98% 98%	0% 0% 1%	Washing 0%  Moore 0% Old CL : Smitt 1%  Washing 1%  East Rive: 1%  West Cons Kilby 1%	gton St  0% 1%  e Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd  Ave  0% 0%	0%	F F C	0.094 0.092 0.108 0.127	F F F	0.642 0.523 0.583 0.777	5200 8900 1200 860	G G G	201. 201. 201. 201.
8501 Pinner St 8501 Pinner St 8501 Pinner St 8505 South Broad St 8505 North Broad St 8505 Western Ave	0.63 0.41 0.15 0.68 0.12	940 To From 4900  8400  From 1200  To From 1200  1700  From 1700	G G G G G	98% 98% 98% 98%	0% 0% 1% 1% 0%	Washing 0%  Moore 0% Old CL : Smitt 1%  Washing 1%  East Rive 1%  West Cons  Kilby 1%  SR 337 Was	gton St  0% 1%  e Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd  Ave  0% 0%  shington St	0% 0% 0%	F C F	0.094 0.092 0.108 0.127 0.099	F F F F	0.642 0.523 0.583 0.777 0.711	5200 8900 1200 860 1300	G G G G	201. 201. 201. 201. 201.
8501 Pinner St 8501 Pinner St 8501 Pinner St 8505 South Broad St 8505 North Broad St 8505 Western Ave	0.63 0.41 0.15 0.68 0.12	940 To.  4900  8400  From 1200  1200  To.  From 1700  From 1700	G G G G	98% 98% 98%	0% 0% 1% 1%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing 1%  East Rive 1% West Cons Kilby 1%  SR 337 Was 1%	gton St  0% 1%  2 Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd  Ave  0% 0%  shington St  0% 0%	0%	F F C	0.094 0.092 0.108 0.127 0.099	F F F	0.642 0.523 0.583 0.777 0.711	5200 8900 1200 860 1300	G G G	201: 201: 201: 201: 201:
8501 Pinner St 8501 Pinner St 8501 Pinner St 8505 South Broad St 8505 North Broad St 8505 Western Ave	0.63 0.41 0.15 0.68 0.12	940 To From 4900  8400  From 1200  To From 1200  1700  From 1700	G G G G G	98% 98% 98% 98%	0% 0% 1% 1% 0%	Washing 0%  Moore 0% Old CL Smitt 1%  Washing 1%  East Rive 1% West Cons Kilby 1%  SR 337 Was 1%  Sarato	gton St  0% 1%  2 Ave  0% 1%  Suffolk  h St  0% 0%  gton St  0% 0%  rview Dr  0% 0%  stance Rd  Ave  0% 0%  shington St  0% 0%	0% 0% 0%	F C F	0.094 0.092 0.108 0.127 0.099	F F F F	0.642 0.523 0.583 0.777 0.711	5200 8900 1200 860 1300	G G G G	

						semonu mani	01101100711	<b>-</b>							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Finney Ave	0.20	6800	G	99%	0%	Main St 0% 0%		0%	С	0.089	F	0.58	7200	G	2012
Finney Ave	0.20	To		99%	0%	Pinner A		0%		0.069	Г	0.36	7200	G	2012
		From:								1					
8509) Saratoga St	0.31	3100	G	97%	1%	Carolina A		0%	С	0.095	F	0.505	3300	G	2012
Saratoga St	0.01			01 70	170			070			•	0.000	0000	Ŭ	2012
Saratoga St	0.12	3700		079/	1%	Washington		00/	F	0.095	F	0.527	4000	G	2012
Saratoga St	0.12	3700 To:	G	97%	170	1% 19 Market S		0%	Г	0.095	Г	0.527	4000	G	2012
		From:	! !							1					
Hall Ave	0.43	3400	G	98%	0%	Saratoga 1% 0%		0%	С	0.096	F	0.627	3600	G	2012
8510 Hall Ave	0.43	<b>3-700</b> To:	ı —	3070	070	East Washing		070		0.000	'	0.021	3000	J	2012
		From:				SCL Suffe				1					
Factory St	0.44	3200	G	95%	1%	2% 1%		0%	С	0.090	F	0.604	3400	G	2012
Factory St	0.11	To	Ť	5070	170	Washington		070		0.000	•	0.004	0400	Ü	2012
		From:				Carolina I				<del>- i</del>					
Fayette St	0.17	710	G	81%	1%	2% 6%		0%	F	0.097	F	0.524	750	G	2012
Fayette St	0.17	To:	Ť	0170	. 70	Cedar S		0 / 0	•		•	0.02-	.00	9	-012
		From:				Fayette S									
8512 133 Cedar St	0.04	600	G	81%	1%	2% 6%		0%	F	0.096	F	0.635	640	G	2012
····		To: From:		-	-	Madison A		-							
Madison Ava	0.22	730	G	81%	1%	Cedar S 2% 69		0%	С	0.104	F	0.55	770	G	2012
Madison Ave	0.23	730		0176	170	270 07	0 1170	0%	C	0.104	Г	0.55	770	G	2012
		From				County S				<u> </u>				_	
Madison Ave	0.11	1300	G	81%	1%	2% 6%		0%	F	NA			1500	G	2012
						Factory S									
O Barri Or	0.00	From:	<u> </u>	000/	00/	North Mair		00/			_	0.00	4700	_	0046
Bank St	0.20	1600	G	98%	0%	1% 0%		0%	С	0.113	F	0.62	1700	G	2012
		10.				Pinner S									
O	0.40	From	<u> </u>	000/	40/	Old Suffolk Cor		00/			_	0.054	2000	0	0040
County St	0.18	3400	G	92%	1%	1% 2%	6 4%	0%	F	0.088	F	0.654	3600	G	2012
		From				Madison A									
S813 County St	0.27	3700	G	92%	1%	1% 2%		0%	С	0.088	F	0.571	3900	G	2012
<u> </u>		To:	<u> </u>			SR 337 Washir	ngton St								
		From	ليا			SR 337 Washir					_				
Liberty St / Moore Ave	0.64	5000	G	92%	1%	1% 2%		0%	С	0.093	F	0.639	5300	G	2012
		To:				Pinner S									
<u> </u>		From	ليا			Repass Beac	h Rd				_			_	
Burbage Lake Circle		1500 To:	G			*** . * * *	- Ci			0.111	F	0.611	1500	G	2012
			<u> </u>			Wet Marsh									
Indexa - Acces		From	<u> </u>			Smith Stre	eet				_	0.001	400	_	0015
James Avenue		430 To:	G			W/ W/1	Ctur - t			0.132	F	0.634	430	G	2012
						W. Washington									
Kanalantee Dhel		From:	<u> </u>			Ashford I	Or				_	0.005	0400	_	0040
Kensington Blvd		6100	G			C- 1:- P	ler d			0.101	F	0.605	6100	G	2012
			<u> </u>			Godwin B									
Outros B.I.		From:	پ			Pioneer A	ve				_	0.5	400	_	0011
Quince Rd		120	G			γ	) d			0.149	F	0.5	120	G	2012
		To				Lummis I									
· · · · · · · · · · · · · · · · · · ·		From	ـــــــــا			Ithacha 7	r				_	o == :	0	_	
Weatherby Way		310	G			G1	11.75.1			0.104	F	0.554	310	G	2012
		To:				Shoulders Hi	II Rd								