2016

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

where available

Special Locality Report 133

City of Suffolk

Information in this report is included in Report

61

(Nansemond Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

Virginia State Route

Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

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

	-					Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q
	From:	Isle of Wight County Lin	ie		1								
0 32	City of Suffolk	1.31 9900 G		1%	1%	1%	2%	0%	F	0.09	0.614	10000	(
9 65	To												
Godwin Blvd	City of Suffolk	SR 125 Chuckatuck 0.87 12000 G	95%	1%	1%	1%	2%	0%	F	0.097	0.571	13000	
0 (32) Godwin Blvd	City of Surloik	0.87 12000 G	95%	1 70	1 70	1 70	270	0%	Г	0.097	0.571	13000	
	To: From:	133-603 Everets Rd											
$\left(_{32}\right) \left(_{32}\right)$ Godwin Blvd	City of Suffolk	4.81 12000 G	95%	1%	1%	1%	2%	0%	С	0.097	0.571	13000	
	Τœ	133-634 Kings Fork Rd			\neg \vdash								
(32) Godwin Blvd	City of Suffolk	1.36 23000 G		1%	1%	1%	2%	0%	F	0.089	0.510	25000	
0) (32)						.,.			-				
	From:	US 58 Suffolk Bypass									2 = 1 2	21222	
$\binom{32}{32}$ Godwin Blvd	City of Suffolk	0.54 20000 G	95%	1%	1%	1%	2%	0%	F	0.084	0.513	21000	
<u> </u>	To:	Pruden Blvd US 460											
Bus	City of Cuffolls	Bus US 460 Elephant For		00/	00/	0%	00/	00/	С	0.098	0.504	07000	
(0) (460) (32)	City of Suffolk	1.49 26000 A		0%	0%	0%	0%	0%	C	0.098	0.504	27000	
Due .	From:	Bus US 460, Bus US 58 Bus US 460	3										
(32) (32) (460) Main St	City of Suffolk	0.09 30000 G	99%	0%	1%	0%	0%	0%	F	0.087	0.502	31000	
0) (32) (460) Main St	To:	Bus US 58	33 /6	0 70	170	0 /0	0 70	0 70		0.007	0.502	01000	
Bus	From:	Bus US 58, Bus US 460)		-								
0) (32) (13) Main St	City of Suffolk	0.68 20000 G		0%	1%	0%	0%	0%	F	0.079	0.561	21000	
0) (32) (13)	To:	SR 337 Washington St		0 70	Ť	0 / 0	0 / 0	0,0	•	0.07.0	0.00.		
	From:												
3 Whaleyville Blvd	<u> </u>	North Carolina State Lin 5.37 5200 A		00/	10/	10/	100/	00/	С	0.007	0.649	E100	
3) Whaleyville Blvd	City of Suffolk	5.37 5200 A	89%	0%	1%	1%	10%	0%	C	0.097	0.648	5100	
	To: From:	133-616 Mineral Spring F											
3 Whaleyville Blvd	City of Suffolk	1.28 11000 G	89%	0%	1%	1%	10%	0%	F	0.071	0.553	11000	
	To	133-677 Great Fork Rd			—								
3 Whaleyville Blvd	City of Suffolk	0.82 8300 G		0%	1%	1%	10%	0%	F	0.086	0.672	8100	
3) Whatey time 2110				0 70	. 70	1 /0	1070	0 70	•	0.000	0.072	0.00	
~	To: From:	133-675 Cypress Chapel I											
Whaleyville Blvd	City of Suffolk	2.22 8300 G	89%	0%	1%	1%	10%	0%	F	0.086	0.676	8100	
<u> </u>	To:	133-759 S, Liberty Spring Rd	West										
3 Whaleyville Blvd	City of Suffolk	133-759 S, Liberty Spring Rd 1.06 9800 G		0%	1%	1%	10%	0%	F	0.087	0.676	9600	
Whaleyville Blvd	City of Suffolk	1.06 9800 G	89%	0%	1%	1%	10%	0%	F	0.087	0.676	9600	
<u></u>	City of Suffolk	1.06 9800 G 133-759 N, Babbtown R	89% d		ightharpoonup								
<u></u>		1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G	89% d	0%	1%	1%	10%	0%	F	0.087	0.676	9600	
<u></u>	City of Suffolk	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd	89% d 89%		ightharpoonup								
3) Whaleyville Blvd	City of Suffolk To Front City of Suffolk To Front	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc	89% d 89%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	
3) Whaleyville Blvd	City of Suffolk Trac From City of Suffolk T∞	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G	89% d 89%		ightharpoonup								
3) Whaleyville Blvd	City of Suffolk To Front City of Suffolk To Front	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G Bus US 13	89% d 89% i 89%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	
Whaleyville Blvd 3	City of Suffolk To Front	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G Bus US 13 Bus US 13, SR 32 Carolina	89% 89% 1 89%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	
Whaleyville Blvd	City of Suffolk Top From:	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G Bus US 13 Bus US 13, SR 32 Carolina 2.80 13000 G	89% d 89% 1 89%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	
Whaleyville Blvd 3	City of Suffolk To Front	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G Bus US 13 Bus US 13, SR 32 Carolina 2.80 13000 G US 58 Holland Rd	89% 89% 1 89%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	
Whaleyville Blvd 3	City of Suffolk Top From: City of Suffolk Tot From: City of Suffolk	1.06 9800 G 133-759 N, Babbtown R 2.56 10000 G SR 32 Carolina Rd SR 32 Whaleyville Blvc 1.64 17000 G Bus US 13 Bus US 13, SR 32 Carolina 2.80 13000 G	89% d 89% d 89% d 89% d 88%	0%	1%	1%	10%	0%	F	0.087	0.698	10000	

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

-		City of Sutfoil	K										
Route	Jurisdiction	Length AADT	OA 4Tire	Rue		Tru	ck		QC	K	QK _ Dir	AAWDT	. OW
rioute	ourisaletion	Length AAD1	GA TING	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Fact	or AAWD1	QVV
~~~	From:	61-604 Pitchkittle											
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>44000</b>	<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.084	0.62	6 42000	G
$\bigcirc$	To	US 460 Pruden Bl	lvd										
(13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 <b>50000</b>	<b>G</b> 92%	0%	1%	1%	6%	0%	F	0.096	0.66	9 52000	G
(13) (36) (460) Salient Dypass	-			0,0		. , 0	0,0	0 / 0	•	0.000	0.00	0_000	<b>O</b> .
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 10 SR 32 Godwin		00/		40/	00/	00/	_	0.005	0.50	7 00000	
(13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 60000	G 92%	0%	1%	1%	6%	0%	F	0.085	0.59	7 63000	G
* * * *	To: From:	61-642 Wilroy R	Rd		_								
13 (58) (460 Suffolk Bypass	City of Suffolk	2.30 50000	G 92%	0%	1%	1%	6%	0%	F	0.084	0.61	53000	G
	Tec	D 110 12 D 110 50 M	11'4 TT										
13 \ \(\) \	City of Suffolk	Bus US 13,Bus US 58 Mil 3.46 74000	G 92%	0%	1%	1%	6%	0%	F	0.086	0.62	1 77000	G
13 (58) (460) Military Highway	To:	Bus US 13	G 92/6	0 /6	1 /0	1 /0	0 /0	0 /6	'	0.000	0.02	1 77000	G
Bus	From:	US 13 Southwest Suffoll							_				
(13) (32) Carolina Rd	City of Suffolk	1.17 11000	G 89%	0%	1%	1%	10%	0%	F	0.082	0.67	6 11000	G
-	To	Old SCL Suffolk	k		\neg \vdash								
Bus Canalina Bd	O'the of Outfalls			00/	40/	40/	400/	00/	_	0.007	0.00	11000	_
(13) (32) Carolina Rd	City of Suffolk	0.54 11000	G 89%	0%	1%	1%	10%	0%	F	0.087	0.60	2 11000	G
P	From:	Fayette St US 13; SR 32 Fayet	C4										
Bus Main St	City of Suffolk	0.34 9800	G 99%	0%	1%	0%	0%	0%	С	0.081	0.50	5 10000	G
(13) (32) Main St	City of Suriok	0.34 9800	G 99%	0%	1 70	0%	076	0%	C	0.061	0.58	5 10000	G
Bus	To: From:	Begin SR 10											
Bus (13) (32) (10) Main St	City of Suffolk	0.68 20000	G 99%	0%	1%	0%	0%	0%	F	0.079	0.56	1 21000	G
(13) (32) (10) ************************************	To:	US 58; Bus US 46							-		****		-
Bus Bus Bus	From:	SR 32 Main St											
(13) (58) (460) Constance Rd	City of Suffolk	0.88 17000	G 97%	0%	1%	0%	2%	0%	F	0.08	0.56	6 18000	G
	To	D: 0.											
Bus Bus Bus	From:	Pinner St											
13 58 460 Portsmouth Blvd	City of Suffolk	1.60 17000	G 97%	0%	1%	0%	2%	0%	С	0.084	0.52	5 18000	G
\bigcirc	To:	SR 337 Washington	n St										
Bus Bus Bus	From:	<u> </u>											
13 (58) (460) Portsmouth Blvd	City of Suffolk	1.22 24000	G 96%	0%	1%	1%	2%	0%	С	0.081	0.57	9 25000	G
\diamond \diamond \diamond	To:	US 13, US 58, US	460										
	From:	WCL Chesapeak	ке										
17 Bridge Rd	City of Suffolk	0.66 22000	G 99%	0%	1%	0%	0%	0%	F	0.088	0.53	9 23000	G
	T-1	Y CCL OD LCLYY											
C Duides Dd	From:	I-664; SR 164 Western		00/	00/	10/	10/	00/	F	0.000	0.50	7 00000	G
17 Bridge Rd	City of Suffolk	1.81 35000	G 97%	0%	0%	1%	1%	0%	г	0.093	0.59	7 38000	G
	To: From:	133-626 Knots Neck Road; She	noulders Hill Rd										
17 Bridge Rd	City of Suffolk	1.54 27000	G 97%	0%	0%	1%	1%	0%	F	0.093	0.57	7 29000	G
\smile	To	133-627 Bennetts Past	ture Rd										
17 Bridge Rd	City of Suffolk	2.47 19000	G 97%	0%	0%	1%	1%	0%	F	0.093	0.53	6 20000	G
17) Bridge Hu	Oity Of Suriois			U /0	U /0	1 /0	1 /0	U /0	1	0.033	0.33	5 20000	G
~~~	To: From:	133-628 Crittenden											
17 Bridge Rd	City of Suffolk	1.17 <b>15000</b>	<b>G</b> 97%	0%	0%	1%	1%	0%	F	0.103	0.54	4 16000	G
$\smile$	To:	Isle of Wight County	y Line										
			·						_	·		·	_

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

Doub	Lucia di atta c	City of Suriois	Divis		Tru	ıck			K	Dir	AAVA/DT	014/
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
17 Ramp	City of Suffolk (Maint: 61)	US 17-S034A TO ROUTE 0.13 <b>13000 G</b>							0.091		13000	G
	To:	I-664-E FROM ROUTE 17										
North	From:	US 17 TO ROUTE 664 EASTSOUTH							0.000		4000	
(17) Ramp	City of Suffolk (Maint: 61)	0.03 <b>4900 G</b> US 17-S034A TO ROUTE		_					0.092		4900	G
South	From:	US 17 TO ROUTE 664 EASTSOUTH										
17 Ramp	City of Suffolk (Maint: 61)	0.05 <b>7800 G</b>							0.092		7800	G
<u> </u>	To:	US 17-N034A US 17- 34A TO ROUTE										
(32) Carolina Rd	City of Suffolk	North Carolina State Line 2.89 3700 G 91%	1%	1%	1%	7%	0%	С	0.1	0.788	3900	G
(32) Carolina Rd	ony or curron		1 /0		1 70	7 70	0 70	Ü	0.1	0.700	3300	ď
(32) Carolina Rd	City of Suffolk	133-642 Adams Swamp Rd 2.07 <b>4100 G</b> 91%	1%	1%	1%	7%	0%	F	0.096	0.765	4300	G
(62)	To	133-675 Cypress Chapel Rd										
(32) Carolina Rd	City of Suffolk	1.40 <b>4500 G</b> 91%	1%	1%	1%	7%	0%	С	0.097	0.737	4800	G
	To From:	133-759 Babbtown Rd										
(32) Carolina Rd	City of Suffolk	0.65 <b>4600 G</b> 91%	1%	1%	1%	7%	0%	F	0.094	0.764	4900	G
	From:	133-647 Copeland Rd										
(32) Carolina Rd	City of Suffolk	2.45 <b>4700 G</b> 91% US 13 South of Suffolk	1%	1%	1%	7%	0%	F	0.096	0.737	5000	G
	From:	Whaleyville Blvd										
(32) (13) Carolina Rd	City of Suffolk	1.64 <b>17000 G</b> 89%	0%	1%	1%	10%	0%	F	0.085	0.703	17000	G
Bus	To: From:	61-731 Dill Rd										
(32) (13) Carolina Rd	City of Suffolk	1.17 <b>11000 G</b> 89%	0%	1%	1%	10%	0%	F	0.082	0.676	11000	G
Bus	To From:	Old SCL Suffolk										
32) 13 Carolina Rd	City of Suffolk	0.54 <b>11000 G</b> 89%	0%	1%	1%	10%	0%	F	0.087	0.602	11000	G
$\bigcirc$	To: From:	Bus US 58 Constance Rd										
Bus (32) (13) Main St	City of Suffolk	Fayette St 0.34 <b>9800 G</b> 99%	0%	1%	0%	0%	0%	С	0.081	0.585	10000	G
	To	SR 337 Washington St										
(32) $(13)$ $(10)$ Main St	City of Suffolk	0.68 <b>20000 G</b> 99%	0%	1%	0%	0%	0%	F	0.079	0.561	21000	G
(32) (13) (10) Main St	To To	Bus US 58, Bus US 460	0 70		070	070	070		0.070	0.001	21000	<u> </u>
Bus (32) (460) (10) Main St	City of Suffolk	0.09 <b>30000 G</b> 99%	0%	1%	0%	0%	00/	F	0.087	0.502	31000	G
(32) (460) (10) Main St	_		U-70	1 70	U 7/0	U 70	0%	Г	0.007	0.502	31000	G
Bus	Tor	Old NCL of Suffolk	0-1		061	061	061		0.000		07000	
32 (460) (10)	City of Suffolk	1.49 <b>26000 A</b> 99% SR 10 Elephant Fork	0%	0%	0%	0%	0%	С	0.098	0.504	27000	Α
	From	Bus US 460										
(32) (10) Godwin Blvd	City of Suffolk	0.54 <b>20000 G</b> 95%	1%	1%	1%	2%	0%	F	0.084	0.513	21000	G
$\overline{}$	Tor	US 58 Suffolk Bypass										

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

		City of Suffoii					Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	US 58 Suffolk Byp												
$_{32})$ $\binom{10}{10}$ Godwin Blvd	City of Suffolk	1.36 <b>23000</b>	G S	95%	1%	1%	1%	2%	0%	F	0.089	0.510	25000	(
	To: From:	61-634 Kings Fork	Rd			_								
32) (10) Godwin Blvd	City of Suffolk	4.81 <b>12000</b>	G 9	95%	1%	1%	1%	2%	0%	С	0.097	0.571	13000	
	To: From:	61-603 Everets R	Rd											
(10) Godwin Blvd	City of Suffolk	0.87 <b>12000</b>		95%	1%	1%	1%	2%	0%	F	0.097	0.571	13000	
<del>5</del> 0	To	SR 125 Chuckatu	ck											
32) (10)	City of Suffolk	1.31 <b>9900</b>		95%	1%	1%	1%	2%	0%	F	0.09	0.614	10000	
32 (10)	То:	Isle of Wight County												
	From:	Southampton County												
Franklin Bypass	City of Suffolk	1.27 <b>21000</b>		85%	1%	1%	1%	13%	0%	F	0.079	0.574	20000	
31	Tec	110 250												
Franklin Bypass	City of Suffolk	US 258 0.18 <b>19000</b>	N 8	85%	1%	1%	1%	13%	0%	N	0.077	0.532	18000	
Se Transmir Bypass	Oity of Garloin		'''	00 70	1 70		1 70	10 /0	0 70		0.077	0.002	10000	
~ Cranklin Dunasa	Too:	SR 189		050/	10/	10/	10/	100/	00/		0.077	0.500	10000	
189 189 Franklin Bypass	City of Suffolk	1.01 <b>19000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.077	0.532	18000	
	To: From:	SR 272 South Quay												
(189) (189) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.077	0.6	19000	
<del>~ ~ ~ ~</del>	Too From:	SR 189 S Quay R	Rd			$\neg$ $\vdash$								
Holland Bypass	City of Suffolk	1.05 <b>20000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.081	0.579	20000	
<i></i>	To: From:	Bus US 58												
68 Holland Rd	City of Suffolk	1.32 <b>25000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.080	0.564	24000	
<u> </u>	To	122 610 W. Puskhar	m Dd											
:0)	City of Suffolk	133-610 W, Buckhor 2.77 <b>25000</b>		85%	1%	1%	1%	13%	0%	F	0.081	0.578	24000	
8)	To:	133-647 E, Lummis		00 70	1 /0	—i~	1 70	1070	0 70	•	0.001	0.070	21000	
	From:	133-647 Lummis I	Rd											
68 Holland Rd	City of Suffolk	2.05 <b>26000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.080	0.592	25000	
~	Τœ	133-643 Manning Brid	dge Rd											
68 Holland Rd	City of Suffolk	0.67 <b>29000</b>		85%	1%	1%	1%	13%	0%	F	0.082	0.564	27000	
ے ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔ ۔	To	133-738 Kenyon I	DA											
Holland Rd	City of Suffolk	0.38 <b>32000</b>		85%	1%	1%	1%	13%	0%	F	0.080	0.565	31000	
10 Homana Fla	Oity of Garloin			00 70	1 70		1 70	10 /0	0 70	•	0.000	0.000	01000	
~ Halland Dd	Tori From:	Cove Point Rd		050/	40/	10/	40/	100/	00/	_	0.004	0.554	00000	
Holland Rd	City of Suffolk	1.15 <b>34000</b>		85%	1%	1%	1%	13%	0%	F	0.081	0.554	32000	
	From	US 13 Southwest Suffoll Bus US 58	к вураss											
8) (13) Suffolk Bypass	City of Suffolk	1.41 <b>41000</b>	G 8	85%	1%	1%	1%	13%	0%	F	0.085	0.620	40000	
	To			-										
S8 (13) Suffolk Bypass	City of Suffolk	133-604 Pitchkittle 1.88 <b>44000</b>		85%	1%	1%	1%	13%	0%	F	0.084	0.626	42000	
58) (13) Suffolk Bypass	Oity of Sulloik			00 /0	1 /0	1 /0	1 /0	10/0	U /0	'	0.004	0.020	42000	
~ ~~~~	From:	US 460 Pruden Bl								_				
(13) (460) Suffolk Bypass	City of Suffolk	0.93 <b>50000</b>		92%	0%	1%	1%	6%	0%	F	0.096	0.669	52000	
~ ~ ~	To	SR 10, SR 32 Godwir	n Blvd											

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

Deute	م مناه مانام مانا	l a martin	AADT OA	4T:u=	Dura		Tru	ıck		00	K	Dir	A A \ A \ \ D T	- 0
Route	Jurisdiction		AADT QA		Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Cuffelly Dunger	City of Cytholic		32 Godwin Blvo		00/	10/	10/	<b>C</b> 0/	00/	_	0.005	0.507	62000	_
58 (13) (460) Suffolk Bypass	City of Suffolk		60000 G	92%	0%	1%	1%	6%	0%	F	0.085	0.597	63000	G
Cuffelly Dunger	City of Cuffolk		12 Wilroy Rd	000/	00/	10/	10/	<b>C</b> 0/	00/	F	0.004	0.610	F2000	
Suffolk Bypass	City of Suffolk		50000 <b>G</b> s US 58 Military	92%	0%	1%	1%	6%	0%	Г	0.084	0.618	53000	G
	From:		litary Hwy Eastb											
58) (13) (460) Military Highway	City of Suffolk	3.46		92%	0%	1%	1%	6%	0%	F	0.086	0.621	77000	(
<del></del>	То:	WCL	Chesapeake											
ast	From:		TO RTE 189											
ast 58) (258) Ramp	City of Suffolk	0.17	560 G								0.111		560	(
ast	To: From:	US 58-E451B	TO RTE 189 SO	UTH										
58 (258 Ramp	City of Suffolk	0.05	230 G								0.113		230	(
10) (230) 11	То:		ROM RTE 58 EA	AST										
us	From:	Isle of Wi	ight County Line											
Ruritan Blvd	City of Suffolk		2300 G	96%	1%	1%	1%	1%	0%	С	0.102	0.608	2400	(
~	Tα		SR 189											
us sg ( Holland Rd	City of Suffolk		2700 G	96%	1%	1%	1%	1%	0%	F	0.091	0.654	2800	(
Holland Rd	City of Surioik				1 70	1 70	1 70	1 70	0%	Г	0.091	0.654	2000	•
us	To: From:	133-653 Dutch	Rd; Glen Haven	Drive										
Holland Rd	City of Suffolk		3400 G	96%	1%	1%	1%	1%	0%	С	0.096	0.667	3600	(
~ <u></u>	To:		US 58											
us	From:		East of Holland											
Holland Rd	City of Suffolk	0.05	9800 G	96%	1%	1%	1%	1%	0%	F	0.095	0.569	10000	(
us	Tos From:	133-1722	Kilby Shores Rd											
68 Holland Rd	City of Suffolk	1.79	9000 G	96%	1%	1%	1%	1%	0%	С	0.094	0.647	9600	(
<u> </u>	To:		Constance Rd											
us	From:		7 Holland Rd							_				
Constance Rd	City of Suffolk	0.29	8800 G	98%	0%	1%	0%	1%	0%	F	0.086	0.547	9400	(
us	To: From:	WCL Suffo	olk Pitchkettle Ro	1										
Constance Rd	City of Suffolk	0.86 1	10000 G	98%	0%	1%	0%	1%	0%	С	0.081	0.53	11000	(
<u>ت</u>	To	SR 3	32 Main St											
us Bus Bus	From:			070/	00/	10/	00/	00/	00/	F	0.00	0.500	10000	,
S8 (13) (460) Constance Rd	City of Suffolk	0.88 1	17000 G	97%	0%	1%	0%	2%	0%	Г	0.08	0.566	18000	(
us Bus Bus	From:		hland Ave											
78 (13) (460) Portsmouth Blvd	City of Suffolk		17000 G	97%	0%	1%	0%	2%	0%	С	0.084	0.525	18000	(
		SR 337	Washington St											
Bus Bus Bus Fortsmouth Blvd	City of Suffalls			060/	00/	10/	10/	20/	00/	0	0.001	0.570	25000	,
58 ( ) 13 ( ) A6A (PONSMOUN BIVO	City of Suffolk	1.22	24000 G	96%	0%	1%	1%	2%	0%	С	0.081	0.579	25000	G

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

		City of Sun					Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10; SR 32 God	win Blvd											
125 Kings Hwy	City of Suffolk	0.69 <b>3300</b>	G	96%	1%	2%	1%	1%	0%	С	0.091	0.696	3500	G
<u> </u>	To: From:	133-628 Critteno	den Rd											
125 Kings Hwy	City of Suffolk	1.09 <b>590</b>	G	96%	1%	2%	1%	1%	0%	F	0.091	0.696	630	G
<u> </u>	To: From:	133-620 Ferry Po	oint Rd											
125 Kings Hwy	City of Suffolk	0.91 <b>290</b>	G	96%	1%	2%	1%	1%	0%	F	0.108	0.608	310	G
	To: From:	Dead End Dead End @ Nansen												
(125)Kings Hwy	City of Suffolk	1.34 <b>640</b>	G G	96%	1%	2%	1%	1%	0%	F	0.102	0.623	690	G
125)96)	Tol				. , ,		.,,	. , 0	0,70	•	00_	0.020	000	0.
(125)Kings Hwy	City of Suffolk	133-629 W, Sleepy 1.22 <b>860</b>	Hole Rd	96%	1%	2%	1%	1%	0%	F	0.104	0.626	920	G
125 /95 /)	Tol.			0070	1 70		170	1 /0	0 70	•	0.101	0.020	020	ŭ
125)Kings Hwy	City of Suffolk	133-627 Bennetts P 0.48 <b>3000</b>	asture Rd  G	96%	1%	2%	1%	1%	0%	F	0.091	0.696	3200	G
125 / Kings / Wy	To:	SR 337 Nansemond		30 70	1 /0		1 /0	1 /0	0 70	'	0.001	0.000	3200	u
	From:	US 17 Bridge												
(135) College Dr	City of Suffolk	0.20 <b>18000</b>	G	98%	1%	0%	0%	0%	0%	F	0.088	0.500	19000	G
	To	SR 164 Western I	Franway											
(135)College Dr	City of Suffolk	0.65 <b>18000</b>	G	98%	0%	1%	0%	1%	0%	F	0.093	0.510	19000	G
100)	To	133-658 Towne P												
(135)College Dr	City of Suffolk	0.76 <b>22000</b>	G	98%	0%	1%	0%	1%	0%	С	0.084	0.596	23000	G
103) ************************************	To	I-664						.,,	- , ,					
135)College Dr	City of Suffolk	0.59 <b>8500</b>	G	93%	1%	1%	1%	4%	0%	С	0.093	0.633	9000	G
133) 56686 2.	To:	SR 367 Tidewater Comr			. , ,		.,,	.,,	0,70		0.000	0.000	0000	
North	From:	SR 135 TO I-	664											
135 Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200</b>	G								0.096		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 <b>3200</b>	G								0.131		3200	G
<u> </u>	To:	I-664-E FROM I	RT 135											
South	From:	SR 135 TO I-												
135)Ramp	City of Suffolk (Maint: 61)	0.16 <b>1100</b>	G								0.108		1100	G
	To:	I-664-W FROM												
South	From:	TO ROUTE 664												_
135)Ramp	City of Suffolk (Maint: 61)	0.40 1600	G								0.124		1600	G
	100	I-664-E FROM ROUTE		ΤΉ										
Washam Francis	Promi	US 17 Bridge 1		0501	001		401	467	061	_	0.007	0.770	00000	_
164 Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>20000</b>	G	95%	0%	0%	1%	4%	0%	F	0.097	0.770	23000	G
	To: From:	I-664												
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>40000</b>	G	95%	0%	0%	1%	4%	0%	F	0.091	0.580	45000	G
$\sim$	To:	SR 135 Colleg	e Dr											

					_		Tru	ıck			K	Dir		0147
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	AAWDT r	QW
	From:	SR 135 College D												
164 Western Freeway	City of Suffolk (Maint: 61)	0.02 50000		95%	0%	0%	1%	4%	0%	С	0.102	0.54	57000	F
	100	WCL Portsmouth												
East	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 664 WE			0%		10/	40/	00/	F	0.172		0100	0
164 Ramp	City of Surfoik (Maint. 61)	0.20 <b>2100</b> I-664-W FROM ROUTE 1		95% ST	0%	0%	1%	4%	0%	Г	0.172		2100	G
W	From													
West 164 Ramp	City of Suffolk (Maint: 61)	SR 164 TO ROUTE 664 EA 0.22 <b>8200</b>		95%	0%	0%	1%	4%	0%	F	0.092		8200	G
164)	To:	I-664-E FROM ROUTE 1			0 70		1 70	170	070	•	0.002		0200	ŭ
West	From:	SR 164 TO ROUTE 664 WE	ESTNO	RTH										
(164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>9100</b>		95%	0%	0%	1%	4%	0%	F	0.107		9100	G
104)	To:	I-664-W FROM ROUTE 1	164 WE	ST										
	From:	Southhampton County	y Line				-	-	-					-
(189)S Quay Rd	City of Suffolk	1.36 <b>1800</b>		98%	0%	1%	0%	1%	0%	С	0.102	0.718	1900	G
$\bigcirc$	Τα	133-666 Gates Ro	d			<u> </u>								
(189)Great Mill Rd	City of Suffolk	0.82 3700		98%	0%	1%	0%	1%	0%	F	0.087	0.659	4000	G
	To	SR 272 South Quay	Rd.											
(189) Great Mill Hwy	City of Suffolk	0.55 <b>2500</b>		98%	0%	1%	0%	1%	0%	F	0.087	0.659	2600	G
,	To	US 58												
189 (58) (189) Franklin Bypass	City of Suffolk	1.01 19000	G	85%	1%	1%	1%	13%	0%	F	0.077	0.532	18000	G
(109) (38) (189) . ra 2) pass	To			0070	. , 0		. , ,	.0,0	0,0	•	0.077	0.002	.0000	<u> </u>
189) (58) (189) S Quay Rd	City of Suffolk	SR 272 4.23 <b>20000</b>	G	85%	1%	1%	1%	13%	0%	F	0.077	0.6	19000	G
189 58 189 S Quay Rd	To:	SR 189 S Quay R		00 /0	1 /0	$\overrightarrow{}$	1 /0	1070	0 70	•	0.077	0.0	10000	ŭ
	From:	US 58 Holland Byp												
(189)S Quay Rd	City of Suffolk	0.37 <b>700</b>	G	90%	1%	2%	3%	3%	0%	С	0.094	0.558	750	G
<u> </u>	To: From:	Cumberland Lane	e											
(189)S Quay Rd	City of Suffolk	0.12 <b>910</b>	G	90%	1%	2%	3%	3%	0%	F	0.101	0.593	970	G
	To:	Bus US 58												
	From:	SR 189												
(189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>19000</b>	G	85%	1%	1%	1%	13%	0%	F	0.077	0.532	18000	G
	To: From:	SR 272 South Quay				$\Box$ $\vdash$								
189 58 189 S Quay Rd	City of Suffolk	4.23 <b>20000</b>	G	85%	1%	1%	1%	13%	0%	F	0.077	0.6	19000	G
	To:	SR 189												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Southampton County												
258 58 Franklin Bypass	City of Suffolk	1.27 21000		85%	1%	1%	1%	13%	0%	F	0.079	0.574	20000	G
	ron:	US 58 Franklin Byp	oass											
(258) (58) Ramp	City of Suffolk	0.17		See	e US 58	8 for dire	ectional	traffic v	olume e	stima	tes for th	is segment.		
	То:	X												
~~~~ <u>~</u>	From:	US 58-E451B TO RTE 18	9 SOUT											
(258) (58) Ramp	City of Suffolk	0.05			e US 5	8 for dire	ectional	tratfic v	olume e	stima	tes for th	is segment.		
<del></del>	To:	1SR 189-P FROM RTE 5	58 EAS	T										

						Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۱
	From:	US 58 Franklin Bypass; SR 18	9										
Great Mill Rd	City of Suffolk	0.97 <b>2600 G</b>	55%	1%	1%	6%	37%	0%	С	0.084	0.515	2800	(
~	To:	NCL Suffolk											
	From:	SR 189											
272)South Quay Rd	City of Suffolk	1.24 <b>1500 G</b>	95%	0%	1%	3%	1%	0%	С	0.108	0.783	1600	(
$\smile$	To:	US 58 South Quay Rd											
	From:	Bus US 58 Constance Rd											
337)Washington St	City of Suffolk	0.34 <b>7000 G</b>	97%	1%	1%	0%	0%	0%	F	0.087	0.575	7400	(
	To	Broad St											
337)Washington St	City of Suffolk	0.59 <b>7100 G</b>	97%	1%	1%	0%	0%	0%	С	0.088	0.57	7600	
337) Wushington St	ony or durion		01 70	1 70		0 /0	0 70	0 70	Ü	0.000	0.07	7000	
	From:	SR 32 Main St				221			_				
337) Washington St	City of Suffolk	0.20 <b>7300 G</b>	97%	1%	1%	0%	0%	0%	С	0.077	0.534	7800	(
<u>~</u>	To: From:	Pinner St			$\Box$ $\vdash$								
337)Washington St	City of Suffolk	0.49 <b>11000 G</b>	97%	1%	1%	0%	0%	0%	F	0.080	0.525	12000	
$\smile$	Too	Old ECL Suffolk											
337)Washington St	City of Suffolk	2.38 <b>11000 G</b>	97%	1%	1%	0%	0%	0%	F	0.087	0.562	11000	
337)	7-					- , -		- , -					
Nanaamand Darkway	City of Cuffolk	Bus US 58 Portsmouth Blvd 3.03 <b>4100 G</b>	95%	2%	10/	10/	00/	0%	С	0.000	0.547	4400	
Nansemond Parkway	City of Suffolk	3.03 <b>4100 G</b>	95%	2%	1%	1%	0%	0%	C	0.099	0.547	4400	(
	To: From:	133-642 Wilroy Rd											
337)Nansemond Parkway	City of Suffolk	1.40 <b>11000 G</b>	95%	2%	1%	1%	0%	0%	F	0.096	0.533	12000	(
<u> </u>	To	Whitley Lane			$\neg$ $\vdash$								
Nansemond Parkway	City of Suffolk	2.01 <b>8400 G</b>	95%	2%	1%	1%	0%	0%	F	0.101	0.548	8900	(
	To	SR 125 Kings Hwy											
337)Nansemond Parkway	City of Suffolk	2.52 <b>13000 G</b>	96%	1%	1%	1%	1%	0%	С	0.093	0.608	13000	(
337) Haribornoria i ariimay	To:	WCL Chesapeake	0070	1 /0		170	1 /0	0 70	Ū	0.000	0.000	10000	
	From	Isle of Wight County Line											
460 Pruden Blvd	City of Suffolk	3.08 <b>18000 G</b>	82%	1%	1%	1%	14%	0%	F	0.091	0.635	17000	(
460 1 Tuden Biva	Only of Guillon			1 /0	1 70	1 /0	1 7 70	0 70	•	0.001	0.000	17000	
~~~	From	133-604 Lake Prince Dr; Providen							_				
Pruden Blvd	City of Suffolk	0.54 20000 G	82%	1%	1%	1%	14%	0%	F	0.09	0.620	19000	•
~	To: From:	133-634 Kings Fork Rd											
Pruden Blvd	City of Suffolk	1.47 27000 G	82%	1%	1%	1%	14%	0%	F	0.091	0.635	25000	(
~ <i>_</i>	To:	US 58, BUS US 460; Suffolk By											
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 58, BUS US 460, Purden B		00/		40/	00/	00/	_	0.000	0.000	F0000	
460 58 (13) Suffolk Bypass	City of Suffolk	0.93 <b>50000 G</b>	92%	0%	1%	1%	6%	0%	F	0.096	0.669	52000	(
~ ~ ~	To: From:	SR 10 SR 32 Godwin Blvd											
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>60000 G</b>	92%	0%	1%	1%	6%	0%	F	0.085	0.597	63000	(
~ · · ·	Tor	61-642 Wilroy Rd											
460) (58) (13) Suffolk Bypass	City of Suffolk	2.30 <b>50000 G</b>	92%	0%	1%	1%	6%	0%	F	0.084	0.618	53000	(
+00) (30) (13) 545 2,54.55	To To	Bus US 13,Bus US 58 Military F		0,0		. , •	0,0	0,0	•	5.55	0.010	00000	Ì

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

						Truck-			K		Dir		
Jurisdiction	<u> </u>			Bus	2Axle 3	-Axle 1Ti	ail 2Trail	QC	Factor	QK	Factor	AAWDT	QV
From: City of Suffe				<b>∩</b> º/₋	10/-	10/_ 60	/- <b>n</b> º/-	F	0.086		0.621	77000	G
ony or Sund			<b>J</b> 32/0	0 /6	1 /0	1/6 0	0 0/0	'	0.000		0.021	77000	C
From:					i								
City of Suffo			<b>G</b> 99%	0%	0%	0% 09	% 0%	F	0.092		0.630	11000	C
To: From:	S	SR 10, SR 32											
City of Suffo	olk 1.49	26000	<b>A</b> 99%	0%	0%	0% 09	6 0%	С	0.098		0.504	27000	A
To: From:	Ole	d NCL Suffolk			<u> </u>								
City of Suffe	olk 0.09	30000	<b>G</b> 99%	0%	<u></u> 1%	0% 09	6 0%	F	0.087		0.502	31000	C
то													
City of Suffe	,	,		0%	1%	n% 29	/ ₂ 0%	F	0.08		0.566	18000	(
Traf	0.00		31 70	0 70	170	070 2	0 070		0.00		0.500	10000	
From:	-11. 4.00		070/	00/	10/	00/ 0/	, 00/	_	0.004		0.505	10000	
City of Suffo				0%	1%	0% 29	% 0%	C	0.084		0.525	18000	(
To- From:		37 Washington S	St										_
City of Suffc	olk 1.22		<b>G</b> 96%	0%	1%	1% 29	% 0%	С	0.081		0.579	25000	(
From	Y ((4 N				1								
City of Suffolk (M		<b>NA</b>	IE						NA			NA	
To:		FROM ROUTE	664										
From:													
	,			0%				F	0.115			33000	F
oined Traffic Estimates for 2 Parallel I	-			0%	1%	1% 49	% 0%	F	0.102	Α	0.555	68000	F
- r			outn 1-664										
To: From:		135 College Dr											
				0%				С	0.117			35000	A
oined Traffic Estimates for 2 Parallel I	•			0%	1%	1% 49	% 0%	С	0.101	Α	0.514	71000	P
-													
To: From:	SR 164	Western Freew	/ay										
•	,			0%				F	0.111			30000	C
pined Traffic Estimates for 2 Parallel I				0%	1%	1% 49	% 0%	F	0.094	F	0.601	60000	(
_	East I-664 is	signed as S	outh I-664										
To:	US	3 17 Bridge Rd											
rion.													
City of Suffolk (Ma	,		<b>9</b> 4%	0%		1% 49		F	0.095			41000	C
City of Suffolk (Ma Dined Traffic Estimates for 2 Parallel I	,	77000	<b>G</b> 94%	0% 0%		1% 4° 1% 4°		F F	0.095 0.091	F	0.591	41000 83000	
	City of Sufform City of Suffor	City of Suffolk   3.46	City of Suffolk   3.46   74000   City of Suffolk   1.11   11000   City of Suffolk   1.49   26000   City of Suffolk   1.60   17000   City of Suffolk   1.22   24000   City of Suffolk   1.22   24000   City of Suffolk   City of	Name	Note	Surfaction   Length AADT   QA   4Tire   Bus   2Axle   34	Surficion   Capth AADT   QA   4Tire   Bus   2Axle   3+Axle   1Tr   1Tr	AxXX Bus US 13.Bus US 58 Military Hwy   1	Surfaction   Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   2	Section   Continue   Continue	String   Length   AADT   QA   ATTR   Buts   2Axle   3Axle   1Trail   2Trail   QC   Factor   QK	Sk 10, Sk 50   Sk 50	AADT   AADT

													1.4				
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
ast	From	1:		I-664 East													_
Ramp	City of Suffolk (M	Maint: 61)	0.26	1800	G								0.159			1800	G
	10	3.		35 N, Colleg													
ast	From:	1:		4-E TO RT									0.100			4400	_
Ramp	City of Suffolk (M	viaint: 61)	0.21	4100 35 FROM I	G								0.102			4100	G
	E.		5K 1		-004												
ast 64)Ramp	City of Suffolk (N	Maint: 61)	0.23	I-664 East 10000	G								0.108			10000	G
64 Hamp	Oity of Surioik (iv	:: 01)		Exit 9B to S	-	lact							0.100			10000	C
ast	From	n:	I-664-E009B														
Ramp	City of Suffolk (N	Maint: 61)	0.18	NA				<u>_</u>					NA			NA	
<u> </u>	То	D:	SR 164	FROM RO	UTE 66												
ast	From	n:	I-664-E009A	TO ROUT	E 164 E	AST											
Ramp	City of Suffolk (N	Maint: 61)	0.46	NA									NA			NA	
<u> </u>	To	0:	I-664-W	V009B TO F	ROUTE												
/est	From	1:		Newport N													
64 Monitor Merrimac Memo		,	3.46	32000	F	94%	0%	1%	1%	4%	0%	F	0.111			35000	F
	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	63000	F	94%	0%	1%	1%	4%	0%	F	0.102	Α	0.555	68000	F
			West I-664 is	signed a	s Nort	h I-664											
		x.	SR	135 College	Dr												
/est 64)Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	1.04	33000	Α	94%	0%	1%	1%	4%	0%	С	0.112			36000	Α
164 Hampton Hoads Beitway	Combined Traffic Estimates for 2 Parallel				A	94%	0%	1%	1%	4%	0%	С	0.112	Α	0.514	71000	A
	Combined Traine Estimates for 2 Faraner	nuauways	West I-664 is				0 /0	1 /0	1 /0	4 /0	0 /6	C	0.101	^	0.514	71000	^
	-					111 004											
Vest	From	n:	SR 164	Western Fi	reeway												
664) Hampton Roads Beltway	City of Suffolk (N	Maint: 61)	0.40	28000	G	94%	0%	1%	1%	4%	0%	F	0.112			31000	G
	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	56000	G	94%	0%	1%	1%	4%	0%	F	0.101	Α	0.514	60000	G
			West I-664 is	signed a	s Nort	h I-664											
	То	n'	US	17 Bridge	Rd			$\neg$									
/est	From:	4-1-1-04)				0.40/	00/	40/	40/	40/	00/	_	0.000			40000	_
Hampton Roads Beltway		•	0.57	39000	G	94%	0%	1%	1%	4%	0%	-	0.083	_		42000	G
_	Combined Traffic Estimates for 2 Parallel	i Hoadways			G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	83000	G
	To	r	West I-664 is			n I-664											
	10	<u> </u>		CL Chesapea													
/est	City of Coeffelia (A	Animate Cd.)		4-W TO RT									0.100			1500	_
Ramp	City of Suffolk (M	viaint: 61)	0.16	1500	G	T 664							0.129			1500	G
	10	<u> </u>	SR 135 RAM			1-664											
Vest	From	1:		4-W TO RT									0.40			0500	_
Ramp	City of Suffolk (M	viaint: 61)	0.26	3500	G								0.12			3500	G
<u> </u>	10:	У.	SR 135	5 FROM RT	E 664												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK I	Dir Factor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO I 0.26 I-664-W FROM	360	G				0.119			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			7300	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.11 I-664-W009C	12000	G				0.078			12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 I-664-E009E	NA				<u> </u>	NA			NA	
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W009B 0.11 US 17 FROM B	NA					NA			NA	

4/27/2017 17

						City	oi Sulio	ir								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		Fron				122.6	22	D.1								
602) Kirk Rd	0.60	410	G	98%	0%	0%	1% ight Count	0%	0%	С	0.126		0.667	440	G	2016
		Fron					ight Count									
603 Everets Rd	0.30	2000	N	98%	0%	0%	1%  Lake Prince	0%	0%	N	0.112		0.719	2100	N	2016
603) Everets Rd	1.97	2000 From	G	98%	0%	0%	1%	0%	0%	С	0.112		0.719	2100	G	2016
603 Everets Rd	0.97	1800	G	98%	0%	0%	Moore Farn 1% Godwin B	0%	0%	С	0.111		0.684	2000	G	2016
		Fron			ID NC N		AROLINA		LINE							
604) Desert Rd	6.91	230	R	•	JB-NC I				LINE		0.13		0.895	NA		02/05/2002
604) Hosier Rd	1.54	510 From	G	96%	2%	133-642 2%	White Mar 0%	sh Rd 0%	0%	F	0.115		0.743	550	G	2016
(604) Hosier Rd	4.11	680 From	G	96%	2%	133-674 N 2%	I, Skeeterto 0%	own Rd 0%	0%	С	0.116		0.785	730	G	2016
<u> </u>		T. Fron				133-110	05 Mahlon	Ave			_					
(604) Factory St	0.06	3100	G	96%	2%	2%	0%	0%	0%	F	0.091		0.598	3300	G	2016
		Fron			U		Suffolk; Ga WCL Suff	•								
604) Pitchkettle Rd	1.30	4100	G	97%	1%	1%	0%	1%	0%	С	0.114		0.597	4400	G	2016
(604) Pitchkettle Rd	2.55	2800 From	G.	97%	1%	1%	Suffolk By 0%	1%	0%	F	0.127		0.584	3000	G	2016
004)		Т					W, Kings F									
604) Providence Rd	0.51	1600	G	97%	1%	133-6341	E, Kings Fo	ork Rd 1%	0%	С	0.123		0.592	1700	G	2016
<u> </u>		T _e From					0 Pruden B									
604 Lake Prince Dr	0.78	2300	G	97%	1%	1%	0% 5 Girl Scou	1% t Rd	0%	С	0.103		0.579	2400	G	2016
604) Lake Prince Dr	3.16	1400	G	97%	1%	1%	0%	1%	0%	F	0.108		0.531	1500	G	2016
		Te	d				03 Everets									
Milford Long	1 50	Fron				133-73	9 Deer Path	ı Rd			0.146		0.677	NIA		00/05/000
607 Milford Lane	1.50	240 To	R			133-644	W, Indian	Trail			0.146		0.677	NA		02/05/2002
		Fron					W. Holland									
610 Buckhorn Rd	3.30	400	G	95%	1%	2%	2%	0%	0%	С	0.121		0.510	430	G	2016
610 Buckhorn Rd	1.70	Fron		050/	10/		14 Indian T		00/		0 114		0.775	040		0010
(610) Buckhorn Rd	1.70	320 Te	G	95%	1%	2% Isle of W	2% ight Count	0% v Line	0%	F	0.114		0.775	340	G	2016
		Fron					0 Pruden B									
(611) Gardner Lane	1.40	280	R			00.10	o i ruden D	1,4			0.109		0.520	NA		02/05/2002
		Te	c			133-6	06 Exeter	Dr								
		Fron	i:			133-610	6 Vicksburg	g Rd								
(612) O'Kelly Dr	4.90	330	R								0.11		0.682	NA		09/09/2014
		Fron					Gap Term ; Gap Tern									
612) Kingsdale Rd	3.20	190	G	98%	0%	1%	1%	1%	0%	F	0.110		0.568	200	G	2016
612) Kingsdale Rd	0.20	90 To	G	98%	0%	1%	40 Carr La 1%	1%	0%	С	0.182		0.571	90	G	2016
-		Fron	<u>.</u> .i				ight Count									
613) Leafwood Rd	1.50	730	G		13		Southwest	em Blvd			0.145		0.608	730	G	2016
		-					S 58 West									
616) Holy Neck Rd	2.20	750	G	91%	3%	4%	US 58 1%	1%	0%	F	0.095		0.516	800	G	2016
		16	1			133-6	61 S, Ellis	Kd								

						City										
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			122.66	1 G PW P 1									
(616) Holy Neck Rd	2.77	230	G	91%	3%	133-66	1 S, Ellis Rd	% 0	%	С	0.099		0.52	240	G	2016
616) Flory Neck Fla	2.77	200		J170	0 70				70		0.000		0.52	240	u	2010
(616) Vicksburg Rd	1.69	230 From	G	91%	3%	133-759 V 4%	V, Pineview R		%	F	0.109		0.556	240	G	2016
(616) Violoburg Flu	1.00	To	<u> </u>	0170			Longstreet La		70	•	0.100		0.000	240	u	2010
		From				133-660 S	; Vicksburg R	.d								
(616) Longstreet Lane	0.10	460	G	91%	3%	4%			%	F	0.110		0.658	490	G	2016
<u> </u>		To					Mineral Spring Longstreet La									
616 Mineral Spring Rd	3.43	540	G	91%	3%	4%			%	F	0.109		0.638	580	G	2016
(616) Mineral Spring Rd	1.48	410	G	91%	3%	133-668 F 4%	reeman Mill F		%	F	0.096		0.605	440	G	2016
		To				US 13 W	haleyville Blv	1								
O Washington and Dal	0.40	From	<u> </u>			133-677 N	, Great Fork I	Rd					0.55	NIA		00/05/000
616 Wedgewood Rd	2.10	370 _{To}	R			122 (72 N	. С Т	.1			0.136		0.55	NA		02/05/200
			<u> </u>				, Greenway F									
Respass Beach Rd	1.69	5300	G			133-658	Townpoint Ro				0.114		0.621	5300	G	2016
623) Respass Beach Rd	1.09	5300 To				133-654	N, Bay Circle				0.114		0.021	5500	G	2010
		From	l													
626 Shoulders Hill Rd	1.44	8400	G	97%	1%	1%	nsemond Pky 0% (	_	%	С	0.111		0.531	8900	G	2016
626) Shoulders Hill Rd		0400			1 70				,,		<del></del>		0.001	0000	ŭ	2010
626) Shoulders Hill Rd	1.63	13000 From	G	97%	1%	133-659 N 1%	f, Pughsville F		%	F	0.107		0.606	14000	G	2016
626) Shoulders Hill Rd	1.03	13000 To		31 /6	1 /0		Bridge Rd	76 0	/0	1	0.107		0.000	14000	G	2010
		From	l				ansemond Pky									
Bennetts Pasture Rd	1.36	5300	G	97%	2%	1%			%	F	0.105		0.554	5600	G	2016
627 Bennetts Pasture Rd	1.00	T-							,,	•			0.00	0000	ŭ	2010
627) Bennetts Pasture Rd	3.51	9800 From	G	97%	2%	SR 125	Kings Hwy	)% 0	%	С	0.098		0.585	10000	G	2016
627 Bennetts Pasture Rd	3.31	<b>3000</b> To		31 /6	2 /0		Bridge Rd	76 0	/0		0.090		0.363	10000	G	2010
		From					Kings Hwy									
628) Crittenden Rd	5.26	3000	G	96%	1%	2%		% 0	%	С	0.102		0.55	3200	G	2016
020) - 111 - 1		To														
						US 17	Bridge Rd									
		From	<u> </u>					ne								
632) Old Myrtle Rd	5.70	From <b>600</b>	G				Bridge Rd ght County Li	ne			0.131		0.679	600	G	2016
632) Old Myrtle Rd	5.70		G			Isle of Wi		ne			0.131		0.679	600	G	2016
	5.70		G			Isle of Wig US 460	ght County Li	ne			0.131		0.679	600	G	2016
	5.70	600 _{To}	G G	97%	1%	Isle of Wig US 460	ght County Li Pruden Blvd Indian Trail		%	F	0.131		0.679	600 490	G	2016
		600 To		97%	1%	US 460 133-644 1%	Pruden Blvd Indian Trail 0%	0% 0	%	F						
634) Kings Fork Rd		600 To		97%	1%	US 460 133-644 1%	Pruden Blvd Indian Trail 0% ( ake Meade E	)% 0 r	%	F						
634) Kings Fork Rd	2.27	From 460  To From 1700	G			US 460 133-644 1% 133-637 I 1%	Pruden Blvd Indian Trail 0% (ake Meade E 0% (	0% 0 1r 9% 0			0.11		0.68	490	G	2016
634) Kings Fork Rd 634) Kings Fork Rd	2.27	From 460  1700  To From 1700	G G	97%	1%	US 460 133-64- 1% 133-637 I 1%	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle )	0% 0 rr 0% 0	%	С	0.11		0.68	490 1900	G G	2016
634) Kings Fork Rd	2.27	From 460  To From 1700	G			US 460 133-644 1% 133-637 I 1% 133-604 W 1%	Pruden Blvd Indian Trail 0% (ake Meade E 0% (7, Pitchkettle )	0% 0 0% 0			0.11		0.68	490	G	2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd	2.27 1.70 0.64	From 460  1700  To From 2500	G G	97%	1%	US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd	0% 0 or 0% 0 Rd 0% 0	%	C	0.112		0.68 0.694 0.547	490 1900 2600	G G	2016 2016 2016
634) Kings Fork Rd 634) Kings Fork Rd	2.27	From 460  1700  To From 1700	G G	97%	1%	US 460 133-64-1% 133-637 I 1% 133-604 W 1% US 460 1%	Pruden Blvd Indian Trail 0% ake Meade E 0% ( /, Pitchkettle I 0% ( ) Pruden Blvd 0% ( )	0% 0 or 0% 0 Rd 0% 0	%	С	0.11		0.68	490 1900	G G	2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd	2.27 1.70 0.64	From 460  1700  To From 2500	G G G	97%	1%	US 460  133-644  1%  133-637 I  1%  133-604 W  1%  US 460  1%  SR 10 0	Pruden Blvd Indian Trail 0% ( ake Meade F 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd	09% 0 or 09% 0 Rd 09% 0	%	C	0.112		0.68 0.694 0.547	490 1900 2600	G G	2016 2016 2016
634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd 634) Kings Fork Rd	2.27 1.70 0.64 2.27	From 460  To From 1700  To From 2500  To From 1700  To From 1700  To From 1700	G G G	97%	1%	US 460  133-644  1%  133-637 I  1%  133-604 W  1%  US 460  1%  SR 10 0	Pruden Blvd Indian Trail 0% ake Meade E 0% ( /, Pitchkettle I 0% ( ) Pruden Blvd 0% ( )	09% 0 or 09% 0 Rd 09% 0	%	C	0.112 0.112 0.116		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G	2016 2016 2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd	2.27 1.70 0.64	From 460  To From 1700  To From 2500  To From 4800  To T	G G G	97%	1%	US 460  133-644  1%  133-637 I  1%  133-604 W  US 460  1%  SR 10 0	Pruden Blvd Indian Trail 0% ( ake Meade F 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd	09% 0 or 09% 0 Rd 09% 0	%	C	0.112		0.68 0.694 0.547	490 1900 2600	G G	2016 2016 2016 2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd	2.27 1.70 0.64 2.27	From 460  To From 1700  To From 2500  To From 1700  To From 1700  To From 1700	G G G	97%	1%	US 460  133-644  1%  133-637 I  1%  US 460  1%  US 460  1%  US 460  1%  SR 10 0  133-604	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle) 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Ro	09% 0 or 09% 0 Rd 09% 0	%	C	0.112 0.112 0.116		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G	2016 2016 2016 2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Murphys Mill Rd	2.27 1.70 0.64 2.27	From 460  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  17	G G G	97%	1%	US 460  133-644  1%  133-637 I  1%  US 460  1%  US 460  1%  US 460  1%  SR 10 0  133-604	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Re R-678	0% 0 rr 0% 0 Rd 0% 0	%	C	0.112 0.112 0.116		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G	2016 2016 2016 2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Murphys Mill Rd	2.27 1.70 0.64 2.27	From 460  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  1700  17	G G R	97%	1% 2% 2%	US 460  133-644  1%  133-637 I  1%  US 460  1%  US 460  1%  US 460  F  133-604  F	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Re R-678	0% 0 or or or or or or or or or or	%	C C F	0.111 0.102 0.112 0.116 0.111		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G G	2016 2016 2016 2016 02/12/2002
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 638 Murphys Mill Rd	2.27 1.70 0.64 2.27	From 2500  4800  From 2500  To From 2500  From 1500	G G R	97%	1% 2% 2%	US 460 133-64- 1% 133-637 I 1% 133-604 W 1% US 460 1% SR 10 0 133-604 I 1% Bus US :	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Godwin Blvd Pitchkettle Re R-678 Indian Trail	0% 0 rr 0% 0 Rd 0% 0	%	C C F	0.111 0.102 0.112 0.116 0.111		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G G	2016 2016 2016 2016 02/12/2002
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Murphys Mill Rd	2.27 1.70 0.64 2.27	From 460  1700  1700  1700  1500  From 2500  From 1500  To T	G G R	97%	1% 2% 2%	US 460 133-644 1% 133-637 I 1% 133-604 W 1% US 460 1% SR 10 0 133-604 F 133-644 1% Bus US : North Car	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Re 1% ( 88 Holland Re olina State Lin 1% ( 1% ( 1% ( 1% ( 1% ( 1% ( 1% ( 1% (	0% 0 or 0% 0 Rd 0% 0 0% 0	%	C C F	0.111 0.102 0.112 0.116 0.111		0.68 0.694 0.547 0.644	490 1900 2600 5100	G G G	2016 2016 2016 2016 02/12/2002
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 638 Murphys Mill Rd 639 Lake Cohoon Rd	2.27 1.70 0.64 2.27 1.25	From 2500  1700  1700  1700  1700  1500  From 1500  To From 390  To T	G G R R	97% 97% 97%	1% 2% 2% 0%	US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1% SR 10 0 133-604 1% Bus US 5  North Car 1% SR 32 S	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Re Indian Trail 1% ( 88 Holland Re olina State Lin 1% ( Carolina Rd	0% 0  Pr	% %	C C	0.111 0.102 0.112 0.116 0.111		0.68 0.694 0.547 0.644 0.627	490 1900 2600 5100 NA	G G G	2016 2016 2016 2016 02/12/2002 2016
634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 634 Kings Fork Rd 638 Murphys Mill Rd 639 Lake Cohoon Rd	2.27 1.70 0.64 2.27 1.25	From 460  1700  1700  1700  1700  1500  From 1500  To From 1500  From 1500  From From From From From From From From	G G R R	97% 97% 97%	1% 2% 2% 0%	US 460  133-64- 1%  133-637 I 1%  133-604 W 1%  US 460 1% SR 10 0 133-604 1% Bus US 5  North Car 1% SR 32 S	Pruden Blvd Indian Trail 0% ( ake Meade E 0% ( 7, Pitchkettle I 0% ( Pruden Blvd 0% ( Godwin Blvd Pitchkettle Re Indian Trail 1% ( 88 Holland Re olina State Lii 1% ( Carolina Rd pyress Chapp	% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% %	C C	0.111 0.102 0.112 0.116 0.111		0.68 0.694 0.547 0.644 0.627	490 1900 2600 5100 NA	G G G	2016 2016 2016 2016 02/12/2002 2016

						City	of Suffol	k								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Suffolk		From				12 (01 11	. p r	. ** 1								
642) White Marsh Rd	1.95	470	G	96%	2%	2%	0%	0%	0%	F	0.124	(	0.690	500	G	2016
( White March Dd	2.00	From	<u> </u>	000/	00/		4 Badger I		00/		0.100		0.711	660		2016
(642) White Marsh Rd	2.80	620	G	98%	0%	1%	0%	0%	0%	F	0.123	,	0.711	660	G	2016
<u> </u>		From				.80 MN 13					_					
642 White Marsh Rd	0.79	840	G	98%	0%	1%	0%	0%	0%	F	0.109	(	0.670	900	G	2016
642) White Marsh Rd	0.84	2600	G	98%	0%	133-112 1%	5 Seminole 0%	e Dr 0%	0%	С	0.101		0.588	2800	G	2016
(642) White Marsh Rd	0.04	<b>2000</b>	<u> </u>	0070		L Suffok;					0.101	·	0.000	2000	u	2010
		From			Old De		8 Constance									
642) Wilroy Rd	2.10	5400	G	96%	1%	1%	1%	2%	0%	С	0.107	(	0.501	5800	G	2016
<u> </u>		To From					US 58									
642) Wilroy Rd	1.77	8600	G	94%	1%	2%	1%	1%	0%	С	0.109	(	0.509	9100	G	2016
		To	<u> </u>			SR 337 N	ansemond	Pkwy			<u> </u>					
$\overline{}$		From				33-616 E, 1	•			•						
643) Manning Rd	2.56	610	G	96%	2%	1%	0%	0%	0%	F	0.115	(	0.709	620	G	2016
$\overline{}$		To From				133-663	3 Leesville	Rd			$\neg$ $\vdash$					
643) Manning Rd	2.32	720	G	96%	2%	1%	0%	0%	0%	F	0.100	(	0.735	770	G	2016
$\bigcirc$		To				133-647	Copeland	Rd								
643) Manning Rd	1.30	1100 From	G	96%	2%	1%	0%	0%	0%	С	0.102		0.708	1200	G	2016
0-3)	1.50	To	Ť	20/0		33-645 M			3,0		<u> </u>	,	00	00	<u>~</u>	_510
		From					Manning Manning	_								
643) Manning Bridge Rd	0.94	910	G								0.105	(	0.675	910	G	2016
		To			0.9	94 MN 13	3-645 Man	ning Rd								
		From				133-74	10 Carr La	ne								
644) Indian Trail	1.70	320	G	96%	0%	3%	1%	0%	0%	F	0.124		0.663	340	G	2016
		To				122 610	Buckhorn	Dd								
644) Indian Trail	3.70	410	G	96%	0%	3%	1%	0%	0%	F	0.11		0.565	430	G	2016
044)	00				0,0					•			0.000	.00	<b>O</b> .	_0.,
O Indian Trail	0.00	From	ᄂ	000/	00/		Kings Forl		00/				0.000	F00		001/
644) Indian Trail	2.30	560	G	96%	0%	3%	1%	0%	0%	С	0.121		0.629	590	G	2016
		From				133-73	8 Kenyon									
(644) Indian Trail	0.60	1200	G	96%	0%	3%	1%	0%	0%	F	0.123	(	0.574	1300	G	2016
<u> </u>		To				133-637 1	Lake Mead	le Dr								
644) Indian Trail	1.18	1200	G	96%	0%	3%	1%	0%	0%	F	0.121	(	0.604	1300	G	2016
		To					9 Cohoon									
		From			1	33-643 M	anning Bri	dge Rd								
645) Manning Rd	1.70	700	G	94%	2%	1%	1%	1%	0%	С	0.102	(	0.667	740	G	2016
υ υ	-				-				-	•				-		
645) Manning Rd	1.50	From	G	96%	1%	Urbai 1%	n Boundar 1%	0%	0%	С	0.1		0.667	1500	G	2016
(645) Manning Rd	1.30	1500 To		<i>3</i> 0 /0	1 /0		Holland R		U /0	U	0.1	,	0.007	1500	G	2010
		From									_					
Airport Pd	0.40	980	G	96%		33-705 Me 2%	adow Cou 1%	ntry Rd 1%	0%	С	0.097		0.514	1000	G	2016
646 Airport Rd	0.40	980 To		90%	1%	2% US 13; SF			0%	U	0.097		0.014	1000	G	2016
			l													
Lummia Dd	0.00	1500	<u> </u>	000/	00/		E, Holland		00/		0.000		0.704	1000	_	0017
647 Lummis Rd	0.20	1500	G	92%	2%	2%	1%	2%	0%	F	0.093	(	0.781	1600	G	2016
		To From					9 Lummis									
647) Copeland Rd	2.50	500	G	92%	2%	2%	1%	2%	0%	F	0.104	(	0.534	530	G	2016
$\overline{}$					1	33-643 M	anning Bri	dge Rd			$\neg$ —					
647) Copeland Rd	0.65	930 From	G	92%	2%	2%	1%	2%	0%	С	0.102		0.514	980	G	2016
07/)	0.00		_	/0	-70				3,0			,			_	_5.0
Canaland Dd	1 75	From	<u> </u>	000/	00/		5 Jackson		00/		0.000		0 574	650		0017
647 Copeland Rd	1.75	610 Ta	G	92%	2%	2%	1%	2%	0%	F	0.099	(	0.571	650	G	2016
<u> </u>		To	1			US 13 W	haleyville	Blvd								

						Oity	or ouno	IIX								
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1.			133-660	Longstreet	Lane			1					
(650) Quince Rd	1.90	130	R								0.188		0.630	NA		07/09/2002
$\overline{}$		Tr	١.			133-64	9 Lummis	Rd								
<u> </u>		Fron					2 Kingsdale									
(653) Glen Haven Dr	0.13	1200	G	98%	0%	1%	0%	0%	0%	С	0.103		0.64	1300	G	2016
O = = .		Fron					8 Bus EAS				<u> </u>					
(653) Dutch Rd	3.12	560	G	95%	1%	2%	2%	1%	0%	С	0.115		0.514	600	G	2016
		Fron	1:				N, Quake S, Quake									
(653) Holland Corner Rd	2.17	200	G	96%	2%	2%	0%	0%	0%	С	0.151		0.571	200	G	2016
		To	):		1	133-616 M	Iineral Spr	ring Rd								
		Fron	1:			133-65	51 Barnes	Rd								
(655) Brentwood Rd	0.90	140	R								0.174		0.579	NA		02/14/2002
		To	):				US 58									
		Fron	1:				Pughsvill									
658 Town Point Rd	1.36	1300	G	95%	1%	3%	1%	0%	0%	С	0.093		0.557	1400	G	2016
<u> </u>		Fron	11				6 Plummer				]					
(658) Town Point Rd	0.46	2800	G	95%	1%	3%	1%	0%	0%	F	0.091		0.511	3000	G	2016
		Fron	1:				Bridge Rd; View Blvd.	_			_					
(658) Town Point Rd	0.60	9700	G	95%	1%	3%	1%	0%	0%	F	0.089		0.514	10000	G	2016
		Te				133-2253	Brookwo	od Dr								
(658) Town Point Rd	0.18	11000	G	98%	0%	1%	0%	0%	0%	С	0.084		0.566	12000	G	2016
030)		Te														
(658) Town Point Rd	0.68	9800 From	G	99%	1%	0%	5 College 0%	0%	0%	С	0.092		0.502	10000	G	2016
036)	0.00	To	·	0070	. , 0		Portsmou		0,0				0.002	.0000	<b>.</b>	20.0
		From	1.		13	33-626 N.	Shoulders	Hill Rd								
(659) Pughsville Rd	1.28	6300	G	98%	0%	1%	0%	0%	0%	С	0.109		0.539	6700	G	2016
		Te	1"			WCL	Chesapea	ke								
_		Fron	1:	13	3-616 N;	; Mineral	Spring Rd	; Longstre	eet Lane							
(660) Longstreet Ln	5.50	630	R								0.106		0.813	NA		02/14/2002
$\overline{}$		To	):				US 58									
O		Fron				133-759	W, Quake	er Dr								
(662) Box Elder Rd	1.10	60 T	R			122.64		D.I.			0.104		8.0	NA		02/14/2002
			1				9 Lummis									
666) Gates Rd	2 10	1200		65%	133 1%	3-759 Pine 1%	eview Rd;			F	0.004		0.502	1300	G	2016
(666) Gates Rd	2.10	1300	G	65%	1 70	1 70	6%	27%	0%	Г	0.094		0.583	1300	G	2016
Octor Dd	0.07	Fron		050/	10/		661 Ellis R		00/				0.005	1500		0010
666 Gates Rd	3.37	1400	G	65%	1%	1%	6%	27%	0%	F	0.092		0.635	1500	G	2016
O 0 1 D1		Fron	1				Wildwoo							.=		
666 Gates Rd	0.65	1400	G	65%	1%	1%	6%	27%	0%	С	0.098		0.677	1500	G	2016
			1				SR 189									
667) Butler Dr	1.90	130	" <u></u> R			133-759	E, Pinevie	w Rd			0.178		0.576	NA		02/14/2002
667 Butler Dr	1.30	т.	,			133-660	Longstreet	Lane			0.176		0.570	INA		02/14/2002
		Fron	1:				S, Short l				-					
(668) Pittmantown Rd	0.12	1200	G	69%	1%	1%	2%	27%	0%	С	0.094		0.595	1300	G	2016
000)	****	To	):		.,,		9 N, Gates									
O		Fron	1:			133-671	Spivey Ru	ın Rd								
668) Freeman Mill Rd	4.50	380	R			110 10 11	**** 1				0.102		0.807	NA		02/14/2002
		- 10	1				Whaleyvil				_					
( Little Fort: Dd	0.00	From				US 13 W	haleyville	Blvd					0.655	NI A		00/40/0000
672 Little Fork Rd	3.60	140	R			North Co	rolina Stat	e I ina			0.121		0.655	NA		02/18/2002
		Fron							-4							
673) Liberty Spring Rd North	h 200	430	" <u></u> R		133-	/59 E, Lil	perty Sprin	ig Kd Wes	SI		0.121		0.714	NA		02/18/2002
673 Liberty Spring Rd North	2.00	430 To				133-6/	7 Copelano	1 Rd			7.121		0.714	1 1/7		JL: 10:2002
			1			155-04	Copcialit	. IXu								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Suffolk		From				122 (04	I C. II:-	. D.1								
674) Badger Rd	1.30	180	R			133-004	S, Hosier	Ku			0.137	(	0.529	NA		02/18/200
		To				133-642 V	White Mar	sh Rd								
		From:				US 13 W	haleyville	Blvd								
(675) Cypress Chapel Rd	3.60	120	G	84%	5%	4%	7%	0%	0%	С	0.132	(	0.529	130	G	2016
<u> </u>		From:					Carolina l									
675 Cypress Chapel Rd	0.50	170	G	95%	0%	4% 33-642 S,	0%	0%	0%	С	0.156	(	0.667	180	G	2016
		From	l								_					
677) Great Fork Rd	3.60	1700	G	98%	0%	North Car 1%	1%	0%	0%	С	0.106	(	0.708	1800	G	2016
		To				US 13 W	haleyville	Blvd								
		From:				133-673	Greenway	y Rd								
678) Cherry Grove Rd	2.60	100	R								0.132		0.56	NA		02/18/200
		10	<u> </u>		13	3-642 N,		vamp Rd								
Benton Rd	1.00	630	R			De	ead End				0.168	(	0.547	NA		02/18/200
(683) Benton Rd	1.00	To				1	US 13					`	,.0 , ,			02/10/200
		From				US	13, SR 32									
688) Turlington Rd	3.16	2300	G	97%	1%	1%	0%	0%	0%	С	0.102	(	0.616	2400	G	2016
		To				133-1722	Kilby Sho	res Rd								
Manking albind Lana	1.05	From	Ļ			133-743	3 Matoaka	Rd			0 171	,	2 500	NIA		00/40/000
695 Mockingbird Lane	1.25	370 To:	R			De	ead End				0.171	(	0.583	NA		02/18/200
		From	I				6 Airport	Rd								
705) Meadow Country Rd	1.80	570	G	95%	2%	2%	1%	1%	0%	С	0.097	(	0.535	610	G	2016
		To			13	33-674 Me	adow Cou	ıntry Rd								
<u> </u>		From:				133-202	23 N, Lake	Rd								
715 Nansemond Dr North	0.53	220 To:	R			122 717 1	Nouth Cho	#0 D#			0.11	(	0.634	NA		04/06/200
		From:	l				North Sho									
731) Dill Rd	0.66	4400	G	89%	2%	3%	Carolina 2%	5%	0%	С	0.091	(	0.576	4700	G	2016
731)		To					11 E, Dill									
		From				133-644	W, Indian	Trail								
739 Deer Path Rd	5.20	320	R								0.120	(	0.664	NA		03/04/200
<u> </u>		To					E, Indian									
740) Carr Lane	0.80	70	G	96%	1%	133-612 1%	Kingsdale	e Rd 0%	0%	С	0.206	(	0.643	70	G	2016
(740) Carr Lane	0.00	To:		30 /6	1 /0		4 Indian T		0 /6		0.200	,	7.043	70	ч	2010
		From:					ead End				i					
744) Jasmine Ln	0.93	130	R								0.164	(	0.563	NA		04/05/200
$\bigcup$		To				133-616	Holy Nec	k Rd								
O 5 0 . 1 5 . 1 5		From:				De	ead End							2.122	_	
757) Bennetts Creek Park Ro	1.03	3400 To:	G			133-626 S	hauldare I	1:11 D.4			0.100		0.58	3400	G	2016
		From:	l			North Car					+					
759) Short Lane	0.12	1700	G	92%	5%	2%	1%	0%	0%	F	0.092	(	0.577	1900	G	2016
		To			1	33-668 S,	Pittmanto	wn Rd							-	
Gates Pd	1 00	1200	G	66%		33-668 N,			Λo/		0.095	,	) 575	1200	C	2016
(759) Gates Rd	1.23	i <b>∠UU</b> To:		00%	1%	1% 133-666	3% Fineview	29% Rd	0%	С	0.093	(	0.575	1200	G	2016
		From				133-60	66 Gates I	Rd								
(759) Pineview Rd	3.75	70	G	92%	5%	2%	1%	0%	0%	С	0.182	(	0.542	70	G	2016
		From	-			133-616 W 133-616 E					+					
(759) Quaker Dr	3.55	710	G	92%	5%	2%	1%	0%	0%	F	0.114	(	0.884	730	G	2016
$\bigcirc$		To				133-653	N, Dutch	Rd								

							JI SUIIOI									
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				133-643	S, Mannin	o Rd								
759) Liberty Spring Rd West	2.28	640	R			133-043	5, iviaiiiiii	5 Ku			0.099		0.505	NA		04/16/200
		To				US 13 S, V	Vhaleyville	Blvd								
785) Burnetts Ct	0.12	140	G			Cu	l-de-Sac				0.139		0.744	140	G	2016
785 Burnetts Ct	0.12	140 To:				133-780	Burnetts V	Vay			0.139		0.744	140	G	2010
		From				Cu	l-de-Sac									
1035) Chenaneo Rd	0.14	110	R								0.163		0.704	NA		04/07/20
		To: From:					Fallwater				_					
1101) County St	0.62	2800	G	87%	1%	133-1 2%	111 Dill R 3%	d 7%	0%	С	0.098		0.576	3000	G	2016
1101)		To			.,,		lk Corp L									
		From				133-73	1 W, Dill	Rd								
1111) Dill Rd	0.39	110	G	68%	3%	5%	5%	19%	0%	С	0.148		0.5	120	G	2016
		From:					01 County									
Summerfield Ct	0.06	340	G			133-1148	Wintervie	w Dr			0.12		0.602	340	G	2016
1147)		To			1	33-1145 S _J	oringfield '	Геггасе								
		From				133-133	2 Truman	Rd								
1310) 6th St	0.39	4800	G	98%	1%	1%	1%	0%	0%	С	0.093		0.537	5200	G	2016
<u> </u>		From:				SR 337; W										
1310 6th St	0.17	770	G	98%	0%	1%	0%	0%	0%	С	0.101		0.563	820	G	2016
		From			133-1.	301 Railro 133-13	ad Ave; Ga 18 Clary I		ius							
Goodman St	0.11	330	G	98%	0%	1%	0%	0%	0%	F	0.12		0.658	350	G	2016
		To					7 Center A									
McAruthur Dr	0.16	290	R			133-64	2 Wilroy I	Rd			0.156		0.546	NA		10/10/20
McAruthur Dr	0.10	<b>290</b>	<u> </u>		13	33-1319; 13	33-1323 M	Iyrtle St			0.130		0.540	INA		10/10/20
		From					Washingto									
Hollywood Ave	0.06	2700	G	97%	1%	1%	1%	0%	0%	С	0.143		0.780	2800	G	2016
		To				133-132	5 Myrick	Ave								
Cantar Ava	0.39	From	<u> </u>	97%	1%	133-131 2%	0 Goodma 0%	n St 0%	0%	С	0.159		0.866	1700	_	2016
Center Ave	0.39	1600 To:	G	9770	170	133-1324			076	U	0.159		0.000	1700	G	2016
		From:					nner St									
Old Pinner St	0.17	2200	G	97%	1%	1%	1%	1%	0%	С	0.135		0.918	2400	G	2016
$\bigcup$		To				US 58 Bus	; Constan	ce Rd								
Tuurana Del	0.00	From	Ļ	000/	10/		Vhite Mars		00/		0.004		0.507	0000	•	0010
Truman Rd	0.23	2800 To:	G	98%	1%	1%	0% 310 6th S	0%	0%	С	0.094		0.527	3000	G	2016
		From:			1	133-1366 E										
1368) Nixon Dr	0.06	990	R				.,				0.105		0.514	NA		04/16/20
		To				133-13	69 Sierra	Dr								
O 5 11 B	0.40	From				De	ead End				0.450		0.000			10/00/00
Eclipse Dr	0.19	180	R			133 14	05 Cross	St			0.159		0.696	NA		10/22/20
		From:	<u> </u>				ead End	JL			<del></del>					
Sunset Manor Dr	0.07	40	R			Di	au Liiu				0.313		0.55	NA		04/21/20
$\overline{\mathcal{O}}$		То				133-1601	Vaughan	Ave								
O		From					58 Holland									
1722 Kilby Shores Rd	0.03	5600 To	G	97%	1%	1%	0%	1%	0%	С	0.102		0.612	6000	G	2016
		From:					Turlingtor				<del>_</del> _					
1727) Brittle Dr	0.07	70	R			135-1/1	8 N, Staley	νľ			0.154		0.5	NA		11/14/20
( ₁₇₂₇₎ Brittle Dr	0.07										0.134		0.0	1 1/ 1		

						Oity	or ounor									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			133 170	0 Woods P	bwy			Ī					
(1795) Ash Wood Dr	0.27	140	R			133-179	O WOOds I	KWy			0.105		0.533	NA		04/20/200
<u> </u>		To				Cı	ul-de-Sac									
Dayloshiya Dhud	0.05	From				Cı	ul-de-Sac				0.111		0.500	NIA		00/00/000
Berkshire Blvd	0.35	900 To	R			133-18	51 Ashford	Dr			0.111		0.588	NA		08/20/200
		From	1				902 Wren I									
(1905) Hawk Rd	0.11	750	R								0.115		0.521	NA		08/20/200
$\bigcup$		To					7 Beaver I									
2029 Foxcroft Rd	0.43	From <b>440</b>	R		1	33-627 B	ennets Past	ure Rd			0.155		0.894	NA		08/29/200
(2029) Foxcroft Rd	0.43	440 To	Ĥ			133-202	8 Brittany l	Lane			0.133		0.034	INA		00/23/200
		From			1		Beech Grov									
2073) Carter Ln	0.08	160	R								0.140		0.5	NA		11/14/200
		To	1		13		rivers Stati	on Way								
2140) Burbage Lake Circle	0.19	310	L R			1	33-2143				0.104		0.646	NA		04/19/200
(2140) Burbage Lake Circle	0.13	To	<u> </u>		13	3-2145 O	lde Bullock	s Circle			0.104		0.040	IVA		04/13/200
		From				D	ead End									
2217) Breeze Point Way	0.27	2900	G								0.096		0.5	2900	G	2016
<u> </u>		То	1				7 Bridge R									
2284) Harbour View Blvd	1.02	19000	G	98%	1%	US 1 1%	7 Bridge R 0%	d 0%	0%	С	0.089		0.589	21000	G	2016
(2284) Harbour View Blvd	1.02	13000 To		30 /0	1 /0				0 70		0.003		0.505	21000	u	2010
(2284) Harbour View Blvd	1.44	4200 From	G	98%	1%	1%	n Point Rd 0%	0%	0%	F	0.093		0.562	4500	G	2016
		To	1				SR 135									
$\widehat{}$		From				Cı	ul-de-Sac									
2354 Preakness Circle	0.04	100	R		1	22 2250 (	2411	. T			0.167		0.667	NA		04/14/200
		From	1		1		Steeplechas	e Lane								
(2450) Rabey Farm Rd	0.52	940	G			C	ul-de-Sac				0.114		0.69	940	G	2016
,		To	:		13	33-626 N,	Shoulders	Hill Rd								
		From					shington St									
(8501) Pinner St	0.63	5600	G	98%	0%	0%	0%	1%	0%	С	0.111		0.653	5900	G	2016
Dinner Ct	0.41	From		000/	00/		oore Ave	10/	00/	F	0.006		0.570	0000		2016
Pinner St	0.41	9200 To	G	98%	0%	0% Old	0% CL Suffolk	1%	0%	Г	0.096		0.578	9800	G	2016
		From					Smith St									
8505) South Broad St	0.15	1200	G	97%	1%	1%	0%	0%	0%	F	0.104		0.559	1200	G	2016
		To From				Was	shington St									
8505 North Broad St	0.68	860	G	97%	1%	1%	0%	0%	0%	С	0.119		0.72	920	G	2016
<u> </u>		To From					Riverview I									
(8505) Western Ave	0.12	1200	G	97%	1%	1%	0%	0%	0%	F	0.103		0.618	1300	G	2016
		From	1				Constance l	Ka								
(8507) Wellons St	0.65	1700	G	97%	1%	1%	ilby Ave 1%	0%	0%	F	0.095		0.545	1800	G	2016
		To	-				Washingto		-							
(8507) Market St	0.43	2900 From	G	97%	1%	1%	1%	0%	0%	С	0.098		0.546	3100	G	2016
$\bigcirc$		To				Sa	ratoga St									
(8507) Market St	0.06	5300 From	G	97%	1%	1%	1%	0%	0%	F	0.096		0.579	5600	G	2016
$\smile$		To	1			SR	32 Main St									
(8508) Finney Ave	0.20	7200	G	99%	1%		Main St 0%	0%	0%	С	0.091		0.505	7600	G	2016

						City of St	IIIOIK								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Saratoga St	0.31	2700	G	97%	1%	Carolina 2		0%	С	0.104		0.521	2900	G	2016
5509) 54:41594 51	0.0.	To:		0.70	. , ,			0,0				0.02			
Saratoga St	0.12	3400 From	G	97%	1%	Washingto 2% 19 Market	6 0%	0%	F	0.096		0.518	3700	G	2016
Hall Ave	0.43	3300 To:	G	98%	0%	Saratoga 1% 1%	St 0%	0%	С	0.084		0.656	3500	G	2016
		From:				East Washing									
Factory St	0.44	3200 To:	G	94%	2%	SCL Suff 2% 19 Washingto	6 1%	0%	С	0.089		0.609	3400	G	2016
		From:				Carolina				+					
Fayette St	0.17	<b>730</b>	G	86%	1%	1% 49 Cedar S	% 9%	0%	F	0.108		0.541	780	G	2016
512) Cedar St	0.04	From:	G	86%	1%	Fayette 1% 49	St	0%	F	0.104		0.723	690	G	2016
		To: From:				Madison A									
Madison Ave	0.23	790	G	86%	1%	1% 49	% 9%	0%	С	0.109		0.604	840	G	2016
Madison Ave	0.11	1400 To:	G	86%	1%	County 1% 49 Factory	6 9%	0%	F	0.113		0.532	1500	G	2016
		From				North Mai									
514) Bank St	0.20	2100 _{To}	G	98%	0%	1% 19	6 0%	0%	С	0.1		0.601	2200	G	2016
		From:				Old Suffolk Co									
813) County St	0.18	3600	G	92%	1%	1% 2%	<b>6</b> 5%	0%	F	0.097		0.594	3900	G	2016
813) County St	0.27	From: 4000	G	92%	1%	Madison 2 1% 29 SR 337 Washi	6 5%	0%	С	0.094		0.513	4200	G	2016
		From:				SR 337 Washi									
Liberty St / Moore Ave	0.64	5500 _{To:}	G	92%	1%	1% 29	<b>6</b> 4%	0%	С	0.131		0.682	5800	G	2016
		From:				Repass Bea	ch Rd								
Burbage Lake Circle		1400 _{To:}	G			Wet Mars	h Ct			0.103		0.638	1400	G	2016
James Avenue		From:	G			Smith Str	eet			0.119		0.5	340	G	2016
		To				W. Washingto	n Street								
Kensington Blvd		From:	G	98%	1%	Ashford 1% 0%		0%	С	0.105		0.608	6200	G	2016
		To:				Godwin E	lvd								
Quince Rd		120	G	98%	0%	Pioneer A	6 1%	0%	С	0.149		0.5	120	G	2016
		To:				Lummis									
Weatherby Way		310 To:	G			Ithacha '				0.104		0.554	310	G	2016
		10.				Shoulders H	ııı Ka								