2019

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	
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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)	Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Isle of Wight County L		221		121	221	221		0.400	_		40000	
(10) (32) Godwin Rd	City of Suffolk	1.31 11000 (95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	12000	G
	To: From:	SR 125 Chuckatuck												
$\binom{10}{32}$ Godwin Blvd	City of Suffolk	0.87 13000 (95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
	To: From	133-603 Everets Rd												
10 (32) Godwin Blvd	City of Suffolk	4.81 12000 (95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	13000	G
\bigcirc	To	133-634 Kings Fork R	d											
(10) (32) Godwin Blvd	City of Suffolk	1.36 23000 (0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	G
10) (32)														
10 32 Godwin Blvd	City of Suffolk	US 58 Suffolk Bypas 0.54 20000 C		0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	G
10 (32) Godwin Blvd	City of Surioik	0.54 20000 C		0%	1 70	1 70	270	0%	Г	0.064	Г	0.524	21000	G
Bus	From:	Bus US 460 Elephant F												
10 460 32	City of Suffolk	1.49 25000		0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
10 (400) (02)	To:	Bus US 460, Bus US 5												
Bus	From:	Bus US 460												
10) (32) (460) Main St	City of Suffolk	0.09 29000 C	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
	To:	Bus US 58												
Bus	From:	Bus US 58, Bus US 46							_		_			_
10) (32) (13) Main St	City of Suffolk	0.68 19000 (0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
\bigcirc	To:	SR 337 Washington S	St											
~~	From:	North Carolina State Li												
13 Whaleyville Blvd	City of Suffolk	5.37 5400 A	A 88%	0%	0%	1%	10%	0%	С	0.098	Α	0.66	5200	Α
<u> </u>	To	133-616 Mineral Spring	Rd											
13 Whaleyville Blvd	City of Suffolk	1.28 12000 (0%	0%	1%	10%	0%	F	0.071	F	0.553	11000	G
	Too	133-677 Great Fork R												
13 Whaleyville Blvd	City of Suffolk	0.82 8200 C		0%	0%	1%	10%	0%	F	0.087	F	0.704	8100	G
13 Whaleyville Blvd	Oity of Sunoik			0 78	0 /6	1 /0	10 /6	0 /6	'	0.007	'	0.704	0100	ч
~	To: From:	133-675 Cypress Chapel			<u> </u>				_		_			_
13 Whaleyville Blvd	City of Suffolk	2.22 8000 (88%	0%	0%	1%	10%	0%	F	0.082	F	0.706	7900	G
~	To- From	133-759 S, Liberty Spring R	d West		_									
13 Whaleyville Blvd	City of Suffolk	1.06 9400 (0%	0%	1%	10%	0%	F	0.088	F	0.708	9200	G
	To	133-759 N, Babbtown	D.4		_									
13 Whaleyville Blvd	City of Suffolk	2.56 9600 (0%	0%	1%	10%	0%	F	0.082	F	0.738	9400	G
13) Whaleyville Blvd	Oity of Sunoik	SR 32 Carolina Rd	a 00 /6	0 78		1 /0	10 /6	0 /6	'	0.002	'	0.730	3400	ч
	From:	SR 32 Whaleyville Bly	vd.		-									
13 (32) Carolina Rd	City of Suffolk	1.64 17000 C		0%	0%	1%	10%	0%	F	0.081	F	0.696	16000	G
13) (32) ************************************	To:	Bus US 13				.,.			-		-			-
	From:	Bus US 13, SR 32 Carolin	na Rd											
13 Southwest Suffolk Bypass	City of Suffolk	2.80 13000 C		1%	1%	2%	10%	0%	С	0.087	F	0.647	12000	G
<u></u>	To:	US 58 Holland Rd												
	From:	Bus US 58												
13 (58) Suffolk Bypass	City of Suffolk	1.41 43000 (84%	1%	1%	1%	14%	0%	F	0.082	F	0.579	41000	G
\sim	To:	61-604 Pitchkittle Ro	1											

4/16/2020 7

		City of Suttoik					1 .			12		Б:		
Route	Jurisdiction	Length AADT QA	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q١
	From:	61-604 Pitchkittle Rd			2Axie	3+Axle	Hraii	21raii		Factor		Factor		
13 \(\int_{58}\) Suffolk Bypass	City of Suffolk	1.88 45000 G		1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	G
13) (38) Sallolli 2) pass	any or carroin		0170	1 70		1 70	1170	070	•	0.000	•	0.077	10000	·
Cuffelly Pyropa	City of Suffolk	US 460 Pruden Blvd 0.93 51000 G	i 92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	G
13 (58) (460) Suffolk Bypass	City of Sulloik	0.93 51000 G	92%	0%	1%	176	0%	0%	Г	0.063	Г	0.565	53000	Ċ
~ ~ ~ ~ · · · · · -	To: From:	SR 10 SR 32 Godwin Bl			<u> </u>									
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 62000 G	i 92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	(
	To: From:	61-642 Wilroy Rd												
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 52000 G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	(
$\mathcal{A} \mathcal{A} \mathcal{A} \mathcal{A} \mathcal{A} \mathcal{A} \mathcal{A} \mathcal{A} $	To	Bus US 13,Bus US 58 Militar	ry Hwy											
13 \ \(\) \	City of Suffolk	3.46 76000 G		0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	(
13) (36) (400)	Τα	Bus US 13				.,.	• , •		-					
luo.	From:	US 13 Southwest Suffolk B	venoco.											
dus (32) Carolina Rd	City of Suffolk	1.17 12000 G		0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	
13) (32) 04.0	-		0070	0,0		. , ,	. 0 70	0,0	•	0.000	•	0.000		
Bus	To: From:	Old SCL Suffolk												
(32) Carolina Rd	City of Suffolk	0.54 11000 G	i 88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	
$\supset \bigcirc$	Tα	Fayette St												
dus	From:	US 13; SR 32 Fayette S							_		_			
32 Main St	City of Suffolk	0.34 11000 G	i 98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	•
Oue Control of the Co	To: From:	Begin SR 10												
32) (32) (10) Main St	City of Suffolk	0.68 19000 G	i 98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	(
(32) (10) 31	To:	US 58; Bus US 460	. 00,0	0,0		0 / 0	0 70	0,0	•	0.00.	•	0.000		
lus Bus Bus	Prom:	SR 32 Main St												
13 (58) (460 Constance Rd	City of Suffolk	0.88 16000 G	i 97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	
$\sim \sim$	Τα	Pinner St			<u> </u>									
Bus Bus Bus	From:		070/	00/	401	40/	00/	00/	_	0.000	_	0.500	10000	
73 (58) (460) Portsmouth Blvd	City of Suffolk	1.60 17000 G	i 97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	•
Bus Bus Bus	To: From:	SR 337 Washington St	t											
13 \ \(\sqrt{58} \) \(\lambda{460} \) Portsmouth Blvd	City of Suffolk	1.22 25000 G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	(
30 (400)	To:	US 13, US 58, US 460												
	From:	WCL Chesapeake			1									
17 Bridge Rd	City of Suffolk	0.66 24000 G	i 99%	0%	0%	0%	0%	0%	F	0.086	F	0.537	26000	
211090 110	-			0,0		0 / 0	0 70	0,0	•	0.000	•	0.007		
Duides Dd	From:	I-664; SR 164 Western Fre		00/	10/	10/	10/	00/		0.000	г	0.500	20000	
Bridge Rd	City of Suffolk	1.81 36000 G	i 97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	39000	(
~	To: From:	133-626 Knots Neck Road; Should												
Bridge Rd	City of Suffolk	1.54 28000 G	i 97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	30000	(
~	To	133-627 Bennetts Pasture	Rd											
17 Bridge Rd	City of Suffolk	2.47 21000 G		0%	1%	2%	2%	0%	С	0.093	F	0.554	23000	(
:-)	To													
17 Bridge Rd	City of Suffolk	133-628 Crittenden Rd 1.17 16000 N		0%	1%	1%	1%	0%	N	0.096	F	0.542	17000	-
17) Bridge Rd	City of Sulloik			U 7/0	1 70	1 70	1 70	U 70	IN	0.090	Г	0.342	17000	ľ
-	100	Isle of Wight County Lin	ne											

Route	Jurisdiction	Length AADT		4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
(17) Ramp	City of Suffolk (Maint: 61)	US 17 0.13 14000 I-664 East	G								0.084	F		14000	G
North 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 E. 0.03 5200 US 17-S034A TO R	G	UTH							0.092	F		5200	G
South 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 E. 0.05 8200 US 17-N034A US 17- 34A	G								0.092	F		8200	G
32 Carolina Rd	City of Suffolk	North Carolina Stat 2.89 3900	G	93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	4200	G
32 Carolina Rd	City of Suffolk	133-642 Adams Swa 2.07 4400	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4600	G
32 Carolina Rd	City of Suffolk	133-675 Cypress Ch. 1.40 4500 133-759 Babbtow	G	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4800	G
32 Carolina Rd	City of Suffolk	0.65 4800	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	5100	G
32 Carolina Rd	City of Suffolk	2.45 4700 US 13 South of Su	G ffolk	94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	5000	G
32 (13) Carolina Rd	City of Suffolk	Whaleyville Blv 1.64 17000 61-731 Dill Ro	G	88%	0%	0%	1%	10%	0%	F	0.081	F	0.696	16000	G
32 Eus Carolina Rd	City of Suffolk	1.17 12000	G	88%	0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	G
Bus (13) Carolina Rd	City of Suffolk	Old SCL Suffo 0.54 11000 Bus US 58 Constan	G	88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	G
Bus Main St	City of Suffolk	Fayette St 0.34 11000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
Bus 10 Main St	City of Suffolk	SR 337 Washingto 0.68 19000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
32 (460) 10 Main St	City of Suffolk	Bus US 58, Bus US 0.09 29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
32 460 10	City of Suffolk	Old NCL of Suff 1.49 25000 SR 10 Elephant F	Α	99%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
32 10 Godwin Blvd	City of Suffolk	Bus US 460 0.54 20000 US 58 Suffolk By	G	95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	G

_		City of Suffor			_		Tru	ck			K		Dir		_
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From	US 58 Suffolk Byp													
32) (10) Godwin Blvd	City of Suffolk	1.36 23000	G	95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	(
<u> </u>	To: From:	61-634 Kings Fork	Rd												
$_{32})$ $\binom{10}{10}$ Godwin Blvd	City of Suffolk	4.81 12000	G	95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	13000	
<u> </u>	To: From:	61-603 Everets R	Rd												
32) (10) Godwin Blvd	City of Suffolk	0.87 13000	G	95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	
\mathcal{S}	To: From	SR 125 Chuckatu	ıck			_									
32 (10) Godwin Rd	City of Suffolk	1.31 11000	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	12000	
	To:	Isle of Wight County	y Line												
	From:	Southampton County	y Line												
58 (258) Franklin Bypass	City of Suffolk	1.27 20000	G	84%	1%	1%	1%	14%	0%	F	0.075	F	0.556	19000	
~ · · · · · · · · · · · · · · · · · · ·	To	US 258													
Franklin Bypass	City of Suffolk	0.18 20000	N	84%	1%	1%	1%	14%	0%	Ν	0.074	F	0.552	19000	
	To	SR 189													
(189) (189) Franklin Bypass	City of Suffolk	1.01 20000	G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	
71	Ter					 1									
58) (189) (189) S Quay Rd	City of Suffolk	SR 272 South Quay 4.23 22000	y Ra G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	
189/189/0 Quay rid	Oity of Garloik			0+70	1 /0	1 /0	1 /0	1 7 70	0 70	•	0.070	•	0.500	21000	
Lielland Duness	Town From From From From From From From From	SR 189 S Quay F		0.40/	10/	10/	10/	1.40/	00/	F	0.070	F	0.500	01000	
Holland Bypass	City of Suffolk	1.05 22000	G	84%	1%	1%	1%	14%	0%	г	0.076	r	0.598	21000	
~	To: From:	Bus US 58				 _									
Holland Rd	City of Suffolk	1.32 26000	G	84%	1%	1%	1%	14%	0%	F	0.078	F	0.595	24000	
~	To: From:	133-610 W, Buckhon	rn Rd												
58	City of Suffolk	2.77 26000	G	84%	1%	1%	1%	14%	0%	F	0.077	F	0.608	25000	
~	To: From	133-647 E, Lummis													
68 Holland Rd	City of Suffolk	133-647 Lummis 2 2.05 27000	G	84%	1%	1%	1%	14%	0%	F	0.076	F	0.593	26000	
ob Tronara ria	Oity of Garloin			0+70	1 /0		1 70	1 7 70	0 70	•	0.070	•	0.000	20000	
Holland Rd	City of Suffolk	133-643 Manning Brid		0.40/	10/	10/	1%	1.40/	00/	F	0.083	F	0.567	30000	
68) Holiand Nu	City of Sulloik	0.67 31000	G	84%	1%	1%	170	14%	0%	Г	0.063	Г	0.567	30000	
~	To: From:	133-738 Kenyon l								_		_			
Holland Rd	City of Suffolk	0.38 35000	G	84%	1%	1%	1%	14%	0%	F	0.084	F	0.549	33000	
~	To: From:	Cove Point Rd													
Holland Rd	City of Suffolk	1.15 35000	G	84%	1%	1%	1%	14%	0%	F	0.083	F	0.547	34000	
~	To:	US 13 Southwest Suffol	lk Bypas	SS											
(13) Suffolk Bypass	City of Suffolk	Bus US 58 1.41 43000	G	84%	1%	1%	1%	14%	0%	F	0.082	F	0.579	41000	
58) (13) Suffolk Bypass	Oity of Guilloik			UT /0	1 /0	1 /0	1 /0	17/0	U /0	'	0.002	•	0.573	+ 1000	
Out to the Down on the	Tor From	133-604 Pitchkittle		0.40/	40/		40/	4.40/	00/		0.000		0.577	40000	
58 (13) Suffolk Bypass	City of Suffolk	1.88 45000	G	84%	1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	
~ · ·	To: From:	US 460 Pruden Bl													
58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 51000	G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	
~ ~ ~	To	SR 10, SR 32 Godwin	n Blvd												

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

Route	Jurisdiction	Longth AAD	T 04	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	. Ov
noute		Length AAD			Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	QV
58) (13) (460) Suffolk Bypass	City of Suffolk	SR 10, SR 32 G 1.87 6200		92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
58 (13) (460) Suffolk Bypass	Oity of Surioik			JZ /6	0 /6	1 /6	1 /0	0 /6	0 /6	'	0.004	•	0.302	03000	ď
58) (13) (460) Suffolk Bypass	City of Suffolk	133-642 Wi 2.30 5200		92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
58) (13) (460) Suffolk Bypass	To:	Bus US 13, Bus US :			0 70		1 /0	0 /0	0 70		0.000	•	0.575	33000	
	From:	Bus US 58 Military	Hwy Eastbo	ound											
(13) (460) Military Highway	City of Suffolk	3.46 7600		92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	C
	To:	WCL Ches													
ast 58) (258) Ramp	City of Suffolk	US 58 TO R 0.17 560									0 111	_		560	,
258 Ramp	City of Surioik										0.111	Г		360	(
ast	To: From:	US 58-E451B TO R	TE 189 SO	JTH											
58 (258 Ramp	City of Suffolk	0.05 230									0.113	F		230	(
<i></i>	To:	1SR 189-P FROM	RTE 58 EA	ST											
us	From:	Isle of Wight C													
Ruritan Blvd	City of Suffolk	2.65 180 0	G G	96%	0%	1%	1%	1%	0%	С	0.11	F	0.606	1900	(
us	To: From:	SR 18	9												
Holland Rd	City of Suffolk	0.26 230 0		96%	1%	2%	1%	1%	0%	С	0.098	F	0.683	2400	(
us	To: From:	133-653 Dutch Rd; G	len Haven	Drive											
Holland Rd	City of Suffolk	0.46 3100		96%	1%	2%	1%	1%	0%	С	0.095	F	0.706	3300	(
~	To:	US 5													
us ~	From:	US 58 East of		070/	00/		401	40/	00/	_	0.005	_	0.540	10000	
Holland Rd	City of Suffolk	0.05 980 0		97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	10000	(
us	To: From:	133-1722 Kilby	Shores Rd												
68 Holland Rd	City of Suffolk	1.79 890 0) G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	9400	(
<i></i>	To:	SR 337 Cons													
us 8 Constance Rd	City of Suffolk	SR 337 Holi 0.29 850 0		98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	9000	(
S Constance Flu	Oity of Garloik				0 70	1 70	0 78	1 /0	0 70	'	0.007	•	0.507	3000	`
us	From	WCL Suffolk Pi		l											
Constance Rd	City of Suffolk	0.86 990 0	G G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	10000	(
us Bus Bus	To: From:	SR 32 Ma	ain St												
(8) (13) (460) Constance Rd	City of Suffolk	0.88 1600	0 G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	(
(10) (400) 11 111 111	To:	Pinner S													
us Bus Bus	From:	Highland			0 - :		46:		0	_		_			
Portsmouth Blvd	City of Suffolk	1.60 1700	0 G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	(
Bus Bus	To: From:	SR 337 Wash	ington St												
58) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 2500	0 G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	G
	To:	US 5													

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	T QA	4Tire	Bus					QC	Factor	QK		AAWDT	Q۷
	From:	SR 10; SR 32	Godwin Blvd												
(125)Kings Hwy	City of Suffolk	0.69 300	0 G	96%	0%	1%	1%	2%	0%	С	0.121	F	0.5	3200	G
\smile	To	133-628 Crit	tenden Rd												
125 Kings Hwy	City of Suffolk			97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	690	G
	Tox	133-620 Ferr	v Point Rd												
125 Kings Hwy	City of Suffolk			99%	1%	0%	0%	0%	0%	С	0.143	F	0.667	240	G
123) 3 ,	To:	Dead													
	From:														
125 Kings Hwy	City of Suffolk	1.34 58) G	99%	0%	1%	0%	0%	0%	С	0.114	F	0.606	610	C
	To: From:	133-629 W, Sle	epy Hole Ro	1											
125 Kings Hwy	City of Suffolk	1.22 86) G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.615	910	C
\smile	To:	133-627 Benne	ts Pasture R	d											
125 Kings Hwy	City of Suffolk				0%	1%	1%	0%	0%	С	0.101	F	0.615	2900	C
120)	To:	SR 337 Nansen	ond Parkwa												
	From:	US 17 Br	dge Rd												
135 College Dr	City of Suffolk			98%	0%	0%	0%	1%	0%	F	0.082	F	0.52	25000	(
	To	CD 164 West	E arriari												
Los College Dr				98%	0%	0%	0%	1%	0%	C	0 079	F	0.505	23000	(
135 College Di	Oity of Garloik			30 70	0 70	0 70	0 70	1 /0	0 70	O	0.073	•	0.505	20000	
Callaga Du	From From			000/	00/	10/	00/	10/	00/		0.077		0.505	05000	_
135 College Dr	City of Surioik	0.76 230	00 G	98%	0%	1%	0%	1%	0%	C	0.077	г	0.505	25000	C
	To: From:														
135 College Dr	City of Suffolk				0%	1%	0%	1%	0%	F	0.093	F	0.633	9300	(
<u> </u>	10:	SR 367 Tidewater C	ommunity C	ollege											
	From:											_			_
135 Ramp	City of Suffolk (Maint: 61)										0.1	F		4300	(
<u> </u>	10:														
	From:											_			_
135 / Ramp	City of Suffolk (Maint: 61)										0.141	F		4600	(
Second S															
South	From:											_			
135 Ramp	City of Suffolk (Maint: 61)										0.114	F		1400	(
Route Jurisdiction Length AADT QA 4 Tire Six CANNO SAAJO 1 Tiral 2															
	From											_			
135 / Ramp	City of Suffolk (Maint: 61)										0.146	F		2500	(
	100														
	Front		_	2221				0-1		_		_	0 = 1 =	0.400-	_
164 / Western Freeway	City of Suffolk (Maint: 61)	0.84 300	DO G	96%	0%	0%	1%	3%	0%	F	0.092	F	0.545	34000	C
<u> </u>	To: From:		4			\Box									
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 550	00 G	96%	0%	0%	1%	3%	0%	F	0.092	F	0.577	62000	G
	To:	SR 135 Co	llege Dr												

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From	SR 135 College Dr	2221			121	221	2-1						
164 Western Freeway	City of Suffolk (Maint: 61)		96%	0%	0%	1%	3%	0%	C	0.104	Α	0.5/2	66000	Α
	10.													
	From:			00/		40/	00/	00/	_	0.404	_		0000	_
164 Ramp	City of Suffolk (Maint: 61)		96%	0%	0%	1%	3%	0%	F	0.134	F		2900	G
	.00													
	City of Cuffolk (Moint C1)	·		00/	00/	10/	20/	00/	_	0.007	_		7100	_
164 hallip	City of Suriok (Mairit. 61)		90%	076	0%	170	3%	0%	Г	0.067	Г		7100	G
	T													
West	City of Suffolk (Maint: 61)			N 9/	09/	10/	20/	09/	_	0 122	_		11000	G
164 / namp	To:		30 /6	0 /0	0 /0	1 /0	J /0	0 /6	•	0.122	•		11000	G
	France													
Tools Ouav Bd	City of Suffolk			Nº/-	19/-	0 %	0%	0%	C	0.106	F	0.663	1900	G
189 /3 Quay Nu	City of Surioik	1.30 1000 G	30 /6	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.100	•	0.003	1300	G
	To: From:	133-666 Gates Rd			<u> </u>				_		_			_
189 Great Mill Rd	City of Sutfolk	0.82 3400 G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.714	3600	G
<u> </u>	To: From:	SR 272 South Quay Rd												
189)Great Mill Hwy	City of Suffolk	0.55 1600 G	83%	0%	1%	1%	14%	0%	С	0.092	F	0.642	1700	G
\smile	To: From:	US 58												
189 58 (189) Franklin Bypass	City of Suffolk	1.01 20000 G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	G
	To:	SR 272												
189 (58) (189 S Quay Rd			84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	G
100) (30) (180)	To:	SR 189 S Quay Rd												
	From:	US 58 Holland Bypass												
189)S Quay Rd	City of Suffolk	0.37 640 G	95%	0%	2%	1%	1%	0%	С	0.104	F	0.536	670	G
	To: From:	Cumberland Lane			\neg \vdash									
189)S Quay Rd	City of Suffolk	0.12 770 G	96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	810	G
Factor F														
	Fron:	SR 189-N005A TO RT 58 EA	AST											
189)	City of Suffolk	0.17 NA								NA			NA	
P)	Second S													
	From:		0.457			4.57		0-1	_		_		40000	_
189 58 (189 Franklin Bypass	City of Sutfolk	1.01 20000 G	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	G
	To: From:	SR 272 South Quay Rd												
189) (58) (189) S Quay Rd	City of Suffolk		84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	G
	To:	SR 189			1									
		Southampton County Line												
258 58 Franklin Bypass	City of Suffolk	1.27 20000 G	84%	1%	1%	1%	14%	0%	F	0.075	F	0.556	19000	G
→		US 58 Franklin Bypass												
~~~~-		X					•							
258) (58) Ramp	City of Suffolk	0.17	Se	e US 5	8 for dire	ectional t	rattic v	olume e	stıma	tes for th	ıs seç	gment.		
~ ~	To:	X												

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
~~-	From												,	
258 (58 Ramp	City of Suffolk			e US 5	8 for dire	ectional t	rattic v	olume e	stima	tes for th	is se	gment.		
<del>~</del> ~	SS 12451B TO RTTL 189 SOUTH   Sec US 58 for directional traffic volume estimates for this segment.   SS 12451B TO RTTL 189 SOUTH   Sec US 58 for directional traffic volume estimates for this segment.   SS 12451B TO RTTL 189 SOUTH   Sec US 58 for directional traffic volume estimates for this segment.   SS 12451B TO RTTL 189 SOUTH   Sec US 58 for directional traffic volume estimates for this segment.   SS 12451B TO RTTL 189 SOUTH   Sec US 58 for directional traffic volume estimates for this segment.   SS 12451B TO RTTL 189 SOUTH   SS 12451B													
Creat Mill Dd	City of Coeffells			10/	10/	00/	150/	00/	_	0.070	_	0.505	0500	,
258 Great Mill Rd	City of Suffork		<b>G</b> 80%	1%	1%	3%	15%	0%	C	0.079	г	0.505	2500	(
	10.													
	From		070/	00/		40/	00/	00/	_	0.445	_	0.700	4500	
272 South Quay Rd	City of Suffolk			0%	1%	1%	0%	0%	C	0.115	F	0.732	1500	(
<u> </u>	10:	US 58 South Quay F	Rd											
	From:													
337 Washington St	City of Suffolk	0.34 <b>7100</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.095	F	0.550	7600	(
$\smile$	To	Broad St			<b>—</b>									
Washington St	City of Suffolk	0.59 <b>7500</b>	<b>G</b> 98%	1%	1%	0%	0%	0%	С	0.092	F	0.531	8000	(
Route				1										
Washington St	City of Suffolk		G 97%	10/_	20/-	<b>0</b> %	Nº/-	O°/-		0.088	F	0.527	7600	(
337) Washington St	City of Sulloik	0.20 7200	G 37/6	1 /0	Z /0	0 /6	0 /0	0 /6	O	0.000	'	0.527	7000	,
	To: From:													
337 / Washington St	City of Suffolk	0.49 <b>13000</b>	<b>G</b> 97%	1%	2%	0%	0%	0%	F	0.081	F	0.519	13000	(
<u> </u>	To: From:	Old ECL Suffolk												
337) Washington St	City of Suffolk	2.38 <b>12000</b>	<b>G</b> 97%	1%	2%	0%	0%	0%	F	0.086	F	0.562	13000	(
	To	Rue IIC 58 Portemouth	Rlvd											
Nansemond Parkway	City of Suffolk			1%	1%	1%	0%	0%	С	0.088	F	0.552	5400	(
337) Hariberne Farmay	City of Carloix			1 70	. 70	1 70	0 / 0	0 70	Ŭ	0.000	•	0.002	0.00	Ì
	From	•		40/	101	40/	00/	00/	_	0.004		0.500	4 4000	
Nansemond Parkway	City of Suffolk	1.40 <b>13000</b>	<b>G</b> 9/%	1%	1%	1%	0%	0%	F	0.094	F	0.588	14000	(
<u> </u>	To: From	Whitley Lane												
Nansemond Parkway	City of Suffolk	2.01 9800	<b>G</b> 97%	1%	1%	1%	0%	0%	F	0.095	F	0.555	10000	(
$\smile$	To:	SR 125 Kinge Hw	N.											
Nansemond Parkway	City of Suffolk		•	1%	1%	1%	1%	0%	C	0.095	F	0.604	15000	(
337) Hariberne Farmay	To:			170		1 70	1 /0	0 70	Ŭ	0.000	•	0.001	10000	Ì
	Second Color													
Pruden Plyd	South   Clay of Surface   Surface			10/	10/	20/	150/	10/	_	0.097	_	0.502	15000	(
460 Fridgeri Biva		3.08 17000	G 02 /6	1 /0	1 /0	2/0	13/0	1 /0	'	0.007	'	0.392	13000	`
Pruden Blvd	City of Suffolk	0.54 <b>19000</b>	<b>G</b> 82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	18000	(
<del>~</del>	To	133-634 Kings Fork	Rd											
Pruden Blvd	City of Suffolk	1.47 <b>25000</b>	<b>G</b> 82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	23000	(
	To:	US 58, BUS US 460; Suffo	olk Bypass											
	From													
460 \ (58 \ \ 13 \ Suffolk Bypass	City of Suffolk	0.93 <b>51000</b>	<b>G</b> 92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	(
$\sim$	To:	SR 10 SR 32 Godwin	Blvd		-									
460) (58) (13) Suffolk Bypass	City of Suffolk		Blvd 92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	

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

_						_		Tru	ıck			K		Dir		
Route	City of Sutfolk   2.30   52000   G   92%   0%   1%   6%   0%   F   0.083   F   0.575   55	AAWDT	QW													
~~~~	From:															
160] (58) (13) Suffolk Bypass	City of Suffolk					0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
~ ~ ~	To:				_											
Military Highway	City of Suffalk					Λο/	10/	10/	69/	09/	_	0.000	_	0.610	70000	G
460 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Surfork			-	9270	070	1 70	170	070	0%	Г	0.063	Г	0.012	79000	G
				,												
Bus 160)	From:	_			000/	00/		00/	00/	00/	_	0.005	_	0.505	10000	_
160 }	City of Suffolk	1.11	11000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.595	12000	G
	To: From:		SR 10, SR 32													
3us 460) (10) (32)	City of Suffolk	1.49	25000	Α	99%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
Oue Oue	To- From:	Ol	d NCL Suffolk				⊒⊢									
32) (10) Main St	City of Suffolk	0.09	29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
Pure Bure	To: From	US 13.	BUS US 58,SF	R 32												
Bus Bus Bus (13) Constance Rd	City of Suffolk	0.88	16000	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	G
Pue Pue Pue	To: From:		Pinner St													
Bus Bus Bus Bus	City of Suffolk	1.60	17000	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
Pug Bug Bug	To- From:	SR 3	37 Washington	St												
~~ ~~	City of Suffolk	1.22	25000	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	G
	To:															
	From	I-664 V	Vest Exit 9B R	amn												
Ramp	City of Suffolk (Maint: 61)											0.088	F		6900	G
04)	To:												-			-
aat	From:															
East SCA Monitor Merrimac Memorial Bridge Tunne	L City of Suffolk (Maint: 61)		-		94%	0%	1%	1%	3%	0%	F	0 105	Δ		37000	Δ
/	• • • • • • • • • • • • • • • • • • • •													0.520		
Combined Trainic	C Estilliates for 2 Faraller Hoadways					0 /0	1 /0	1 /0	4 /0	0 /6	'	0.030	^	0.529	73000	^
		East 1-004 is	signed as s	South	1-004											
=ast	To: From:	SR	135 College Di	r												
Hampton Roads Beltway	Authorities Authorities															
/	• • • • • • • • • • • • • • • • • • • •										-			0.543		
Combined Ham	2					J /0	. 70	. 70	. 70	0 /0	5	0.000	, ,	0.040	, 5000	, ,
					, 007											
ast	To: From:	SR 16-	4 Western Free	way												
Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.58	30000	G	94%	0%	1%	1%	3%	0%	F	0.101	F		33000	G
	, , ,		61000	G	94%	0%	1%	1%	4%		F	0.094	F	0.601	66000	
33									.,-	- / -	-		-			٥.
		_uot 1 007 13	orginou as c	Journ	. 007											

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

								Tru	ıok			K		Dir		
Route	Jurisdiction	on Leng	th AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	
ast	From		US 17 Bridge													
Hampton Roads Beltway	City of Suffolk (M			G	94%	0%	1%	1%	3%	0%	F	0.089	F		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	89000	
		East I-664			h I-664											
	To	c .	ECL Chesape	eake												
ast	From	r	I-664 Eas	t												
64)Ramp	City of Suffolk (N	Maint: 61) 0.26	1500	G								0.106	F		1500	
<i></i>	To	^c SI	R 135 N, Coll	ege Dr												
ast	From	Е	I-664 Eas	t												
Ramp	City of Suffolk (N	Maint: 61) 0.21	4100	G								0.122	F		4100	
<u> </u>	To	× S!	R 135 S, Colle	ege Dr												
ast	From	E .	I-664 Eas	t												
Ramp	City of Suffolk (M	Maint: 61) 0.23	3 13000	G								0.088	F		13000	
	То	1.60	64 East Exit 9	R Pamp												
ast	From			•									_			
Ramp	City of Suffolk (M			G								0.111	F		2400	
<u> </u>	To:	SR 16	64 W, Wester	n Freewa	у											
ast	From		64 East Exit 9													
Ramp	City of Suffolk (M			G								0.097	F		11000	
<u> </u>	To:	1-66	4 West Exit 9	B Ramp												
/est	From	^c F	CL Newport	News												
Monitor Merrimac Memor	ial Bridge Tunnel City of Suffolk (M	Maint: 61) 3.46	35000	Α	94%	0%	1%	1%	4%	0%	F	0.103	Α		38000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 70000	Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	
		West I-664	l is signed	as Nort	th I-664											
	To	Y.	SR 135 Colles	ge Dr			\neg \sqsubseteq									
/est	O'the and Ocation II. (A			~	0.40/	00/	40/	40/	40/	00/	_	0.400			00000	
Hampton Roads Beltway	City of Suffolk (M	· · · · · · · · · · · · · · · · · · ·		Α	94%	0%	1%	1%	4%	0%	С	0.109	Α		39000	
	Combined Traffic Estimates for 2 Parallel			Α	94%	0%	1%	1%	4%	0%	С	0.098	Α	0.543	78000	
		West I-664	l is signed	as Nort	th I-664											
/est		SR SR	164 Western	Freeway												
Hampton Roads Beltway	City of Suffolk (M	Maint: 61) 0.40	30000	G	94%	0%	1%	1%	4%	0%	F	0.109	Α		33000	
,	Combined Traffic Estimates for 2 Parallel			G	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.543	66000	
	Combined Frame Estimates for E Farance	West I-664				070	1 70	1 /0	1,0	070	•	0.000	,,	0.010	00000	
	_				111 004											
est	To:	ž	US 17 Bridge	e Rd												
Hampton Roads Beltway	City of Suffolk (M	Maint: 61) 0.57	7 42000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		46000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 82000	G	94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	89000	
		West I-664		as Nort	th I-664											
	To		ECL Chesape													
	111															
/eet	From	_ _	I-664 Wes													
/est 164)Ramp	From: City of Suffolk (M	m .	I-664 Wes									0.143	F		2200	

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

Route	Jurisdiction	Length AADT QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail QC K QK Dir AAWD	T QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.26 4900 G SR 135 S, College Dr	0.117 F 4900	G
West 664 Ramp	City of Suffolk (Maint: 61)	1-664-W TO INSPECTION STATION 0.26	0.119 F 380	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 7400 G SR 164 W, Western Freeway	0.089 F 7400	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.11 13000 G	0.078 F 13000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9C Ramp 0.17 6900 G I-664 East Exit 9B Ramp	0.088 F 6900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 5600 G US 17 S, Bridge Rd	0.092 F 5600	G

						Oity	oi Sulloi	in.								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Suffolk		From				122.60	2.5	70.1								
602) Kirk Rd	0.60	440	G	98%	0%	133-60	3 Everetts 1%	0%	0%	С	0.119	F	0.655	460	G	2019
602) KIIK Hu	0.00	T -T-	, <u> </u>	30 /6			ight County		0 /6		0.113	•	0.055	400	u	2013
		Fron	r:				ight County									
603) Everets Rd	0.30	2000	N	98%	0%	1%	0%	0%	0%	N	0.116	F	0.714	2100	N	2019
000) = 101010 110		т.	,—								_					
603 Everets Rd	1.97	2000 From	G	98%	0%	133-604	Lake Princ	0%	0%	С	0.116	F	0.714	2100	G	2019
603 Everets Rd	1.07	2000										•	0.714	2100	ŭ	201
Cuanata Dd	0.07	Fron	<u>-</u>	070/			Moore Farn		00/				0.000	1000		001
603 Everets Rd	0.97	1800	, G	97%	1%	1%	0%	0%	0%	С	0.12	F	0.692	1900	G	2019
			<u> </u>				Godwin B									
O Decembral	0.01	From		J	JB-NC N	NORTH C	AROLINA	STATE !	LINE			_	0.700	040	_	001
604) Desert Rd	6.91	240	G								0.106	F	0.786	240	G	201
		Fron	r.			133-642	White Mar	sh Rd								
604) Hosier Rd	1.54	480	G	98%	0%	1%	1%	0%	0%	С	0.114	F	0.741	510	G	201
\smile		To			1	133-674 N	, Skeeterto	own Rd			\neg —					
604) Hosier Rd	4.11	660 From	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.778	690	G	201
		T				122 116)5 Mahlon	Ave								
604) Factory St	0.06	3100 From	G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.611	3300	G	201
604) Factory St	0.00	T. 00	· 💳		70		Suffolk; Ga					•	0.011	5500	J	_01
_		Fron	c		U		WCL Suffe	•								
604) Pitchkettle Rd	1.30	4400	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.528	4700	G	201
\smile		T/	2			US 58 C	Suffolk By	nass			— —					
604) Pitchkettle Rd	2.55	2800 From	G	97%	1%	1%	1%	0%	0%	С	0.109	F	0.581	2900	G	201
004)		Tr	,	/ -			V, Kings Fo		- , ,			-		_,,,,		
		From	-				E, Kings Fo									
604) Providence Rd	0.51	1600	G	98%	1%	1%	0%	0%	0%	С	0.110	F	0.59	1700	G	201
<u> </u>		To	r			US 460) Pruden B	lvd			\neg —					
604) Lake Prince Dr	0.78	2500	G	97%	1%	2%	0%	0%	0%	С	0.101	F	0.557	2700	G	201
30.)		Tr				122 (05	C:-1 C	4 D.1								
604) Lake Prince Dr	3.16	1400	G	98%	0%	133-603	Girl Scou 0%	0%	0%	С	0.108	F	0.636	1500	G	201
604) Lake I lince Di	3.10	1400 To	_	30 /6	0 /6		0 /6 03 Everets		<u> </u>			'	0.000	1300	а	201
		Fron														
607) Milford Lane	1.50	110	G			133-739	Deer Path	ı Rd			0.133	F	0.581	110	G	201
607) Williold Larie	1.50	To	<u> </u>			122 644	W, Indian	Troil			0.133	'	0.561	110	G	201
610) Buckhorn Rd	2 20	From		069/	1%	US 58 V 2%	W, Holland	1 Rd 0%	0%	С	0 110	F	0.527	460	G	204
610) Buckhorn Rd	3.30	430	G	96%	1 70	∠%	U 7/o	U-76	U 70	U	0.119	۲	0.527	400	G	201
<u> </u>		Fron	:				4 Indian T									
610 Buckhorn Rd	1.70	340	G	96%	1%	2%	0%	0%	0%	F	0.126	F	0.607	360	G	201
<u> </u>		To	<u> </u>				ight County									
<u> </u>		Fron				US 460) Pruden B	lvd				_			_	
611) Gardner Lane	1.40	400	G								0.189	F	0.759	400	G	201
$\overline{}$		To	1			133-6	06 Exeter I	Dr			L					
$\widehat{}$		Fron					Vicksburg	g Rd								
612) O'Kelly Dr	4.90	380	G	97%	0%	1%	0%	2%	0%	С	0.094	F	0.763	410	G	201
$\overline{}$		To	1				Gap Termi									
Ningadala Dd	2.00			060/	00/		; Gap Tern		00/		0.135	_	0.546	160	C	204
612) Kingsdale Rd	3.20	150	G	96%	0%	0%	2%	2%	0%	С	0.135	F	0.546	160	G	201
$\overline{}$		Fron					40 Carr La				\Box					
612) Kingsdale Rd	0.20	90	G	96%	1%	1%	2%	1%	0%	С	0.137	F	0.786	90	G	201
\smile		Tr	1			Isle of Wi	ight County	y Line			L_					
		Fron	c		13	3-661 W,	Southwest	ern Blvd								
613) Leafwood Rd	1.50	450	G								0.118	F	0.615	450	G	201
\smile		To	4			US	S 58 West									
		From	c			-	US 58									
616) Holy Neck Rd	2.20	530	G	98%	0%	1%	1%	0%	0%	С	0.106	F	0.583	570	G	2019

						City	oi Sullo	ir.								
Route	Length	AADT	QA	4Tire	Bus		Tri			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Suffolk						100 (
616) Holy Neck Rd	2.77	250	G	96%	0%	133-66 2%	61 S, Ellis 1%	Rd 0%	0%	С	0.114	F	0.5	270	G	2019
616) Holy Neck Rd	2.11	250		90%	0 %				0%	U	0.114	Г	0.5	270	G	2018
Violenburg Del	1.00	From	<u> </u>	070/	00/		W, Pinevie		00/				0.577	070		0010
616) Vicksburg Rd	1.69	250 To	G	97%	0%	1%	, Longstree	0%	0%	С	0.095	F	0.577	270	G	2019
		From					S; Vicksbu									
616) Longstreet Lane	0.10	450	G	97%	0%	2%	1%	0%	0%	С	0.110	F	0.646	470	G	2019
9.19		To			1:	33-660 N;	Mineral S	pring Rd								
\sim		From					, Longstre									
616) Mineral Spring Rd	3.43	550	G	97%	0%	1%	1%	0%	0%	С	0.097	F	0.561	580	G	2019
<u> </u>		To	-			133-668 I	Freeman M	Iill Rd			-					
616) Mineral Spring Rd	1.48	410	G	97%	1%	1%	1%	1%	0%	С	0.101	F	0.667	440	G	2019
		To				US 13 W	Vhaleyville	Blvd								
\sim		From				133-677 N	N, Great Fo	ork Rd								
616) Wedgewood Rd	2.10	120	G								0.134	F	0.6	120	G	201
$\overline{}$		To				133-673 1	N, Greenw	ay Rd								
		From				133-658	Townpoir	nt Rd								
623) Respass Beach Rd	1.69	6200	G								0.099	F	0.600	6200	G	201
\smile		To				133-654	4 N, Bay C	ircle								
		From				<u>SR</u> 337 N	lansemond	Pkwy								
626) Shoulders Hill Rd	1.44	8700	G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.514	9200	G	201
		To				122 650 7	Al Ducha-	illo D 4								
626) Shoulders Hill Rd	1.63	13000	G	97%	1%	133-6591	N, Pughsvi 1%	1%	0%	F	0.097	F	0.551	14000	G	201
626) Shoulders Hill Rd	1.00	To		31 /6	1 /0		7 Bridge R		0 /6	- 1	0.037	'	0.551	14000	G	201
O Damartia Dantum Dd	4.00	From	<u> </u>	000/	00/		lansemond		00/			_	0.550	0000	0	004
627 Bennetts Pasture Rd	1.36	5700	G	96%	2%	1%	1%	0%	0%	F	0.101	F	0.553	6000	G	201
<u> </u>		To From				SR 12	5 Kings H	wy								
627) Bennetts Pasture Rd	3.51	10000	G	96%	2%	1%	1%	0%	0%	С	0.097	F	0.586	11000	G	201
\bigcirc		To				US 1	7 Bridge R	₹d								
		From	:			SR 12	5 Kings H	wy								
628) Crittenden Rd	5.26	2700	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.54	2900	G	201
		To				US 1	7 Bridge R	₹d								
		From				Isle of W	ight Count	v Line								
632) Old Myrtle Rd	5.70	730	G	97%	0%	2%	0%	1%	0%	С	0.128	F	0.693	730	G	201
632) 610 111/110 110	0.70	To	<u> </u>	07.70	0 70		0 Pruden B		070		7	•	0.000	700	G	
		From									1					
Kinga Fark Dd	0.07		_	069/	20/		4 Indian T		00/		0.100	_	0.640	450	_	201
634) Kings Fork Rd	2.27	420	G	96%	3%	1%	0%	0%	0%	С	0.123	F	0.648	450	G	201
		To From					Lake Mea									
634) Kings Fork Rd	1.70	1700	G	96%	1%	1%	0%	1%	0%	С	0.108	F	0.746	1800	G	201
$\overline{}$		Tα				133-604 V	W, Pitchke	ttle Rd			—					
634) Kings Fork Rd	0.64	2600 From	G	94%	3%	1%	1%	1%	0%	С	0.114	F	0.632	2700	G	201
3	-										 1		-			
(a) Kings Fark Dd	0.07	From		0.40/	20/		0 Pruden B		00/		0.100		0.500	ECOO	^	004
634) Kings Fork Rd	2.27	5200	G	94%	3%	1%	1%	1%	0%	F	0.108	F	0.539	5600	G	201
		10					Godwin B									
<u> </u>		From	<u> </u>			133-604	Pitchkettl	e Rd				_	0.00-		_	
638) Murphys Mill Rd	1.25	630	G								0.123	F	0.660	630	G	201
<u> </u>		To	<u> </u>				FR-678				I					
		From				133-64	l4 Indian T	`rail								
639) Lake Cohoon Rd	0.42	1500	G	97%	0%	2%	1%	0%	0%	С	0.11	F	0.527	1600	G	201
\bigcirc		To				Bus US	58 Hollan	d Rd								
		From				North Ca	rolina Stat	e Line								
Adama Cwamp Dd	3.32	420	G	99%	0%	0%	1%	0%	0%	С	0.097	F	0.727	440	G	201
642) Adams Swamp Rd	ა.ა∠															
642) Adams Swamp Rd	3.32	To				SR 32 3	S, Carolina	ı Rd								
		To			13		S, Carolina Cypress Ch				\pm					
642) Adams Swamp Rd 642) White Marsh Rd	1.84	To	G	98%	13				0%	С	0.123	F	0.761	530	G	2019

						City	of Suffo	lK								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
642) White Marsh Rd	1.95	480	G	98%	0%	3-604 Ho 1%	sier Rd; D	0%	0%	С	0.11	F	0.655	510	G	2019
White March Dd	0.00	From	:	000/	00/		74 Badger		00/		0 107		0.671	710		2010
642) White Marsh Rd	2.80	670		99%	0%	0%	0%	0%	0%	С	0.107	F	0.671	710	G	2019
642 White Marsh Rd	0.79	900 From	G	99%	0%	80 MN 13 1%	33-674 Ba 0%	dger Rd 0%	0%	С	0.097	F	0.708	950	G	2019
642) White Marsh Rd	0.84	2800 From	G	99%	0%	1%	25 Semino 0%	0%	0%	С	0.090	F	0.659	3000	G	2019
<u> </u>		To From					SR 337 V 8 Constar		n St							
642) Wilroy Rd	2.10	6100	G	96%	1%	1%	1%	1%	0%	С	0.098	F	0.512	6500	G	2019
642) Wilroy Rd	1.77	9600 From	G	94%	1%	1%	US 58 2% (ansemond	1%	0%	С	0.098	F	0.521	10000	G	2019
		From									<u> </u>					
643) Manning Rd	2.56	510	G	99%	0%	1%	Mineral S 0%	1%	0%	С	0.114	F	0.705	540	G	2019
643) Manning Rd	2.32	690 From	G	99%	0%	133-66: 1%	3 Leesville 0%	0%	0%	С	0.105	F	0.711	730	G	2019
643) Manning Rd	1.30	1100 From	G	98%	0%	1%	7 Copelano	1%	0%	С	0.107	F	0.688	1200	G	2019
		To From	E		1.		anning Br 5 Manning									
643) Manning Bridge Rd	0.94	860	G					,			0.112	F	0.656	860	G	2019
		То	c		0.9	94 MN 13	3-645 Ma	nning Rd								
		From				133-7	40 Carr La	ane								
644) Indian Trail	1.70	230	G	97%	0%	1%	2%	0%	0%	С	0.134	F	0.697	240	G	2019
<u> </u>		To From	r L) Buckhor									
644) Indian Trail	3.70	340	G	98%	0%	1%	1%	0%	0%	С	0.121	F	0.553	360	G	2019
<u> </u>		From	1:				Kings For									
644) Indian Trail	2.30	470	G	98%	0%	1%	0%	1%	0%	С	0.128	F	0.754	500	G	2019
<u> </u>		To From	r.				8 Kenyon]					
644) Indian Trail	0.60	970	G	98%	0%	1%	0%	0%	0%	С	0.108	F	0.521	1000	G	2019
<u> </u>		To From	r.			133-637	Lake Mea	de Dr								
644) Indian Trail	1.18	950	G	99%	0%	1%	0%	0%	0%	С	0.106	F	0.603	1000	G	2019
<u> </u>		То					9 Cohoon									
Manning Dd	1 70	From		000/			anning Br		00/	С	0.140	F	0.570	010	_	2010
645 Manning Rd	1.70	770		99%	0%	1%	0%	0%	0%	C	0.148	Г	0.579	810	G	2019
Manning Dd	1.50	From		000/	00/		n Bounda		00/				0.500	1700		0010
645 Manning Rd	1.50	1600 _{To}	G	99%	0%	1%	0% Holland	0% Pd	0%	С	0.099	F	0.566	1700	G	2019
		From			1.2						1					
646) Airport Rd	0.40	1100	G	98%	0%	1%	eadow Co	0%	0%	С	0.087	F	0.532	1100	G	2019
741 741 PORT 114	0.40	To		- 00 /0			R 32 Caro		0 70		0.007	•	0.002	1100	u	2010
		From	r				E, Holland									
647) Lummis Rd	0.20	1600	G	94%	1%	2%	1%	2%	0%	С	0.093	F	0.63	1700	G	2019
		Te	v													
647) Copeland Rd	2.50	560 From	G	90%	1%	4%	9 Lummis 2%	4%	0%	С	0.135	F	0.566	590	G	2019
<u> </u>		To														
647 Copeland Rd	0.65	1100 From	G	91%	3%	2%	anning Br 2%	2%	0%	С	0.113	F	0.565	1200	G	2019
(647) Copeland Rd	1.75	730 From	G	90%	1%	133-68 2%	5 Jackson 3%	Rd 3%	0%	С	0.122	F	0.522	770	G	2019

						City	of Suffo	IK								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				122 660 1	Composturant	Lone								
(650) Quince Rd	1.90	180	G			155-000 1	Longstreet	Lane			0.205	F	0.59	180	G	2019
		To				133-64	9 Lummis	Rd								
O		From	<u> </u>				Kingsdale									
653 Glen Haven Dr	0.13	1200	G	97%	0%	1%	1%	0%	0%	С	0.107	F	0.548	1300	G	2019
Dutch Dd	0.10	From	Ĺ	000/	00/		Bus EAS		00/		0.10		0.700	C40		0010
653 Dutch Rd	3.12	600 To	G	93%	0%	2%	4% N, Quake	0%	0%	С	0.12	F	0.722	640	G	2019
		From				133-759	S, Quake									
653) Holland Corner Rd	2.17	200 To	G	93%	2%	5%	1%	0%	0%	С	0.129	F	0.692	210	G	2019
		From			1		Iineral Spr									
655) Brentwood Rd	0.90	130	G			133-65	1 Barnes	Rd			0.146	F	0.821	130	G	2019
655) Brentwood Rd	0.00	To	Ĕ				US 58				0.140	•	0.021	100	ŭ	2010
		From				133-659	Pughsville	e Rd								
658) Town Point Rd	1.36	1300	G	95%	2%	2%	0%	0%	0%	С	0.1	F	0.526	1400	G	2019
_		To From				133-2276	Plummer	Blvd								
658) Town Point Rd	0.46	2700	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.53	2900	G	2019
		To From					ridge Rd; iew Blvd.	_								
658) Town Point Rd	0.60	12000	G	95%	2%	2%	0%	0%	0%	F	0.088	F	0.527	12000	G	2019
		To				133-2253	Brookwo	od Dr								
658) Town Point Rd	0.18	13000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.501	14000	G	2019
		To				SR 13:	5 College	Dr								
658) Town Point Rd	0.68	10000	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.507	11000	G	2019
		To				WCL	Portsmou	th								
Developed the Del	4.00	From	Ļ	000/			Shoulders		00/	_		_	0.014	7400	0	0040
659 Pughsville Rd	1.28	6700	G	98%	0%	1%	0% Chesapeal	0%	0%	С	0.101	F	0.614	7100	G	2019
		From		13	3-616 N·		Spring Rd		et I ane							
660) Longstreet Ln	5.50	430	G	10.	5 010 11,	Willicitat	opring rea	, Longsur	et Eune		0.118	F	0.698	430	G	2019
		To					US 58									
		From				133-759	W, Quake	er Dr								
662 Box Elder Rd	1.10	40	G			122.64	O. Y	D.1			0.203	F	0.875	40	G	2019
		10					9 Lummis									
666) Gates Rd	2.10	1200	G	81%	0%	1%	view Rd;	Gates Rd 17%	0%	С	0.101	F	0.634	1300	G	2019
000) Gattoo Fid	2.10	1200	<u> </u>	0170	0 70				070			•	0.001	1000	ŭ	2010
666) Gates Rd	3.37	1400 From	G	82%	0%	1%	61 Ellis R 1%	15%	0%	С	0.097	F	0.568	1500	G	2019
000)		To					Wildwoo									
666) Gates Rd	0.65	1300 From	G	76%	0%	1%	6%	16%	0%	С	0.092	F	0.646	1400	G	2019
		To				Ç	SR 189									
		From				133-759	E, Pinevie	w Rd								
667) Butler Dr	1.90	70	G			122 ((0.1		¥			0.130	F	0.591	70	G	2019
		From	1				Longstreet									
668) Pittmantown Rd	0.12	1200	G	81%	0%	133-759	S, Short I	17%	0%	С	0.099	F	0.565	1200	G	2019
666) Tittindritowii Tid	0.12	To	Ŭ	0170	0 70		N, Gates		070		0.000		0.000	1200	ď	2010
Consequent Marie D. I.	4.50	From					Spivey Ru				0.440	_	0.750	000		0010
668 Freeman Mill Rd	4.50	600 To	G		т	IS_13 N 1	Whaleyvill	le Rlud			0.118	F	0.756	600	G	2019
		From	l		(haleyville									
672) Little Fork Rd	3.60	130	G			US 13 W	naieyville	DIVU			0.168	F	0.524	130	G	2019
		То				North Car	olina State	e Line								
		From			133-	759 E, Lit	erty Sprin	ng Rd Wes	t							
673) Liberty Spring Rd North	n 2.00	270	G								0.115	F	0.677	270	G	2019
$\overline{}$		To				133-647	Copeland	l Rd								

						<u> </u>									
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
674) Badger Rd	1.30	130	G	98%	0%	133-604 S, H	losier Rd % 0%	0%	С	0.15	F	0.526	140	G	2019
674) Badger Rd	1.50	To		30 /6	0 /6	133-642 White		0 /6	0	0.13	•	0.520	140	u	2013
		From				US 13 Whaley				i					
675) Cypress Chapel Rd	3.60	140	G	91%	0%		% 4%	0%	С	0.122	F	0.632	150	G	2019
		To				SR 32 Caro	lina Rd								
675) Cypress Chapel Rd	0.50	170 From	G	87%	1%		% 9%	0%	С	0.111	F	0.524	180	G	2019
<u> </u>		To			1	33-642 S, Whit	e Marsh Rd								
$\overline{}$		From				North Carolina									
677) Great Fork Rd	3.60	1700 _{To}	G	99%	0%		% 0%	0%	С	0.1	F	0.734	1800	G	2019
						US 13 Whaley									
678) Cherry Grove Rd	2.60	From 80	G			133-673 Gree	nway Rd			0.115	F	0.684	80	G	2019
678) Cherry Grove Rd	2.00	To			13	33-642 N, Adam	ns Swamp Rd				•	0.004	00	ч	2013
		From				Dead E				i					
683) Benton Rd	1.00	650	G				-			0.129	F	0.729	650	G	2019
$\overline{}$		То				US 13	3		•						
O = 11 - 1		From				US 13, S		A			_			_	
688 Turlington Rd	3.16	2300 _{To}	G	97%	1%		% 0%	0%	С	0.104	F	0.637	2400	G	2019
		From				133-1722 Kilby									
695) Mockingbird Lane	1.25	130	G	97%	1%	133-743 Mat	% 1%	0%	С	0.143	F	0.632	130	G	2019
1000Kingbild Lane	1.20	To	Ĕ	31 /0	1 /0	Dead E		0 70		1	•	0.002	100	u	2013
		From				133-646 Air									
705) Meadow Country Rd	1.80	540	G	98%	0%		% 0%	0%	С	0.111	F	0.54	570	G	2019
		To			13	33-674 Meadow	Country Rd								
$\widehat{}$		From				133-2023 N,	Lake Rd								
715) Nansemond Dr North	0.53	490 To	G			100 717 21	al P			0.11	F	0.634	490	G	2019
		From				133-717 North									
731) Dill Rd	0.66	4600	G	88%	2%	US 13 Caro 2% 2	% 6%	0%	С	0.083	F	0.539	4800	G	2019
731) 1.0	0.00	To		0070		133-1111 E,		0,0			•	0.000	.000	<u> </u>	_0.0
		From				133-644 W, In	dian Trail								
739) Deer Path Rd	5.20	380	G			,				0.124	F	0.654	380	G	2019
\bigcirc		To				133-644 E, In	dian Trail								
O		From	<u> </u>			133-612 King								_	
(740) Carr Lane	0.80	60 To	G	94%	0%		% 2%	0%	С	0.182	F	0.583	70	G	2019
		From				133-644 Indi									
744) Jasmine Ln	0.93	80	G			Dead E	and			0.129	F	0.591	80	G	2019
744) 000111110 211	0.00	To	<u> </u>			133-616 Holy	Neck Rd				•	0.001	00	ŭ	2010
		From				Dead E	End								
757) Bennetts Creek Park R	d 1.03	5400	G							0.097	F	0.608	5400	G	2019
		To	:			133-626 Should	lers Hill Rd								
<u> </u>		From				North Carolina									
759) Short Lane	0.12	1200	G	81%	0%		% 18%	0%	С	0.097	F	0.576	1200	G	2019
		To				133-668 S, Pittn 133-668 N, Pittn				+					
759) Gates Rd	1.23	1200	G	80%	0%		% 18%	0%	С	0.095	F	0.612	1200	G	2019
$\overline{}$		To				133-666 Pine									
759) Pineview Rd	3.75	From	G	93%	0%	133-666 Ga	mtes Rd % 0%	0%	С	0.192	F	0.6	60	G	2019
759) Pineview Rd	3.73	50	<u> </u>	JJ 70		3% 5 133-616 W, Ho		U 70	<u> </u>	0.182	Г	0.0	00	G	2019
		From				133-616 E, Vic	ksburg Rd								
759) Quaker Dr	3.55	640	G	95%	1%	4% 0	% 0%	0%	С	0.116	F	0.726	670	G	2019
\smile		To				133-653 N, E	Outch Rd								

						Oity (JI Sulloll									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				122 (42 (Manaia	. D.1			1					
259) Liberty Spring Rd West	2.28	470	G			133-643 3	S, Manning	g Ka			0.143	F	0.627	470	G	2019
		To				US 13 S, V	Vhaleyville	Blvd								
$\widehat{}$		From:				Cu	l-de-Sac									
785 Burnetts Ct	0.12	120	G			122 700	D W- V	V			0.159	F	0.615	120	G	2019
		From					Burnetts V	vay								
Chenaneo Rd	0.14	90	G			Cu	l-de-Sac				0.163	F	0.704	90	G	2019
10009		To				133-1034	Fallwater	Way								
		From:					111 Dill R									
(101) County St	0.62	3000 To:	G	87%	1%	2%	3%	6%	0%	С	0.083	F	0.602	3200	G	2019
		From:					lk Corp Li									
Dill Rd	0.39	100	G	62%	3%	3%	1 W, Dill F 8%	24%	0%	С	0.155	F	0.526	110	G	2019
DIII Rd	0.00	To:	Ť	0270	070		01 County		070		0.100	•	0.020	110	<u> </u>	2010
		From:				133-1148	Wintervie	w Dr								
Summerfield Ct	0.06	330	G								0.128	F	0.517	330	G	2019
		To			1:	33-1145 S _I										
Gth St	0.30	From:	ب	000/	10/		2 Truman		00/	С	0.00	F	0 605	EEOO	G	2010
6th St	0.39	5200	G	98%	1%	1%	0%	0%	0%	U	0.09	r	0.605	5500	G	2019
1310) 6th St	0.17	760	G	98%	S	SR 337; Wa 1%	shington S 1%	St East 0%	0%	С	0.102	F	0.654	810	G	2019
310) 6th St	0.17	To:		30 /6		301 Railroa				-	0.102	'	0.054	010	G	2013
$\widehat{}$		From:					18 Clary I									
310 Goodman St	0.11	320 To:	G	97%	1%	2%	0%	0%	0%	С	0.110	F	0.703	340	G	2019
		From					7 Center A									
McAruthur Dr	0.16	40	G			133-64	2 Wilroy F	Ka			0.2	F	0.75	40	G	2019
1322) Work at it at 1 B1	0.10	To			13	3-1319; 13	33-1323 M	lyrtle St			<u> </u>	•	0.70	.0	<u> </u>	2010
		From:				SR 337 V	Vashingto	n St								
Hollywood Ave	0.06	2500	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.581	2700	G	2019
		To				133-132	5 Myrick A	Ave								
Cantan Ava	0.00	From:	<u> </u>	070/	10/		Goodmai		00/		0.004	_	0.500	1000	_	0010
1325 Center Ave	0.39	1700 To:	G	97%	1%	1% 133-1324	0%	0%	0%	С	0.094	F	0.539	1900	G	2019
		From:					nner St	17110								
Old Pinner St	0.17	2400	G	96%	0%	1%	1%	2%	0%	С	0.113	F	0.947	2600	G	2019
		To	:			US 58 Bus	; Constanc	ce Rd								
		From:				133-642 V	hite Mars	sh Rd								
1332 Truman Rd	0.23	2800	G	98%	1%	0%	0%	0%	0%	С	0.082	F	0.506	2900	G	2019
		To:					310 6th St									
1368) Nixon Dr	0.06	820	G		1	33-1366 E	lythewood	1 Lane			0.11	F	0.527	820	G	2019
1368	0.00	020				133-13	69 Sierra I	Dr			0.11	'	0.527	020	u	2013
		From					ad End									
Eclipse Dr	0.19	170	G								0.137	F	0.596	170	G	2019
\mathcal{L}		To	·			133-15	05 Cross S	St								
<u> </u>		From:	Ļ			De	ad End					_			_	
Sunset Manor Dr	0.07	50 To:	G			122 1601	X7 1	A			0.365	F	0.587	50	G	2019
		From					Vaughan									
(1722) Kilby Shores Rd	0.03	5800	G	97%	1%	Bus US 5	8 Holland 1%	Rd 0%	0%	С	0.098	F	0.680	6200	G	2019
Kilby Shores Rd	0.00	To:		01/0	1 /0		Turlington		J /0		0.030	'	0.000	J200	J	2013
		From:					N, Staley									
Brittle Dr	0.07	70	G				,				0.122	F	0.6	70	G	2019
\bigcirc		To				De	ad End									

						0.0,	ol Sulloir									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			122 1700	Woods Pl	/N/N/								
Ash Wood Dr	0.27	140	G			133-1790	Woods Pk	CWy			0.105	F	0.533	140	G	2019
.,,,,,		Τα				Cul	l-de-Sac									
		From				Cul	l-de-Sac									
1856 Berkshire Blvd	0.35	450	G								0.111	F	0.588	450	G	2019
		То				133-185	1 Ashford	Dr								
C Handy Del	0.11	From	Ļ			133-19	02 Wren R	.d			0.000	_	0.540	050	_	0010
1905 Hawk Rd	0.11	250 To	G			122 1007	Beaver L	000			0.099	F	0.546	250	G	2019
		From	 		1:											
Foxcroft Rd	0.43	180	G		1.	33-027 Be	nnets Pastu	не ка			0.115	F	0.571	180	G	2019
2029		To	Ť			133-2028	Brittany L	ane				•			-	
		From			13		eech Grove									
2073) Carter Ln	0.08	130	G								0.140	F	0.5	130	G	2019
\bigcup		To			13	3-2070 Dr	ivers Statio	on Way								
		From				13	3-2143									
2140) Burbage Lake Circle	0.19	540	G								0.107	F	0.636	540	G	2019
<u> </u>		То			13:	3-2145 Ok	le Bullock	s Circle								
O Dreams Date W	0.07	From	لبا			De	ad End		-		0.000	_	0.5	0000		001
Breeze Point Way	0.27	2900 _{To}	G			110 17	Daid P	1			0.096	F	0.5	2900	G	201
		From	l				Bridge Ro				_					
Harbour View Blvd	1.02	20000	G	98%	0%	US 17 0%	Bridge Ro	1 0%	0%	С	0.089	F	0.589	21000	G	2019
Harbour View Blvd	1.02	20000 To	Ĕ	30 /0	0 70		Point Rd	0 70	0 70		0.003	•	0.505	21000	a	201
<u> </u>		From					Roads Pk	wy								
(2284) Harbour View Blvd	1.44	4400	G	98%	0%	0%	0%	0%	0%	F	0.093	F	0.562	4700	G	2019
<u> </u>		To				S	R 135									
Orgalização Cirola	0.04	From	<u> </u>			Cul	l-de-Sac				0.167	F	0.667	110	0	201
Preakness Circle	0.04	110 To	G		1	33-2350 St	eeplechase	Lane			0.167	г	0.667	110	G	2019
		From			1.		-de-Sac	Lanc								
2450) Rabey Farm Rd	0.52	940	G			Cui	i-ue-sac				0.114	F	0.69	940	G	2019
2430) 4437		To			13	3-626 N, S	Shoulders I	Hill Rd								
		From					nington St									
8501) Pinner St	0.63	7300	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.571	7800	G	2019
<u> </u>		Τα				Mo	ore Ave				\neg —					
Pinner St	0.41	10000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.538	11000	G	2019
\cup		To				Old C	L Suffolk									
		From					nith St									
South Broad St	0.15	1300	G	97%	1%	2%	0%	0%	0%	С	0.100	F	0.549	1400	G	2019
		To From				Wasl	nington St									
North Broad St	0.68	790	G	98%	1%	1%	0%	0%	0%	С	0.135	F	0.714	840	G	2019
$\overline{}$		To From				East Ri	iverview D	r								
8505) Western Ave	0.12	1100	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.624	1200	G	2019
<u> </u>		Tα				West C	onstance R	Rd								
$\overline{}$		From					by Ave									
Wellons St	0.65	1700	G	96%	1%	2%	1%	0%	0%	С	0.096	F	0.539	1800	G	2019
<u> </u>		To From				SR 337 V	Vashingtor	ı St								
Market St	0.43	3200	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.589	3400	G	2019
$\frac{\smile}{\widehat{}}$		To From				Sar	atoga St									
Market St	0.06	5100	G	97%	0%	1%	1%	0%	0%	F	0.099	F	0.624	5400	G	2019
$\overline{}$		To				SR 3	2 Main St									
O =:		From					Iain St								_	_
₈₅₀₈ Finney Ave	0.20	7700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.507	8200	G	2019
<u> </u>		To				Pin	ner Ave									

						City	of Suffoll	<								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Saratoga St	0.31	2700	G	97%	1%	Car 1%	rolina Ave	0%	0%	С	0.089	F	0.52	2900	G	2019
8509 Saratoga St	0.12	3300 From	G	97%	1%	1%	shington St 1%	0%	0%	F	0.101	F	0.514	3500	G	2019
8510) Hall Ave	0.43	3400 To:	G	98%	0%	Sa 1%	Market St aratoga St 1% Vashington	0% St	0%	С	0.098	F	0.558	3600	G	2019
Factory St	0.44	2400 To:	G	97%	1%	SC 1%	L Suffolk 1% shington St	0%	0%	С	0.092	F	0.515	2500	G	2019
Fayette St	0.17	780	G	97%	1%	1%	1% Cedar St	0%	0%	С	0.113	F	0.522	830	G	2019
8512) Cedar St	0.04	760	G	97%	2%	F 1%	ayette St 0%	0%	0%	С	0.09	F	0.8	810	G	2019
Madison Ave	0.23	From:	G	83%	1%	2%	Cedar St 4%	10%	0%	С	0.123	F	0.56	910	G	2019
Madison Ave	0.11	1300 From:	G	93%	1%	2%	2% actory St	2%	0%	С	0.116	F	0.585	1300	G	2019
Bank St	0.20	2300 To	G	98%	0%	1%	th Main St 1% Pinner St	0%	0%	С	0.105	F	0.69	2400	G	2019
S813) County St	0.18	3500	G	90%	0%		olk Corp Li 3%	mits 5%	0%	F	0.093	F	0.648	3700	G	2019
6813 County St	0.27	700 From: 700 To:	G	90%	0%	1%	3% Washington	5%	0%	С	0.091	F	0.592	4100	G	2019
Liberty St / Moore Ave	0.64	From: 4300	G	90%	1%	SR 337 1%	Washington 3% Pinner St		0%	С	0.099	F	0.586	4600	G	2019
Burbage Lake Circle		From: 1400	G			Repa	ss Beach Ro	1			0.108	F	0.598	1400	G	2019
James Avenue		From: 350	G			Sn	nith Street	mat			0.098	F	0.629	350	G	2019
Kensington Blvd		From: 6600	G	98%	1%	As 1%	shford Dr 0%	0%	0%	С	0.090	F	0.573	6600	G	2019
Quince Rd		From:	G	98%	0%	Pio 1%	oneer Ave	1%	0%	С	0.131	F	0.5	190	G	2019
Weatherby Way		From:	G				hacha Tr				0.131	F	0.638	280	G	2019
		To				Shoul	lders Hill R	d								