2020

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

where available

Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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
- 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 buses.

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- 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
Interstate Route

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

29 US Route

7 Virginia State Route

F241) Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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.

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

		Nansemond Maintena	1100 71100											
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
noute	Julisalction	Length AADI	QA 41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QI	Factor	AAWDI	Q۷
	From:	Isle of Wight County	Line											
10 (32) Godwin Rd	City of Suffolk	1.31 9600	G 95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	10000	G
10 (32)	- ,													
	From	SR 125 Chuckatuc												
(10) (32) Godwin Blvd	City of Suffolk	0.87 12000	G 95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	12000	G
\circ	To:	133-603 Everets R	?d											
10 (32) Godwin Blvd	City of Suffolk		G 95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	11000	G
10) (32) Godini Bird	Only of Carron	1.01	G 0070	0 70		1 /0	_ /0	0 / 0	Ŭ	0.000	•	0.000	11000	<u>~</u>
	To: From:	133-634 Kings Fork												
10) (32) Godwin Blvd	City of Suffolk	1.36 20000	F 95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	21000	F
	To	US 58 Suffolk Bypa												
10 (32) Godwin Blvd	City of Suffolk			0%	1%	1%	2%	0%	F	0.084	F	0.524	18000	G
10 (32) Godwin Blvd	City of Suffolk			076	170	1 70	270	076	Г	0.004	Г	0.324	10000	G
Due	10: From:	Pruden Blvd US 46												
Bus	City of Suffolk	Bus US 460 Elephant 1.49 25000		0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	٨
10) (460) (32)	City of Suriok			0%	170	0%	0%	0%	C	0.104	А	0.514	20000	Α
<u> </u>	From:	Bus US 460, Bus US	S 58											
Bus		Bus US 460	000/	00/	40/	00/	00/	00/	_	0.004	_	0.500	07000	
10) (32) (460) Main St	City of Suffolk		G 98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	27000	G
-	To:	Bus US 58												
Bus	From:	Bus US 58, Bus US							_		_		4=000	_
10) (32) (13) Main St	City of Suffolk		G 98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	G
$\circ \circ \circ$	To:	SR 337 Washington	St St											
	From:	North Carolina State	Line											
13 Whaleyville Blvd	City of Suffolk	5.37 5000	A 88%	0%	1%	1%	11%	0%	С	0.103	Α	0.620	5100	Α
13)								-,-	_					
~~	To: From:	133-616 Mineral Sprir												
Whaleyville Blvd	City of Suffolk	1.28 11000	G 88%	0%	1%	1%	11%	0%	F	0.071	F	0.553	11000	G
~	To: From:	133-677 Great Fork	Da											
13 Whaleyville Blvd	City of Suffolk		G 88%	0%	1%	1%	11%	0%	F	0.087	F	0.704	7600	G
13) Whaleyville Blvd	Oity of Surioik	0.02 7700	G 00 /8	0 76	1 /0	1 /0	11/0	0 /6	'	0.007	'	0.704	7000	C
	To: From:	133-675 Cypress Chap	el Rd											
Whaleyville Blvd	City of Suffolk	2.22 7500	G 88%	0%	1%	1%	11%	0%	F	0.082	F	0.706	7400	G
<i>→</i>	Tec	122 750 0 1 7 . 0 .	D I W											
Whales illa Dhad	City of Cyffells	133-759 S, Liberty Spring		00/	10/	10/	110/	00/		0.000		0.700	0000	
13 Whaleyville Blvd	City of Suffolk	1.06 8800	G 88%	0%	1%	1%	11%	0%	F	0.088	F	0.708	8600	G
~	To: From:	133-759 N, Babbtown	n Rd											
13 Whaleyville Blvd	City of Suffolk	2.56 9000	G 88%	0%	1%	1%	11%	0%	F	0.082	F	0.738	8800	G
10)	То:	SR 32 Carolina Ro		- , ,			, •	- / -		,				
	From:	SR 32 Whaleyville E												
13 (32) Carolina Rd	City of Suffolk	1.64 16000	G 88%	0%	1%	1%	11%	0%	F	0.081	F	0.696	15000	G
13 Carolina Rd	To:	Bus US 13	3 0070	3 /0		. 70	1 1 70	0 /0		0.001		0.000	10000	J
	From:	Bus US 13, SR 32 Caro	lina Rd											
13 Southwest Suffolk Bypass	City of Suffolk	11000	F 86%	1%	1%	2%	10%	0%	С	0.094	F	0.661	11000	F
13 Southwest Suffolk Bypass	Oity Of Suffork			1 /0	1 /0	Z /0	10 /0	0 /0	U	0.034	'	0.001	11000	-
•	From:	US 58 Holland Ro Bus US 58	u											
13 (58) Suffolk Bypass			E 900/	10/	10/	10/	160/	00/	_	0.005	_	0.65	27000	_
13 () 58 (Suffolk Bypass	City of Suffolk	1.41 37000	F 82%	1%	1%	1%	16%	0%	F	0.095	F	0.65	37000	F
10) (00)		61-604 Pitchkittle I												

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

		Nansemond Mainten	iance /	-liea											
Route	Jurisdiction	Length AADT	ΩΔ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	OW
		20g 78.21	٠,,			2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor	, , , , , , ,	۵
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	61-604 Pitchkittle										_			_
(13) (58) Suffolk Bypass		40000	F	82%	1%	1%	1%	16%	0%	F	0.087	F	0.601	39000	F
<del>\$</del> \$	To:	US 460 Pruden I	Blvd			$\neg$ $\vdash$									
(13) (58) (460) Suffolk Bypass	FILM	45000	F	90%	0%	1%	1%	7%	0%	F	0.086	F	0.599	47000	F
	Too	an 10 an 22 a 1													
13 58 460 Suffolk Bypass	City of Suffolk	SR 10 SR 32 Godw 1.87 <b>55000</b>	<u>f</u>	90%	0%	1%	10/	7%	0%	F	0.085	F	0.575	58000	F
13 58 460 Suffolk Bypass	City of Suriok	1.87 <b>55000</b>	Г	90%	076	1 70	1%	1 70	076	Г	0.065	Г	0.575	36000	Г
	To: From:	61-642 Wilroy	Rd												
13 (58) (460) Suffolk Bypass	City of Suffolk	2.30 <b>47000</b>	F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	F
$\bigcirc$	To	Bus US 13,Bus US 58 M	Ailitary L	Ixvx											
13 58 460 Military Highway	From	3.46 <b>68000</b>	G G	90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	G
(13) (58) (460) Military Highway	To:	Bus US 13	<u> </u>	30 /0	0 70		1 /0	1 /0	0 70		0.000	•	0.012	7 1000	a
Bus	From:	US 13 Southwest Suffo							221	_		_			_
(13) (32) Carolina Rd	City of Suffolk	1.17 <b>11000</b>	G	88%	0%	1%	1%	11%	0%	F	0.080	F	0.566	11000	G
<del>-</del>	To:	Old SCL Suffo	olk			$\neg$ $\vdash$									
Bus Cavalina Dd	City of Coffells			000/	00/	10/	10/	110/	00/	_	0.004	_	0.505	10000	_
(13) (32) Carolina Rd	City of Suffolk	0.54 10000	G	88%	0%	1%	1%	11%	0%	F	0.084	F	0.535	10000	G
D.::	From:	Fayette St	C+												
Bus Main St	City of Suffolk	US 13; SR 32 Faye 0.34 <b>9400</b>		98%	0%	1%	0%	0%	00/	С	0.078	F	0.532	9900	G
(13) (32) Main St	City of Suriok	0.34 <b>9400</b>	G	90%	070	1 70	0%	076	0%	C	0.076	Г	0.552	9900	G
Pue	To: From:	Begin SR 10	)												
Bus (13) (32) (10) Main St	City of Suffolk	0.68 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	17000	G
13 (32) (10) Main St	To:	US 58; Bus US		0070	0 70		0 70	0 /0	0 /0	•	0.001	•	0.000	17000	G
Bus Bus Bus	From:	SR 32 Main S													
13 (58) (460) Constance Rd		0.88 14000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	G
13 (30) (400)															
Bus Bus Bus	From:	Pinner St													
13 (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	F	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	F
(10) (10) (10)	T-1														
Bus Bus Bus	From:	SR 337 Washingt	ton St												
13 58 460 Portsmouth Blvd	City of Suffolk	1.22 <b>21000</b>	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	23000	G
	To:	US 13, US 58, US	S 460												
	From:	WCL Chesapea	ake												
17 Bridge Rd	City of Suffolk	0.66 <b>23000</b>	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.527	24000	F
17 Bridge Fla	<u> </u>				0 70	1 /0	0 70	0 /0	0 /0	•	0.000	•	0.027	24000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	I-664; SR 164 Western		-		1									
17 Bridge Rd	City of Suffolk	1.81 26000	F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.554	28000	F
~	To	133-626 Knots Neck Road; S	Shoulder	Hill Rd		\neg \vdash									
(17) Bridge Rd	City of Suffolk	1.54 26000			0%	1%	1%	1%	0%	F	0.094	F	0.604	28000	F
11)															
~~~	To: From:	133-627 Bennetts Pa													
(17) Bridge Rd	City of Suffolk	2.47 <b>18000</b>	G	95%	0%	1%	2%	2%	0%	С	0.093	F	0.554	20000	G
~	To: From:	133-628 Crittende	en Rd												
17 Bridge Rd	City of Suffolk	1.17 14000	N	97%	0%	1%	1%	1%	0%	N	0.096	F	0.542	15000	N
	To:	Isle of Wight Count		, •	- , -	Ť	. , •	. , •	- / 0						
		01g.n. Coun	,												

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

		Nansemond Maintenanc	z Alea										
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	Q۱
	From	US 17			ZAXIE	D+AXIE IIIali	ZIIali		1 actor		1 actor		
17 Ramp	City of Suffolk (Maint: 61)	0.13 <b>12000 G</b>							0.084	F		12000	G
17) "141119	To:	I-664 East			_				0.004	•		12000	
la utla	From:	US 17 TO ROUTE 664 EASTS	COLITU										
lorth 17 Ramp	City of Suffolk (Maint: 61)	0.03 <b>4500 G</b>	500 III						0.092	F		4500	G
(1/) reamp	To:	US 17-S034A TO ROUT	E						0.002	•		4000	Č
	From												
outh 17 Ramp	City of Suffolk (Maint: 61)	US 17 TO ROUTE 664 EASTS 0.05 <b>7100 G</b>	SOUTH						0.092	F		7100	(
Tramp	To:	US 17-N034A US 17- 34A TO	POLITE		_				0.032	•		7100	,
	From												
Carolina Bd	City of Suffolk	North Carolina State Lin 2.89 <b>3400 G</b>	e 93%	1%	1%	1% 5%	0%	С	0.094	F	0.721	3600	
Carolina Rd	City of Suffolk	2.09 <b>3400 G</b>	93%	1 70	1 70	1% 5%	076	C	0.094	Г	0.721	3000	
	To: From:	133-642 Adams Swamp I			<u> </u>								
Carolina Rd	City of Suffolk	2.07 <b>3800 G</b>	93%	1%	1%	1% 5%	0%	F	0.088	F	0.703	4000	
	Ta- From	133-675 Cypress Chapel	Rd										
Carolina Rd	City of Suffolk	1.40 <b>3900 G</b>	94%	0%	1%	1% 4%	0%	С	0.095	F	0.764	4100	
	Toe	133-759 Babbtown Rd											
2) Carolina Rd	City of Suffolk	0.65 <b>4200 G</b>	94%	0%	1%	1% 4%	0%	F	0.091	F	0.783	4400	
2)								-		-			
Carelina Bd	City of Cyffell	133-647 Copeland Rd	0.40/	00/	10/	10/ 10/	00/	F	0.000	F	0.705	4400	
Carolina Rd	City of Suffolk	2.45 <b>4100 G</b> US 13 South of Suffolk	94%	0%	1%	1% 4%	0%	Г	0.092	Г	0.785	4400	•
	From:	Whaleyville Blvd											
32) 13 Carolina Rd	City of Suffolk	1.64 <b>16000 G</b>	88%	0%	1%	1% 11%	0%	F	0.081	F	0.696	15000	
5) (19)	Too	61-731 Dill Rd											
Bus	From:												
2) (13) Carolina Rd	City of Suffolk	1.17 <b>11000 G</b>	88%	0%	1%	1% 11%	0%	F	0.080	F	0.566	11000	
-	To	Old SCL Suffolk			$\neg$								
Bus 2 13 Carolina Rd	City of Suffolk	0.54 <b>10000 G</b>	88%	0%	1%	1% 11%	0%	F	0.084	F	0.535	10000	
2) (13) Carolina Rd	City of Surfork	Bus US 58 Constance R		0 /6	1/0	1/0 11/0	0 /6	'	0.004	'	0.555	10000	
Bus	From:	Fayette St	.l										
2) (13) Main St	City of Suffolk	0.34 <b>9400 G</b>	98%	0%	1%	0% 0%	0%	С	0.078	F	0.532	9900	
	Too	CD 227 W1: Ct											
Bus	From:	SR 337 Washington St											
2) (13) (10) Main St	City of Suffolk	0.68 <b>16000 G</b>	98%	0%	1%	0% 0%	0%	F	0.081	F	0.508	17000	
	To	Bus US 58, Bus US 460	)		$\neg$ —								
Bus 2) (460) (10) Main St	City of Suffolk	0.09 <b>26000 G</b>	98%	0%	1%	0% 0%	0%	F	0.081	F	0.502	27000	
2 460 10 Main St	Oity of Surioik		30 /o	0 /0	1 /0	0 /0 0 /0	0 /0	'	0.001		0.502	27000	
Bus	To- From:	Old NCL of Suffolk											
2)(460)(10)	City of Suffolk	1.49 <b>25000 A</b>	99%	0%	1%	0% 0%	0%	С	0.104	Α	0.514	26000	
	То:	SR 10 Elephant Fork											
	From:	Bus US 460											
32) (10) Godwin Blvd		0.54 <b>17000 G</b>	95%	0%	1%	1% 2%	0%	F	0.084	F	0.524	18000	(
	To:	US 58 Suffolk Bypass											

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

		Nansemond Maintenance A	Area										
D .	1. 1. 1. 1.		4	_		Truck		00	K	014	Dir	A A14/DT	014
Route	Jurisdiction	Length AADT QA	4 l ire	Bus	2Axle 3+	Axle 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 58 Suffolk Bypass											
(32) (10) Godwin Blvd	City of Suffolk	1.36 <b>20000 F</b>	95%	0%	1% 1	% 2%	0%	F	0.095	F	0.536	21000	F
	То	61-634 Kings Fork Rd											
(32) (10) Godwin Blvd	City of Suffolk	4.81 <b>10000 G</b>	95%	0%	 1% 1	% 2%	0%	С	0.095	F	0.536	11000	G
32 10 Godwin Blvd	only of current		0070	0 / 0		70 270	070	Ŭ	0.000	•	0.000	11000	_
	To:	61-603 Everets Rd	050/	00/		0/ 00/	00/		0.404	_	0.01	10000	_
32 10 Godwin Blvd	City of Suffolk	0.87 <b>12000 G</b>	95%	0%	1% 1	% 2%	0%	F	0.101	F	0.61	12000	G
	To: From:	SR 125 Chuckatuck											
(32) (10) Godwin Rd	City of Suffolk	1.31 <b>9600 G</b>	95%	0%	1% 1	% 2%	0%	F	0.103	F	0.597	10000	G
	To:	Isle of Wight County Line											
	From:	Southampton County Line											
58 258 Franklin Bypass	City of Suffolk	1.27 <b>17000</b> F	82%	1%	1% 1	% 16%	0%	F	0.074	F	0.548	17000	F
30 (230)													
Freelin Bureau	O'L - f O off all	US 258	000/	40/	40/	0/ 100/	00/		0.075		0.507	40000	
Franklin Bypass	City of Suffolk	0.18 <b>17000 N</b>	82%	1%	1% 1	% 16%	0%	N	0.075	F	0.527	16000	N
	To: From:	SR 189											
(58) (189) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	82%	1%	1% 1	% 16%	0%	F	0.075	F	0.527	16000	F
	To	SR 272 South Quay Rd											
(58) (189) (189) S Quay Rd	City of Suffolk	4.23 <b>18000</b> F	82%	1%	 1% 1	% 16%	0%	F	0.075	F	0.543	18000	F
(38) (189) (189)	-		0_70	. , ,		, , , , , ,	0,0	•	0.07.0	•	0.0.0		•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 189 S Quay Rd	000/	40/		0/ 100/	00/		0.070		0.504	10000	
(58) Holland Bypass	City of Suffolk	1.05 19000 F	82%	1%	1% 1	% 16%	0%	F	0.078	F	0.594	18000	F
~	To: From:	Bus US 58			\neg —								
(58) Holland Rd	City of Suffolk	1.32 22000 F	82%	1%	1% 1	% 16%	0%	F	0.081	F	0.599	21000	F
	To	133-610 W, Buckhorn Rd											
(58)	City of Suffolk	2.77 22000 F	82%	1%	 1% 1	% 16%	0%	F	0.081	F	0.607	21000	F
(36)	To:	133-647 E, Lummis Rd	0270	170		70 1070	070	•	0.001	•	0.007	21000	•
	From:	133-647 Lummis Rd											
58 Holland Rd	City of Suffolk	2.05 22000 F	82%	1%	1% 1	% 16%	0%	F	0.08	F	0.613	22000	F
	To	122 (42 Manning Bridge Bd											
58 Holland Rd	City of Suffolk	133-643 Manning Bridge Rd 0.67 25000 F	82%	1%	1% 1	% 16%	0%	F	0.086	F	0.539	25000	F
58 Holland Hu	Oity of Surfoik	0.07 23000 F	02 /6	1 /0	1 /0 1	/6 10/6	0 /6	'	0.000	'	0.555	23000	'
~~~	To: From:	133-738 Kenyon Rd											
(58) Holland Rd	City of Suffolk	0.38 <b>31000 G</b>	82%	1%	1% 1	% 16%	0%	F	0.084	F	0.549	29000	G
<b>~</b>	To	Cove Point Rd			<u> </u>								
(58) Holland Rd	City of Suffolk	1.15 <b>29000 F</b>	82%	1%	1% 1	% 16%	0%	F	0.087	F	0.528	29000	F
	To:	US 13 Southwest Suffolk Bypa											
~~~	From:	Bus US 58											
(58) (13) Suffolk Bypass	City of Suffolk	1.41 37000 F	82%	1%	1% 1	% 16%	0%	F	0.095	F	0.65	37000	F
\sim	To- From:	133-604 Pitchkittle Rd											
(58) (13) Suffolk Bypass	City of Suffolk	40000 F	82%	1%	1% 1	% 16%	0%	F	0.087	F	0.601	39000	F
58 13 Suffolk Bypass	·		OL 70	1 /0	1 /0	,5 10/6	0 /0	,	0.007	'	0.001	00000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 460 Pruden Blvd						_					_
(58) (13) (460) Suffolk Bypass	City of Suffolk	45000 F	90%	0%	<u>1</u> % 1	% 7%	0%	F	0.086	F	0.599	47000	F
~ ~ ~	To:	SR 10, SR 32 Godwin Blvd											

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

	Nansemond Mai		, ou			Т.,	ıolı			V		Div		
Jurisdiction	Length AAT	OT QA	4Tire	Bus					QC		QK		AAWDT	QW
From:	SR 10, SR 32 (	Godwin Blvd			2700	OTTINIO	TTTGII	ZIIdii		1 40101		1 40101		
City of Suffolk	1.87 <b>550</b> 0	00 F	90%	0%	1%	1%	7%	0%	F	0.085	F	0.575	58000	F
To: From:	133-642 W	ilroy Rd												
City of Suffolk			90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	F
To: From:														
City of Suffolk				0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	G
To:	WCL Che	sapeake												
From:	US 58 TO	RTE 189												
City of Suffolk	0.17 <b>51</b> 0	0 G								0.111	F		510	G
To: From:	US 58-E451B TO I	RTE 189 SO	UTH											
City of Suffolk	0.05 21	0 G								0.113	F		210	G
To:			ST											
From:	Isle of Wight	County Line												
City of Suffolk	2.65 180	00 F	97%	0%	1%	1%	0%	0%	С	0.11	F	0.606	1900	F
To- From	SR 1	89												
City of Suffolk	0.26 <b>23</b> 0	00 F	95%	0%	1%	1%	1%	0%	С	0.098	F	0.683	2400	F
To- From:	133-653 Dutch Rd;	Glen Haven	Drive											
City of Suffolk			96%	0%	1%	1%	1%	0%	С	0.095	F	0.706	3100	F
To:														
From:			070/	00/	10/	10/	10/	00/	_	0.005	_	0.510	0700	F
City of Surloik			97%	0%	170	1%	170	0%	Г	0.065	Г	0.512	8700	Г
To- From:	133-1722 Kilb	y Shores Rd												
City of Suffolk			97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	8200	G
To: From:														
City of Suffolk			98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	7900	G
To:	WCL Suffolk F		ı											
City of Suffolk				0%	10/	<b>n</b> º/-	10/_	<b>n</b> º/-	C	0.089	F	0.551	9100	G
City of Surioik			30 /0	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.000	•	0.551	3100	G
To: From:	SR 32 M	Iain St												
City of Suffolk			97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	G
To: From:														
City of Suffolk			97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	F
To:														
From:		•												
City of Suffolk	1.22 <b>210</b>	00 G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	23000	G
	City of Suffolk  To From  City of Suffolk  To From  City of Suffolk  To From  City of Suffolk  To Suffolk  City of Suffolk  To Suffolk  City of Suffolk  To Suffolk  To Suffolk  To Suffolk  To Suffolk  To Suffolk  To Suffolk  City of Suffolk  To Suffolk  City of Suffolk  To Suffolk	SR 10, SR 32 0	SR 10, SR 32 Godwin Blvd	SR 10, SR 32 Godwin Blvd	SR 10, SR 32 Godwin Blvd	City of Suffolk   City of Su	City of Suffolk   City of Su	SR 10, SR 32 Godwin Blvd	SR 10, SR 32 Godwin Blvd	City of Suffolk   City of Su	Signature   Sign	SR 10, SR 25 Goldwin Blvd	Secretary   City of Sutfolk   Color   Surface   City of Sutfolk   City of Sutfolk	City of Surfolk   City of Su

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

		Nansemond Mainte	ilailoc i	wou											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	ΓQ
	r					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Winne I have	City of Cyffells	SR 10; SR 32 God		070/	00/	00/	10/	10/	00/	_	0.101	_	٥. ٦	0000	F
Kings Hwy	City of Suffolk	0.69 <b>2500</b>	F	97%	0%	2%	1%	1%	0%	С	0.121	F	0.5	2600	
	To: Fram:	133-628 Critten	den Rd												
Kings Hwy	City of Suffolk	1.09 <b>550</b>	F	97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	580	
	To: From:	133-620 Ferry P	oint Pd												
25)Kings Hwy	City of Suffolk	0.91 <b>220</b>	F	97%	1%	0%	1%	0%	0%	С	0.143	F	0.667	230	
25) Kings (1111)	To:	Dead End	-	07 70	1 /0		1 /0	0 /0	0 70	Ü	0.140	•	0.007	200	
	From:	Dead End @ Nanser		er											
Nings Hwy	City of Suffolk	1.34 <b>480</b>	F	96%	1%	2%	1%	0%	0%	С	0.114	F	0.606	510	
	·														
Viene Um.	To:	133-629 W, Sleepy		070/	00/	10/	10/	00/	00/	_	0.101	F	0.015	010	
Kings Hwy	City of Suffolk	1.22 860	F	97%	0%	1%	1%	0%	0%	С	0.101	Г	0.615	910	
	To: From:	133-627 Bennetts I	asture Ro												
Kings Hwy	City of Suffolk	2500	F	94%	0%	2%	2%	1%	0%	С	0.101	F	0.615	2600	
	To:	SR 337 Nansemone	l Parkway	,											
	From:	US 17 Bridge	Rd												
College Dr	City of Suffolk	0.20 22000	F	99%	0%	0%	0%	0%	0%	F	0.082	F	0.52	24000	
3)	·														
	From	SR 164 Western		000/	00/		00/	00/	00/	_	0.070		0.505	00000	
College Dr	City of Suffolk	0.65 <b>19000</b>	F	99%	0%	0%	0%	0%	0%	С	0.079	F	0.505	20000	
	To: From:	133-658 Towne I	oint Rd			$\neg$ $\vdash$									
College Dr	City of Suffolk	0.76 <b>19000</b>	F	98%	0%	1%	0%	1%	0%	С	0.077	F	0.505	21000	
	To	I-664													
College Dr	City of Suffolk	0.59 10000	F	90%	1%	2%	3%	4%	0%	С	0.093	F	0.633	11000	
35) 26090 21	To:	SR 367 Tidewater Com			170		070	1,0	070	Ū	0.000	•	0.000	11000	
	From:			nege											
rth		SR 135 N, Coll 0.37 <b>3700</b>	-								0.1	F		3700	
Ramp	City of Suffolk (Maint: 61)		G								0.1	Г		3700	
	L	I-664 Wes													
rth	From:	SR 135 N, Coll	-												
Ramp	City of Suffolk (Maint: 61)	0.12 <b>4000</b>	G								0.141	F		4000	
	To:	I-664 Eas	i .												
uth	From:	SR 135 S, Colle	ge Dr												
Ramp	City of Suffolk (Maint: 61)	0.16 <b>1200</b>	G								0.114	F		1200	
	To:	I-664 Wes	t												
uth	From:	SR 135 S, Colle	ge Dr												
Ramp	City of Suffolk (Maint: 61)	0.40 2200	G								0.146	F		2200	(
	To:	I-664 Eas	t												
	From:	US 17 Bridge													
Western Freeway	City of Suffolk (Maint: 61)	0.80 <b>22000</b>	F	96%	0%	0%	1%	3%	0%	F	0.088	F	0.726	25000	
1130101111100114	ony or outlone (Mainte 01)		'	0070	0 70	J /0	. 70	0 /0	0 /0		0.000		0.720		
	To: From:	I-664										_			
64)Western Freeway	City of Suffolk (Maint: 61)	0.68 <b>38000</b>	F	96%	0%	0%	1%	3%	0%	F	0.087	F	0.570	42000	
	To:	SR 135 Colleg	e Dr												

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

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From:	SR 135 College Dr			2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
(164)Western Freeway	City of Suffolk (Maint: 61)	0.09 <b>50000 A</b>	96%	0%	0%	1%	3%	0%	С	0.114	Α	0.575	56000	Α
	To:	WCL Portsmouth												
East	City of Suffolk (Maint: 61)	SR 164 E, Western Freew 0.20 <b>2200</b> G	_	00/	00/	1%	20/	00/	F	0.124	F		2500	G
164 Ramp	City of Sulfolk (Maint. 61)	0.20 <b>2200 G</b> I-664 West	96%	0%	0%	170	3%	0%	Г	0.134	Г		2500	G
West	From:	SR 164 W, Western Freew	/av											
164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>5400 G</b>	_	0%	0%	1%	3%	0%	F	0.087	F		6100	G
	To:	I-664 East												
West	From:	SR 164 W, Western Freew												
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8600 G</b>	96%	0%	0%	1%	3%	0%	F	0.122	F		9700	G
	10:	I-664 West												
(189)S Quay Rd	City of Suffolk	Southhampton County Lin 1.36 1700 F		0%	1%	0%	1%	0%	С	0.106	F	0.663	1800	F
(189) 5 dady 113	Tra-		0070	0 70		070	1 /0	0 70	Ü	0.100	•	0.000	1000	•
(189) Great Mill Rd	City of Suffolk	133-666 Gates Rd 0.82 <b>2900 G</b>	98%	0%	1%	0%	1%	0%	F	0.101	F	0.714	3100	G
189) Groat Milli Fid	To-					070	170	070	·	0.101	•	0.7	0.00	Ğ
189 Great Mill Hwy	City of Suffolk	SR 272 South Quay Rd 0.55 <b>1600 F</b>		0%	1%	2%	18%	0%	С	0.092	F	0.642	1700	F
189) 5.10 5.1.111	To-	US 58	, .	0 / 0		_,,	.0,0	0 70		0.002	•	0.0.2		•
(189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>17000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	F
103/ 30/ 183/	Tol	SR 272												
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>18000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.543	18000	F
,	To:	SR 189 S Quay Rd												
C Over Dd	From:	US 58 Holland Bypass	040/	10/	20/	00/	20/	00/	С	0.104	F	0.506	CEO.	F
189 S Quay Rd	City of Suffolk	0.37 <b>610 F</b>	94%	1%	2%	2%	2%	0%	C	0.104	Г	0.536	650	г
(189)S Quay Rd	City of Suffalls	Cumberland Lane 0.12 <b>700 F</b>	049/	1%	2%	10/	20/	0%	С	0.096	F	0.558	740	F
189 S Quay Nu	City of Suffolk	0.12 <b>700 F</b> Bus US 58	94%	1 70	2%	1%	2%	076	C	0.096	Г	0.556	740	Г
	From:	SR 189-N005A TO RT 58 E	AST											
189	City of Suffolk	1600 N		0%	1%	2%	18%	0%	Ν	0.092	F	0.642	1700	Ν
·ke	To:	US 258 US 58-E451A FROM RT												
(189) (58) (189) Franklin Bypass	City of Suffalls	SR 189 1.01 <b>17000 F</b>	82%	1%	1%	1%	16%	0%	F	0.075	F	0.527	16000	F
189 58 189 Franklin Bypass	City of Suffolk			1 70	1 70	1 70	10%	076	Г	0.075	Г	0.527	16000	г
189) (58) (189) S Quay Rd	City of Suffolk	SR 272 South Quay Rd 4.23 <b>18000 F</b>	82%	1%	⊢ 1%	1%	16%	0%	F	0.075	F	0.543	18000	F
189 58 189 S Quay Rd	City of Surfolk	4.23 16000 F SR 189	02 /0	1 /0	1 /0	1 /0	10 /6	U /o		0.075	1	0.543	10000	'
	From:	Southampton County Lin	e											
258 58 Franklin Bypass	(Maint: 133)	1.27 <b>17000</b> F	82%	1%	1%	1%	16%	0%	F	0.074	F	0.548	17000	F
	To:	US 58 Franklin Bypass												
Coro Coo Bomo	City of Cuffalls	X	0-	o HC F	O for all	rootional	troffic :	oluma -	atim -	too for the	io oc	amont		
(258) (58) Ramp	City of Suffolk	0.17	Se	e US 5	o for di	rectional	ıramc v	olume e	suma	ies for th	iis se	gment.		
		X												

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

Route	Jurisdiction	Length AADT QA 4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q'
Pamp	City of Suffolk	US 58-E451B TO RTE 189 SOUTH 0.05 S	00 LIC 50	for directional	traffic v	olumo o	ctimo	toe for th	ic co	amont		
58 58 Ramp	City of Surioik	1SR 189-P FROM RTE 58 EAST	<del>se 03 30</del>	Tor directional	trainc vi	biuille e	Suma	iles ioi iii	112 26	girierit.		
	From:	US 58 Franklin Bypass; SR 189										
Great Mill Rd	City of Suffolk	2200 F 62%	0%	1% 5%	32%	0%	С	0.079	F	0.505	2300	
38)	То:	NCL Suffolk				- , -			-			
	From:	SR 189										
South Quay Rd	City of Suffolk	1.24 <b>1300 G</b> 97%	0%	1% 1%	0%	0%	С	0.115	F	0.732	1300	
	To:	US 58 South Quay Rd										
	From:	Bus US 58 Constance Rd										
Washington St	City of Suffolk	0.34 <b>6200 G</b> 98%	1%	1% 0%	0%	0%	F	0.095	F	0.550	6600	
3	To:	D 16										
Washington St	City of Suffolk	Broad St 0.59 <b>6500 G</b> 98%	1%	1% 0%	0%	0%	С	0.092	F	0.531	6900	
vasilington St	Oity of Surioik		1 /0	1/6 0/6	0 /6	0 /6	O	0.032	'	0.551	0300	
	To: From:	SR 32 Main St							_			
Washington St	City of Suffolk	0.20 <b>6300 G</b> 97%	1%	2% 0%	0%	0%	С	0.088	F	0.527	6600	
	To: From:	Pinner St										
Washington St	City of Suffolk	<b>11000</b> F 97%	1%	2% 0%	0%	0%	F	0.081	F	0.519	12000	
<u> </u>	To:	Old ECL Suffolk										
Washington St	City of Suffolk	10000 G 97%	1%	2% 0%	0%	0%	F	0.086	F	0.562	11000	
(37)	· .		. , ,		0 / 0	0,0	•	0.000	•	0.002		
Name and Bardana	To: To:	Bus US 58 Portsmouth Blvd	40/	10/ 10/	00/	00/		0.000	_	0.550	4700	
Nansemond Parkway	City of Suffolk	3.03 <b>4400 G</b> 97%	1%	1% 1%	0%	0%	С	0.088	F	0.552	4700	
	To: From:	133-642 Wilroy Rd										
Nansemond Parkway	City of Suffolk	<b>11000 G</b> 97%	1%	1% 1%	0%	0%	F	0.094	F	0.588	12000	
	To: From:	Whitley Lane										
Nansemond Parkway	City of Suffolk	<b>8500 G</b> 97%	1%	1% 1%	0%	0%	F	0.095	F	0.555	9100	
,	To:	CD 105 K. H										
Nansemond Parkway	City of Suffolk	SR 125 Kings Hwy <b>12000 G</b> 95%	1%	1% 1%	1%	0%	С	0.095	F	0.604	13000	
1337 Ivansemond Farkway	Oity of Surfoik	WCL Chesapeake	1 /0	1/6 1/6	1 /0	0 /6	O	0.033	'	0.004	13000	
	From:	•										
Pruden Blvd	City of Suffolk	Isle of Wight County Line  3.08 11000 F 80%	1%	 1% 2%	16%	0%	F	0.092	F	0.745	11000	
160 Fruden Biva	City of Sulloik	3.06 11000 F 80%	170	170 270 	10%	0%	Г	0.092	Г	0.743	11000	
~~	To: From:	133-604 Lake Prince Dr; Providence Rd										
Pruden Blvd	City of Suffolk	<b>17000 F</b> 80%	1%	1% 2%	16%	0%	F	0.088	F	0.589	16000	
~	To:	133-634 Kings Fork Rd										
Pruden Blvd	City of Suffolk	<b>22000 F</b> 80%	1%	1% 2%	16%	0%	F	0.092	F	0.745	21000	
<del></del>	To:	US 58, BUS US 460; Suffolk Bypass										
~~~	From:	US 58, BUS US 460, Purden Blvd										
160 (58) (13) Suffolk Bypass		45000 F 90%	0%	1% 1%	7%	0%	F	0.086	F	0.599	47000	
~ ~ ~	Ter	SR 10 SR 32 Godwin Blvd										
460 \ (58) (13) Suffolk Bypass	City of Suffolk	1.87 55000 F 90%	0%	 1% 1%	7%	0%	F	0.085	F	0.575	58000	
100)(00)(10)	,	61-642 Wilroy Rd										

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

		Nansemon	u Mantenai	ICE AIR	ьа											
Route	Jurisdiction	Length	AADT (QA 4	1Tire	Bus			ick		QC	K	QK	Dir	AAWDT	Q
		Ţ.					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~ C (From:		642 Wilroy Rd		200/	00/		40/	70/	00/	_	0.005	_	0.504	40000	
50 58 13 Suffolk Bypass	City of Suffoll				90%	0%	1%	1%	7%	0%	F	0.085	F	0.591	49000	
	From:	Bus US 13,E XXX Bus US 1	Bus US 58 Milit		_											
60 \ (58) \ (13) Military Highway	<u> </u>	3.46			90%	0%	1%	1%	7%	0%	F	0.083	F	0.612	71000	
(3)	To:		CL Chesapeake		0070	0 70		1 70	1 /0	070	•	0.000	•	0.012	71000	
	From:		S 58, US 460													
us 60)	City of Suffoll			F 9	99%	0%	1%	0%	0%	0%	F	0.105	F	0.587	10000	
00)	only of Guilon			. `		0 70		0 70	0 / 0	070	•	0.100	•	0.007	10000	
us	From:	S	SR 10, SR 32													
(10) (32)	City of Suffoll	lk 1.49	25000	A 9	99%	0%	1%	0%	0%	0%	С	0.104	Α	0.514	26000	
	To:	Ole	d NCL Suffolk													
JS Marin Ot	From:			•	2001	001	461	001	001	001	_	0.004	_	0.500	07000	
(a) (32) (10) Main St	City of Suffoll	lk 0.09	26000	G S	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	27000	
is Bus Bus	To: From:	US 13,	BUS US 58,SR	R 32												
50 58 13 Constance Rd		0.88	14000	G 9	97%	0%	1%	1%	1%	0%	F	0.085	F	0.592	14000	
(38) (13) Serietaines : 14					0.70			. , 0	. , 0	0 / 0	•	0.000	•	0.002		
us Bus Bus	From:		Pinner St													
0 58 13 Portsmouth Blvd	City of Suffoll	lk 1.60	16000	F 9	97%	0%	1%	1%	1%	0%	С	0.088	F	0.539	17000	
	To	SR 33	37 Washington	St			<u> </u>									
us Bus Bus Bus Sol (58) (13) Portsmouth Blvd	City of Suffoll		• •		200/	00/	10/	10/	00/	00/	С	0.000	F	0.500	00000	
Portsmouth Blvd	City of Surion	lk 1.22	21000 US 58	G S	96%	0%	1%	1%	2%	0%	C	0.086	Г	0.589	23000	
¬	From:		Vest Exit 9B R									0.000	_		0000	
A Ramp	City of Suffolk (Mai	· · · · · · · · · · · · · · · · · · ·		G								0.088	F		6000	
			E, Western Fre													
st	City of Coeffells (Maxi		Newport New		200/	10/	10/	10/	40/	00/	_	0.100	Α		00000	
Monitor Merrimac Memorial Bridge Tunnel					93%	1%	1%	1%	4%	0%	_	0.129	• •	0 = 40	29000	
Combined Traffic	Estimates for 2 Parallel R				93%	1%	1%	1%	4%	0%	F	0.114	Α	0.510	61000	
		East I-664 is	signed as S	South I	-664											
ot .	To: From:	SR	135 College Di	r												
ist 54)Hampton Roads Beltway	City of Suffolk (Mai	int: 61) 1.38	30000	A 9	93%	1%	1%	1%	4%	0%	С	0.126	Α		32000	
	Estimates for 2 Parallel R	,			93%	1%	1%	1%	4%	0%	C	0.112	Α	0.539	65000	
Combined Traine	Talantito for L r arantitr	East I-664 is				. 70	. 70	. /0	. 70	0 /0	J	0.712	, ,	0.000	00000	
					-004											
st	To: From:	SR 164	Western Free	way												
Hampton Roads Beltway	City of Suffolk (Mai	int: 61) 0.58	24000	F 9	93%	1%	1%	1%	4%	0%	F	0.105	F		26000	
	Estimates for 2 Parallel R	Roadways on this Route:	50000	F 9	93%	1%	1%	1%	4%	0%	F	0.085	F	0.581	54000	
		•														
		East I-664 is	signed as S	South I-	-664											

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

Route	Jurisdicti	on	Length	AADT	ΩΔ	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	ΟV
riodio	Cansacti		Longin	AADI	Q.A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	Q0	Factor	Q. (Factor	70.000	Q,
East	From	n:		S 17 Bridge								_		_			_
664 Hampton Roads Beltway		,	0.62	34000	G	93%	1%	1%	1%	4%	0%	F	0.089	F		37000	G
	Combined Traffic Estimates for 2 Paralle	I Roadways on this	s Route:	70000	G	93%	1%	1%	1%	4%	0%	F	0.091	F	0.591	77000	G
		East		signed a		h I-664											
	Т	o:	EC	CL Chesapea	ake												
East	From	n:		I-664 East													
Ramp	City of Suffolk (I	Maint: 61)	0.26	1300	G								0.106	F		1300	G
	Т	io:	SR 1	35 N, Colle	ge Dr												
ast	From	n·		I-664 East													
Ramp	City of Suffolk (I	Maint: 61)	0.21	3500	G								0.122	F		3500	G
	Т	io:	SR 1	35 S, Colle	ge Dr												
East_	From	n:		I-664 East													
Ramp	City of Suffolk (I	Maint: 61)	0.23	12000	G								0.088	F		12000	G
		0.	I-664	East Exit 9E	Ramp			\neg									
East	City of Suffolk (I	Maint: 61)	0.18	2100	G			•					0.111	F		2100	G
Ramp	City of Sulloik (I	viairit. 01)		W, Western		7							0.111	Г		2100	G
	-	1				/											
East 064 Ramp	City of Suffolk (I	Maint: 61)	0.46	East Exit 9 <i>A</i> 9500	Ramp G								0.097	F		9500	G
664 Hamp	City of Sulloik (i	o:		West Exit 9I	-			_					0.097	'		9300	C
	Eros																
Vest 664 Monitor Merrimac Memor	rial Bridge Tunnel City of Suffolk (I	[3.46	Newport N 30000	A A	93%	1%	1%	1%	4%	0%	F	0.114	Α		32000	Α
	Combined Traffic Estimates for 2 Paralle	,			A	93%	1%	1%	1%	4%	0%	· 	0.114	Α	0.510	61000	Α
	Combined Traine Estimates for 21 draine	•		s signed a			1 /0	1 /0	1 /0	7/0	0 /6	'	0.114	^	0.510	01000	
		7763				11-004											
Vest	Fro	n:	SR	135 College	e Dr												
Hampton Roads Beltway	City of Suffolk (I	Maint: 61)	1.04	30000	Α	93%	1%	1%	1%	4%	0%	С	0.118	Α		33000	Α
	Combined Traffic Estimates for 2 Paralle	l Roadways on this	s Route:	60000	Α	93%	1%	1%	1%	4%	0%	С	0.112	Α	0.539	65000	Α
		Wes	t I-664 is	s signed a	s Nort	h I-664											
	Т	io:	SR 16	4 Western F	reeway												
Vest	From City and City an	Mainte C1)				000/	10/	10/	40/	407	00/	_	0.070	_		00000	_
Hampton Roads Beltway		,	0.40	26000	F	93%	1%	1%	1%	4%	0%	F _	0.079	F		28000	F _
	Combined Traffic Estimates for 2 Paralle	-			F	93%	1%	1%	1%	4%	0%	F	0.112	Α	0.539	54000	F
		Wes	t I-664 is	s signed a	as Nort	h I-664											
Vest	T From	o: n:	U	S 17 Bridge	Rd												
	City of Suffolk (I	Maint: 61)	0.57	37000	F	93%	1%	1%	1%	4%	0%	F	0.08	F		40000	F
Sea /Hampton Roads Beltway	2, 2. Gan on (.	•			G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.589	77000	G
Hampton Roads Beltway	Combined Traffic Estimates for 2 Paralle	I Roadways on thi	s Route:	/0000													
Hampton Roads Beltway	Combined Traffic Estimates for 2 Paralle	•					1 /0	1 /0	. , 0	.,0							
Hampton Roads Beltway	Combined Traffic Estimates for 2 Paralle	•	t I-664 is	s signed a	s Nort			.,,,	. , 0	.,,							
	Combined Traffic Estimates for 2 Paralle	•	t I-664 is E0	s signed a	as Nort		. , ,		.,,								
Hampton Roads Beltway West 664 Ramp	Combined Traffic Estimates for 2 Paralle T City of Suffolk (I	Wes	t I-664 is E0	s signed a	as Nort								0.143	F		1900	G

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck	QK Dir Factor	AAWDT QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.26 4200 G SR 135 S, College Dr	0.117	F	4200 G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION 0.26 130 F I-664-W FROM INSPECTION STATION	0.183	F	140 F
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 6400 G SR 164 W, Western Freeway	0.089	F	6400 G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.11 11000 G I-664 West Exit 9C Ramp	0.078	F	11000 G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 6000 G I-664 East Exit 9B Ramp	0.088	F	6000 G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 4900 G US 17 S, Bridge Rd	0.092	F	4900 G

					ivanis	ciliona i	namena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
690 Ennis Mill Rd	0.20	140	R				Pruden Bl				NA			NA		05/17/201
690 Ennis Mill Rd	0.10	360 From	R			46-636 O		Rd			NA			NA		05/17/201
		To				WCI	L Suffolk									
602 Kirk Rd	0.60	530	F	99%	0%	0%	0%	0%	0%	F	0.119	F	0.595	560	F	2020
		From				Isle of Wig										
Everets Rd	0.30	1600	N	98%	0%	Isle of Wig	0%	0%	0%	N	0.116	F	0.714	1700	N	2020
Everets Rd	1.97	1600	F	98%	0%	133-604 I 1%	ake Prince	e Dr 0%	0%	С	0.116	F	0.714	1700	F	2020
603 Everets Rd	0.97	1700	F	97%	0%	133-742 M 1 %	oore Farm 2%	Lane 0%	0%	С	0.12	F	0.692	1800	F	2020
133		To				SR 10 C	Godwin Bl	vd								
	0.01	From	Ę		JB-NC N	NORTH CA	ROLINA	STATE I	INE		0.100	_	0.700	202	_	0000
Desert Rd	6.91	220	G			133-642 W	hite Mars	sh Rd			0.106	F	0.786	220	G	2020
Hosier Rd	1.54	410	F	97%	1%	2% 133-674 N,	0% Skeeterto	0% wn Rd	0%	С	0.114	F	0.741	440	F	2020
604 Hosier Rd	4.11	530 From:	F	98%	1%	1%	1%	0%	0%	С	0.101	F	0.778	560	F	2020
604) Factory St	0.06	2700 From:	G	96%	0%	133-1105 1%	Mahlon A	1%	0%	С	0.088	F	0.611	2900	G	2020
Factory St	0.00	To	一	0070	0 70		uffolk; Ga		0 70		7	•	0.011	2000	ŭ	2020
<u> </u>		From				S 58 Bus; V										
Pitchkettle Rd	1.30	3800	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.528	4100	G	2020
O 8" 11 " 81	0.55	From		070/	40/		affolk Byp		00/	_			0.504	0500		2222
Pitchkettle Rd	2.55	2400 To	F	97%	1%	1% 133-634 W	0% Kings Fo	0%	0%	С	0.109	F	0.581	2500	F	2020
		From				133-634 E,										
Providence Rd	0.51	1300	F	96%	1%	2%	0%	0%	0%	С	0.110	F	0.59	1400	F	2020
		To From					Pruden Bl									
Lake Prince Dr	0.78	1700	F	99%	0%	1%	0% Girl Scout	0% : Rd	0%	С	0.101	F	0.557	1900	F	2020
604 Lake Prince Dr	3.16	1100	F	98%	0%	1%	0%	0%	0%	С	0.108	F	0.636	1200	F	2020
1337		To				133-603	Everets I	Rd								
○		From				133-739	Deer Path	Rd				_	0.504	400		
Milford Lane	1.50	100	G			133-644 V	V Indian '	Troil			0.133	F	0.581	100	G	2020
		From														
610 Buckhorn Rd	3.30	400	F	95%	0%	2%	7, Holland 2%	0%	0%	С	0.119	F	0.527	420	F	2020
Buckhorn Rd		To					Indian Tr									
610 Buckhorn Rd	1.70	270 From:	F	96%	1%	2%	1%	0%	0%	С	0.126	F	0.607	280	F	2020
1337		To				Isle of Wig	tht County	Line								
		From				US 460	Pruden Bl	lvd								
Gardner Lane	1.40	360	G			100.50					0.189	F	0.759	360	G	2020
		10					6 Exeter I									
612) O'Kelly Dr	4.90	370	F	96%	0%	133-616 T	Vicksburg 1%	Rd 1%	0%	С	0.094	F	0.763	400	F	2020
612 O'Kelly Dr	1.00	To			3 73		Sap Termin									
O 16 11 21		From		0751		133-653;	Gap Term	inus	061		0.425	-	0.540	4=0	_	
612 Kingsdale Rd	3.20	160		97%	0%	0%	2%	1%	0%	С	0.135	F	0.546	170	F	2020
(a) Kingadala Dd	0.00	From		040/	00/		0 Carr Lar		00/		0.107		0.700	00		2020
612 Kingsdale Rd	0.20	80	F	94%	0%	1%	4%	1%	0%	С	0.137	F	0.786	80	F	2020

ength	AADT From:	QA	4Tire	Bus	 2Axle	Tru 3⊥∆vlo	-		QC	K	QK	Dir	AAWDT	QW	Year
1.50	From:						HHAII	∠ IIdli		Factor		Factor			
1.50	From:														
	410	G		13	3-661 W, S	outhwest 58 West	ern Blvd			0.118	F	0.615	410	G	2020
	From:					IS 58									
2.20	450	F	98%	0%	1%	1%	0%	0%	С	0.106	F	0.583	480	F	2020
2.77	210 From:	F	96%	1%	1%	S, Ellis I 2%	0%	0%	С	0.114	F	0.5	220	F	2020
1.69	190 From:	F	95%	0%	1%	3%	1%	0%	С	0.095	F	0.577	210	F	2020
0.10	390 To:	F	96%	0%	133-660 S: 2%	Vicksbur 1%	rg Rd 1%	0%	С	0.110	F	0.646	410	F	2020
3.43	From: 520	F	97%					0%	С	0.097	F	0.561	550	F	2020
1.48	350 From:	F	95%	1%	3%	1%	0%	0%	С	0.101	F	0.667	370	F	2020
2.10	From:	G								0.134	F	0.6	110	G	2020
	To				133-673 N	Greenwa	ay Rd						•		
1.69	From: 5600	G								0.099	F	0.600	5600	G	2020
	From:														
1.44	7600	G	97%	1%	1%	1%	1%	0%	С	0.1	F	0.514	8000	G	2020
1.63	12000 To:	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.551	12000	G	2020
	From:														
1.36	4900	G	96%	2%	1%	1%	0%	0%	F	0.101	F	0.553	5200	G	2020
3.51	8800 To:	G	96%	2%	1%	1%	0%	0%	С	0.097	F	0.586	9400	G	2020
	From:					Kings Hv	wy								
5.26	2300 _{To:}	F	97%	0%		1% Bridge R	0% .d	0%	С	0.097	F	0.54	2500	F	2020
	From:		0051					021			_	0.000	0=0	_	000-
5./0	630 To:	F	99%	0%				0%	C	0.128	F	0.693	6/0	F	2020
	From:														
2.27	370	F	96%	1%	2%	0%	2%	0%	С	0.123	F	0.648	390	F	2020
1.70	1500 From:	F	97%	0%	1%	0%	1%	0%	С	0.108	F	0.746	1600	F	2020
0.64	2100 From:	F	96%	1%	2%	1%	1%	0%	С	0.114	F	0.632	2200	F	2020
2.27	4600 To:	G	96%	1%	2%	1%	1%	0%	F	0.108	F	0.539	4800	G	2020
	From:														
1.25	570	G								0.123	F	0.660	570	G	2020
0.42	From: 1100	F	98%	0%	1%	1%	0%	0%	С	0.11	F	0.527	1200	F	2020
	1.69 0.10 3.43 1.48 2.10 1.69 1.44 1.63 1.36 3.51 5.26 5.70 2.27 1.70 0.64 2.27	1.69 190 From: 1.69 190 To: 7	1.69 190 F To From: 3.43 520 F 1.48 350 F 1.48 350 F 1.69 5600 G 1.69 5600 G 1.63 12000 G 1.63 12000 G 1.63 12000 G 1.70 From: 1.36 4900 G 3.51 8800 G To From: 5.26 2300 F To From: 5.27 4600 F 1.70 From: 1.70 1500 F 1.70 From: 1.7	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69

					Nanse	emond Ma	aintena	nce Are	ә а							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru	-		QC	K	QK	Dir	AAWDT	QW	Year
City of Suffolk						ZAXIE 3)+AXIE	IIIaii	ZITAII		Factor		Factor			
		From				North Caroli	ina State	Line								
Adams Swamp Rd	3.32	340	F	98%	0%	1%	1%	0%	0%	С	0.097	F	0.727	360	F	2020
<u> </u>		From	4		133	SR 32 S, O 3-675 S, Cyp					+-					
White Marsh Rd	1.84	400	F	94%	0%	3%	2%	0%	0%	С	0.123	F	0.761	420	F	2020
133		To			12	3-604 Hosie	r Dd: Do	cort Dd			—					
642 White Marsh Rd	1.95	380 From	F	95%	0%	2%	3%	0%	0%	С	0.11	F	0.655	410	F	2020
White Marsh Rd		To														
White Marsh Rd	2.80	560 From:	F	98%	0%	133-674	1%	0%	0%	С	0.107	F	0.671	590	F	2020
White Marsh Rd		To									_					
642) White Marsh Rd	0.79	710 From	 F	98%	0%	80 MN 133- 1%	1%	ger Ra 0%	0%	С	0.097	F	0.708	760	F	2020
White Marsh Rd	0.70			0070	0 70				0 70			·	0.700	700	·	2020
White Marsh Rd	0.84	2200 From	F.	98%	0%	133-1125 S	Seminole 1%	Dr 0%	0%	С	0.090	F	0.659	2300	F	2020
White Marsh Rd	0.04	2200 To:		30 /6		L Suffok; SI					0.090	'	0.055	2300	'	2020
		From				Bus US 58 C			i St							
Wilroy Rd	2.10	4300	F	96%	0%	1%	1%	1%	0%	С	0.098	F	0.512	4500	F	2020
(133)		To From	-			US	S 58				\neg —					
Wilroy Rd	1.77	8300	G	94%	1%	1%	2%	1%	0%	С	0.098	F	0.521	8800	G	2020
133/		To				SR 337 Nans	semond I	Pkwy								
		From			13	3-616 E, Mi	ineral Spi	ring Rd								
Manning Rd	2.56	470	F	98%	0%	1%	0%	0%	0%	С	0.114	F	0.705	500	F	2020
1337		To:	-			133-663 L	eesville	Rd			\neg —					
Manning Rd	2.32	590	F	97%	0%	2%	0%	0%	0%	С	0.105	F	0.711	630	F	2020
133/		To	4			133-647 C	opeland	Rd			¬—					
Manning Rd	1.30	910 From	F	97%	1%	2%	0%	0%	0%	С	0.107	F	0.688	960	F	2020
133		To	ž.		1.	33-645 Man	ning Brid	ige Rd								
Manada a Brida a Bri	0.04	From	<u> </u>			133-645 N	Manning 1	Rd				_	0.050	700	0	0000
Manning Bridge Rd	0.94	780	G		0.0	M MNI 122 4	(45 M	.i D.1			0.112	F	0.656	780	G	2020
		F			0.9	94 MN 133-6										
644 Indian Trail	1.70	250		96%	0%	133-740	Carr Lan	1%	0%	С	0.134	F	0.697	270	F	2020
1333 Indian Trail	1.70	250		90%	076	1 70	270	1 70	0%		0.134	Г	0.097	270	Г	2020
	0.70	From	i	070/	00/	133-610 B			00/		0.404		0.550	050		2222
644 Indian Trail	3.70	330	F	97%	0%	1%	1%	1%	0%	С	0.121	F	0.553	350	F	2020
		To From				133-634 Ki										
644 Indian Trail	2.30	500	F	97%	0%	1%	0%	1%	0%	С	0.128	F	0.754	530	F	2020
		To From	i			133-738 I	Kenyon F	₹d								
644 Indian Trail	0.60	1000	F	98%	0%	1%	0%	0%	0%	С	0.108	F	0.521	1100	F	2020
TIAN T		To	-			133-637 La	ke Mead	e Dr			\neg —					
644 Indian Trail	1.18	1000	F	99%	0%	1%	0%	0%	0%	С	0.106	F	0.603	1100	F	2020
133		To				133-639 (Cohoon F	₹d								
_		From			1.	33-643 Man	ning Brid	ige Rd								
645 Manning Rd		600	F	97%	0%	2%	1%	0%	0%	С	0.148	F	0.579	630	F	2020
		To From				Urban I	Boundary				\neg —					
Manning Rd		1300	F	97%	0%	1%	1%	0%	0%	С	0.099	F	0.566	1300	F	2020
1337		To				US 58 H	Holland R	d								
		From				33-705 Mead	low Cour	ıtry Rd								
646 Airport Rd	0.40	1100	F	97%	0%		1%	1%	0%	С	0.087	F	0.532	1100	F	2020
		To			J	JS 13; SR 3	2 Carolii	na Rd								
<u> </u>		From		-		US 58 E,						_				
647 Lummis Rd	0.20	1600	F	93%	1%	2%	2%	2%	0%	С	0.093	F	0.63	1700	F	2020
		To: From:				133-649 I	Lummis I	₹d								
647 Copeland Rd	2.50	510	F	90%	1%	3%	2%	3%	0%	С	0.135	F	0.566	540	F	2020
		To:	-		10	33-643 Man	ning Brid	lge Rd			\neg —					
		Prom:														0000
647) Copeland Rd	0.65	950	F	93%	1%	2%	2%	2%	0%	С	0.113	F	0.565	1000	F	2020

					Nans	emond Ma	aintenance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
647 Copeland Rd	1.75	730	F	91%	1%	3%	ackson Rd 3% 3% leyville Blvd	0%	С	0.122	F	0.522	770	F	2020
		From:					ngstreet Lane								
Quince Rd	1.90	160	G				Lummis Rd			0.205	F	0.59	160	G	2020
		From:								1					
653 Glen Haven Dr	0.13	1000	F	97%	0%	1%	ingsdale Rd 0% 1%	0%	С	0.107	F	0.548	1100	F	2020
653 Dutch Rd	3.12	530 From:	F	95%	0%	1%	3% 1%	0%	С	0.12	F	0.722	560	F	2020
		From:					, Quaker Dr , Quaker Dr								
Holland Corner Rd	2.17	190	F	94%	2%	2%	0% 2% eral Spring Rd	0%	С	0.129	F	0.692	200	F	2020
		From:					Barnes Rd								
655 Brentwood Rd	0.90	120	G			100 001				0.146	F	0.821	120	G	2020
133		To				US	5 58								
		From:				133-659 Pt	ighsville Rd								
Town Point Rd	1.36	1300	F	98%	0%	1%	0% 0%	0%	С	0.1	F	0.526	1400	F	2020
658 Town Point Rd		2600 From:	F	98%	0%	1%	0% 0%	0%	С	0.088	F	0.53	2800	F	2020
		To: From:					lge Rd; Gap								
Town Point Rd	0.60	9400	F	98%	0%	1%	w Blvd.; Gap 0% 0%	0%	F	0.088	F	0.527	9900	F	2020
658 Town Point Rd	0.18	11000	F	99%	0%	133-2253 Bi	rookwood Dr 0% 0%	0%	С	0.085	F	0.501	12000	F	2020
		From					College Dr								
658 Town Point Rd	0.68	9800 To:	F	99%	0%	0%	0% 0%	0%	С	0.09	F	0.507	10000	F	2020
		From:			1.0		ortsmouth								
659 Pughsville Rd	1.28	5900	G	98%	0%	33-626 N, Sh 1%	0% 0%	0%	С	0.101	F	0.614	6200	G	2020
Pughsville Rd	1.20	To:		30 70	0 70		nesapeake	0 70			'	0.014	0200	G	2020
		From:		13.	3-616 N:	Mineral Sp	ring Rd; Longstr	eet Lane							
660 Longstreet Ln	5.50	390	G			,	B -/ - B			0.118	F	0.698	390	G	2020
133		To:				US	S 58								
$\widehat{}$		From:				133-759 W	, Quaker Dr								
Box Elder Rd	1.10	40 To:	G			100 510				0.203	F	0.875	40	G	2020
							ummis Rd								
666) Gates Rd	2.10	1300		78%	133 1%	3-759 Pinevio 1%	ew Rd; Gates Rd 1% 19%	0%	С	0.101	F	0.634	1400	F	2020
Gates Rd	2.10	.500		7070	1 /0			0 /0		0.101		0.004	1700		2020
666 Gates Rd	3.37	1400 From	F	77%	1%	1%	Ellis Rd 1% 19%	0%	С	0.097	F	0.568	1500	F	2020
-		To:				133-746 W	ildwood Dr								
Gates Rd	0.65	1300	F	71%	0%	1%	2% 25%	0%	С	0.092	F	0.646	1400	F	2020
		To					189								
667) Butler Dr	1.90	70	G			133-759 E,	Pineview Rd			0.130	F	0.591	70	G	2020
Butler Dr	1.30	7 U	G			133-660 Lo	ngstreet Lane			0.130	,	0.001	70	u	2020
		From:					Short Lane								
668 Pittmantown Rd		1200	F	73%	0%	1%	1% 25%	0%	С	0.099	F	0.565	1300	F	2020
133		To:				133-759 N	I, Gates Rd								
668) Freeman Mill Rd	4.50	From:				133-671 Sp	ivey Run Rd				_	0.756	540	G	2020
	4.50	540	G		,	UC 12 N WI	1:11- D11			0.118	F	0.756	540	G	2020
668 Freeman Mill Rd		To:				13-13 N W/	ialevville Biva								
1 reemail will rid		From:					levville Blvd			i					
672) Little Fork Rd	3.60		G				leyville Blvd			0.168	F	0.524	110	G	2020

					ivans	emond Maintenand	se Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1	•		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk			_			ZAXIE STAXIE I	IIaii 2	LIIaii		ı actor		i actor			
	2.00	From:			133-	759 E, Liberty Spring R	d West			0.115	F	0.677	250	G	2020
Liberty Spring Rd North	2.00	250 To:	G			133-647 Copeland Ro	i			0.113	Г	0.677	250	G	2020
		From:				133-604 S, Hosier Rd									
Badger Rd	1.30	110	F	95%	0%		0%	0%	С	0.15	F	0.526	110	F	2020
1337		To:				133-642 White Marsh I	Rd								
Owner Obered Bd	0.00	From:	_	000/	40/	US 13 Whaleyville Bly		00/	0	0.100	_	0.000	100		0001
Cypress Chapel Rd	3.60	110	F	96%	1%	2% 1%	0%	0%	С	0.122	F	0.632	120	F	2020
675) Cypress Chapel Rd	0.50	160	F	93%	1%	SR 32 Carolina Rd 4% 1%	1%	0%	С	0.111	F	0.524	170	F	2020
Cypress Chapel Rd	0.50	To:	<u> </u>	90 /0		133-642 S, White Marsh		0 /6		0.111	'	0.524	170	'	2020
		From:				North Carolina State Li									
G77) Great Fork Rd	3.60	1500	F	98%	0%		0%	0%	С	0.1	F	0.734	1500	F	2020
133		To:				US 13 Whaleyville Blv	⁄d								
O 01 0		From:				133-673 Greenway Ro	d							_	
Cherry Grove Rd	2.60	70 To:	G		10	23 642 N. Adama Swam	n Dd			0.115	F	0.684	70	G	2020
		From			1.	33-642 N, Adams Swam	ρKd								
Benton Rd	1.00	580	G			Dead End				0.129	F	0.729	580	G	2020
Benton Rd		Tor				US 13									
		From:				US 13, SR 32									
Turlington Rd	3.16	2100	F	97%	0%		0%	0%	С	0.104	F	0.637	2200	F	2020
		To:				133-1722 Kilby Shores									
Mookinghird Long	1.05	From:		000/	00/	133-743 Matoaka Rd		00/	С	0.140	F	0.600	00	_	2020
Mockingbird Lane	1.25	90 To:	F	99%	0%	1% 0% Dead End	0%	0%	C	0.143	Г	0.632	90	F	2020
		From:				133-646 Airport Rd									
Meadow Country Rd	1.80	490	F	98%	0%		1%	0%	С	0.111	F	0.54	510	F	2020
1337		To:			1.	33-674 Meadow Country	y Rd								
		From:				133-2023 N, Lake Rd	l			_					
Nansemond Dr North	0.53	430 To:	F			122 717 N-at-Ch	.			0.11	F	0.634	430	F	2020
		From:				133-717 North Shore I	Л								
731) Dill Rd		4000	G	88%	2%	US 13 Carolina Rd 2% 2%	6%	0%	С	0.083	F	0.539	4200	G	2020
731) Dill Rd		To:				133-1111 E, Dill Rd									
		From:				133-644 W, Indian Tra	ıil								
Deer Path Rd	5.20	340	G							0.124	F	0.654	340	G	2020
		To				133-644 E, Indian Tra									
Carr Lanc	0.80	From:	F	000/	0%	133-612 Kingsdale Ro		0%	С	0.182	F	0.500	60	F	2020
740 Carr Lane	0.60	DU To:		88%	0%	2% 7% 133-644 Indian Trail	2%	0%	U	0.182	Г	0.583	60	Г.	2020
		From				Dead End									
744 Jasmine Ln	0.93	70	G			Dona Para				0.129	F	0.591	70	G	2020
133		To:				133-616 Holy Neck R	d								
<u> </u>		From:				Dead End				2022	_			_	
Bennetts Creek Park Ro	1.03	4900 To:	G			122 626 Chauldan IVII	Dd			0.097	F	0.608	4900	G	2020
		From:				133-626 Shoulders Hill									
Short Lane	0.12	1300	F	74%	1%	North Carolina State Li	ne 23%	0%	С	0.097	F	0.576	1300	F	2020
Short Lane	V L	To:		, 0		133-668 S, Pittmantown		5,5				0.070	. 300		
Ontro D.I	1.00	From:		7001	1	133-668 N, Pittmantown	Rd	00/	_	0.005	_	0.040	1000	_	000
Gates Rd	1.23	1300 To:	F	73%	0%		24%	0%	С	0.095	F	0.612	1300	F	2020
		From:				133-666 Pineview Rd									
759 Pineview Rd	3.75	46	F	91%	1%	0% 5%	3%	0%	С	0.192	F	0.6	49	F	2020
Looy		To:				133-616 W, Holy Neck	D 1								

					Nans	emond Ma	intenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Suffolk 759 Quaker Dr		From:	F	97%	1%		0% 1%	0%	С	0.116	F	0.726	640	F	2020
259 Liberty Spring Rd West	2.28	From: 430	G			133-653 N, 133-643 S, N	Manning Rd			0.143	F	0.627	430	G	2020
		From:	<u> </u>			US 13 S, Wha									
Burnetts Ct	0.12	110	G			Cul-de				0.159	F	0.615	110	G	2020
035) Chenaneo Rd	0.14	From:	F			Cul-de				0.163	F	0.704	40	F	2020
O35 Chenaneo Rd		To				133-1034 Fa	llwater Way								
		From:				133-1111									
County St	0.62	2800 To:	F	87%	1%	1% Old Suffolk	3% 8% Corp Limits	0%	С	0.083	F	0.602	3000	F	2020
~ ·		From				133-731 W	<i>'</i>							_	
Dill Rd	0.39	130	F	65%	1%		2% 30%	0%	С	0.155	F	0.526	130	F	2020
		From:				133-1101 (•								
147) Summerfield Ct	0.06	300	G			133-1148 Wi	nterview Dr			0.128	F	0.517	300	G	2020
133	0.00	To:			1	33-1145 Sprir	gfield Terrace			0.120	'	0.517	300	u	2020
		From				133-1332 Т									
6th St	0.39	4500	G	98%	1%	1%	0% 0%	0%	С	0.09	F	0.605	4800	G	2020
310) 6th St	0.17	630 From:	F	99%	0%	SR 337; Wash 0%	0% 0%	0%	С	0.102	F	0.654	670	F	2020
310) 6th St	0.17	To:	Ė	0070			Ave; Gap Termin				·	0.004	070	·	2020
$\hat{}$		From:				133-1318	Clary Dr								
Goodman St	0.11	280	F	99%	0%		0% 0%	0%	С	0.110	F	0.703	300	F	2020
		To:				133-1317 C									
Mo Aruthur Dr	0.16	From:	ᄂ			133-642 V	Vilroy Rd				F	0.75	40	G	2020
McAruthur Dr	0.16	40 To:	G		13	3_1310-133_	1323 Myrtle St			0.2	Г	0.75	40	G	2020
		From:	l		1.	SR 337 Wa	•								
324) Hollywood Ave	0.06	2200	G	98%	1%		0% 0%	0%	С	0.092	F	0.581	2300	G	2020
Hollywood Ave	0.00	To:		0070	. , ,	133-1325 N		0,0				0.00		<u> </u>	_0_0
		From:				133-1310 G	oodman St								
325 Center Ave	0.39	1600	F	99%	0%		0% 0%	0%	С	0.094	F	0.539	1700	F	2020
133		To				133-1324 Но									
		From:				Pinne									
329 Old Pinner St	0.17	2300	F	96%	0%		1% 1%	0%	С	0.113	F	0.947	2500	F	2020
		To:				US 58 Bus; C									
○ T 5.1	0.00	From	Ļ	0001		133-642 Whi		001		0.000	_	0.500	0.400	_	0000
Truman Rd	0.23	2300 To	F	99%	0%		0% 0%	0%	С	0.082	F	0.506	2400	F	2020
		Par.				133-131									
368) Nixon Dr	0.06	740	G		1	133-1366 Blyt	hewood Lane			0.11	F	0.527	740	G	2020
133	0.00	740 To:				133-1369	Sierra Dr			0.11		0.521	740	u	2020
		From:				Dead									
502) Eclipse Dr	0.19	160	G			Dead	LIIU			0.137	F	0.596	160	G	2020
1333		To:				133-1505	Cross St								
		From:				Dead									
Sunset Manor Dr	0.07	45	G							0.365	F	0.587	45	G	2020
133		To:				133-1601 V	aughan Ave								
		From:				Bus US 58 l	Holland Rd								
										0.000		0.600	E400	G	2020
Kilby Shores Rd	0.03	5100	G	97%	1%	1% 133-688 Tu	1% 0%	0%	С	0.098	F	0.680	5400	G	2020

					- tano	emond Maintenance Ar			17		D:			
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Suffolk			i						. 40101		. 4010.			
727) Brittle Dr	0.07	From:	G			133-1718 N, Staley Dr			0.122	F	0.6	60	G	2020
Brittle Dr		To:				Dead End								
A a la Mara al Du	0.07	From:				133-1790 Woods Pkwy			0.105	_	0.500	00	_	0000
Ash Wood Dr	0.27	80 To:	F			Cul-de-Sac			0.105	F	0.533	80	F	2020
		From:				Cul-de-Sac								
Berkshire Blvd	0.35	470	F						0.111	F	0.588	470	F	2020
		To:				133-1851 Ashford Dr			1					
1905) Hawk Rd	0.11	230	G			133-1902 Wren Rd			0.099	F	0.546	230	G	2020
Hawk Rd		To:				133-1907 Beaver Lane				-				
$\widehat{}$		From:			1:	33-627 Bennets Pasture Rd								
Foxcroft Rd	0.43	160 To:	G			122 2028 Paittany I and			0.115	F	0.571	160	G	2020
		From:			13	133-2028 Brittany Lane 33-2075 Beech Grove Lane								
Carter Ln	0.08	110	F		1,				0.140	F	0.5	110	F	2020
133/		To			13	3-2070 Drivers Station Way								
Burbage Lake Circle	0.19	490	G			133-2143			0.107	F	0.636	490	G	2020
Burbage Lake Circle	0.19	To:			133	3-2145 Olde Bullocks Circle			0.107		0.030	450	<u> </u>	
		From:				Dead End								
Breeze Point Way	0.27	5600	F						0.096	F	0.5	5600	F	2020
		From:	<u> </u>			US 17 Bridge Rd			<u> </u>					
Harbour View Blvd	1.02	17000	F	98%	0%	US 17 Bridge Rd 1% 1% 0%	0%	С	0.089	F	0.589	17000	F	2020
Harbour View Blvd		To				Town Point Rd								
Harbour View Blvd	1.44	4600	F	98%	0%	Hapmton Roads Pkwy 1% 1% 0%	0%	F	0.093	F	0.562	4800	F	2020
Harbour View Blvd		To:				SR 135								
<u> </u>		From:				Cul-de-Sac							_	
Preakness Circle	0.04	40 To:	F		11	33-2350 Steeplechase Lane			0.167	F	0.667	40	F	2020
		From:	l		1,	Cul-de-Sac								
Rabey Farm Rd	0.52	820	F			our de bue			0.114	F	0.69	820	F	2020
133		To			13	3-626 N, Shoulders Hill Rd								
Pinner St	0.63	6400	G	98%	0%	Washington St 1% 0% 0%	0%	С	0.098	F	0.571	6800	G	2020
Pinner St	0.00		<u> </u>	30 /0	0 /0		0 /0	0			0.371		<u> </u>	
8501) Pinner St	0.41	9000 From:	G	98%	0%	Moore Ave 1% 0% 0%	0%	F	0.092	F	0.538	9500	G	2020
133		Tor				Old CL Suffolk								
Courth Dress of Ct	0.15	From:	Ļ	070/	00/	Smith St	00/		0.100	Г	0.540	1000	_	0000
South Broad St	0.15	1100	F	97%	0%	1% 1% 0%	0%	С	0.100	F	0.549	1200	F	2020
North Broad St	0.68	690	G	98%	1%	Washington St 1% 0% 0%	0%	С	0.135	F	0.714	730	G	2020
North Broad St	0.00	To		3370	. 70	East Riverview Dr	0 70				V	. 00	J	_0_0
Western Ave	0.12	950 From	G	98%	0%	1% 0% 0%	0%	С	0.099	F	0.624	1000	G	2020
		To				West Constance Rd								
(8507) Wellons St	0.65	From:	_	090/	00/	Kilby Ave	00/	С	0.096	F	0.520	1900	F	2020
Wellons St	0.65	1700	F	98%	0%	1% 0% 0%	0%	U	0.096	_	0.539	1800		2020
Market St	0.43	2800 From	G	97%	0%	SR 337 Washington St 1% 1% 0%	0%	С	0.096	F	0.589	2900	G	2020
1337		To		- /-		Saratoga St	- / -							
Market St	0.06	3400 From	F	97%	0%	1% 1% 0%	0%	F	0.099	F	0.624	3600	F	2020
133		To				SR 32 Main St								

						emona Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	i			Main St				1					
8508 Finney Ave	0.20	6700 _{To:}	G	99%	0%	Main St 1% 0%	0%	0%	С	0.088	F	0.507	7100	G	2020
			<u> </u>			Pinner Ave									
8509 Saratoga St	0.31	2400	G	97%	1%	Carolina Ave	0%	0%	С	0.089	F	0.52	2500	G	2020
8509 Saratoga St	0.12	2900	G	97%	1%	Washington St 1% 1%	0%	0%	F	0.101	F	0.514	3100	G	2020
		To:				Market St									
O		From:		2221	221	Saratoga St	221				_			_	
8510 Hall Ave	0.43	3000	G	98%	0%	1% 1%	0%	0%	С	0.098	F	0.558	3200	G	2020
<u> </u>		To:				East Washington	St								
		From:				SCL Suffolk									
Factory St	0.44	2300	F	97%	0%	1% 1%	1%	0%	С	0.092	F	0.515	2400	F	2020
		To				Washington St									
$\overline{}$		From:				Carolina Rd									
Fayette St	0.17	770	F	99%	0%	1% 0%	0%	0%	С	0.113	F	0.522	810	F	2020
·		To: From:				Cedar St									
Codar St	0.04	930	F	98%	1%	Fayette St	0%	0%		0.09	F	0.8	990	F	2020
Cedar St	0.04	930 To:		90%	170	1% 0%	0%	0%	С	0.09	Г	0.8	990	Г	2020
		From:				Madison Ave Cedar St									
Madison Ave	0.23	650	F	80%	0%	1% 4%	15%	0%	С	0.123	F	0.56	690	F	2020
Madison Ave		T													
Madison Ave	0.11	2300 From:	F	93%	1%	County St 2%	2%	0%	С	0.116	F	0.585	2400	F	2020
Madison Ave	0.11	2300 To:		33 /6	1 /0	Factory St	Z /0	0 /6		0.110	'	0.565	2400	'	2020
		From:								_					
Bank St	0.20		F	98%	0%	North Main St 1% 1%	0%	0%	С	0.105	F	0.69	2500	F	2020
Bank St	0.20	2300 To:		90%	076		076	076	U	0.103	Г	0.09	2300	г	2020
			<u> </u>			Pinner St									
O	0.10	From:	<u> </u>	000/	00/	Old Suffolk Corp Li		00/		0.000	_	0.040	0000	_	0000
County St	0.18	3100	G	90%	0%	1% 3%	5%	0%	F	0.093	F	0.648	3300	G	2020
		From				Madison Ave									
County St	0.27	3400	G	90%	0%	1% 3%	5%	0%	С	0.091	F	0.592	3600	G	2020
		To				SR 337 Washington	n St								
		From:				SR 337 Washington	n St								
Liberty St / Moore Ave		3700	G	90%	1%	1% 3%	6%	0%	С	0.099	F	0.586	4000	G	2020
1337		To:				Pinner St									
		From:				Repass Beach R	d								
Burbage Lake Circle		1300	F							0.108	F	0.598	1300	F	2020
		To:				Wet Marsh Ct									
		From				Smith Street									
James Avenue		340	F							0.098	F	0.629	340	F	2020
		To				W. Washington Str	eet								
		From:				Ashford Dr									
Kensington Blvd		5900	G	98%	1%	1% 0%	0%	0%	С	0.090	F	0.573	5900	G	2020
· ·		To:				Godwin Blvd									Ī
		From:				Pioneer Ave									
Quince Rd		170	G	98%	0%	1% 0%	1%	0%	С	0.131	F	0.5	170	G	2020
Quilloc Flu		To:		JU /6	0 /0	Lummis Rd	1 /0	0 /0	J	0.131		0.5	170	u	2020
Moothorby		From:	Ļ			Ithacha Tr				0.101	г	0.600	250	_	2020
Weatherby Way		250 To:	F			Shoulders Hill R				0.131	F	0.638	250	F	2020
		10				Viscovildono I Lill D									