2017

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

where available

Special Locality Report 133

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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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

							Tru	ick			К	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT	QW
	From:	Isle of Wight Coun	1											
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Rd	City of Suffolk	1.31 11000	F	95%	0%	1%	1%	2%	0%	F	0.103	0.59	7 11000	F
$\bigcirc \bigcirc$	To	SR 125 Chucka	tuck											
(10) (32) Godwin Blvd	City of Suffolk	0.87 13000	F	95%	0%	1%	1%	2%	0%	F	0.101	0.61	14000	F
	Tor	122 (02 5												
(10) (32) Godwin Blvd	City of Suffolk	133-603 Everets 4.81 12000	<u>s Ra</u> F	95%	0%	1%	1%	2%	0%	С	0.095	0.53	6 12000	F
10 32 Godwin Blvd		4.01 12000	Г	93 /0	0 /0	1 /0	1 /0	2 /0	0 /0	U	0.095	0.55	12000	1
	To: From:	133-634 Kings Fo												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 22000	F	95%	0%	1%	1%	2%	0%	F	0.095	0.53	5 23000	F
$\bigcirc \bigcirc$	To:	US 58 Suffolk B	vpass											
(10) (32) Godwin Blvd	City of Suffolk	0.54 19000	F	95%	0%	1%	1%	2%	0%	F	0.084	0.52	20000	F
	To:	Pruden Blvd US				1								
Bus	From:	Bus US 460 Elepha	ant Fork											
10 460 32	City of Suffolk	1.49 25000	Α	99%	0%	0%	0%	0%	0%	С	0.098	0.52	3 26000	Α
000	To:	Bus US 460, Bus	US 58											
Bus Bus	From:	Bus US 460												
(10) (32) (460) Main St	City of Suffolk	0.09 29000	F	98%	0%	1%	0%	0%	0%	F	0.081	0.50	2 30000	F
\lor \lor	To:	Bus US 58												
Bus	From:	Bus US 58, Bus U								_				_
(10) (32) (13) Main St	City of Suffolk	0.68 18000	F	98%	0%	1%	0%	0%	0%	F	0.081	0.50	3 19000	F
\diamond \diamond \diamond	To:	SR 337 Washingt	ton St											
	From:	North Carolina Sta	ate Line											
(13) Whaleyville Blvd	City of Suffolk	5.37 5300	Α	88%	0%	1%	1%	10%	0%	С	0.098	0.61	2 5200	А
\bigcirc	To:	133-616 Mineral Sp	oring Rd											
(13) Whaleyville Blvd	City of Suffolk	1.28 11000	G	88%	0%	1%	1%	10%	0%	F	0.071	0.55	3 11000	G
									• / •					•
	From:	133-677 Great Fo								_				_
(13) Whaleyville Blvd	City of Suffolk	0.82 8200	F	88%	0%	1%	1%	10%	0%	F	0.087	0.70	4 8000	F
~	To: From:	133-675 Cypress Ch	hapel Rd											
(13) Whaleyville Blvd	City of Suffolk	2.22 8000	F	88%	0%	1%	1%	10%	0%	F	0.082	0.70	6 7800	F
\bigcirc	Tor	133-759 S, Liberty Spri	ing Dd W	last										
(13) Whaleyville Blvd	City of Suffolk	1.06 9300	ng Ka w F	88%	0%	1%	1%	10%	0%	F	0.088	0.70	3 9100	F
13 Whaleyville Divd		1.00 9300	F	00 /0	0 /8	1 /0	1 /0	10 /6	0 /6	I	0.000	0.70	5 9100	1
~~~	To: From:	133-759 N, Babbto												
(13) Whaleyville Blvd	City of Suffolk	2.56 <b>9500</b>	F	88%	0%	1%	1%	10%	0%	F	0.082	0.73	3 9400	F
$\bigcirc$	To:	SR 32 Carolina												
$\sim$	From:	SR 32 Whaleyville								_				_
(13) (32) Carolina Rd	City of Suffolk	1.64 <b>17000</b>	F	88%	0%	1%	1%	10%	0%	F	0.081	0.69	6 16000	F
$\sim$ $\sim$	To:	Bus US 13												
Constituted Cuffelly Dunger		Bus US 13, SR 32 Ca			10/	10/	00/	100/	00/	~	0.007	0.04	7 10000	-
13 Southwest Suffolk Bypass	City of Suffolk	2.80 <b>12000</b>	F	86%	1%	1%	2%	10%	0%	С	0.087	0.64	7 12000	F
~	To: From:	US 58 Holland												
(in) (in) Suffelk Byroos		Bus US 58		9/0/	10/	10/	10/	120/	00/	F	0.000		11000	F
13 58 Suffolk Bypass	City of Suffolk	1.41 <b>43000</b>	F	84%	1%	1%	1%	13%	0%	Г	0.082	0.57	9 41000	Г
	10.	61-604 Pitchkittl	ie Kd											

							Tru	ck			К	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	61-604 Pitchkitt		<b>.</b>					<b></b>	_				_
(13) (58) Suffolk Bypass	City of Suffolk	1.88 <b>45000</b>	F	84%	1%	1%	1%	13%	0%	F	0.083	0.577	43000	F
~~~~~	To: From:	US 460 Pruden												
(13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 50000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.585	52000	F
\diamond \diamond \diamond	To: From:	SR 10 SR 32 Gody	win Blvd											
13 58 460 Suffolk Bypass	City of Suffolk	1.87 61000	F	92%	0%	1%	1%	6%	0%	F	0.084	0.562	64000	F
	To: From:	61-642 Wilroy												
(13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 51000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.575	54000	F
$\bigcirc \bigcirc \bigcirc \bigcirc$	To: From:	Bus US 13, Bus US 58 M	Military I	łwy										
13 58 460 Military Highway	City of Suffolk	3.46 74000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.612	77000	F
$\bigcirc \bigcirc \bigcirc \bigcirc$	To:	Bus US 13	}											
Bus	From:	US 13 Southwest Suff	folk Bypa	SS										
(13) (32) Carolina Rd	City of Suffolk	1.17 12000	F	88%	0%	1%	1%	10%	0%	F	0.080	0.566	12000	F
Bus	To	Old SCL Suff	folk											
13 32 Carolina Rd	City of Suffolk	0.54 11000	F	88%	0%	1%	1%	10%	0%	F	0.084	0.535	11000	F
	To:	Fayette St												
Bus	From:	US 13; SR 32 Fay												
13 (32) Main St	City of Suffolk	0.34 10000	F	98%	0%	1%	0%	0%	0%	С	0.078	0.532	11000	F
Bus	To: From:	Begin SR 1	0											
$\begin{bmatrix} 33\\ 13 \end{bmatrix}$ $\begin{bmatrix} 32 \end{bmatrix}$ $\begin{bmatrix} 10 \end{bmatrix}$ Main St	City of Suffolk	0.68 18000	F	98%	0%	1%	0%	0%	0%	F	0.081	0.508	19000	F
	To:	US 58; Bus US	6 460											
Bus Bus Bus	From:	SR 32 Main												
13 58 460 Constance Rd	City of Suffolk	0.88 15000	F	97%	0%	1%	1%	2%	0%	F	0.085	0.592	16000	F
Bus Bus	To: From:	Pinner St												
13 58 460 Portsmouth Blvd	City of Suffolk	1.60 17000	F	97%	0%	1%	1%	2%	0%	С	0.088	0.539	18000	F
$\downarrow \downarrow \downarrow \downarrow$	To:	SR 337 Washing	oton St											
Bus Bus Bus			F	000/	00/	10/	10/	00/	00/	~	0.000	0 500	05000	-
13 58 460 Portsmouth Blvd	City of Suffolk	1.22 24000 US 13, US 58, U	-	96%	0%	1%	1%	2%	0%	С	0.086	0.589	25000	F
	Ener													
17 Bridge Rd	City of Suffolk	WCL Chesape 0.66 24000	eake F	99%	0%	0%	09/	0%	09/	F	0.086	0 527	25000	F
					0%	0%	0%	0%	0%	Г	0.000	0.537	25000	Г
	Ta: From:	I-664; SR 164 Wester								_				
17 Bridge Rd	City of Suffolk	1.81 36000	F	97%	0%	0%	1%	1%	0%	F	0.088	0.599	38000	F
~	To: From:	133-626 Knots Neck Road;												
17 Bridge Rd	City of Suffolk	1.54 28000	F	97%	0%	0%	1%	1%	0%	F	0.088	0.599	30000	F
~	To: From:	133-627 Bennetts Pa	asture Ro											
17 Bridge Rd	City of Suffolk	2.47 21000	F	95%	0%	1%	2%	2%	0%	С	0.093	0.554	22000	F
~	To: From:	133-628 Crittend	len Rd											
T7 Bridge Rd	City of Suffolk	1.17 16000	Ν	97%	0%	0%	1%	1%	0%	Ν	0.096	0.542	17000	Ν
\checkmark	To:	Isle of Wight Cour	nty Line											

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK Facto	AAWDT	QW
Amp	From: City of Suffolk (Maint: 61)	US 17 0.13 13000	F								0.084		13000	F
	To:	I-664 East												
North	From:	US 17 TO ROUTE 664 I	EASTSC	DUTH										
17 Ramp	City of Suffolk (Maint: 61)	0.03 4900	G								0.092		4900	G
~~	To:	US 17-S034A TO I												
South		US 17 TO ROUTE 664 I		DUTH							0.000		7000	~
17 Ramp	City of Suffolk (Maint: 61)	0.05 7800 US 17-N034A US 17- 34.	G A TO P	OUTE							0.092		7800	G
	From			OUIE										
32) Carolina Rd	City of Suffolk	North Carolina Sta 2.89 3800	F	93%	1%	1%	1%	5%	0%	С	0.094	0.72	1 4000	F
	_				170	170	170	070	070	Ŭ	0.004	0.72	1 4000	
32) Carolina Rd	City of Suffolk	133-642 Adams Sw 2.07 4200	amp Rd	93%	1%	1%	1%	5%	0%	F	0.088	0.70	3 4500	F
32) Carolina Rd					1 /0	1 /0	1 /0	J /o	0 /8	1	0.000	0.70	5 4500	1
		133-675 Cypress Cl			00/		40/	40/	00/	0	0.005	0.70	4000	-
32) Carolina Rd	City of Suffolk	1.40 4300	F	94%	0%	1%	1%	4%	0%	С	0.095	0.76	4 4600	F
	To: From:	133-759 Babbtov												
32) Carolina Rd	City of Suffolk	0.65 4600	F	94%	0%	1%	1%	4%	0%	F	0.091	0.78	3 4900	F
» [[To: From:	133-647 Copelar												
32) Carolina Rd	City of Suffolk	2.45 4600	F	94%	0%	1%	1%	4%	0%	F	0.092	0.78	5 4900	F
\checkmark	To: From	US 13 South of S				_								
32) (13) Carolina Rd	City of Suffolk	Whaleyville B 1.64 17000	F	88%	0%	1%	1%	10%	0%	F	0.081	0.69	6 16000	F
32 (13) Ouronna Ha				0070	070	170	170	1070	070	•	0.001	0.00	10000	•
Bus	From:	61-731 Dill R	Rd											
32) (13) Carolina Rd	City of Suffolk	1.17 12000	F	88%	0%	1%	1%	10%	0%	F	0.080	0.56	5 12000	F
\sim	Tor From	Old SCL Suffe	olk											
(32) (13) Carolina Rd	City of Suffolk	0.54 11000	F	88%	0%	1%	1%	10%	0%	F	0.084	0.53	5 11000	F
	То:	Bus US 58 Consta		0070	070	1/0	170	1070	070	•	0.004	0.00	11000	•
Bus	From:	Fayette St												
32) 13 Main St	City of Suffolk	0.34 10000	F	98%	0%	1%	0%	0%	0%	С	0.078	0.53	2 11000	F
\sim	To	SR 337 Washing	ton St											
(32) (13) (10) Main St	City of Suffolk	0.68 18000	F	98%	0%	1%	0%	0%	0%	F	0.081	0.50	3 19000	F
$32 \left\{ 13 \right\} \left(10 \right)$ Main St				90 /8	0 /8	1 /0	0 /8	0 /0	0 /8	1	0.001	0.50	5 19000	1
Bus	To: From:	Bus US 58, Bus U	JS 460											
$32)\overline{460}$ (10) Main St	City of Suffolk	0.09 29000	F	98%	0%	1%	0%	0%	0%	F	0.081	0.50	2 30000	F
	To	Old NCL of Sut	ffolk											
Bus	City of Suffolk		Α	99%	0%	0%	0%	0%	0%	С	0.009	0 50	2 26000	۸
32 460 10		1.49 25000 SR 10 Elephant		99%	0%	0%	0%	0%	0%	U	0.098	0.52	3 26000	A
	From	Bus US 460												
(32) (10) Godwin Blvd	City of Suffolk	0.54 19000	F	95%	0%	1%	1%	2%	0%	F	0.084	0.52	4 20000	F
	Tor	US 58 Suffolk B	ypass											

							Tru	ıck			K	[Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	()K	ctor	AAWDT	QW
	From:	US 58 Suffolk B								_					_
(32) (10) Godwin Blvd	City of Suffolk	1.36 22000	F	95%	0%	1%	1%	2%	0%	F	0.095	0.8	536	23000	F
<u> </u>	To: From:	61-634 Kings Fo													
$\binom{32}{10}$ Godwin Blvd	City of Suffolk	4.81 12000	F	95%	0%	1%	1%	2%	0%	С	0.095	0.5	536	12000	F
<u> </u>	To: From:	61-603 Everets	s Rd												
(32) (10) Godwin Blvd	City of Suffolk	0.87 13000	F	95%	0%	1%	1%	2%	0%	F	0.101	0.	61	14000	F
	To: From:	SR 125 Chucka	ituck												
$\left(32\right)\left(10\right)$ Godwin Rd	City of Suffolk	1.31 11000	F	95%	0%	1%	1%	2%	0%	F	0.103	0.9	597	11000	F
$\smile \bigcirc$	To:	Isle of Wight Cour	nty Line												
~~~~	From:	Southampton Cour													
(58) $(258)$ Franklin Bypass	City of Suffolk	1.27 <b>20000</b>	F	84%	1%	1%	1%	13%	0%	F	0.075	0.9	556	19000	F
~~~	To: From:	US 258													
58 Franklin Bypass	City of Suffolk	0.18 20000	Ν	84%	1%	1%	1%	13%	0%	Ν	0.074	0.9	552	19000	Ν
\sim	To: From:	SR 189													
$\overline{(58)}$ $\overline{(189)}$ $\overline{(189)}$ Franklin Bypass	City of Suffolk	1.01 20000	F	84%	1%	1%	1%	13%	0%	F	0.074	0.5	552	19000	F
	Ta	SR 272 South Qu	av Rd												
(58) (189) (189) S Quay Rd	City of Suffolk	4.23 22000	F	84%	1%	1%	1%	13%	0%	F	0.076	0.5	580	21000	F
	To:	SR 189 S Quay	, P d												
158 Holland Bypass	City of Suffolk	1.05 22000	F	84%	1%	1%	1%	13%	0%	F	0.076	0.5	598	21000	F
		Bus US 58													
(58) Holland Rd	City of Suffolk	1.32 26000	F	84%	1%	1%	1%	13%	0%	F	0.078	0.5	595	24000	F
	, T.			0.70	. /0	. , •	. /0	.070	0,0	•	0107.0	0.0		2.000	•
	City of Suffolk	133-610 W, Buckh 2.77 26000	iorn Rd	84%	1%	1%	1%	13%	0%	F	0.077	0.0	608	25000	F
(58)	то:	133-647 E, Lumn		0+70	170	170	170	10 /0	070	1	0.077	0.0	000	20000	
	From:	133-647 Lummi													
58 Holland Rd	City of Suffolk	2.05 27000	F	84%	1%	1%	1%	13%	0%	F	0.076	0.5	593	26000	F
<u>~</u>	To: From:	133-643 Manning B	ridge Rd												
(58) Holland Rd	City of Suffolk	0.67 31000	F	84%	1%	1%	1%	13%	0%	F	0.083	0.5	567	30000	F
\bigcirc	To:	133-738 Kenyo	n Rd												
(58) Holland Rd	City of Suffolk	0.38 35000	F	84%	1%	1%	1%	13%	0%	F	0.084	0.5	549	33000	F
	To:	Cove Point R	2d			— L									
(58) Holland Rd	City of Suffolk	1.15 36000	F	84%	1%	1%	1%	13%	0%	F	0.083	0.5	547	34000	F
	To:	US 13 Southwest Suff					.,.		• / •	-		•			-
~~~~~	From:	Bus US 58													
$\left(58\right)\left(13\right)$ Suffolk Bypass	City of Suffolk	1.41 <b>43000</b>	F	84%	1%	1%	1%	13%	0%	F	0.082	0.8	579	41000	F
<u>~~~</u>	Ta: Fran	133-604 Pitchkitt	tle Rd												
58 13 Suffolk Bypass	City of Suffolk	1.88 <b>45000</b>	F	84%	1%	1%	1%	13%	0%	F	0.083	0.5	577	43000	F
$\sim$ $\sim$	To	US 460 Pruden	Blvd			—µ									
58 13 460 Suffolk Bypass	City of Suffolk	0.93 50000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.5	585	52000	F
	To	SR 10, SR 32 Gody	win Blvd												

							Tru	uck			K	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fact	AAWDT	QW
	From:		32 Godwin Blvd	000/	00/		10/	00/	00/	-		0.50		-
58 13 460 Suffolk Bypass	City of Suffolk		1000 F	92%	0%	1%	1%	6%	0%	F	0.084	0.56	2 64000	F
	City of Suffolk		2 Wilroy Rd 1000 F	92%	0%	1%	1%	6%	0%	F	0.083	0.57	5 54000	F
58 13 460 Suffolk Bypass		Bus US 13, Bus			0%	1 %	1 70	0%	0%	Г	0.065	0.57	5 54000	Г
	From:	Bus US 58 Milit	tary Hwy Eastbo											
(58) (13) (460) Military Highway	City of Suffolk		4000 F	92%	0%	1%	1%	6%	0%	F	0.083	0.61	2 77000	F
$\sim \sim \sim$	To:		Chesapeake											
East	From:		O RTE 189										500	0
58 258 Ramp	City of Suffolk	0.17 5	560 G								0.111		560	G
East	To: From:	US 58-E451B TO	O RTE 189 SOU	JTH										
(58) (258) Ramp	City of Suffolk		230 G								0.113		230	G
	To:	1SR 189-P FRO	OM RTE 58 EA	ST										
Bus	From:	Isle of Wig	ht County Line											
Bus (58) Ruritan Blvd	City of Suffolk	2.65 <b>1</b>	800 F	96%	0%	1%	1%	1%	0%	С	0.11	0.60	6 1900	F
Bus	Ta: From:	SF	R 189											
58 Holland Rd	City of Suffolk	0.26 <b>2</b>	200 F	96%	1%	2%	1%	1%	0%	С	0.098	0.68	3 2300	F
Bus	To: From:	133-653 Dutch R	d; Glen Haven l	Drive										
58 Holland Rd	City of Suffolk		8000 F	96%	1%	2%	1%	1%	0%	С	0.095	0.70	6 3100	F
	r.		JS 58											
Bus	City of Suffolk		1400 F	97%	0%	1%	1%	1%	0%	F	0.085	0.51	2 10000	F
				31 /0	0 /8	1 /0	1 /0	1 /0	0 /8		0.005	0.01	2 10000	
Bus	From:		Kilby Shores Rd											
58 Holland Rd	City of Suffolk		600 F	97%	0%	1%	1%	1%	0%	С	0.092	0.58	7 9100	F
Bus	To: From:		Constance Rd Holland Rd											
58 Constance Rd	City of Suffolk		200 F	98%	0%	1%	0%	1%	0%	F	0.097	0.50	7 8700	F
$\bigcirc$	To	WCL Suffoll	k Pitchkettle Rd											
Bus 58 Constance Rd	City of Suffolk		9500 F	98%	0%	1%	0%	1%	0%	С	0.088	0.55	1 10000	F
(58) Constance Hu				5070	070	170	070	170	070	0	0.000	0.00	1 10000	
Bus Bus Bus	From		2 Main St											
(58) (13) (460) Constance Rd	City of Suffolk		5000 F	97%	0%	1%	1%	2%	0%	F	0.085	0.59	2 16000	F
Bus Bus Bus	To: From:		er Street land Ave											
58 13 460 Portsmouth Blvd	City of Suffolk		7000 F	97%	0%	1%	1%	2%	0%	С	0.088	0.53	9 18000	F
Bus Bus Bus	To: From:	SR 337 W	Vashington St											
(58) $(13)$ $(460)$ Portsmouth Blvd	City of Suffolk		4000 F	96%	0%	1%	1%	2%	0%	С	0.086	0.58	9 25000	F
$\rightarrow$ $\rightarrow$ $\rightarrow$	To:	U	JS 58											

						Tru	ck			К	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10; SR 32 Godwin E		0.01		10/	<b>0</b> 0/	00/	~		0.5		-
125 Kings Hwy	City of Suffolk	0.69 <b>2900 I</b>	= 96%	0%	1%	1%	2%	0%	С	0.121	0.5	3000	F
	To- From:	133-628 Crittenden R							-				_
125 Kings Hwy	City of Suffolk	1.09 <b>630 I</b>	97%	0%	1%	0%	1%	0%	С	0.121	0.5	660	F
	To: From:	133-620 Ferry Point R											
125 Kings Hwy	City of Suffolk		99%	1%	0%	0%	0%	0%	С	0.143	0.667	230	F
<u> </u>	From:	Dead End Dead End @ Nansemond	River										
(125)Kings Hwy	City of Suffolk		99%	0%	1%	0%	0%	0%	С	0.114	0.606	590	F
	To:	133-629 W, Sleepy Hole	Rd										
125)Kings Hwy	City of Suffolk		<b>-</b> 99%	0%	1%	0%	0%	0%	С	0.101	0.615	880	F
	To:	133-627 Bennetts Pastur	e Rd										
125 Kings Hwy	City of Suffolk		<b>-</b> 98%	0%	1%	1%	0%	0%	С	0.101	0.615	2800	F
	To:	SR 337 Nansemond Park											
	From:	US 17 Bridge Rd											
135)College Dr	City of Suffolk	0.20 <b>22000</b>	98%	0%	0%	0%	1%	0%	F	0.082	0.52	24000	F
$\smile$	Too	SR 164 Western Freew	ay										
135)College Dr	City of Suffolk		98%	0%	0%	0%	1%	0%	С	0.079	0.505	22000	F
$\bigcirc$	Ta	133-658 Towne Point 1	Rd		<u> </u>								
135)College Dr	City of Suffolk		98%	0%	1%	0%	1%	0%	С	0.077	0.505	24000	F
	To:	I-664			<u> </u>								
135)College Dr	City of Suffolk		<b>G</b> 93%	1%	1%	1%	4%	0%	С	0.093	0.633	9100	G
	To:	SR 367 Tidewater Communit	y College										
North	From:	SR 135 N, College D	r										
₁₃₅ )Ramp	City of Suffolk (Maint: 61)		=							0.1		4100	F
$\bigcirc$	To:	I-664 West											
North	From:	SR 135 N, College D											
135 Ramp	City of Suffolk (Maint: 61)		=							0.141		4400	F
·)	10.	I-664 East											
South	City of Cuffolk (Mointy C1)	SR 135 S, College D 0.16 <b>1300</b>								0.114		1300	F
135 Ramp	City of Suffolk (Maint: 61)	0.16 <b>1300</b> I I-664 West	-							0.114		1300	F
20.4h	From:												
South 135)Ramp	City of Suffolk (Maint: 61)	SR 135 S, College D 0.40 <b>2400</b>	r =							0.146		2400	F
135) Hamp	To:	I-664 East								0.110		2100	•
	From	US 17 Bridge Road			<u> </u>								
164)Western Freeway	City of Suffolk (Maint: 61)		95%	0%	0%	1%	3%	0%	F	0.092	0.545	29000	F
· · · · · · · · · · · · · · · · · · ·	To	I-664		-									
164)Western Freeway	City of Suffolk (Maint: 61)		= 95%	0%	0%	1%	3%	0%	F	0.092	0.577	53000	F
104/103/01111/00/04/		0.04 <b>41000 I</b>	0070	0 /0	0 /0	170	0,0	0 /0		0.002	0.077	00000	

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 135 College Dr												
(164)Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>51000 A</b>	95%	0%	0%	1%	3%	0%	С	0.112		0.587	57000	Α
$\smile$	To:	WCL Portsmouth												
East	From:	SR 164 E, Western Freew	-											
(164)Ramp	City of Suffolk (Maint: 61)	0.20 <b>2200 F</b>	95%	0%	0%	1%	3%	0%	F	0.134			2500	F
$\lor$	To:	I-664 West												
West	From:	SR 164 W, Western Freew												
(164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>5400 F</b>	95%	0%	0%	1%	3%	0%	F	0.087			6200	F
$\lor$	To:	I-664 East												
West	From:	SR 164 W, Western Freew												
(164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8600 F</b>	95%	0%	0%	1%	3%	0%	F	0.122			9800	F
$\smile$	To:	I-664 West												
	From:	Southhampton County Lin												
(189)S Quay Rd	City of Suffolk	1.36 <b>1700 F</b>	98%	0%	1%	0%	0%	0%	С	0.106		0.663	1800	F
$\bigcirc$	To	133-666 Gates Rd												
(189)Great Mill Rd	City of Suffolk	0.82 <b>3300 F</b>	98%	0%	1%	0%	0%	0%	F	0.101		0.714	3500	F
	Ta	SR 272 South Quay Rd												
(189)Great Mill Hwy	City of Suffolk	0.55 <b>1600 F</b>	83%	0%	1%	1%	14%	0%	С	0.092		0.642	1700	F
189 Creat with 1 wy			0070	070	170	170	1470	070	U	0.002		0.042	1700	'
		US 58	0.40/	10/	10/	10/	100/	00/	F	0.074		0.550	10000	F
189 58 189 Franklin Bypass	City of Suffolk	1.01 <b>20000 F</b>	84%	1%	1%	1%	13%	0%	Г	0.074		0.552	19000	Г
	To: From:	SR 272												
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>22000 F</b>	84%	1%	1%	1%	13%	0%	F	0.076		0.580	21000	F
$\bigcirc$ $\bigcirc$ $\bigcirc$	To: From:	SR 189 S Quay Rd US 58 Holland Bypass												
189)S Quay Rd	City of Suffolk	0.37 <b>610 F</b>	95%	0%	2%	1%	1%	0%	С	0.104		0.536	650	F
189 0 Guay nd			5578	070	270	170	170	070	0	0.104		0.000	000	'
	From:	Cumberland Lane	0.001	10/		10/	4.07	00/	~			0.550	70.0	
189)S Quay Rd	City of Suffolk	0.12 <b>740 F</b>	96%	1%	2%	1%	1%	0%	С	0.096		0.558	790	F
·		Bus US 58												
	From:	SR 189	0.40/	10/		10/	100/	00/	_	0.074			40000	-
189 58 189 Franklin Bypass	City of Suffolk	1.01 <b>20000 F</b>	84%	1%	1%	1%	13%	0%	F	0.074		0.552	19000	F
	T _c . From:	SR 272 South Quay Rd												
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>22000 F</b>	84%	1%	1%	1%	13%	0%	F	0.076		0.580	21000	F
	To:	SR 189												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Southampton County Lin												
258 58 Franklin Bypass	City of Suffolk	1.27 20000 F	84%	1%	1%	1%	13%	0%	F	0.075		0.556	19000	F
\sim \sim	To: From:	US 58 Franklin Bypass												
(aca) (ca) Bamp	City of Suffolk	0.17	6~		8 for dire	actional +	raffic		etimo	itae far th	ie coa	mont		
(258) (58) Ramp		0.17 x	38	000			name v	olume e	SUIT	ites for th	is seg	ment.		
	From:	US 58-E451B TO RTE 189 S	JUTH											
(258) (58) Ramp	City of Suffolk	0.05		e US 5	8 for dire	ectional t	traffic v	olume e	stima	ites for th	is seg	ment.		
	To:	1SR 189-P FROM RTE 58 F									5			

					_		Tru	ck		~ ~ ~	K	Dir		
Route	Jurisdiction			4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QV
Groot Mill Pd	City of Suffolk	US 58 Franklin Bypass; 0.97 2300	; SR 18 F	9 80%	1%	1%	3%	15%	0%	С	0.079	0.505	2400	F
258 Great Mill Rd		NCL Suffolk	Г	00%	170	1 %	3%	13%	0%	C	0.079	0.505	2400	Г
	From	SR 189												
272)South Quay Rd	City of Suffolk	1.24 1400	F	97%	0%	1%	1%	0%	0%	С	0.115	0.732	1500	F
2/2/000011 0000 110		US 58 South Quay		01 /0	070	- 1/0	170	070	070	Ŭ	0.110	0.762	1000	
	From:	Bus US 58 Constanc												
337)Washington St	City of Suffolk	0.34 6900	F	98%	1%	1%	0%	0%	0%	F	0.095	0.550	7300	F
337)			•	00/0	. / 0	.,.	0,0	0,0	0,0	•	01000	0.000		
washington St	City of Suffolk	0.59 7200	F	98%	1%	1%	0%	0%	0%	С	0.092	0.531	7700	F
337 Washington St		0.59 7200	Г	90%	170	170	0%	0%	0%	U	0.092	0.551	7700	Г
	Te: From:	SR 32 Main St												-
337) Washington St	City of Suffolk	0.20 6900	F	97%	1%	2%	0%	0%	0%	С	0.088	0.527	7400	F
<u> </u>	To: From:	Pinner St												
337)Washington St	City of Suffolk	0.49 12000	F	97%	1%	2%	0%	0%	0%	F	0.081	0.519	13000	F
\checkmark	Too	Old ECL Suffolk	k											
337)Washington St	City of Suffolk	2.38 11000	F	97%	1%	2%	0%	0%	0%	F	0.086	0.562	12000	I
	To	Bus US 58 Portsmouth	h Dlud											
337)Nansemond Parkway	City of Suffolk	3.03 4900	F	97%	1%	1%	1%	0%	0%	С	0.088	0.552	5200	I
				01 /0	170		170	070	070	Ŭ	0.000	0.002	0200	
337)Nansemond Parkway	City of Suffolk	133-642 Wilroy R 1.40 13000		97%	1%	10/	10/	0%	0%	F	0.004	0 500	13000	F
337 INansemond Parkway		1.40 13000	F	97%	1%	1%	1%	0%	0%	Г	0.094	0.588	13000	Г
	Te- From:	Whitley Lane								_				
337)Nansemond Parkway	City of Suffolk	2.01 9500	F	97%	1%	1%	1%	0%	0%	F	0.095	0.555	10000	F
<u> </u>	To: From:	SR 125 Kings Hw	wy											
337)Nansemond Parkway	City of Suffolk	2.52 13000	F	95%	1%	1%	1%	1%	0%	С	0.095	0.604	14000	F
	To:	WCL Chesapeak	ĸe											
	From:	Isle of Wight County	/ Line											
460 Pruden Blvd	City of Suffolk	3.08 17000	F	82%	1%	1%	1%	15%	0%	F	0.087	0.592	16000	F
~	To	133-604 Lake Prince Dr; Pro	oviden	ce Rd		<u> </u>								
460 Pruden Blvd	City of Suffolk	0.54 20000	F	82%	1%	1%	1%	15%	0%	F	0.087	0.592	18000	F
	To	133-634 Kings Fork	Dd			— <u> </u>								
460 Pruden Blvd	City of Suffolk	1.47 25000	F	82%	1%	1%	1%	15%	0%	F	0.087	0.592	23000	F
	To:	US 58, BUS US 460; Suffe			170		170	1070	070	•	0.007	0.002	20000	
	From:	US 58, BUS US 460, Pur												
460 58 13 Suffolk Bypass	City of Suffolk	0.93 50000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.585	52000	F
$\rightarrow \bigcirc \bigcirc$	To	SR 10 SR 32 Godwin	n Blvd			<u> </u>								
460 { 58 } 13 Suffolk Bypass	City of Suffolk	1.87 61000	F	92%	0%	1%	1%	6%	0%	F	0.084	0.562	64000	F
	To:	61 649 W21 D	d			<u> </u>								
460 58 13 Suffolk Bypass	City of Suffolk	61-642 Wilroy R 2.30 51000	F	92%	0%	1%	1%	6%	0%	F	0.083	0.575	54000	F
460 58 13 Suffolk Bypass		Bus US 13,Bus US 58 Mil			0 /0	1 /0	1 /0	0 /0	0 /0	1	0.000	0.575	0-000	1

							Truck		-	K		Dir		
Route	Jurisdictio	n Length	AADT Q	A 4Tire	Bus		3+Axle 1		()	C Factor	QK	Factor	AAWDT	QW
	From:		13,Bus US 58 Mi		00/	10/	10/ /	o/ O O/	-	0.000		0.010	77000	-
(460) (58) (13) Military Highwa	y City of Suff		74000 F	92%	0%	1%	1% 6	% 0%	F	0.083		0.612	77000	F
Bus	From:		US 58, US 460			1								
(460)	City of Suff		11000 F	99%	0%	0%	0% (% 0%	F	0.085		0.595	11000	F
Bus	Too From:		SR 10, SR 32											
(460) (10) (32)	City of Suff	olk 1.49	25000 A	99%	0%	0%	0% (% 0%	С	0.098		0.528	26000	А
\bigcirc \bigcirc \bigcirc \bigcirc	Too From:	O	d NCL Suffolk											
$\left(\begin{array}{c} \text{Bus} \\ 460 \end{array} \right) \left(\begin{array}{c} 32 \end{array} \right) \left(\begin{array}{c} 10 \end{array} \right)$ Main St	City of Suffe	olk 0.09	29000 F	98%	0%	1%	0% (% 0%	F	0.081		0.502	30000	F
$\bigcirc \bigcirc \bigcirc \bigcirc$	Too From	US 13	BUS US 58,SR 3	32										
$\begin{array}{c} \text{Bus} \\ \hline \left\{ 460 \right\} \\ \hline \left\{ 58 \right\} \\ \hline \left\{ 13 \right\} \\ \hline \left\{ 13 \right\} \\ \hline \end{array} \\ \begin{array}{c} \text{Constance Rd} \\ \hline \end{array}$	City of Suff	olk 0.88	15000 F	97%	0%	1%	1% 2	% 0%	F	0.085		0.592	16000	F
$\bigcirc \bigcirc \bigcirc$	Ta		Pinner St											
Bus Bus Bus Add (13) Portsmouth Blv	d City of Suff	olk 1.60	17000 F	97%	0%	1%	1% 2	% 0%	С	0.088		0.539	18000	F
$\bigcirc \bigcirc \bigcirc$	To		37 Washington S	t										
$\begin{array}{c} Bus \\ \hline 460 \\ \hline 58 \\ \hline 13 \\ \hline \end{array} \begin{array}{c} Bus \\ \hline 13 \\ \hline \end{array} \begin{array}{c} Portsmouth Blv \\ \hline \end{array}$	d City of Suff	-	24000 F		0%	1%	1% 2	% 0%	С	0.086		0.589	25000	F
\sim \sim \sim	To:		US 58											
664 Ramp	City of Suffolk (M		West Exit 9B Ran 6700 F							0.088			6700	F
664 (1811)			E, Western Freev							0.000			0700	I
East	From:	ECI	L Newport News											
(664) Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (M	laint: 61) 3.05	32000 A	94%	0%	1%	1% 4	% 0%	F	0.11			35000	А
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this Route:	65000 A	94%	0%	1%	1% 4	% 0%	F	0.102	А	0.517	71000	А
		East I-664 is	signed as So	outh I-664										
East	To: From:	SR	135 College Dr											
(664)Hampton Roads Beltway	City of Suffolk (M	laint: 61) 1.38	33000 B	94%	0%	1%	1% 4	% 0%	С	0.114			36000	В
Co	ombined Traffic Estimates for 2 Parallel	•			0%	1%	1% 4	% 0%	С	0.101	А	0.544	73000	В
		East I-664 is	signed as So	outh I-664										
East	Ta: From:	SR 16	4 Western Freewa	ay										
(664)Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.58	28000 F	94%	0%	1%	1% 4	% 0%	F	0.101			31000	F
	ombined Traffic Estimates for 2 Parallel		58000 F	94%	0%	1%	1% 4	% 0%	F	0.094	F	0.601	63000	F
		East I-664 is	signed as So	outh I-664										
East	To: From:	U	S 17 Bridge Rd											
East 664 Hampton Roads Beltway	City of Suffolk (M	laint: 61) 0.62	41000 F	94%	0%	1%	1% 4	% 0%	F	0.098			44000	F
	ombined Traffic Estimates for 2 Parallel	,			0%	1%		% 0%	F		F	0.591	88000	F
		East I-664 is	signed as So	outh I-664										
	To:	E	CL Chesapeake											

Route	Jurisdictic	on Lengt	h AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	From City of Suffolk (M	,		F								0.106			1500	F
	Το	SR	135 N, Colle													
East 664 Ramp	City of Suffolk (M	,	I-664 East 3900	F								0.122			3900	F
	To	SR	135 S, Colle													
East 664 Ramp	City of Suffolk (N	4 Maint: 61) 0.23	I-664 East 13000	F								0.088			13000	F
East	To	I-664	4 East Exit 91	B Ramp												
664 Ramp	City of Suffolk (N			F								0.111			2300	F
	From		4 W, Westerr		у											
East 664 Ramp	City of Suffolk (M	faint: 61) 0.46	4 East Exit 94 11000 West Exit 9	F								0.097			11000	F
West	From		CL Newport 1													
West (664) Monitor Merrimac Memo	orial Bridge Tunnel City of Suffolk (N			A	94%	0%	1%	1%	4%	0%	F	0.105			36000	А
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route West I-664		A as Nori	94% h I-664	0%	1%	1%	4%	0%	F	0.102	А	0.517	71000	А
	Το		R 135 Colleg													
West 664 Hampton Roads Beltway	y City of Suffolk (N			A	94%	0%	1%	1%	4%	0%	С	0.114			37000	А
664 Hampion Hoads Beitway	Combined Traffic Estimates for 2 Parallel	,	68000	в	94%	0%	1%	1%	4%	0% 0%	c	0.114	А	0.544	73000	В
	Το		64 Western I													
West 664 Hampton Roads Beltway	y City of Suffolk (N	1		F	94%	0%	1%	1%	4%	0%	F	0.097			32000	F
664 Hampton Houdo Doitha	Combined Traffic Estimates for 2 Parallel			F	94%	0%	1%	1%	4%	0%	F	0.101	А	0.544	63000	F
		West I-664	is signed a	as Nori	h I-664											
West	To	1	US 17 Bridge	Rd												
664 Hampton Roads Beltway				F	94%	0%	1%	1%	4%	0%	F	0.091			44000	F
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route West I-664		F as Nori	94% h I-664	0%	1%	1%	4%	0%	F	0.089	F	0.589	88000	F
	То		ECL Chesape													
West	From		I-664 Wes													
664 Ramp	City of Suffolk (M	,		F								0.143			2100	F
	10 P	I SR	135 N, Colle	× ·												
West (664)Ramp	City of Suffolk (M	L Maint: 61) 0.26	I-664 Wes 4700	t F								0.117			4700	F
\smile	To	SR	135 S, Colle	ge Dr												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-664-W TO I			ION				0.110				
664 Ramp	City of Suffolk (Maint: 61)	0.26 I-664-W FROM	360		TION				0.119			360	G
· · · ·	Prom:				TION								
West (664)Ramp	City of Suffolk (Maint: 61)	0.24	-664 West 7100	F					0.089			7100	F
664 mamp			/, Western						0.000			/100	
West	From:		-664 West										
(664)Ramp	City of Suffolk (Maint: 61)	0.11	12000	F					0.078			12000	F
West	Tee From:	I-664 W	est Exit 90	C Ramp									
(664)Ramp	City of Suffolk (Maint: 61)	0.17	6700	F					0.088			6700	F
\bigcirc	To:	I-664 E	ast Exit 9B	Ramp									
West	From:	I-664 W	est Exit 9B	8 Ramp									
West (664)Ramp	City of Suffolk (Maint: 61)	0.11	5400	F					0.092			5400	F
\smile	To:	US 1	7 S, Bridge	e Rd									

	L a va adda			47.00	Dur		of Suffc	uck		00	K		Dir		014/	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	e 1Trail	2Trail	QC	Facto	QK	Factor	AAWDT	QW	Year
<u>City of Suffolk</u>		From	1			133-60	3 Everetts	s Rd								
(602) Kirk Rd	0.60	420	F	98%	0%	1%	1%	0%	0%	С	0.119		0.655	450	F	2017
		To	1			Isle of Wi	•	•								
603 Everets Rd	0.30	From 1900	N	98%	0%	Isle of Wi 1%	ght Count 0%	ty Line 0%	0%	N	0.116		0.714	2000	N	2017
603) Everets Rd	0.50	1300		30 /8	0 /8				0 /8	IN	0.110		0.714	2000	IN	2017
603) Everets Rd	1.97	From 1900	1 F	98%	0%	133-604 1%	Lake Prin 0%	ice Dr 0%	0%	С	0.116		0.714	2000	F	2017
603) 1101010 110		т		0070					0,0	Ũ			011 1 1	2000		_0
(603) Everets Rd	0.97	From 1800	F	97%	1%	<u>133-742 N</u> 1%	0%	m Lane 0%	0%	С	0.12		0.692	1900	F	2017
000		To					Godwin E			-						-
		From	-		IB-NC N	ORTH C	AROLIN	A STATE	LINE							
(604) Desert Rd	6.91	240	F								0.106		0.786	240	F	2017
\bigcirc		To	-			133-642	White Ma	rsh Rd			_					
(604) Hosier Rd	1.54	460	F	98%	0%	1%	1%	0%	0%	С	0.114		0.741	490	F	2017
\bigcirc		To			1	33-674 N	, Skeetert	own Rd								
(604) Hosier Rd	4.11	630	F	98%	0%	1%	0%	0%	0%	С	0.101		0.778	670	F	2017
\bigcirc		To	-			133-110	5 Mahlon	Ave			_					
(604) Factory St	0.06	3000	F	96%	0%	1%	1%	1%	0%	С	0.088		0.611	3200	F	2017
\smile		To			_		Suffolk; G	-								
Ditableattle Pd	1.30	From 4300	F	96%	U 1%	5 58 Bus; 1%	WCL Suf 1%	folk; Gap 1%	0%	С	0.109		0 529	4500	F	2017
604 Pitchkettle Rd	1.30	4300	г	90%	1 70				0%	U	0.109		0.528	4500	Г	2017
	0.55	From	Ļ	070/	10/		Suffolk By		00/				0.501	0000		0017
604 Pitchkettle Rd	2.55	2700 To	F	97%	1%	1% 133-634 V	1%	0%	0%	С	0.109		0.581	2900	F	2017
		From				133-634 F										
(604) Providence Rd	0.51	1500	F	98%	1%	1%	0%	0%	0%	С	0.110		0.59	1600	F	2017
\bigcirc		To	-			US 460) Pruden H	Blvd			_					
(604) Lake Prince Dr	0.78	2500	F	97%	1%	2%	0%	0%	0%	С	0.101		0.557	2600	F	2017
\bigcirc		To				133-605	Girl Scou	ut Rd								
604) Lake Prince Dr	3.16	1400	F	98%	0%	1%	0%	0%	0%	С	0.108		0.636	1500	F	2017
\bigcirc		To	q			133-60	3 Everets	Rd								
<u> </u>		From				133-739	Deer Pat	h Rd								
(607) Milford Lane	1.50	110	F								0.133		0.581	110	F	2017
<u> </u>		To					W, Indiar									
610 Buckhorn Rd	0.00	From	L	000/	10/		V, Hollan		00/				0 507	440	-	0017
(610) Buckhorn Rd	3.30	420	F	96%	1%	2%	0%	0%	0%	С	0.119		0.527	440	F	2017
	4 70	From	<u>!</u>	0.001	10/		4 Indian 7		0.01	_			0.007			
610 Buckhorn Rd	1.70	330 To	F	96%	1%	2% Isle of Wi	0%	0%	0%	F	0.126		0.607	350	F	2017
		From	1				•									
(611) Gardner Lane	1.40	400	F			US 460) Pruden H	Blvd			0.189		0.759	400	F	2017
(611) Gardner Lane	1.40	To				133-6	06 Exeter	Dr			0.100		0.755	400		2017
		From					Vicksbur									
612) O'Kelly Dr	4.90	370	F	97%	0%	1%	0%	2%	0%	С	0.094		0.763	390	F	2017
		To	·				Gap Tern									
	0.00	From		000/	00/		Gap Ter		00/				0 5 4 0	450	_	0017
612 Kingsdale Rd	3.20	140	F	96%	0%	0%	2%	2%	0%	С	0.135		0.546	150	F	2017
	0.00	From	<u>ب</u>	0001	10/		40 Carr La		001				0 700			0017
612 Kingsdale Rd	0.20	80 To	F	96%	1%	1% Isle of Wi	2%	1% ty Line	0%	С	0.137		0.786	90	F	2017
			I I													
		E			13	3-661 W,	Southwes	tern Blvd								
(1) Leafwood Rd	1 50	From 450	F								0 118		0.615	450	F	2017
613 Leafwood Rd	1.50	From 450	F								0.118		0.615	450	F	2017
613 Leafwood Rd	1.50	450				US	58 West				0.118		0.615	450	F	2017
613 Leafwood Rd	1.50	450 To		98%	0%	US			0%	С	0.118		0.615	450 550	F 	2017

						of Suffo									
Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2.77	240	F	96%	0%	2%	1%	0%	0%	С	0.114		0.5	260	F	2017
1.69	From: 240 To:	F	97%	0%	1%	2%	0%	0%	С	0.095		0.577	260	F	2017
0.10	From: 430	F	97%	0%	133-660 S 2%	5; Vicksbu 1%	irg Rd 0%	0%	С	0.110		0.646	460	F	2017
3.43	From: 530	F	97%					0%	С	0.097		0.561	560	F	2017
1.48	From: 400	F	97%	1%	133-668 F 1%	Freeman M 1%	lill Rd 1%	0%	С	0.101		0.667	420	F	2017
2.10	To: From: 120	F								0.134		0.6	120	F	2017
	To:				133-673 N	N, Greenw	ay Rd								
1.69	From: 6200	F								0.099		0.600	6200	F	2017
	From:														
1.44	8400 To	F	97%	1%	1%	1%	1%	0%	С	0.1		0.514	8900	F	2017
1.63	From: 13000 To:	F	97%	1%	1%	1%	1%	0%	F	0.097		0.551	14000	F	2017
1.36	From:	F	96%	2%	SR 337 N 1%	ansemond 1%	Pkwy 0%	0%	F	0.101		0.553	5800	F	2017
3.51	From 9800 To:	F	96%	2%	1%	1%	0%	0%	С	0.097		0.586	10000	F	2017
5.26	From: 2600	F	97%	0%				0%	С	0.097		0.54	2800	F	2017
	To:				US 17	7 Bridge R	ld								
5.70	From: 700 To:	F	97%	0%	2%	0%	1%	0%	С	0.128		0.693	700	F	2017
2.27	From: 410	F	96%	3%				0%	С	0.123		0.648	430	F	2017
1.70	From: 1600	F	96%	1%	133-637 1%	Lake Mead 0%	de Dr 1%	0%	С	0.108		0.746	1700	F	2017
0.64	From: 2500	F	94%	3%	133-604 V 1%	V, Pitchket 1%	ttle Rd 1%	0%	С	0.114		0.632	2600	F	2017
2.27	5100	F	94%	3%	1%	1%	1%	0%	F	0.108		0.539	5400	F	2017
1.25	630 Tor	F					e Rd			0.123		0.660	630	F	2017
0.42	From: 1500 To:	F	97%	0%	2%	1%	0%	0%	С	0.11		0.527	1600	F	2017
3.32	From: 400	F	99%	0%	North Car 0%	olina State 1%	e Line 0%	0%	С	0.097		0.727	430	F	2017
1.84	To: From: 480	F	98%	13 0%				0%	С	0.123		0.761	510	F	2017
	2.77 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 1.70 0.64 2.27 1.25 0.42	1.69 240 Tax 0.10 430 Tax 0.10 430 Tax 3.43 530 Tax 1.48 400 Tax 1.69 6200 Tax 1.63 13000 Tax 1.63 13000 Tax 1.63 5500 Tax 1.63 9800 Tax 1.63 9800 Tax 5.70 700 Tax 1.70 1600 Tax 0.64 2500 Tax 0.64 2500 Tax 1.25 630 Tax 0.42 1500 Tax	2.77 240 Form 1.69 240 Form 0.10 430 Form 0.10 430 Form 3.43 530 Form 1.48 400 Form 1.48 400 Form 1.69 6200 Form 1.63 13000 Form 1.36 5500 Form 1.36 5500 Form 3.51 9800 Form 5.70 700 Form 5.70 700 Form 5.70 700 Form 1.70 1600 Form 1.70 700 Form 1.70 700 Form 700 Form Form 700 Form Form 700 Form Form	2.77 240 F 96% 1.69 240 F 97% 1.69 240 F 97% 1.69 430 F 97% 0.10 430 F 97% 3.43 530 F 97% 3.43 530 F 97% 1.48 400 F 97% 1.48 400 F 97% 1.48 400 F 97% 1.69 6200 F 1000 1.69 6200 F 1000 1.63 13000 F 97% 1.63 13000 F 97% 1.36 5500 F 96% 1.36 5500 F 96% 5.26 2600 F 96% 5.70 700 F 96% 1.70 1600 F 96% 1.70 1600 F 96% 1.70 1600 F 96% 1.70 760 <td>2.777 240 F 96% 0% 1.69 240 F 97% 0% 1.69 240 F 97% 0% Free 0.10 430 F 97% 0% Total Transmitted Transmit</td> <td>Length AADT QA 4 Tire Bus Bus 2Axle 2.777 240 F 96% 0% 2% 1.69 240 F 97% 0% 133-660 X 1.69 240 F 97% 0% 2% 1.69 240 F 97% 0% 2% 0.10 430 F 97% 0% 2% 0.10 430 F 97% 0% 1% 3.43 530 F 97% 0% 1% 1.48 400 F 97% 0% 1% 1.48 400 F 97% 1% 1% 1.63 13000 F 97% 1% 1% 1.63 13000 F 97% 1% 1% 1.63 13000 F 96% 2% 1% 1.63 13000 F 96% 2% 1% 1.63</td> <td>$\begin{array}{c c c c c c c } \mbox{AADT} QA 4 Tire Bus 2Axle 3+Axle 3+Axl$</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> <td></td> <td>Length AADT CA 4 Tire Bus BADT 2Axle 3+Axle Trail 2Trail CC 2.77 240 F 96% 0% 2% 1% 0% 0% C 1.69 240 F 97% 0% 2% 1% 0% 0% C 1.133-601 S, Edits R. 133-660 S, Longstreet Lane 133-660 S, Lo</td> <td></td> <td></td> <td>Length AADT QA 4 Tire Bus Bus 2Axle 3+Axle 1 Trail Crail 2Trail C Factor C 2.77 240 F 96% 0% 2% 1% 0</td> <td>Langth AADT OA 4 Tire Bus 2 Axde 3+Axde 1Trail 2 CC CC Factor AAWDT 2.77 240 F 96% 0% 2% 1% 0% 0% 0.0 0.5 260 1.69 240 F 97% 0% 1% 2% 0% 0% 0.0 0.577 260 1.69 240 F 97% 0% 2% 1% 0% 0% 0.0095 0.577 260 1.43 430 F 97% 0% 1% 0% 0% 0 0.011 0.646 460 1.43 400 F 97% 1% 1% 1% 0% 0.0134 0.6 120 1.44 97% F 07% 1% 1% 1% 0% 0.0134 0.6 120 1.69 6200 F 97% 1% 1% 1% 0% 0.0114 0.511 8</td> <td>Length AADT QA 4Tire Bus 2Axle 3+Axle Trail 2Trail 2Trail CC Factor CK Factor AAWDT QW 2.77 240 F 9% 0% 2% 1% 0%</td>	2.777 240 F 96% 0% 1.69 240 F 97% 0% 1.69 240 F 97% 0% Free 0.10 430 F 97% 0% Total Transmitted Transmit	Length AADT QA 4 Tire Bus Bus 2Axle 2.777 240 F 96% 0% 2% 1.69 240 F 97% 0% 133-660 X 1.69 240 F 97% 0% 2% 1.69 240 F 97% 0% 2% 0.10 430 F 97% 0% 2% 0.10 430 F 97% 0% 1% 3.43 530 F 97% 0% 1% 1.48 400 F 97% 0% 1% 1.48 400 F 97% 1% 1% 1.63 13000 F 97% 1% 1% 1.63 13000 F 97% 1% 1% 1.63 13000 F 96% 2% 1% 1.63 13000 F 96% 2% 1% 1.63	$ \begin{array}{c c c c c c c } \mbox{AADT} QA 4 Tire Bus 2Axle 3+Axle 3+Axl$	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		Length AADT CA 4 Tire Bus BADT 2Axle 3+Axle Trail 2Trail CC 2.77 240 F 96% 0% 2% 1% 0% 0% C 1.69 240 F 97% 0% 2% 1% 0% 0% C 1.133-601 S, Edits R. 133-660 S, Longstreet Lane 133-660 S, Lo			Length AADT QA 4 Tire Bus Bus 2Axle 3+Axle 1 Trail Crail 2Trail C Factor C 2.77 240 F 96% 0% 2% 1% 0	Langth AADT OA 4 Tire Bus 2 Axde 3+Axde 1Trail 2 CC CC Factor AAWDT 2.77 240 F 96% 0% 2% 1% 0% 0% 0.0 0.5 260 1.69 240 F 97% 0% 1% 2% 0% 0% 0.0 0.577 260 1.69 240 F 97% 0% 2% 1% 0% 0% 0.0095 0.577 260 1.43 430 F 97% 0% 1% 0% 0% 0 0.011 0.646 460 1.43 400 F 97% 1% 1% 1% 0% 0.0134 0.6 120 1.44 97% F 07% 1% 1% 1% 0% 0.0134 0.6 120 1.69 6200 F 97% 1% 1% 1% 0% 0.0114 0.511 8	Length AADT QA 4Tire Bus 2Axle 3+Axle Trail 2Trail 2Trail CC Factor CK Factor AAWDT QW 2.77 240 F 9% 0% 2% 1% 0%

						City	of Suffo	ык								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			1													
642 White Marsh Rd	1.95	From 470	F	98%	13 0%	33-604 Ho 1%	sier Rd; D 1%	0%	0%	С	0.11		0.655	490	F	2017
	0.00	From C 40	Ļ	000/	00/		74 Badger		00/		0 107		0.071	<u> </u>	-	0017
642) White Marsh Rd	2.80	640	F	99%	0%	0%	0%	0%	0%	С	0.107		0.671	680	F	2017
642 White Marsh Rd	0.79	From 870	F	99%	2 0%	. <u>80 MN 13</u> 1%	<u>33-674 Ba</u> 0%	ndger Rd 0%	0%	С	0.097		0.708	920	F	2017
642) White Marsh Rd	0.84	From 2700	F	99%	0%	1%	5 Semino 0%	0%	0%	С	0.090		0.659	2900	F	2017
0		From			Old EC	CL Suffok; Bus US 5	8 Constar		n St							
642 Wilroy Rd	2.10	5900	F	96%	1%	1%	1%	1%	0%	С	0.098		0.512	6300	F	2017
642 Wilroy Rd	1.77	9300 From To	F	94%	1%	1% SR 337 N	US 58 2%	1%	0%	С	0.098		0.521	9800	F	2017
		From	1			33-616 E,										
643 Manning Rd	2.56	490	F	99%	0%	1%	0%	1%	0%	С	0.114		0.705	520	F	2017
643 Manning Rd	2.32	From From	F	99%	0%	<u>133-66</u> 1%	3 Leesville 0%	e Rd 0%	0%	С	0.105		0.711	700	F	2017
		From	Ę.				7 Copelan		221	_				1000	_	
643 Manning Rd	1.30	1100 To	F	98%	0%	1% 33-645 M	0%	1%	0%	С	0.107		0.688	1200	F	2017
		From	-		1		5 Manning									
(643) Manning Bridge Rd	0.94	860	F					-			0.112		0.656	860	F	2017
0		To			0.	94 MN 13	3-645 Ma	nning Rd								
		From				133-74	40 Carr La	ane								
(644) Indian Trail	1.70	220	F	97%	0%	1%	2%	0%	0%	С	0.134		0.697	230	F	2017
\bigcirc		To	-			133-610) Buckhor	n Rd								
(644) Indian Trail	3.70	330	F	98%	0%	1%	1%	0%	0%	С	0.121		0.553	350	F	2017
\bigcirc		То	-			133-634	Kings For	rk Rd			_					
(644) Indian Trail	2.30	450	F	98%	0%	1%	0%	1%	0%	С	0.128		0.754	480	F	2017
		То					8 Kenyon	Pd			_					
644) Indian Trail	0.60	940	F	98%	0%	1%	0%	0%	0%	С	0.108		0.521	990	F	2017
044		То	-							-						-
(644) Indian Trail	1.18	920	F	99%	0%	133-037	Lake Mea 0%	0%	0%	С	0.106		0.603	970	F	2017
(044)d.u		То		0070	070		9 Cohoon		0,0	-			0.000	0.0	·	
		From	4		1	33-643 M										
(645) Manning Rd	1.70	740	F	99%	0%	1%	0%	0%	0%	С	0.148		0.579	790	F	2017
		То				Urba	n Bounda	rs 7								
(645) Manning Rd	1.50	1500 ^{From}	F	99%	0%	1%	0%	0%	0%	С	0.099		0.566	1600	F	2017
043		То					B Holland			-						-
		From	1		1	33-705 Me										
646 Airport Rd	0.40	1000	F	98%	0%	1%	0%	0%	0%	С	0.087		0.532	1100	F	2017
		To	•			US 13; SI	R 32 Caro	lina Rd								
		From	ł			US 58	E, Holland	l Rd								
(647) Lummis Rd	0.20	1600	F	94%	1%	2%	1%	2%	0%	С	0.093		0.63	1700	F	2017
		To				133-64	9 Lummis	Rd								
(647) Copeland Rd	2.50	540	F	90%	1%	4%	2%	4%	0%	С	0.135		0.566	570	F	2017
		То									— <u> </u>					
(647) Copeland Rd	0.65	From 1100	F	91%	3%	<u>33-643 M</u> 2%	anning Br 2%	1dge Rd 2%	0%	С	0.113		0.565	1200	F	2017
(647) Copeland Rd	0.00	1100	· 	J1 /0	0 /0				0 /0	0	0.113		0.000	1200		2017
Constant Dd	1 75	From		000/	10/		5 Jackson		00/				0 500	750	г	0017
(647) Coperand Rd	1./5			90%	1%				0%	U	0.122		0.522	/50	Г	2017
647) Copeland Rd	1.75	From 710	F	90%	1%	2%	3% Jackson 3% haleyville	3%	0%	С	0.122		0.522	750	F	2

						Oity	of Suffol	IN .								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				133-660 I	ongstreet	Lane								
650) Quince Rd	1.90	180	F			155-0001	Jongstreet	Lane			0.205		0.59	180	F	2017
		To				133-649	Jummis	Rd								
		From:					Kingsdale									
(653) Glen Haven Dr	0.13	1200	F	97%	0%	1%	1%	0%	0%	С	0.107		0.548	1200	F	2017
	0.40	From:	_	000/	00/		Bus EAS		00/	0			0 700	000	-	0017
653 Dutch Rd	3.12	580 To:	F	93%	0%	2%	4% N, Quaker	0% r Dr	0%	С	0.12		0.722	620	F	2017
-		From:					S, Quaker									
653 Holland Corner Rd	2.17	190	F	93%	2%	5%	1%	0%	0%	С	0.129		0.692	200	F	2017
0		To:				133-616 M										
655) Brentwood Rd	0.90	From: 130	F			133-65	1 Barnes I	Rd			0.146		0.821	130	F	2017
655) Brentwood Rd	0.90	To:	г			ī	US 58				0.140		0.021	130	1	2017
		From:					Pughsville	Rd								
658) Town Point Rd	1.36	1200	F	95%	2%	2%	0%	0%	0%	С	0.1		0.526	1300	F	2017
0		Tor				133-2276	Plummer	Blvd			_					
658) Town Point Rd	0.46	2700	F	97%	1%	1%	1%	0%	0%	С	0.088		0.53	2800	F	2017
\bigcirc		To: From:					ridge Rd;									
658) Town Point Rd	0.60	11000	F	95%	2%	Harbor Vi 2%	iew Blvd.; 0%	; Gap 0%	0%	F	0.088		0.527	12000	F	2017
636) Former 6	0.00		•	0070	270				070	•			0.027	12000	•	2017
658) Town Point Rd	0.18	From: 13000	F	98%	0%	133-2253 1%	0%	0%	0%	С	0.085		0.501	13000	F	2017
038)		To	-				5 College I			-					-	
658) Town Point Rd	0.68	9900	F	99%	0%	0%	0%	0%	0%	С	0.09		0.507	11000	F	2017
		To:				WCL	Portsmout	th								
-		From			13	33-626 N,	Shoulders	Hill Rd								
659 Pughsville Rd	1.28	6500	F	98%	0%	1%	0%	0%	0%	С	0.101		0.614	6900	F	2017
\bigcirc		To					Chesapeak									
	5.50	From:	F	133	3-616 N	; Mineral S	Spring Rd;	; Longstre	et Lane		0.118		0 609	120	F	2017
660 Longstreet Ln	5.50	430	г			ī	US 58				0.110		0.698	430	Г	2017
		From:					W, Quake	r Dr								
662 Box Elder Rd	1.10	40	F			100 107	II, Quine				0.203		0.875	40	F	2017
0		To:				133-649	9 Lummis	Rd								
\sim		From:			13	3-759 Pine										
666 Gates Rd	2.10	1200	F	81%	0%	1%	1%	17%	0%	С	0.101		0.634	1300	F	2017
<u> </u>		To From:					61 Ellis Ro									
666 Gates Rd	3.37	1300	F	82%	0%	1%	1%	15%	0%	С	0.097		0.568	1400	F	2017
		To: From:	_				Wildwood			-						
666 Gates Rd	0.65	1300 _{To:}	F	76%	0%	1%	6% R 189	16%	0%	С	0.092		0.646	1400	F	2017
		From:						D 1								
(667) Butler Dr	1.90	70	F			133-7591	E, Pineviev	w Rd			0.130		0.591	70	F	2017
007) Dation Di		Tor	•			133-660 L	ongstreet	Lane					0.001		•	
		From:				133-759	S, Short L	ane								
668) Pittmantown Rd	0.12	1100	F	81%	0%	1%	1%	17%	0%	С	0.099		0.565	1200	F	2017
\bigcirc		To: From:					N, Gates									
668) Freeman Mill Rd	4.50	600	F			155-6/18	Spivey Ru	п ка			0.118		0.756	600	F	2017
		To:	Ŀ		1	US-13 N, V	Whaleyvill	e Blvd							-	
		From:				US 13 W										
672) Little Fork Rd	3.60	130	F								0.168		0.524	130	F	2017
\bigcirc		To:				North Car	olina State	Line								
		From:			133-	759 E, Lib	erty Spring	g Rd Wes	st						_	
(673) Liberty Spring Rd North	n 2.00	270	F				~ .				0.115		0.677	270	F	2017
\checkmark		To:				133-647	Copeland	Rd								

						City of Suffe	JIK								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
674) Badger Rd	1.30	From 130	F	98%	0%	133-604 S, Hosie 1% 1% 133-642 White Ma	0%	0%	С	0.15		0.526	130	F	2017
		From	1			US 13 Whaleyvill				1					
675) Cypress Chapel Rd	3.60	140 To	F	91%	0%	3% 2%	4%	0%	С	0.122		0.632	140	F	2017
675) Cypress Chapel Rd	0.50	From: 170	F	87%	1% 1	SR 32 Carolina 1% 2% 33-642 S, White M	9%	0%	С	0.111		0.524	180	F	2017
677) Great Fork Rd	3.60	From: 1600 To:	F	99%	0%	North Carolina Sta 1% 0%	0%	0%	С	0.1		0.734	1700	F	2017
		From				US 13 Whaleyvill 133-673 Greenwa									
678) Cherry Grove Rd	2.60	80 To	F		13	3-642 N, Adams S	wamp Rd			0.115		0.684	80	F	2017
683 Benton Rd	1.00	From: 650	F			Dead End US 13				0.129		0.729	650	F	2017
(688) Turlington Rd	3.16	From: 2200	F	97%	1%	US 13, SR 3 1% 0%	2 0%	0%	С	0.104		0.637	2300	F	2017
		To				133-1722 Kilby Sh	ores Rd								
(695) Mockingbird Lane	1.25	From: 130	F	97%	1%	133-743 Matoak 1% 1% Dead End	a Rd 1%	0%	С	0.143		0.632	130	F	2017
(705) Meadow Country Rd	1.80	Fram 520	F	98%	0%	133-646 Airpor 1% 1%	t Rd 0%	0%	С	0.111		0.54	550	F	2017
\bigcirc		Τα			13	33-674 Meadow Co									
(715) Nansemond Dr North	0.53	From: 490	G			133-2023 N, Lak 133-717 North Sh				0.11		0.634	490	G	2017
		From		000/	001	US 13 Carolina	Rd	00/				0.500	1700	-	0017
(731) Dill Rd	0.66	4400 To	F	88%	2%	2% 2% 133-1111 E, Dil	6% 11 Rd	0%	С	0.083		0.539	4700	F	2017
(739) Deer Path Rd	5.20	From: 380	F			133-644 W, Indian				0.124		0.654	380	F	2017
0		From	1			133-644 E, Indian									
740 Carr Lane	0.80	60 _{To}	F	94%	0%	133-612 Kingsda 0% 4% 133-644 Indian	2%	0%	С	0.182		0.583	70	F	2017
	0.00	From	L			Dead End				0.100		0.504	00	-	0017
(744) Jasmine Ln	0.93	80 To:	F			133-616 Holy Ne	ck Rd			0.129		0.591	80	F	2017
		From				Dead End									
(757) Bennetts Creek Park F	ld 1.03	5400 _{то}	F			133-626 Shoulders	Hill Rd			0.097		0.608	5400	F	2017
		From	L			North Carolina Sta									
759 Short Lane	0.12	1100 то	F	81%	0%	1% 1% 33-668 S, Pittmant	18%	0%	С	0.097		0.576	1200	F	2017
(759) Gates Rd	1.23	From: 1100	F	80%		33-668 N, Pittman 1% 1%	town Rd 18%	0%	С	0.095		0.612	1200	F	2017
(759) Pineview Rd	3.75	From: 50	F	93%	0%	133-666 Pineview 133-666 Gates 3% 5%	Rd 0%	0%	С	0.192		0.6	60	F	2017
(759) Quaker Dr	3.55	From: 620	F	95%	1%	133-616 W, Holy N 133-616 E, Vicksb 4% 0%		0%	С	0.116		0.726	650	F	2017
		To				133-653 N, Dutc	ch Rd								

Deute	Longth	AADT	~	4	Due				00	К	Dir		0.11/	Veer
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	xle 1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW	Year
<u>Citv of Suffolk</u>		From				133-643 S, Ma	nning Rd							
(759) Liberty Spring Rd West	2.28	470	F			US 13 S, Whale	wills Divid			0.143	0.627	470	F	2017
		From	I			Cul-de-S				-				
(785) Burnetts Ct	0.12	120	F			Cui de s				0.159	0.615	120	F	2017
\bigcirc		To				133-780 Burne	etts Way							
(1035) Chenaneo Rd	0.14	From: 90	G			Cul-de-S	ac			0.163	0.704	90	G	2017
(1035) Chenaneo Ro	0.14	90				133-1034 Fallw	ater Way			0.103	0.704	90	G	2017
		From				133-1111 D	ill Rd							
(1101) County St	0.62	2900	F	87%	1%	2% 3%		0%	С	0.083	0.602	3000	F	2017
<u> </u>		To	1			Old Suffolk Co								
(111) Dill Rd	0.39	100	F	62%	3%	<u>133-731 W, 1</u> 3% 8%		0%	С	0.155	0.526	110	F	2017
		To		/-	• • •	133-1101 Co		- / -	-				-	
<u> </u>		From				133-1148 Winte	erview Dr							
(1147) Summerfield Ct	0.06	330 To	F		1.	33-1145 Springfi	iald Tarmana			0.128	0.517	330	F	2017
		From	1		1.									
(1310) 6th St	0.39	5000	F	98%	1%	133-1332 Tru 1% 0%		0%	С	0.09	0.605	5300	F	2017
		Ta			S	R 337; Washing	ton St East							
(1310) 6th St	0.17	740	F	98%	1%	1% 19		0%	С	0.102	0.654	780	F	2017
\bigcirc		To			133-13	301 Railroad Ave 133-1318 Cl		nus						
(1310) Goodman St	0.11	310	F	97%	1%	2% 0%		0%	С	0.110	0.703	330	F	2017
\bigcirc		To				133-1317 Cen	ter Ave							
	0.40	From				133-642 Wil	roy Rd				0.75	10	-	0017
(1322) McAruthur Dr	0.16	40 To	F		13	3-1319; 133-132	23 Myrtle St			0.2	0.75	40	F	2017
		From				SR 337 Washi								
(1324) Hollywood Ave	0.06	2500	F	98%	1%	1% 0%		0%	С	0.092	0.581	2600	F	2017
\bigcirc		To				133-1325 Myr	ick Ave							
(1325) Center Ave	0.39	From: 1700	F	97%	1%	133-1310 Goo 1% 0%		0%	С	0.094	0.539	1800	F	2017
(1325) Center Ave	0.00	To		31 /8		133-1324 Holly		0 /8	0	0.034	0.009	1000	I	2017
		From				Pinner S	St							
(1329) Old Pinner St	0.17	2300	F	96%	0%	1% 19	% 2%	0%	С	0.113	0.947	2500	F	2017
<u> </u>		To	1			US 58 Bus; Con								
(1332) Truman Rd	0.23	2700	F	98%	1%	133-642 White		0%	С	0.082	0.506	2800	F	2017
(1332)		To				133-1310 6			-					-
		From			1	33-1366 Blythe	wood Lane							
(1368) Nixon Dr	0.06	820 To	F			133-1369 Sie	Arrea Dr			0.11	0.527	820	F	2017
		From	I							I				
(1502) Eclipse Dr	0.19	170	F			Dead Er	iu			0.137	0.596	170	F	2017
		Τα				133-1505 Cr	oss St							
\frown		From	L			Dead Er	nd						_	
(1605) Sunset Manor Dr	0.07	50 To	F			133 1601 Ver	than Ava			0.365	0.587	50	F	2017
		From	l			133-1601 Vaug Bus US 58 Ho				 				
(1722) Kilby Shores Rd	0.03	5600	F	97%	1%	1% 1%		0%	С	0.098	0.680	6000	F	2017
\bigcirc		To				133-688 Turlin								
	a a=	From	<u> </u>			133-1718 N, S	taley Dr						_	<u> </u>
(1727) Brittle Dr	0.07	70	F			Dead Er	d			0.122	0.6	70	F	2017
		10	I			Dead Ef	IU							

							Sulloi	•								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			133-1790	Woods P	CAWAV			-					
(1795) Ash Wood Dr	0.27	140	G			155-1790	woods 11	xwy			0.105		0.533	140	G	2017
		То				Cul-	de-Sac									
~		From				Cul-	de-Sac									
(1856) Berkshire Blvd	0.35	450	G								0.111		0.588	450	G	2017
0		10				133-1851										
Hawk Rd	0.11	250	F			133-190	2 Wren R	d			0.099		0.546	250	F	2017
(1905) Hawk Rd	0.11	2 30				133-1907	Beaver L	ane			0.099		0.540	230	1	2017
		From	<u>.</u>		13	33-627 Ben										
2029) Foxcroft Rd	0.43	180	F		1.	5-027 Den	11013 1 430	are Ru			0.115		0.571	180	F	2017
2023)		To				133-2028 1	Brittany I	ane								
		From			13	3-2075 Bee	ech Grov	e Lane								
2073) Carter Ln	0.08	130	G								0.140		0.5	130	G	2017
\bigcirc		To			133	3-2070 Driv	vers Statio	on Way								
\sim		From				133	-2143									
2140 Burbage Lake Circle	0.19	540 Ta	F			0145-011	D # 1	<u><u> </u></u>			0.107		0.636	540	F	2017
0		10			133	3-2145 Olde		s Circle								
Proozo Daint Max	0.07	From	L			Dea	d End				0.000		0 F	2000	C	2017
2217) Breeze Point Way	0.27	2900	G			US 17 1	Bridge Ro	4			0.096		0.5	2900	G	2017
		From														
Harbour View Blvd	1.02	20000	G	98%	0%	0%	Bridge Ro 0%	0%	0%	С	0.089		0.589	21000	G	2017
	1.02	To	Ē	0070	070		Point Rd	0,0	070	•	0.000		0.000	21000	G	2017
		From				Hapmton										
(2284) Harbour View Blvd	1.44	4300	G	98%	0%	0%	0%	0%	0%	F	0.093		0.562	4600	G	2017
<u> </u>		10				SR	135									
	0.04	From				Cul-	de-Sac				0.107		0.007	110	~	0017
2354 Preakness Circle	0.04	110 To	G		12	3-2350 Ste	anlaahaa	Lono			0.167		0.667	110	G	2017
		From	1		1.											
2450 Rabey Farm Rd	0.52	940	G			Cui-	de-Sac				0.114		0.69	940	G	2017
2450)	0.01	To	Ē		13	3-626 N, SI	houlders	Hill Rd					0.00	0.10	0.	_0
		From					ington St									
(8501) Pinner St	0.63	7100	F	98%	0%	1%	0%	0%	0%	С	0.098		0.571	7500	F	2017
		To				Moo	re Ave									
8501) Pinner St	0.41	From: 10000	F	98%	0%	1%	0%	0%	0%	F	0.092		0.538	11000	F	2017
		To					L Suffolk									
		From				Sm	ith St									
8505 South Broad St	0.15	1300	F	97%	1%	2%	0%	0%	0%	С	0.100		0.549	1400	F	2017
\bigcirc		To				Washi	ington St									
8505 North Broad St	0.68	770	F	98%	1%	1%	0%	0%	0%	С	0.135		0.714	820	F	2017
\bigcirc		To					verview D				_					
8505 Western Ave	0.12	From: 1100	F	98%	0%	1%	0%	0%	0%	С	0.099		0.624	1100	F	2017
		Τo				West Co	nstance H									
		From				Kilb	y Ave									
(8507) Wellons St	0.65	1700	F	96%	1%	2%	1%	0%	0%	С	0.096		0.539	1800	F	2017
\bigcirc		From				SR 337 W	ashingto	n St			<u> </u>					
(8507) Market St	0.43	3100	F	97%	0%	1%	1%	0%	0%	С	0.096		0.589	3300	F	2017
\bigcirc		Τα				Sara	toga St				— —					
8507) Market St	0.06	4900 ^{From}	F	97%	0%	1%	1%	0%	0%	F	0.099		0.624	5200	F	2017
\bigcirc		To					Main St									
		From				Ma	ain St									
(8508) Finney Ave	0.20	7500	F	99%	0%	1%	0%	0%	0%	С	0.088		0.507	7900	F	2017
\ /		To				Pinn	er Ave									

					0.07	of Suffoll	N .								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.31	Prom. 2700	F	97%	1%	Car 1%	rolina Ave 1%	0%	0%	С	0.089		0.52	2800	F	2017
0.12	From: 3200 To:	F	97%	1%	1%	1%	0%	0%	F	0.101		0.514	3400	F	2017
0.43	From: 3300 To:	F	98%	0%	Sa 1%	ratoga St 1%	0%	0%	С	0.098		0.558	3500	F	2017
0.44	From: 2300 To:	F	97%	1%	SC 1%	L Suffolk 1%	0%	0%	С	0.092		0.515	2400	F	2017
0.17	From: 750	F	97%	1%	Ca 1%	rolina Rd 1%	0%	0%	С	0.113		0.522	800	F	2017
0.04	From: 740	F	97%	2%	F 1%	ayette St 0%	0%	0%	С	0.09		0.8	780	F	2017
0.23	From: 830	F	83%	1%	2%	Cedar St 4%	10%	0%	С	0.123		0.56	880	F	2017
0.11	Tor From: 1200 Tor	F	93%	1%	2%	2%	2%	0%	С	0.116		0.585	1300	F	2017
0.20	From: 2200	F	98%	0%	1%	1%	0%	0%	С	0.105		0.69	2400	F	2017
0.18	From: 3400	F	90%	0%	Old Suff 1%	olk Corp Li 3%	mits 5%	0%	F	0.093		0.648	3600	F	2017
0.27	From: 3700 To:	F	90%	0%	1%	3%	5% n St	0%	С	0.091		0.592	4000	F	2017
0.64	From: 4200 To:	F	90%	1%	SR 337 1%	Washington 3%		0%	С	0.099		0.586	4400	F	2017
	From: 1400 To:	F			Repa	ss Beach R	d			0.108		0.598	1400	F	2017
	From: 350 To:	F			Sn	nith Street	-oot			0.098		0.629	350	F	2017
	From: 6600	F	98%	1%	As 1%	shford Dr 0%	0%	0%	С	0.090		0.573	6600	F	2017
	From: 190	F	98%	0%	Pio 1%	oneer Ave 0%	1%	0%	С	0.131		0.5	190	F	2017
	Fram: 280	L F								0.131		0.638	280	F	2017
	0.31 0.12 0.43 0.44 0.17 0.04 0.23 0.11 0.20 0.18 0.27	0.31 2700 0.12 3200 To From 0.43 3300 To From 0.44 2300 To From 0.17 750 0.04 740 To From 0.23 830 0.11 1200 To From 0.23 830 To From 0.23 830 To From 0.23 830 To From 0.23 700 To From 0.20 700 To From 0.20 700 To From 0.21 700 To From 0.22 700 To From 0.23 700 To From 0.23 700 To From 0.24 700 To From 0.25 700 To From 0.26 700 To From 0.27 700 To From 0.20 70 From 0.20 70 From 0	0.31 2700 F 0.12 3200 F 0.12 3300 F 0.43 3300 F 0.43 3300 F 0.43 3300 F 0.44 2300 F 0.43 700 F 0.44 2300 F 0.44 740 F 0.17 750 F 0.17 750 F 0.17 750 F 0.17 750 F 0.23 830 F 0.24 2200 F 0.25 2200 F 0.20 2200 F 0.21 1200 F 0.22 200 F 0.20 2200 F 0.21 3700 F 0.23 3400 F 0.24 350 F 0.25 3700 F 1400 F F 1400 F F <td>Free 97% 0.31 2700 F 97% 0.12 3200 F 97% 0.12 3200 F 97% 0.43 3300 F 98% 0.43 3300 F 98% 0.43 3300 F 97% 0.43 2300 F 97% 0.44 2300 F 97% 0.44 2300 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.23 830 F 83% 0.20 2200 F 93% 160 F 90% 16 0.21 3700 F 90% 16 4200 F 90% 16 4200 F 90% 16</td> <td>Profe Profe 97% 1% 0.31 2700 F 97% 1% 0.12 3200 F 97% 1% 0.43 3300 F 98% 0% 0.43 3300 F 98% 0% 0.43 3300 F 97% 1% 0.43 3300 F 97% 1% 0.44 2300 F 97% 1% 0.44 2300 F 97% 1% 0.17 750 F 97% 1% 0.17 750 F 97% 1% 0.18 830 F 97% 1% 100 F 93% 1% 11 1200 F 98% 0% 11 1200 F 90% 0% 11 1200 F 90% 0% 11 1200 F 90% 0%</td> <td>Length AADT QA 4Tire Bus Bus 2Axle 0.31 2700 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.13 3300 F 98% 0% 1% 0.43 3300 F 98% 0% 1% 0.44 2300 F 97% 1% 1% 0.17 750 F 97% 1% 1% 0.23 830 F 93% 1% 2% 0.11</td> <td>Length AADT QA 4 Tire Bus Bus 2Axle 3+Axle 0.31 2700 F 97% 1% 1% 1% 0.31 2700 F 97% 1% 1% 1% 0.12 3200 F 97% 1% 1% 1% 0.12 3200 F 97% 1% 1% 1% 0.43 3300 F 98% 0% 1% 1% 0.43 3300 F 97% 1% 1% 1% 0.44 2300 F 97% 1% 1% 1% 0.44 2300 F 97% 1% 1% 1% 0.44 760 F 97% 1% 1% 1% 0.44 740 F 97% 2% 1% 0% 0.47 740 F 93% 1% 2% 2% 0.40 740 F 93%</td> <td></td> <td>Length AADT OA 4 Tire Bus 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0.43 3300 F 97% 1% 1% 0% 0% C 0.092 0.558 0.44 2300 F 97% 1% 1% 0% 0% C 0.10 0.522 0.17 750 F 97% 1% 1% 0% 0% C 0.113 0.522 0.17</td><td></td><td></td></td>	Free 97% 0.31 2700 F 97% 0.12 3200 F 97% 0.12 3200 F 97% 0.43 3300 F 98% 0.43 3300 F 98% 0.43 3300 F 97% 0.43 2300 F 97% 0.44 2300 F 97% 0.44 2300 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.17 750 F 97% 0.23 830 F 83% 0.20 2200 F 93% 160 F 90% 16 0.21 3700 F 90% 16 4200 F 90% 16 4200 F 90% 16	Profe Profe 97% 1% 0.31 2700 F 97% 1% 0.12 3200 F 97% 1% 0.43 3300 F 98% 0% 0.43 3300 F 98% 0% 0.43 3300 F 97% 1% 0.43 3300 F 97% 1% 0.44 2300 F 97% 1% 0.44 2300 F 97% 1% 0.17 750 F 97% 1% 0.17 750 F 97% 1% 0.18 830 F 97% 1% 100 F 93% 1% 11 1200 F 98% 0% 11 1200 F 90% 0% 11 1200 F 90% 0% 11 1200 F 90% 0%	Length AADT QA 4Tire Bus Bus 2Axle 0.31 2700 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.12 3200 F 97% 1% 1% 0.13 3300 F 98% 0% 1% 0.43 3300 F 98% 0% 1% 0.44 2300 F 97% 1% 1% 0.17 750 F 97% 1% 1% 0.23 830 F 93% 1% 2% 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0.098 0.44 2300 F 97% 1% 1% 1% 0% 0% C 0.092 0.17 750 F 97% 1% 1% 1% 0% 0% C 0.113 0.14 F 97% 1% 1% 0% 0% C 0.113 0.14 1200</td> <td>Length AADT GA 4 Tire Bus 2Axle 3+Axle 1Trail 2Trail C Factor C 0.31 2700 F 97% 1% 1% 0% 0% 0% C 0.089 0.52 0.12 3200 F 97% 1% 1% 0% 0% C 0.089 0.52 0.12 3200 F 97% 1% 1% 0% 0% C 0.091 0.514 0.43 3300 F 97% 1% 1% 0% 0% C 0.092 0.558 0.43 3300 F 97% 1% 1% 0% 0% C 0.092 0.558 0.44 2300 F 97% 1% 1% 0% 0% C 0.10 0.522 0.17 750 F 97% 1% 1% 0% 0% C 0.113 0.522 0.17</td> <td></td> <td></td>	Length AADT QA 4Tire Bus Parket 2Axle 3+Akle Trail 2Trail CC 0.31 2700 F 97% 1% 1% 1% 0% 0% C 0.31 2700 F 97% 1% 1% 1% 0% 0% C 0.43 3200 F 97% 1% 1% 1% 0% 0% C 0.43 3300 F 98% 0% 1% 1% 0% 0% C 0.44 2300 F 98% 0% 1% 1% 0% 0% C 0.44 2300 F 98% 1% 1% 1% 0% 0% C 0.44 2300 F 97% 1% 1% 0% 0% C 0.17 750 F 97% 1% 1% 0% 0% C 0.14 1%		Length AADT QA 4 Tire Bus 2Axle 2Axle 3 + Axle 1 Trail 2 Crail F and QC F actor QK 0.31 2700 F 97% 1% 1% 1% 0% 0% C 0.089 0.12 3200 F 97% 1% 1% 1% 0% 0% 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