

2012

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

where available

Jurisdiction Report

61

City of Suffolk

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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




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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
-  Bypas - Bypass Route
-  Truck - Truck Route
- ALT
 ALT - Alternate Route
-  Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------|---------------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | From: Isle of Wight County Line | | | | | | | | | | | | | | | |
| 10 32 | City of Suffolk | 1.31 | 9300 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.09 | F | 0.614 | 9900 | G |
| | To: SR 125 Chuckatuck | | | | | | | | | | | | | | | |
| 10 32 | Godwin Blvd | 0.87 | 11000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.088 | F | 0.598 | 12000 | G |
| | To: 133-603 Everets Rd | | | | | | | | | | | | | | | |
| 10 32 | Godwin Blvd | 4.81 | 11000 | G | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.088 | F | 0.549 | 11000 | G |
| | To: 133-634 Kings Fork Rd | | | | | | | | | | | | | | | |
| 10 32 | Godwin Blvd | 1.36 | 20000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.506 | 21000 | G |
| | To: US 58 Suffolk Bypass | | | | | | | | | | | | | | | |
| 10 32 | Godwin Blvd | 0.54 | 19000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.084 | F | 0.534 | 20000 | G |
| | To: Pruden Blvd US 460 | | | | | | | | | | | | | | | |
| | From: Bus US 460 Elephant Fork | | | | | | | | | | | | | | | |
| 10 460 32 | City of Suffolk | 1.49 | 25000 | A | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.100 | A | 0.503 | 27000 | A |
| | To: Bus US 460, Bus US 58 | | | | | | | | | | | | | | | |
| | From: Bus US 460 | | | | | | | | | | | | | | | |
| 10 32 460 | Main St | 0.09 | 28000 | G | | | | | | | | 0.087 | F | 0.502 | 30000 | G |
| | To: Bus US 58 | | | | | | | | | | | | | | | |
| | From: Bus US 58, Bus US 460 | | | | | | | | | | | | | | | |
| 10 32 13 | Main St | 0.68 | 19000 | G | | | | | | | | 0.079 | F | 0.561 | 20000 | G |
| | To: SR 337 Washington St | | | | | | | | | | | | | | | |
| | From: North Carolina State Line | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 5.37 | 4700 | A | 89% | 0% | 1% | 1% | 9% | 0% | C | 0.098 | A | 0.563 | 4600 | A |
| | To: 133-616 Mineral Spring Rd | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 1.28 | 6100 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.08 | F | 0.704 | 6000 | G |
| | To: 133-677 Great Fork Rd | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 0.82 | 7600 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.084 | F | 0.730 | 7500 | G |
| | To: 133-675 Cypress Chapel Rd | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 2.22 | 7500 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | NA | | 7200 | G | |
| | To: 133-759 S. Liberty Spring Rd West | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 1.06 | 9000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.084 | F | 0.731 | 8800 | G |
| | To: 133-759 N. Babbtown Rd | | | | | | | | | | | | | | | |
| 13 | Whaleyville Blvd | 2.56 | 9600 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.084 | F | 0.747 | 9400 | G |
| | To: SR 32 Carolina Rd | | | | | | | | | | | | | | | |
| | From: SR 32 Whaleyville Blvd | | | | | | | | | | | | | | | |
| 13 32 | Carolina Rd | 1.64 | 17000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.086 | F | 0.737 | 16000 | G |
| | To: Bus US 13 | | | | | | | | | | | | | | | |
| | From: Bus US 13, SR 32 Carolina Rd | | | | | | | | | | | | | | | |
| 13 | Southwest Suffolk Bypass | 2.80 | 10000 | G | 86% | 1% | 1% | 2% | 10% | 0% | C | 0.09 | F | 0.659 | 9800 | G |
| | To: US 58 Holland Rd | | | | | | | | | | | | | | | |
| | From: Bus US 58 | | | | | | | | | | | | | | | |
| 13 58 | Suffolk Bypass | 1.41 | 38000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.084 | F | 0.658 | 36000 | G |
| | To: 61-604 Pitchkittle Rd | | | | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|-----------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: 61-604 Pitchkittle Rd To: [Redacted] 13 58 Suffolk Bypass | City of Suffolk | 1.88 | 36000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.087 | F | 0.657 | 37000 | G |
| From: US 460 Pruden Blvd To: [Redacted] 13 58 460 Suffolk Bypass | City of Suffolk | 0.93 | 43000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.096 | F | 0.669 | 45000 | G |
| From: SR 10 SR 32 Godwin Blvd To: [Redacted] 13 58 460 Suffolk Bypass | City of Suffolk | 1.87 | 54000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.087 | F | 0.606 | 56000 | G |
| From: 61-642 Wilroy Rd To: [Redacted] 13 58 460 Suffolk Bypass | City of Suffolk | 2.30 | 48000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | NA | | 50000 | G | |
| From: Bus US 13, Bus US 58 Military Hwy To: [Redacted] 13 58 460 Military Highway | City of Suffolk | 3.46 | 66000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.083 | F | 0.595 | 68000 | G |
| From: Bus US 13 To: [Redacted] | | | | | | | | | | | | | | | | |
| From: US 13 Southwest Suffolk Bypass To: [Redacted] Bus 13 32 Carolina Rd | City of Suffolk | 1.17 | 11000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.081 | F | 0.646 | 11000 | G |
| From: Old SCL Suffolk To: [Redacted] Bus 13 32 Carolina Rd | City of Suffolk | 0.54 | 11000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.081 | F | 0.619 | 11000 | G |
| From: Fayette St To: [Redacted] Bus 13 32 Main St | City of Suffolk | 0.34 | 11000 | G | | | | | | | | NA | | 12000 | G | |
| From: Begin SR 10 To: [Redacted] Bus 13 32 10 Main St | City of Suffolk | 0.68 | 19000 | G | | | | | | | | 0.079 | F | 0.561 | 20000 | G |
| From: US 58; Bus US 460 To: [Redacted] Bus 13 58 460 Constance Rd | City of Suffolk | 0.88 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | F | 0.564 | 16000 | G |
| From: Pinner St To: [Redacted] Bus 13 58 460 Portsmouth Blvd | City of Suffolk | 1.60 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.089 | F | 0.532 | 16000 | G |
| From: SR 337 Washington St To: [Redacted] Bus 13 58 460 Portsmouth Blvd | City of Suffolk | 1.22 | 21000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.579 | 22000 | G |
| From: US 13, US 58, US 460 To: [Redacted] | | | | | | | | | | | | | | | | |
| From: WCL Chesapeake To: [Redacted] 17 Bridge Rd | City of Suffolk | 0.66 | 21000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | F | 0.543 | 22000 | G |
| From: I-664; SR 164 Western Freeway To: [Redacted] 17 Bridge Rd | City of Suffolk | 1.81 | 33000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.09 | F | 0.593 | 35000 | G |
| From: 133-626 Knots Neck Road; Shoulders Hill Rd To: [Redacted] 17 Bridge Rd | City of Suffolk | 1.54 | 26000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | 0.598 | 27000 | G |
| From: 133-627 Bennetts Pasture Rd To: [Redacted] 17 Bridge Rd | City of Suffolk | 2.47 | 19000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.090 | F | 0.559 | 20000 | G |
| From: 133-628 Crittenden Rd To: [Redacted] 17 Bridge Rd | City of Suffolk | 1.17 | 15000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.091 | F | 0.534 | 16000 | G |
| From: Isle of Wight County Line To: [Redacted] | | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 17 Ramp | From: US 17-S034A TO ROUTE | | | | | | | | | | | | | | | |
| | City of Suffolk (Maint: 61) | 0.13 | 13000 | G | | | | | | | 0.091 | F | | 13000 | G | |
| | To: I-664-E FROM ROUTE 17 | | | | | | | | | | | | | | | |
| North 17 Ramp | From: US 17 TO ROUTE 664 EASTSOUTH | | | | | | | | | | | | | | | |
| | City of Suffolk (Maint: 61) | 0.03 | 4900 | G | | | | | | | 0.092 | F | | 4900 | G | |
| | To: US 17-S034A TO ROUTE | | | | | | | | | | | | | | | |
| South 17 Ramp | From: US 17 TO ROUTE 664 EASTSOUTH | | | | | | | | | | | | | | | |
| | City of Suffolk (Maint: 61) | 0.05 | 7800 | G | | | | | | | 0.092 | F | | 7800 | G | |
| | To: US 17-N034A US 17- 34A TO ROUTE | | | | | | | | | | | | | | | |
| 32 Carolina Rd | From: North Carolina State Line | | | | | | | | | | | | | | | |
| | City of Suffolk | 2.89 | 3600 | G | 91% | 0% | 1% | 1% | 7% | 0% | C | 0.098 | F | 0.737 | 3800 | G |
| 32 Carolina Rd | From: 133-642 Adams Swamp Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 2.07 | 3900 | G | 91% | 0% | 1% | 1% | 7% | 0% | F | 0.09 | F | 0.743 | 4000 | G |
| 32 Carolina Rd | From: 133-675 Cypress Chapel Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.40 | 4200 | G | 92% | 1% | 1% | 1% | 6% | 0% | C | 0.093 | F | 0.697 | 4400 | G |
| 32 Carolina Rd | From: 133-759 Babbtown Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.65 | 4400 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.093 | F | 0.736 | 4600 | G |
| 32 Carolina Rd | From: 133-647 Copeland Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 2.45 | 4400 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.095 | F | 0.784 | 4600 | G |
| 32 13 Carolina Rd | From: US 13 South of Suffolk Whaleyville Blvd | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.64 | 17000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.086 | F | 0.737 | 16000 | G |
| 32 13 Carolina Rd | From: 61-731 Dill Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.17 | 11000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.081 | F | 0.646 | 11000 | G |
| 32 13 Carolina Rd | From: Old SCL Suffolk | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.54 | 11000 | G | 89% | 0% | 1% | 1% | 9% | 0% | F | 0.081 | F | 0.619 | 11000 | G |
| 32 13 Main St | From: Bus US 58 Constance Rd Fayette St | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.34 | 11000 | G | | | | | | | NA | | | 12000 | G | |
| 32 13 10 Main St | From: SR 337 Washington St | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.68 | 19000 | G | | | | | | | 0.079 | F | 0.561 | 20000 | G | |
| 32 460 10 Main St | From: Bus US 58, Bus US 460 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.09 | 28000 | G | | | | | | | 0.087 | F | 0.502 | 30000 | G | |
| 32 460 10 | From: Old NCL of Suffolk | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.49 | 25000 | A | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.100 | A | 0.503 | 27000 | A |
| 32 10 Godwin Blvd | From: SR 10 Elephant Fork Bus US 460 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.54 | 19000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.084 | F | 0.534 | 20000 | G |
| | To: US 58 Suffolk Bypass | | | | | | | | | | | | | | | |

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Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------------|-----------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 32 10 Godwin Blvd | City of Suffolk | 1.36 | 20000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.506 | 21000 | G |
| 32 10 Godwin Blvd | City of Suffolk | 4.81 | 11000 | G | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.088 | F | 0.549 | 11000 | G |
| 32 10 Godwin Blvd | City of Suffolk | 0.87 | 11000 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.088 | F | 0.598 | 12000 | G |
| 32 10 | City of Suffolk | 1.31 | 9300 | G | 95% | 1% | 1% | 1% | 2% | 0% | F | 0.09 | F | 0.614 | 9900 | G |
| 58 258 Franklin Bypass | City of Suffolk | 1.27 | 19000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.600 | 18000 | G |
| 58 Franklin Bypass | City of Suffolk | 0.18 | 17000 | N | 86% | 1% | 1% | 1% | 12% | 0% | N | 0.069 | N | 0.517 | 16000 | N |
| 58 189 189 Franklin Bypass | City of Suffolk | 1.01 | 17000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.069 | F | 0.517 | 16000 | G |
| 58 189 189 S Quay Rd | City of Suffolk | 4.23 | 20000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.588 | 19000 | G |
| 58 Holland Bypass | City of Suffolk | 1.05 | 21000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.598 | 19000 | G |
| 58 Holland Rd | City of Suffolk | 1.32 | 24000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.071 | F | 0.628 | 23000 | G |
| 58 Holland Rd | City of Suffolk | 2.77 | 24000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.071 | F | 0.632 | 23000 | G |
| 58 Holland Rd | City of Suffolk | 2.05 | 26000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.073 | F | 0.63 | 24000 | G |
| 58 Holland Rd | City of Suffolk | 0.67 | 27000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.076 | F | 0.611 | 25000 | G |
| 58 Holland Rd | City of Suffolk | 0.38 | 31000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.077 | F | 0.579 | 29000 | G |
| 58 Holland Rd | City of Suffolk | 1.15 | 30000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.59 | 29000 | G |
| 58 13 Suffolk Bypass | City of Suffolk | 1.41 | 38000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.084 | F | 0.658 | 36000 | G |
| 58 13 Suffolk Bypass | City of Suffolk | 1.88 | 36000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.087 | F | 0.657 | 37000 | G |
| 58 13 460 Suffolk Bypass | City of Suffolk | 0.93 | 43000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.096 | F | 0.669 | 45000 | G |

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Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|-----------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: SR 10, SR 32 Godwin Blvd | | | | | | | | | | | | | | | | |
| 58 13 460 Suffolk Bypass | City of Suffolk | 1.87 | 54000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.087 | F | 0.606 | 56000 | G |
| To: 133-642 Wilroy Rd | | | | | | | | | | | | | | | | |
| From: 133-642 Wilroy Rd | | | | | | | | | | | | | | | | |
| 58 13 460 Suffolk Bypass | City of Suffolk | 2.30 | 48000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | NA | | 50000 | G | |
| To: Bus US 13, Bus US 58 Military Hwy | | | | | | | | | | | | | | | | |
| From: Bus US 58 Military Hwy Eastbound | | | | | | | | | | | | | | | | |
| 58 13 460 Military Highway | City of Suffolk | 3.46 | 66000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.083 | F | 0.595 | 68000 | G |
| To: WCL Chesapeake | | | | | | | | | | | | | | | | |
| From: US 58 TO RTE 189 | | | | | | | | | | | | | | | | |
| East 58 258 | City of Suffolk | 0.17 | 560 | G | | | | | | | | 0.111 | F | | 560 | G |
| To: US 58-E451B TO RTE 189 SOUTH | | | | | | | | | | | | | | | | |
| From: US 58-E451B TO RTE 189 SOUTH | | | | | | | | | | | | | | | | |
| East 58 258 Ramp | City of Suffolk | 0.05 | 230 | G | | | | | | | | 0.113 | F | | 230 | G |
| To: ISR 189-P FROM RTE 58 EAST | | | | | | | | | | | | | | | | |
| From: US 58-E451A TO RTE 189 SOUTH | | | | | | | | | | | | | | | | |
| East 58 | City of Suffolk | 0.03 | 240 | G | | | | | | | | 0.138 | F | | 240 | G |
| To: ISR 189-P FROM RTE 58 EAST | | | | | | | | | | | | | | | | |
| From: US 58 TO RTE 258 & 189 | | | | | | | | | | | | | | | | |
| West 58 | City of Suffolk | 0.19 | 440 | G | | | | | | | | 0.143 | F | | 440 | G |
| To: US 58-W451B TO RTE 258 & 189 | | | | | | | | | | | | | | | | |
| From: US 58-W451B TO RTE 258 & 189 | | | | | | | | | | | | | | | | |
| West 58 189 Ramp | City of Suffolk | 0.03 | 110 | G | | | | | | | | 0.169 | F | | 110 | G |
| To: US 258 Gap TO | | | | | | | | | | | | | | | | |
| From: US 58-W451A TO RTE 258 & 189 | | | | | | | | | | | | | | | | |
| West 58 | City of Suffolk | 0.06 | 320 | G | | | | | | | | 0.134 | F | | 320 | G |
| To: US 258 US 258-W013A TO & FROM RTE 5 | | | | | | | | | | | | | | | | |
| From: Isle of Wight County Line | | | | | | | | | | | | | | | | |
| Bus 58 Ruritan Blvd | City of Suffolk | 2.65 | 2200 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.089 | F | 0.58 | 2300 | G |
| To: SR 189 | | | | | | | | | | | | | | | | |
| From: SR 189 | | | | | | | | | | | | | | | | |
| Bus 58 Holland Rd | City of Suffolk | 0.26 | 2600 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.091 | F | 0.654 | 2700 | G |
| To: 133-653 Dutch Rd; Glen Haven Drive | | | | | | | | | | | | | | | | |
| From: 133-653 Dutch Rd; Glen Haven Drive | | | | | | | | | | | | | | | | |
| Bus 58 Holland Rd | City of Suffolk | 0.46 | 3300 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.093 | F | 0.678 | 3500 | G |
| To: US 58 | | | | | | | | | | | | | | | | |
| From: US 58 East of Holland | | | | | | | | | | | | | | | | |
| Bus 58 Holland Rd | City of Suffolk | 0.05 | 9700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.092 | F | 0.546 | 10000 | G |
| To: 133-1722 Kilby Shores Rd | | | | | | | | | | | | | | | | |
| From: 133-1722 Kilby Shores Rd | | | | | | | | | | | | | | | | |
| Bus 58 Holland Rd | City of Suffolk | 1.79 | 8800 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.101 | F | 0.655 | 9400 | G |
| To: SR 337 Constance Rd | | | | | | | | | | | | | | | | |
| From: SR 337 Holland Rd | | | | | | | | | | | | | | | | |
| Bus 58 Constance Rd | City of Suffolk | 0.29 | 8200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.099 | F | 0.567 | 8700 | G |
| To: WCL Suffolk Pitchkettle Rd | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
 Traffic Engineering Division
 2012
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|-----------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: WCL Suffolk Pitchkettle Rd Bus 58 Constance Rd | City of Suffolk | 0.86 | 8800 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.093 | F | 0.586 | 9300 | G |
| To: SR 32 Main St | | | | | | | | | | | | | | | | |
| From: SR 32 Main St Bus 58 Bus 13 Bus 460 Constance Rd | City of Suffolk | 0.88 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | F | 0.564 | 16000 | G |
| To: Pinner Street | | | | | | | | | | | | | | | | |
| From: Pinner Street Bus 58 Bus 13 Bus 460 Portsmouth Blvd | City of Suffolk | 1.60 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.089 | F | 0.532 | 16000 | G |
| To: SR 337 Washington St | | | | | | | | | | | | | | | | |
| From: SR 337 Washington St Bus 58 Bus 13 Bus 460 Portsmouth Blvd | City of Suffolk | 1.22 | 21000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.579 | 22000 | G |
| To: US 58 | | | | | | | | | | | | | | | | |
| From: SR 10; SR 32 Godwin Blvd 125 Kings Hwy | City of Suffolk | 0.69 | 3000 | G | 95% | 1% | 3% | 1% | 0% | 0% | C | 0.095 | F | 0.652 | 3200 | G |
| To: 133-628 Crittenden Rd | | | | | | | | | | | | | | | | |
| From: 133-628 Crittenden Rd 125 Kings Hwy | City of Suffolk | 1.09 | 540 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.099 | F | 0.546 | 570 | G |
| To: 133-620 Ferry Point Rd | | | | | | | | | | | | | | | | |
| From: 133-620 Ferry Point Rd 125 Kings Hwy | City of Suffolk | 0.91 | 290 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.125 | F | 0.551 | 310 | G |
| To: Dead End | | | | | | | | | | | | | | | | |
| From: Dead End 125 Kings Hwy | City of Suffolk | 1.34 | 590 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.118 | F | 0.566 | 620 | G |
| To: Dead End @ Nansemond River | | | | | | | | | | | | | | | | |
| From: Dead End @ Nansemond River 125 Kings Hwy | City of Suffolk | 1.22 | 880 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.104 | F | 0.724 | 930 | G |
| To: 133-629 W, Sleepy Hole Rd | | | | | | | | | | | | | | | | |
| From: 133-629 W, Sleepy Hole Rd 125 Kings Hwy | City of Suffolk | 0.48 | 2800 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.102 | F | 0.612 | 3000 | G |
| To: 133-627 Bennetts Pasture Rd | | | | | | | | | | | | | | | | |
| From: 133-627 Bennetts Pasture Rd 125 Kings Hwy | City of Suffolk | | | | | | | | | | | | | | | |
| To: SR 337 Nansemond Parkway | | | | | | | | | | | | | | | | |
| From: SR 337 Nansemond Parkway 135 College Dr | City of Suffolk | 0.20 | 16000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.514 | 17000 | G |
| To: US 17 Bridge Rd | | | | | | | | | | | | | | | | |
| From: US 17 Bridge Rd 135 College Dr | City of Suffolk | 0.65 | 17000 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.093 | F | 0.510 | 18000 | G |
| To: SR 164 Western Freeway | | | | | | | | | | | | | | | | |
| From: SR 164 Western Freeway 135 College Dr | City of Suffolk | 0.76 | 18000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.089 | F | 0.584 | 19000 | G |
| To: 133-658 Towne Point Rd | | | | | | | | | | | | | | | | |
| From: 133-658 Towne Point Rd 135 College Dr | City of Suffolk | 0.59 | 7200 | G | 93% | 1% | 1% | 1% | 5% | 0% | C | 0.093 | F | 0.642 | 7600 | G |
| To: I-664 | | | | | | | | | | | | | | | | |
| From: I-664 North 135 Ramp | City of Suffolk (Maint: 61) | 0.37 | 4200 | G | | | | | | | | 0.096 | F | | 4200 | G |
| To: I-664-W FROM RT 135 | | | | | | | | | | | | | | | | |
| From: I-664-W FROM RT 135 North 135 Ramp | City of Suffolk (Maint: 61) | 0.12 | 3200 | G | | | | | | | | 0.131 | F | | 3200 | G |
| To: SR 135 TO I-664 | | | | | | | | | | | | | | | | |
| From: SR 135 TO I-664 North 135 Ramp | City of Suffolk (Maint: 61) | 0.12 | 3200 | G | | | | | | | | 0.131 | F | | 3200 | G |
| To: I-664-E FROM RT 135 | | | | | | | | | | | | | | | | |
























Virginia Department of Transportation
Traffic Engineering Division
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|----|---------------|-------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| South 135 Ramp | From: SR 135 TO I-664 City of Suffolk (Maint: 61) To: I-664-W FROM RT 135 | 0.16 | 1100 | G | | | | | | | 0.108 | F | | 1100 | G | |
| South 135 Ramp | From: TO ROUTE 664 EAST City of Suffolk (Maint: 61) To: I-664-E FROM ROUTE 135 SOUTH | 0.40 | 1600 | G | | | | | | | 0.124 | F | | 1600 | G | |
| 164 Western Freeway | From: US 17 Bridge Road City of Suffolk (Maint: 61) To: I-664 | 0.84 | 19000 | G | 96% | 0% | 0% | 1% | 3% | 0% | F | NA | | 21000 | G | |
| 164 Western Freeway | From: SR 135 College Dr City of Suffolk (Maint: 61) To: WCL Portsmouth | 0.64 | 35000 | G | 96% | 0% | 0% | 1% | 3% | 0% | F | 0.091 | F | 0.539 | 40000 | G |
| 164 Western Freeway | From: SR 164 TO ROUTE 664 WESTNORTH City of Suffolk (Maint: 61) To: I-664-W FROM ROUTE 164 EAST | 0.02 | 45000 | A | 96% | 0% | 0% | 1% | 3% | 0% | C | 0.102 | A | 0.552 | 51000 | A |
| East 164 Ramp | From: SR 164 TO ROUTE 664 EASTSOUTH City of Suffolk (Maint: 61) To: I-664-E FROM ROUTE 165 WEST | 0.20 | 1900 | G | | | | | | | 0.172 | F | | 1900 | G | |
| West 164 Ramp | From: SR 164 TO ROUTE 664 WESTNORTH City of Suffolk (Maint: 61) To: I-664-W FROM ROUTE 164 WEST | 0.22 | 7400 | G | | | | | | | 0.092 | F | | 7400 | G | |
| West 164 Ramp | From: Southhampton County Line City of Suffolk To: 133-666 Gates Rd | 1.36 | 1900 | G | | | | | | | | NA | | 2100 | G | |
| 189 Great Mill Rd | From: SR 272 South Quay Rd City of Suffolk To: US 58 | 0.82 | 3500 | G | | | | | | | | NA | | 3700 | G | |
| 189 Great Mill Hwy | From: Ramp To US 58 City of Suffolk To: Ramp to US 58 | 0.55 | 2500 | G | | | | | | | | NA | | 2700 | G | |
| 189 189 | From: Ramp From SR 189 City of Suffolk To: US 58 | 0.08 | | | | | | | | | | | | | | See VA 189 for directional traffic volume estimates for this segment. |
| 189 189 | From: SR 272 City of Suffolk To: SR 189 S Quay Rd | 0.26 | 600 | G | | | | | | | 0.122 | F | | 600 | G | |
| 189 58 189 Franklin Bypass | From: US 58 Holland Bypass City of Suffolk To: SR 189 S Quay Rd | 1.01 | 17000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.069 | F | 0.517 | 16000 | G |
| 189 58 189 S Quay Rd | From: SR 189 S Quay Rd City of Suffolk To: US 58 Holland Bypass | 4.23 | 20000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.588 | 19000 | G |
| 189 S Quay Rd | From: US 58 Holland Bypass City of Suffolk To: Cumberland Lane | 0.37 | 730 | G | 87% | 1% | 2% | 9% | 2% | 0% | C | 0.091 | F | 0.579 | 740 | G |

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Nansemond Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|--|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 189 S Quay Rd | From: Cumberland Lane | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.12 | 1100 | G | 87% | 1% | 2% | 9% | 2% | 0% | F | NA | | 1200 | G | |
| | To: Bus US 58 | | | | | | | | | | | | | | | |
| 189 | From: SR 189-S005A TO RTE 58 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.26 | 600 | G | | | | | | | | 0.122 | F | 600 | G | |
| | To: US 58 FROM RTE 189 | | | | | | | | | | | | | | | |
| North 189 | From: SR 189; 1SR 189-P TO RT 58 EAST | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.08 | 320 | G | | | | | | | | 0.141 | F | 320 | G | |
| | To: SR 189-S005A TO RTE 58 | | | | | | | | | | | | | | | |
| South 189 | From: 1SR 189-P TO RTE 58 EAST | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.05 | 280 | G | | | | | | | | 0.111 | F | 280 | G | |
| | To: SR 189-N005A SR 189- 5A TO RTE 58 | | | | | | | | | | | | | | | |
| 189 58 Ramp | From: US 58-W451B TO RTE 258 & 189 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.03 | | | | | | | | | | | | | | See US 58 for directional traffic volume estimates for this segment. |
| | To: US 258 Gap TO | | | | | | | | | | | | | | | |
| 189 58 189 Franklin Bypass | From: SR 189 | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.01 | 17000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.069 | F | 0.517 | 16000 | G |
| | To: SR 272 South Quay Rd | | | | | | | | | | | | | | | |
| 189 58 189 S Quay Rd | From: SR 272 South Quay Rd | | | | | | | | | | | | | | | |
| | City of Suffolk | 4.23 | 20000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.588 | 19000 | G |
| | To: SR 189 | | | | | | | | | | | | | | | |
| 258 58 Franklin Bypass | From: Southampton County Line | | | | | | | | | | | | | | | |
| | City of Suffolk | 1.27 | 19000 | G | 86% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | 0.600 | 18000 | G |
| | To: US 58 Franklin Bypass | | | | | | | | | | | | | | | |
| 258 58 | From: x | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.17 | | | | | | | | | | | | | | See US 58 for directional traffic volume estimates for this segment. |
| | To: x | | | | | | | | | | | | | | | |
| 258 58 Ramp | From: US 58-E451B TO RTE 189 SOUTH | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.05 | | | | | | | | | | | | | | See US 58 for directional traffic volume estimates for this segment. |
| | To: 1SR 189-P FROM RTE 58 EAST | | | | | | | | | | | | | | | |
| 258 Great Mill Rd | From: US 58 Franklin Bypass; SR 189 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.97 | 3400 | G | 88% | 0% | 1% | 1% | 10% | 0% | F | NA | | 3600 | G | |
| | To: NCL Suffolk | | | | | | | | | | | | | | | |
| 258 258 | From: US 258-W013A TO RTE 58 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.19 | 350 | G | | | | | | | | 0.123 | F | 350 | G | |
| | To: US 58 FROM RTE 258 & 189 | | | | | | | | | | | | | | | |
| East 258 | From: US 258 Gap TO | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.04 | 310 | G | | | | | | | | 0.116 | F | 310 | G | |
| | To: US 258-W013A TO RTE 58 | | | | | | | | | | | | | | | |
| West 258 258 | From: US 258 US 58-W451B TO & FROM RTE 5 | | | | | | | | | | | | | | | |
| | City of Suffolk | 0.07 | 320 | G | | | | | | | | 0.134 | F | 320 | G | |
| | To: US 258-E013A US 258- 13A TO RTE 58 | | | | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|-----------------|---------------------------------------|--------------|----------|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | From: | US 258-W013A TO RTE 58 | | | | | | | | | | | | | | |
|   | City of Suffolk | 0.19 | 350 | G | | | | | | | 0.123 | F | | 350 | G | |
| | To: | US 58 FROM RTE 258 & 189 | | | | | | | | | | | | | | |
| | From: | US 258 US 58-W451B TO & FROM RTE 5 | | | | | | | | | | | | | | |
|   | City of Suffolk | 0.07 | | | | | | | | | | | | | | See US 258 for directional traffic volume estimates for this segment. |
| | To: | US 258-E013A US 258- 13A TO RTE 58 | | | | | | | | | | | | | | |
| | From: | SR 189 | | | | | | | | | | | | | | |
|  South Quay Rd | City of Suffolk | 1.24 | 1500 | G | | | | | | | | NA | | 1600 | G | |
| | To: | US 58 South Quay Rd | | | | | | | | | | | | | | |
| | From: | Bus US 58 Constance Rd | | | | | | | | | | | | | | |
|  Washington St | City of Suffolk | 0.34 | 7500 | G | | | | | | | 0.089 | F | 0.595 | 7900 | G | |
| | To: | Broad St | | | | | | | | | | | | | | |
| | From: | Broad St | | | | | | | | | | | | | | |
|  Washington St | City of Suffolk | 0.59 | 9000 | G | | | | | | | | NA | | 9800 | G | |
| | To: | SR 32 Main St | | | | | | | | | | | | | | |
| | From: | SR 32 Main St | | | | | | | | | | | | | | |
|  Washington St | City of Suffolk | 0.20 | 9400 | G | | | | | | | | NA | | 10000 | G | |
| | To: | Pinner St | | | | | | | | | | | | | | |
| | From: | Pinner St | | | | | | | | | | | | | | |
|  Washington St | City of Suffolk | 0.49 | 12000 | G | | | | | | | 0.081 | F | 0.53 | 13000 | G | |
| | To: | Old ECL Suffolk | | | | | | | | | | | | | | |
| | From: | Old ECL Suffolk | | | | | | | | | | | | | | |
|  Washington St | City of Suffolk | 2.38 | 11000 | G | | | | | | | 0.086 | F | 0.607 | 12000 | G | |
| | To: | Bus US 58 Portsmouth Blvd | | | | | | | | | | | | | | |
| | From: | Bus US 58 Portsmouth Blvd | | | | | | | | | | | | | | |
|  Nansemond Parkway | City of Suffolk | 3.03 | 4200 | G | 96% | 2% | 1% | 1% | 0% | 0% | C | 0.093 | F | 0.576 | 4400 | G |
| | To: | 133-642 Wilroy Rd | | | | | | | | | | | | | | |
| | From: | 133-642 Wilroy Rd | | | | | | | | | | | | | | |
|  Nansemond Parkway | City of Suffolk | 1.40 | 11000 | G | 96% | 2% | 1% | 1% | 0% | 0% | F | 0.109 | F | 0.592 | 11000 | G |
| | To: | Whitley Lane | | | | | | | | | | | | | | |
| | From: | Whitley Lane | | | | | | | | | | | | | | |
|  Nansemond Parkway | City of Suffolk | 2.01 | 7800 | G | 96% | 2% | 1% | 1% | 0% | 0% | F | NA | | 8500 | G | |
| | To: | SR 125 Kings Hwy | | | | | | | | | | | | | | |
| | From: | SR 125 Kings Hwy | | | | | | | | | | | | | | |
|  Nansemond Parkway | City of Suffolk | 2.52 | 12000 | G | | | | | | | | NA | | 13000 | G | |
| | To: | WCL Chesapeake | | | | | | | | | | | | | | |
| | From: | WCL Chesapeake | | | | | | | | | | | | | | |
| | From: | Isle of Wight County Line | | | | | | | | | | | | | | |
|  Pruden Blvd | City of Suffolk | 3.08 | 16000 | G | 84% | 1% | 1% | 1% | 14% | 0% | F | 0.079 | F | 0.597 | 15000 | G |
| | To: | 133-604 Lake Prince Dr; Providence Rd | | | | | | | | | | | | | | |
| | From: | 133-604 Lake Prince Dr; Providence Rd | | | | | | | | | | | | | | |
|  Pruden Blvd | City of Suffolk | 0.54 | 19000 | G | 84% | 1% | 1% | 1% | 14% | 0% | F | 0.096 | F | 0.687 | 17000 | G |
| | To: | 133-634 Kings Fork Rd | | | | | | | | | | | | | | |
| | From: | 133-634 Kings Fork Rd | | | | | | | | | | | | | | |
|  Pruden Blvd | City of Suffolk | 1.47 | 19000 | G | 84% | 1% | 1% | 1% | 14% | 0% | F | 0.090 | F | 0.565 | 17000 | G |
| | To: | US 58, BUS US 460; Suffolk Bypass | | | | | | | | | | | | | | |
| | From: | US 58, BUS US 460, Purden Blvd | | | | | | | | | | | | | | |
|    Suffolk Bypass | City of Suffolk | 0.93 | 43000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.096 | F | 0.669 | 45000 | G |
| | To: | SR 10 SR 32 Godwin Blvd | | | | | | | | | | | | | | |
| | From: | SR 10 SR 32 Godwin Blvd | | | | | | | | | | | | | | |
|    Suffolk Bypass | City of Suffolk | 1.87 | 54000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.087 | F | 0.606 | 56000 | G |
| | To: | 61-642 Wilroy Rd | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|-----------------------------|--------|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: 61-642 Wilroy Rd | | | | | | | | | | | | | | | | |
| Suffolk Bypass | City of Suffolk | 2.30 | 48000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | NA | | 50000 | G | |
| To: Bus US 13, Bus US 58 Military Hwy | | | | | | | | | | | | | | | | |
| From: XXX Bus US 13, Bus US 58 Military Hwy | | | | | | | | | | | | | | | | |
| Military Highway | City of Suffolk | 3.46 | 66000 | G | 92% | 0% | 1% | 1% | 6% | 0% | F | 0.083 | F | 0.595 | 68000 | G |
| To: WCL Chesapeake | | | | | | | | | | | | | | | | |
| From: US 58, US 460 | | | | | | | | | | | | | | | | |
| Bus | City of Suffolk | 1.11 | 9600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | F | 0.527 | 10000 | G |
| To: SR 10, SR 32 | | | | | | | | | | | | | | | | |
| From: SR 10, SR 32 | | | | | | | | | | | | | | | | |
| Bus | City of Suffolk | 1.49 | 25000 | A | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.100 | A | 0.503 | 27000 | A |
| To: Old NCL Suffolk | | | | | | | | | | | | | | | | |
| From: Old NCL Suffolk | | | | | | | | | | | | | | | | |
| Bus Main St | City of Suffolk | 0.09 | 28000 | G | | | | | | | | 0.087 | F | 0.502 | 30000 | G |
| To: US 13, BUS US 58, SR 32 | | | | | | | | | | | | | | | | |
| From: US 13, BUS US 58, SR 32 | | | | | | | | | | | | | | | | |
| Bus Constance Rd | City of Suffolk | 0.88 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.087 | F | 0.564 | 16000 | G |
| To: Pinner St | | | | | | | | | | | | | | | | |
| From: Pinner St | | | | | | | | | | | | | | | | |
| Bus Portsmouth Blvd | City of Suffolk | 1.60 | 15000 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.089 | F | 0.532 | 16000 | G |
| To: SR 337 Washington St | | | | | | | | | | | | | | | | |
| From: SR 337 Washington St | | | | | | | | | | | | | | | | |
| Bus Portsmouth Blvd | City of Suffolk | 1.22 | 21000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.579 | 22000 | G |
| To: US 58 | | | | | | | | | | | | | | | | |
| From: US 58 | | | | | | | | | | | | | | | | |
| From: I-664-W009B TO ROUTE | | | | | | | | | | | | | | | | |
| Ramp | City of Suffolk (Maint: 61) | 0.13 | NA | | | | | | | | | NA | | NA | | |
| To: SR 164 FROM ROUTE 664 | | | | | | | | | | | | | | | | |
| From: SR 164 FROM ROUTE 664 | | | | | | | | | | | | | | | | |
| From: ECL Newport News | | | | | | | | | | | | | | | | |
| East Monitor Merrimac Memorial Bridge Tunnel | City of Suffolk (Maint: 61) | 3.05 | 29000 | A | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.129 | A | | 31000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 B 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | | |
| To: SR 135 College Dr | | | | | | | | | | | | | | | | |
| From: SR 135 College Dr | | | | | | | | | | | | | | | | |
| East Hampton Roads Beltway | City of Suffolk (Maint: 61) | 1.38 | 28000 | F | 94% | 0% | 1% | 1% | 4% | 0% | C | 0.129 | A | | 31000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 62000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | | |
| To: SR 164 Western Freeway | | | | | | | | | | | | | | | | |
| From: SR 164 Western Freeway | | | | | | | | | | | | | | | | |
| East Hampton Roads Beltway | City of Suffolk (Maint: 61) | 0.58 | 27000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | 29000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 57000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| <i>East I-664 is signed as South I-664</i> | | | | | | | | | | | | | | | | |
| To: US 17 Bridge Rd | | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|--|-------------------------------------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| East 664 | From: US 17 Bridge Rd Hampton Roads Beltway City of Suffolk (Maint: 61) | 0.62 | 38000 | F | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.095 | F | 41000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 80000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | 86000 | G | |
| East I-664 is signed as South I-664 | | | | | | | | | | | | | | | | |
| | | To: ECL Chesapeake | | | | | | | | | | | | | | |
| East 664 | From: I-664-E TO RT 135 Ramp City of Suffolk (Maint: 61) | 0.26 | NA | | | | | | | | | NA | | NA | | |
| | | To: SR 135 FROM I-664 | | | | | | | | | | | | | | |
| East 664 | From: I-664-E TO RT 135 Ramp City of Suffolk (Maint: 61) | 0.21 | 4100 | G | | | | | | | | NA | | 4100 | G | |
| | | To: SR 135 FROM I-664 | | | | | | | | | | | | | | |
| East 664 | From: I-664-E TO ROUTE 164 Ramp City of Suffolk (Maint: 61) | 0.23 | 9800 | G | | | | | | | | NA | | 9800 | G | |
| | | To: I-664-E009B TO ROUTE 164 EAST | | | | | | | | | | | | | | |
| East 664 | From: I-664-E009B TO ROUTE 164 EAST Ramp City of Suffolk (Maint: 61) | 0.18 | NA | | | | | | | | | NA | | NA | | |
| | | To: SR 164 FROM ROUTE 66 | | | | | | | | | | | | | | |
| East 664 | From: I-664-E009A TO ROUTE 164 EAST Ramp City of Suffolk (Maint: 61) | 0.46 | NA | | | | | | | | | NA | | NA | | |
| | | To: I-664-W009B TO ROUTE | | | | | | | | | | | | | | |
| West 664 | From: ECL Newport News Monitor Merrimac Memorial Bridge Tunnel City of Suffolk (Maint: 61) | 3.46 | 30000 | B | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.113 | A | 32000 | B | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 58000 | B | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.109 | A | 0.583 | 63000 | B |
| West I-664 is signed as North I-664 | | | | | | | | | | | | | | | | |
| | | To: SR 135 College Dr | | | | | | | | | | | | | | |
| West 664 | From: SR 135 College Dr Hampton Roads Beltway City of Suffolk (Maint: 61) | 1.04 | 34000 | G | 94% | 0% | 1% | 1% | 4% | 0% | C | 0.116 | A | 36000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 62000 | G | 94% | 0% | 1% | 1% | 4% | 0% | C | 0.105 | A | 0.559 | 67000 | G |
| West I-664 is signed as North I-664 | | | | | | | | | | | | | | | | |
| | | To: SR 164 Western Freeway | | | | | | | | | | | | | | |
| West 664 | From: SR 164 Western Freeway Hampton Roads Beltway City of Suffolk (Maint: 61) | 0.40 | 30000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.116 | N | 32000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 57000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | 62000 | G | |
| West I-664 is signed as North I-664 | | | | | | | | | | | | | | | | |
| | | To: US 17 Bridge Rd | | | | | | | | | | | | | | |
| West 664 | From: US 17 Bridge Rd Hampton Roads Beltway City of Suffolk (Maint: 61) | 0.57 | 41000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | 45000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 80000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | NA | | 86000 | G | |
| West I-664 is signed as North I-664 | | | | | | | | | | | | | | | | |
| | | To: ECL Chesapeake | | | | | | | | | | | | | | |
| West 664 | From: I-664-W TO RT 135 Ramp City of Suffolk (Maint: 61) | 0.16 | 1500 | G | | | | | | | | NA | | 1500 | G | |
| | | To: SR 135 RAMP FR I-664 FROM I-664 | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 664 Ramp | From: I-664-W TORT 135 City of Suffolk (Maint: 61) To: SR 135 FROM RTE 664 | 0.26 | 3500 | G | | | | | | | | NA | | 3500 | G | |
| West 664 Ramp | From: I-664-W TO INSPECTION STATION City of Suffolk (Maint: 61) To: I-664-W FROM INSPECTION STATION | 0.26 | 360 | G | | | | | | | | NA | | 360 | G | |
| West 664 Ramp | From: I-664-W TO ROUTE 164 City of Suffolk (Maint: 61) To: SR 164 FROM ROUTE 664 WESTNORTH | 0.24 | 7300 | G | | | | | | | | NA | | 7300 | G | |
| West 664 Ramp | From: I-664-W TO ROUTES 17 SOUTH & 164 EAST City of Suffolk (Maint: 61) To: I-664-W009C TO ROUTE 17 SOUTH | 0.11 | 12000 | G | | | | | | | | NA | | 12000 | G | |
| West 664 Ramp | From: I-664-E009B I-664- 9B TOROUTE City of Suffolk (Maint: 61) To: I-664-W009B TO ROUTE 17 SOUTH | 0.17 | NA | | | | | | | | | NA | | NA | | |
| West 664 Ramp | From: I-664-W009B TO ROUTE 17 SOUTH City of Suffolk (Maint: 61) To: US 17 FROM ROUTE 664 WESTNORTH | 0.11 | NA | | | | | | | | | NA | | NA | | |

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Nansemond Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------------|----------------|------|------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Nansemond Maintenance Area | | | | | | | | | | | | | | | | |
| 690 46 | Ennis Mill Rd | 0.20 | 130 | R | | | | | | | NA | | | NA | | 04/21/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 690 46 | Ennis Mill Rd | 0.10 | 350 | R | | | | | | | NA | | | NA | | 04/21/2011 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 602 133 | Kirk Rd | 0.60 | 430 | G | 98% | 0% | 1% | 0% | 0% | C | 0.126 | F | 0.571 | 440 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 603 133 | Everets Rd | 0.30 | 1700 | N | 97% | 0% | 1% | 2% | 0% | N | 0.122 | N | 0.717 | 1800 | N | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 603 133 | Everets Rd | 1.97 | 1700 | G | 97% | 0% | 1% | 2% | 0% | C | 0.122 | F | 0.717 | 1800 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 603 133 | Everets Rd | 0.97 | 1500 | G | 97% | 1% | 1% | 2% | 0% | C | 0.121 | F | 0.7 | 1600 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Desert Rd | 6.91 | 220 | G | | | | | | | 0.13 | F | 0.895 | 220 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Hosier Rd | 1.54 | 610 | G | | | | | | | NA | | | 660 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Hosier Rd | 4.11 | 720 | G | | | | | | | NA | | | 780 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Factory St | 0.06 | 3200 | G | | | | | | | 0.09 | F | 0.578 | 3400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Pitchkettle Rd | 1.30 | 3000 | G | | | | | | | NA | | | 3300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Pitchkettle Rd | 2.55 | 2200 | G | 97% | 1% | 1% | 0% | 1% | F | NA | | | 2400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Providence Rd | 0.51 | 1300 | G | 97% | 1% | 1% | 0% | 1% | C | 0.123 | F | 0.58 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Lake Prince Dr | 0.78 | 2200 | G | 98% | 0% | 1% | 0% | 0% | C | 0.098 | F | 0.602 | 2200 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 604 133 | Lake Prince Dr | 3.16 | 1200 | G | 98% | 0% | 1% | 0% | 0% | F | 0.103 | F | 0.502 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 607 133 | Milford Lane | 1.50 | 100 | G | | | | | | | 0.146 | F | 0.677 | 100 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 610 133 | Buckhorn Rd | 3.30 | 390 | G | 95% | 1% | 2% | 1% | 1% | C | 0.116 | F | 0.556 | 400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 610 133 | Buckhorn Rd | 1.70 | 320 | G | 95% | 1% | 2% | 1% | 1% | F | 0.108 | F | 0.657 | 330 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 611 133 | Gardner Lane | 1.40 | 440 | G | | | | | | | 0.109 | F | 0.520 | 440 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 612 133 | O'Kelly Dr | 4.90 | 380 | R | | | | | | | NA | | | NA | | 02/05/2002 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 612 133 | Kingsdale Rd | 3.20 | 390 | G | 97% | 0% | 0% | 0% | 3% | F | 0.119 | F | 0.551 | 400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 612 133 | Kingsdale Rd | 0.20 | 80 | G | 97% | 0% | 0% | 0% | 3% | C | 0.151 | F | 0.571 | 80 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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Nansemond Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 613 133 Leafwood Rd | 1.50 | 730 | G | | | | | | | | 0.145 | F | 0.608 | 730 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Holy Neck Rd | 2.20 | 730 | G | | | | | | | | NA | | | 790 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Holy Neck Rd | 2.77 | 290 | G | | | | | | | | NA | | | 310 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Vicksburg Rd | 1.69 | 290 | G | | | | | | | | NA | | | 310 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Longstreet Lane | 0.10 | 510 | G | | | | | | | | NA | | | 550 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Mineral Spring Rd | 3.43 | 710 | G | | | | | | | | NA | | | 770 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Mineral Spring Rd | 1.48 | 400 | G | | | | | | | | NA | | | 430 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 616 133 Wedgewood Rd | 2.10 | 140 | G | | | | | | | | 0.136 | F | 0.55 | 140 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 623 133 Respass Beach Rd | 1.69 | 5300 | G | | | | | | | | 0.114 | F | 0.621 | 5300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 626 133 Shoulders Hill Rd | 1.44 | 6900 | G | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.102 | F | 0.508 | 7400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 626 133 Shoulders Hill Rd | 1.63 | 10000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.106 | F | 0.571 | 11000 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 627 135 Bennetts Pasture Rd | 1.36 | 4400 | G | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.125 | F | 0.566 | 4600 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 627 133 Bennetts Pasture Rd | 3.51 | 8200 | G | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.637 | 8800 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 628 135 Crittenden Rd | 5.26 | 2500 | G | 96% | 1% | 2% | 1% | 0% | 0% | C | 0.093 | F | 0.555 | 2700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 632 134 Old Myrtle Rd | 5.70 | 600 | G | | | | | | | | 0.131 | F | 0.679 | 600 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 634 133 Kings Fork Rd | 2.27 | 400 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | | 430 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 634 133 Kings Fork Rd | 1.70 | 1600 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.119 | F | 0.633 | 1700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 634 135 Kings Fork Rd | 0.64 | 2500 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.123 | F | 0.509 | 2700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 634 133 Kings Fork Rd | 2.27 | 4500 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.118 | F | 0.563 | 4800 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 638 135 Murphys Mill Rd | 1.25 | 540 | G | | | | | | | | 0.111 | F | 0.627 | 540 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 639 133 Lake Cohoon Rd | 0.42 | 1300 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.11 | F | 0.602 | 1400 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|---|----------|-----|-----------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 642 133 Adams Swamp Rd | 3.32 | 430 | From: North Carolina State Line | | | | | | | | | | | | | |
| | | | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.096 | F | 0.854 | 440 | G | 2012 |
| 642 133 White Marsh Rd | 1.84 | 610 | To: SR 32 S, Carolina Rd | | | | | | | | | | | | | |
| | | | From: 133-675 S, Cypress Chappel Rd | | | | | | | | | | | | | |
| 642 133 White Marsh Rd | 1.95 | 560 | To: 133-604 Hosier Rd; Desert Rd | | | | | | | | | | | | | |
| | | | G | From: NA | | | | | | | | | | | | |
| 642 133 White Marsh Rd | 2.80 | 520 | To: 133-674 Badger Rd | | | | | | | | | | | | | |
| | | | R | From: NA | | | | | | | | | | | | |
| 642 133 White Marsh Rd | 0.79 | 810 | To: 2.80 MN 133-674 Badger Rd | | | | | | | | | | | | | |
| | | | R | From: NA | | | | | | | | | | | | |
| 642 133 White Marsh Rd | 0.84 | 2300 | To: 133-1125 Seminole Dr | | | | | | | | | | | | | |
| | | | G | From: NA | | | | | | | | | | | | |
| 642 133 Wilroy Rd | 2.10 | 5000 | To: Old ECL Suffolk; SR 337 Washington St | | | | | | | | | | | | | |
| | | | G | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.095 | F | 0.528 | 5300 | G | 2012 |
| 642 133 Wilroy Rd | 1.77 | 7900 | To: Bus US 58 Constance Rd | | | | | | | | | | | | | |
| | | | G | 94% | 1% | 2% | 1% | 2% | 0% | C | 0.099 | F | 0.519 | 8400 | G | 2012 |
| 643 133 Manning Rd | 2.56 | 590 | To: US 58 | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.115 | F | 0.709 | 600 | G | 2012 |
| 643 133 Manning Rd | 2.32 | 850 | To: SR 337 Nansemond Pkwy | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.113 | F | 0.736 | 870 | G | 2012 |
| 643 133 Manning Rd | 1.30 | 1100 | To: 133-616 E, Mineral Spring Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.708 | 1100 | G | 2012 |
| 643 133 Manning Bridge Rd | 0.94 | 910 | To: 133-663 Leesville Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 0% | 0% | 0% | C | 0.105 | F | 0.675 | 910 | G | 2012 |
| 644 133 Indian Trail | 1.70 | 250 | To: 133-647 Copeland Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 1% | 0% | 0% | F | 0.119 | F | 0.692 | 250 | G | 2012 |
| 644 133 Indian Trail | 3.70 | 320 | To: 133-645 Manning Bridge Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 1% | 0% | 0% | F | 0.122 | F | 0.588 | 330 | G | 2012 |
| 644 133 Indian Trail | 2.30 | 530 | To: 133-645 Manning Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 1% | 0% | 0% | C | 0.112 | F | 0.623 | 540 | G | 2012 |
| 644 133 Indian Trail | 0.60 | 1000 | To: 0.94 MN 133-645 Manning Rd | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 1% | 0% | 0% | F | 0.12 | F | 0.523 | 1100 | G | 2012 |
| 644 133 Indian Trail | 1.18 | 960 | To: 133-740 Carr Lane | | | | | | | | | | | | | |
| | | | G | 96% | 2% | 1% | 1% | 0% | 0% | F | 0.132 | F | 0.649 | 1000 | G | 2012 |
| 645 133 Manning Rd | 1.70 | 680 | To: 133-610 Buckhorn Rd | | | | | | | | | | | | | |
| | | | G | 94% | 2% | 1% | 1% | 1% | 0% | C | 0.102 | F | 0.667 | 720 | G | 2012 |
| 645 133 Manning Rd | 1.50 | 1400 | To: Urban Boundary | | | | | | | | | | | | | |
| | | | G | 96% | 1% | 1% | 1% | 0% | 0% | C | 0.1 | F | 0.667 | 1500 | G | 2012 |
| 646 133 Airport Rd | 0.40 | 1000 | To: US 58 Holland Rd | | | | | | | | | | | | | |
| | | | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.096 | F | 0.549 | 1100 | G | 2012 |
| 647 133 Lummis Rd | 0.20 | 1500 | To: 133-705 Meadow Country Rd | | | | | | | | | | | | | |
| | | | G | 92% | 2% | 2% | 1% | 2% | 0% | F | 0.093 | F | 0.781 | 1500 | G | 2012 |
| 647 133 Copeland Rd | 2.50 | 470 | To: US 13; SR 32 Carolina Rd | | | | | | | | | | | | | |
| | | | G | 92% | 2% | 2% | 1% | 2% | 0% | F | 0.104 | F | 0.534 | 500 | G | 2012 |
| 647 133 Copeland Rd | 0.65 | 870 | To: 133-649 Lummis Rd | | | | | | | | | | | | | |
| | | | G | 92% | 2% | 2% | 1% | 2% | 0% | C | 0.102 | F | 0.514 | 930 | G | 2012 |
| 647 133 Copeland Rd | 0.65 | 870 | To: 133-643 Manning Bridge Rd | | | | | | | | | | | | | |
| | | | G | 92% | 2% | 2% | 1% | 2% | 0% | C | 0.102 | F | 0.514 | 930 | G | 2012 |
| 647 133 Copeland Rd | 0.65 | 870 | To: 133-685 Jackson Rd | | | | | | | | | | | | | |
| | | | G | 92% | 2% | 2% | 1% | 2% | 0% | C | 0.102 | F | 0.514 | 930 | G | 2012 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|------------------------|-------------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | | |
| (647) 13.7 | Copeland Rd | 1.75 | 580 | G | 92% | 2% | 2% | 1% | 2% | 0% | F | 0.099 | F | 0.571 | 610 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| (650) 13.5 | Quince Rd | 1.90 | 120 | G | | | | | | | | 0.188 | F | 0.630 | 120 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (653) 13.3 | Glen Haven Dr | 0.13 | 1200 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.104 | F | 0.595 | 1200 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (653) 13.3 | Dutch Rd | 3.12 | 460 | G | 96% | 2% | 2% | 1% | 0% | 0% | C | 0.133 | F | 0.697 | 470 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (653) 13.3 | Holland Corner Rd | 2.17 | 200 | G | 96% | 2% | 2% | 0% | 0% | 0% | C | 0.151 | F | 0.571 | 200 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (655) 13.3 | Brentwood Rd | 0.90 | 130 | G | | | | | | | | 0.174 | F | 0.579 | 130 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (658) 13.3 | Town Point Rd | 1.36 | 1200 | G | 96% | 2% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.52 | 1200 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (658) 13.3 | Town Point Rd | 0.46 | 2300 | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.512 | 2500 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (658) 13.3 | Town Point Rd | 0.60 | 9200 | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.544 | 9800 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (658) 13.3 | Town Point Rd | 0.18 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.092 | F | 0.555 | 11000 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (658) 13.3 | Town Point Rd | 0.68 | 8100 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.096 | F | 0.504 | 8600 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (659) 13.9 | Pughsville Rd | 1.28 | 5100 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.102 | F | 0.625 | 5500 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (660) 13.3 | Longstreet Ln | 5.50 | 350 | G | | | | | | | | 0.106 | F | 0.813 | 350 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (662) 13.4 | Box Elder Rd | 1.10 | 47 | G | | | | | | | | 0.104 | F | 0.8 | 47 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (666) 13.7 | Gates Rd | 2.10 | 820 | G | 86% | 1% | 1% | 2% | 10% | 0% | F | 0.106 | F | 0.617 | 830 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (666) 13.3 | Gates Rd | 3.37 | 950 | G | 86% | 1% | 1% | 2% | 10% | 0% | F | 0.105 | F | 0.586 | 970 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (666) 13.3 | Gates Rd | 0.65 | 910 | G | 86% | 1% | 1% | 2% | 10% | 0% | C | 0.092 | F | 0.651 | 920 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (667) 13.3 | Butler Dr | 1.90 | 90 | G | | | | | | | | 0.178 | F | 0.576 | 90 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (668) 13.3 | Pittmantown Rd | 0.12 | 1100 | G | | | | | | | | NA | | | 1200 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (668) 13.3 | Freeman Mill Rd | 4.50 | 550 | G | | | | | | | | 0.102 | F | 0.807 | 550 | G | 2012 |
| | | | | | | | | | | | | | | | | | |
| (672) 13.4 | Little Fork Rd | 3.60 | 120 | G | | | | | | | | 0.121 | F | 0.655 | 120 | G | 2012 |
| | | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------------|--------|------|----|-------|-----|--|--------|--------|--------|-------|-------------|-------|---------------|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 673 133 Liberty Spring Rd North | 2.00 | 290 | G | | | From: 133-759 E, Liberty Spring Rd West To: 133-647 Copeland Rd | | | | 0.121 | F | 0.714 | 290 | G | 2012 | |
| 674 133 Badger Rd | 1.30 | 180 | R | | | From: 133-604 S, Hosier Rd To: 133-642 White Marsh Rd | | | | NA | | | NA | | 02/18/2002 | |
| 675 133 Cypress Chapel Rd | 3.60 | 140 | G | 84% | 4% | 4% | 5% | 2% | 0% | C | 0.114 | F | 0.5 | 140 | G | 2012 |
| 675 133 Cypress Chapel Rd | 0.50 | 190 | G | 92% | 1% | 2% | 3% | 1% | 0% | C | 0.135 | F | 0.539 | 190 | G | 2012 |
| 677 133 Great Fork Rd | 3.60 | 1600 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.108 | F | 0.759 | 1600 | G | 2012 |
| 678 133 Cherry Grove Rd | 2.60 | 90 | G | | | From: 133-673 Greenway Rd To: 133-642 N, Adams Swamp Rd | | | | 0.132 | F | 0.56 | 90 | G | 2012 | |
| 683 133 Benton Rd | 1.00 | 350 | G | | | From: Dead End To: US 13 | | | | 0.168 | F | 0.547 | 350 | G | 2012 | |
| 688 133 Turlington Rd | 3.16 | 2200 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.616 | 2300 | G | 2012 |
| 695 133 Mockingbird Lane | 1.25 | 100 | G | | | From: 133-743 Matoaka Rd To: Dead End | | | | 0.171 | F | 0.583 | 100 | G | 2012 | |
| 705 133 Meadow Country Rd | 1.80 | 500 | G | 95% | 2% | 2% | 1% | 1% | 0% | C | 0.098 | F | 0.566 | 510 | G | 2012 |
| 715 133 Nansemond Dr North | 0.53 | 490 | G | | | From: 133-2023 N, Lake Rd To: 133-717 North Shore Dr | | | | 0.11 | F | 0.634 | 490 | G | 2012 | |
| 731 133 Dill Rd | 0.66 | 4500 | G | 91% | 1% | 2% | 2% | 4% | 0% | C | 0.094 | F | 0.575 | 4800 | G | 2012 |
| 739 133 Deer Path Rd | 5.20 | 370 | G | | | From: 133-644 W, Indian Trail To: 133-644 E, Indian Trail | | | | 0.120 | F | 0.664 | 370 | G | 2012 | |
| 740 133 Carr Lane | 0.80 | 50 | G | 97% | 1% | 0% | 0% | 2% | 0% | C | 0.259 | F | 0.533 | 60 | G | 2012 |
| 744 133 Jasmine Ln | 0.93 | 110 | G | | | From: Dead End To: 133-616 Holy Neck Rd | | | | 0.147 | F | 0.647 | 110 | G | 2012 | |
| 757 133 Bennetts Creek Park Rd | 1.03 | 3400 | G | | | From: Dead End To: 133-626 Shoulders Hill Rd | | | | 0.100 | F | 0.58 | 3400 | G | 2012 | |
| 759 133 Short Lane | 0.12 | 1700 | G | | | From: North Carolina State Line To: 133-668 S, Pittmantown Rd | | | | NA | | | 1800 | G | 2012 | |
| 759 133 Gates Rd | 1.23 | 750 | G | 87% | 1% | 1% | 2% | 10% | 0% | C | 0.113 | F | 0.575 | 770 | G | 2012 |
| 759 133 Pineview Rd | 3.75 | 70 | G | | | From: 133-666 Pineview Rd To: 133-666 Gates Rd | | | | 0.180 | F | 0.546 | 70 | G | 2012 | |
| | | | | | | From: 133-616 W, Holy Neck Rd | | | | | | | | | | |

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|-----------------------------------|--------|------|----|-------|-----|---|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 759 133 Quaker Dr | 3.55 | 700 | G | | | From: 133-616 E, Vicksburg Rd | | | | 0.114 | F | 0.884 | 710 | G | 2012 | |
| | | | | | | To: 133-653 N, Dutch Rd | | | | | | | | | | |
| 759 133 Liberty Spring Rd West | 2.28 | 470 | G | | | From: 133-643 S, Manning Rd | | | | 0.099 | F | 0.505 | 470 | G | 2012 | |
| | | | | | | To: US 13 S, Whaleyville Blvd | | | | | | | | | | |
| 785 133 Burnetts Ct | 0.12 | 140 | G | | | From: Cul-de-Sac | | | | 0.139 | F | 0.744 | 140 | G | 2012 | |
| | | | | | | To: 133-780 Burnetts Way | | | | | | | | | | |
| 1035 133 Chenaneo Rd | 0.14 | 90 | G | | | From: Cul-de-Sac | | | | 0.163 | F | 0.704 | 90 | G | 2012 | |
| | | | | | | To: 133-1034 Fallwater Way | | | | | | | | | | |
| 1101 133 County St | 0.62 | 3000 | G | 89% | 1% | 1% | 3% | 6% | 0% | C | 0.091 | F | 0.606 | 3200 | G | 2012 |
| | | | | | | From: 133-1111 Dill Rd | | | | | | | | | | |
| 1111 133 Dill Rd | 0.39 | 80 | G | 80% | 0% | 1% | 6% | 13% | 0% | C | 0.170 | F | 0.5 | 90 | G | 2012 |
| | | | | | | From: Old Suffolk Corp Limits | | | | | | | | | | |
| 1147 133 Summerfield Ct | 0.06 | 340 | G | | | From: 133-731 W, Dill Rd | | | | 0.12 | F | 0.602 | 340 | G | 2012 | |
| | | | | | | To: 133-1148 Winterview Dr | | | | | | | | | | |
| 1310 133 6th St | 0.39 | 4900 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.087 | F | 0.632 | 5200 | G | 2012 |
| | | | | | | From: SR 337; Washington St East | | | | | | | | | | |
| 1310 133 6th St | 0.17 | 880 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.553 | 940 | G | 2012 |
| | | | | | | From: 133-1301 Railroad Ave; Gap Terminus | | | | | | | | | | |
| 1310 133 Goodman St | 0.11 | 340 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.12 | F | 0.575 | 360 | G | 2012 |
| | | | | | | From: 133-1318 Clary Dr | | | | | | | | | | |
| 1322 133 McArthur Dr | 0.16 | 70 | G | | | From: 133-642 Wilroy Rd | | | | 0.156 | F | 0.546 | 70 | G | 2012 | |
| | | | | | | To: 133-1319; 133-1323 Myrtle St | | | | | | | | | | |
| 1324 133 Hollywood Ave | 0.06 | 2500 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.574 | 2600 | G | 2012 |
| | | | | | | From: SR 337 Washington St | | | | | | | | | | |
| 1325 133 Center Ave | 0.39 | 1700 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.092 | F | 0.549 | 1800 | G | 2012 |
| | | | | | | From: 133-1325 Myrick Ave | | | | | | | | | | |
| 1329 133 Old Pinner St | 0.17 | 2200 | G | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.127 | F | 0.925 | 2300 | G | 2012 |
| | | | | | | From: Pinner St | | | | | | | | | | |
| 1332 133 Truman Rd | 0.23 | 3100 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.542 | 3100 | G | 2012 |
| | | | | | | From: 133-642 White Marsh Rd | | | | | | | | | | |
| 1368 133 Nixon Dr | 0.06 | 860 | G | | | From: 133-1310 6th St | | | | 0.105 | F | 0.514 | 860 | G | 2012 | |
| | | | | | | To: 133-1366 Blythewood Lane | | | | | | | | | | |
| 1502 133 Eclipse Dr | 0.19 | 140 | G | | | From: 133-1369 Sierra Dr | | | | 0.159 | F | 0.696 | 140 | G | 2012 | |
| | | | | | | To: Dead End | | | | | | | | | | |
| 1605 133 Sunset Manor Dr | 0.07 | 60 | G | | | From: 133-1505 Cross St | | | | 0.313 | F | 0.55 | 60 | G | 2012 | |
| | | | | | | To: Dead End | | | | | | | | | | |
| 1722 133 Kilby Shores Rd | 0.03 | 5200 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.1 | F | 0.655 | 5600 | G | 2012 |
| | | | | | | From: Bus US 58 Holland Rd | | | | | | | | | | |
| To: 133-688 Turlington Rd | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
Nansemond Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| (1727/133) Brittle Dr | 0.07 | 50 | G | | | | | | | | 0.154 | F | 0.5 | 50 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1795/133) Ash Wood Dr | 0.27 | 140 | G | | | | | | | | 0.105 | F | 0.533 | 140 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1856/133) Berkshire Blvd | 0.35 | 450 | G | | | | | | | | 0.111 | F | 0.588 | 450 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1905/133) Hawk Rd | 0.11 | 310 | G | | | | | | | | 0.115 | F | 0.521 | 310 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2029/133) Foxcroft Rd | 0.43 | 210 | G | | | | | | | | 0.155 | F | 0.894 | 210 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2073/133) Carter Ln | 0.08 | 130 | G | | | | | | | | 0.140 | F | 0.5 | 130 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2140/133) Burbage Lake Circle | 0.19 | 530 | G | | | | | | | | 0.104 | F | 0.646 | 530 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2217/133) Breeze Point Way | 0.27 | 2900 | G | | | | | | | | 0.096 | F | 0.5 | 2900 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2284/133) Harbour View Blvd | 1.02 | 18000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.095 | F | 0.575 | 18000 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2284/133) Harbour View Blvd | 1.44 | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2354/133) Preakness Circle | 0.04 | 110 | G | | | | | | | | 0.167 | F | 0.667 | 110 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (2450/133) Rabey Farm Rd | 0.52 | 940 | G | | | | | | | | 0.114 | F | 0.69 | 940 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8501/133) Pinner St | 0.63 | 4900 | G | 98% | 0% | 0% | 0% | 1% | 0% | C | 0.094 | F | 0.642 | 5200 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8501/133) Pinner St | 0.41 | 8400 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.092 | F | 0.523 | 8900 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8505/133) South Broad St | 0.15 | 1200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | F | 0.583 | 1200 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8505/133) North Broad St | 0.68 | 810 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.127 | F | 0.777 | 860 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8505/133) Western Ave | 0.12 | 1200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.711 | 1300 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8507/133) Wellons St | 0.65 | 1700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.553 | 1800 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8507/133) Market St | 0.43 | 3700 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.11 | F | 0.567 | 3900 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8507/133) Market St | 0.06 | 5400 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.588 | 5700 | G | 2012 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2012
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Nansemond Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Suffolk | | | | | | | | | | | | | | | | |
| 8508 133 Finney Ave | 0.20 | 6800 | G | 99% | 0% | From: Main St | | | | C | 0.089 | F | 0.58 | 7200 | G | 2012 |
| | | | | | | To: Pinner Ave | | | | | | | | | | |
| 8509 133 Saratoga St | 0.31 | 3100 | G | 97% | 1% | From: Carolina Ave | | | | C | 0.095 | F | 0.505 | 3300 | G | 2012 |
| | | | | | | To: Washington St | | | | | | | | | | |
| 8509 133 Saratoga St | 0.12 | 3700 | G | 97% | 1% | From: Washington St | | | | F | 0.095 | F | 0.527 | 4000 | G | 2012 |
| | | | | | | To: Market St | | | | | | | | | | |
| 8510 133 Hall Ave | 0.43 | 3400 | G | 98% | 0% | From: Saratoga St | | | | C | 0.096 | F | 0.627 | 3600 | G | 2012 |
| | | | | | | To: East Washington St | | | | | | | | | | |
| 8511 133 Factory St | 0.44 | 3200 | G | 95% | 1% | From: SCL Suffolk | | | | C | 0.090 | F | 0.604 | 3400 | G | 2012 |
| | | | | | | To: Washington St | | | | | | | | | | |
| 8512 133 Fayette St | 0.17 | 710 | G | 81% | 1% | From: Carolina Rd | | | | F | 0.097 | F | 0.524 | 750 | G | 2012 |
| | | | | | | To: Cedar St | | | | | | | | | | |
| 8512 133 Cedar St | 0.04 | 600 | G | 81% | 1% | From: Fayette St | | | | F | 0.096 | F | 0.635 | 640 | G | 2012 |
| | | | | | | To: Madison Ave | | | | | | | | | | |
| 8512 133 Madison Ave | 0.23 | 730 | G | 81% | 1% | From: Cedar St | | | | C | 0.104 | F | 0.55 | 770 | G | 2012 |
| | | | | | | To: County St | | | | | | | | | | |
| 8512 133 Madison Ave | 0.11 | 1300 | G | 81% | 1% | From: County St | | | | F | NA | | 1500 | G | 2012 | |
| | | | | | | To: Factory St | | | | | | | | | | |
| 8514 133 Bank St | 0.20 | 1600 | G | 98% | 0% | From: North Main St | | | | C | 0.113 | F | 0.62 | 1700 | G | 2012 |
| | | | | | | To: Pinner St | | | | | | | | | | |
| 8813 133 County St | 0.18 | 3400 | G | 92% | 1% | From: Old Suffolk Corp Limits | | | | F | 0.088 | F | 0.654 | 3600 | G | 2012 |
| | | | | | | To: Madison Ave | | | | | | | | | | |
| 8813 133 County St | 0.27 | 3700 | G | 92% | 1% | From: Madison Ave | | | | C | 0.088 | F | 0.571 | 3900 | G | 2012 |
| | | | | | | To: SR 337 Washington St | | | | | | | | | | |
| 8814 133 Liberty St / Moore Ave | 0.64 | 5000 | G | 92% | 1% | From: SR 337 Washington St | | | | C | 0.093 | F | 0.639 | 5300 | G | 2012 |
| | | | | | | To: Pinner St | | | | | | | | | | |
| Burbage Lake Circle | | 1500 | G | | | From: Repass Beach Rd | | | | | 0.111 | F | 0.611 | 1500 | G | 2012 |
| | | | | | | To: Wet Marsh Ct | | | | | | | | | | |
| James Avenue | | 430 | G | | | From: Smith Street | | | | | 0.132 | F | 0.634 | 430 | G | 2012 |
| | | | | | | To: W. Washington Street | | | | | | | | | | |
| Kensington Blvd | | 6100 | G | | | From: Ashford Dr | | | | | 0.101 | F | 0.605 | 6100 | G | 2012 |
| | | | | | | To: Godwin Blvd | | | | | | | | | | |
| Quince Rd | | 120 | G | | | From: Pioneer Ave | | | | | 0.149 | F | 0.5 | 120 | G | 2012 |
| | | | | | | To: Lummis Rd | | | | | | | | | | |
| Weatherby Way | | 310 | G | | | From: Ithaca Tr | | | | | 0.104 | F | 0.554 | 310 | G | 2012 |
| | | | | | | To: Shoulders Hill Rd | | | | | | | | | | |