2007

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

where available

Special Locality Report 133

City of Suffolk

Information in this report is included in Report

61

(Nansemond Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

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

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Isle of Wight County Lin												
10 32	City of Suffolk	1.31 10000 G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.552	11000	G
	To: From:	SR 125 Chuckatuck												
$\binom{10}{32}$ Godwin Blvd	City of Suffolk	0.87 13000 G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.563	14000	G
<u> </u>	Ta: From:	133-603 Everets Rd												
(10) (32) Godwin Blvd	City of Suffolk	4.81 12000 G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.527	13000	G
	To: From:	133-634 Kings Fork Rd			\neg \vdash									
10 (32) Godwin Blvd	City of Suffolk	1.36 19000 G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.551	21000	G
\cup	To:	US 58 Suffolk Bypass												
(10) (32) Godwin Blvd	City of Suffolk	0.54 20000 G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.51	22000	G
	To	Pruden Blvd US 460												
Bus	From:	Bus US 460 Elephant For							_		_			_
10 (460) (32)	City of Suffolk	1.49 28000 G		0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
Bus	From:	Bus US 460, Bus US 58 Bus US 460												
10) (32) (460) Main St	City of Suffolk	0.09 29000 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.501	32000	G
	To	Bus US 58												
Bus	From:	Bus US 58, Bus US 460												
10) (32) (13) Main St	City of Suffolk	0.68 20000 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.549	22000	G
	10*	SR 337 Washington St												
~~,	From:	North Carolina State Lin		00/		40/	400/	00/	_	0.000		0.000	5 400	
(13) Whaleyville Blvd	City of Suffolk	5.37 5400 A	88%	0%	1%	1%	10%	0%	С	0.098	Α	0.688	5100	Α
~~	To: From:	133-616 Mineral Spring R												
(13) Whaleyville Blvd	City of Suffolk	1.28 6700 G	88%	0%	1%	1%	10%	0%	F	0.077	F	0.704	6300	G
	To: From:	133-677 Great Fork Rd												
13 Whaleyville Blvd	City of Suffolk	0.82 8100 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.73	7700	G
<u> </u>	To- From:	133-675 Cypress Chapel F	Rd		$\neg \vdash$									
13 Whaleyville Blvd	City of Suffolk	2.22 8500 G	88%	0%	1%	1%	10%	0%	F	0.086	F	0.707	8000	G
\hookrightarrow	To:	133-759 S, Liberty Spring Rd	West											
13 Whaleyville Blvd	City of Suffolk	1.06 9400 G		0%	1%	1%	10%	0%	F	0.081	F	0.710	8900	G
	To:	133-759 N, Babbtown Ro	4											
13 Whaleyville Blvd	City of Suffolk	2.56 9800 G		0%	1%	1%	10%	0%	F	0.083	F	0.694	9300	G
13) ************************************	To:	SR 32 Carolina Rd	0070	0,0		. , 0	.070	0,0	•	0.000	•	0.00	0000	
~~~	From:	SR 32 Whaleyville Blvd												
(13) (32) Carolina Rd	City of Suffolk	1.64 <b>19000 G</b>	88%	0%	1%	1%	10%	0%	F	0.081	F	0.666	18000	G
<del>\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\times\time</del>	To: From:	Bus US 13	D.1											
13 Southwest Suffolk Bypass	City of Suffolk	Bus US 13, SR 32 Carolina 2.80 <b>11000 G</b>	80%	1%	2%	2%	14%	0%	С	0.087	F	0.645	10000	G
Southwest Suffolk Bypass	To:	US 58 Holland Rd	3070	1 /0		<b>2</b> /0	1-7/0	U /U	5	0.007	•	0.040	10000	J
	From:	Bus US 58												
13 58 Suffolk Bypass	City of Suffolk	1.41 <b>41000 G</b>	84%	1%	1%	1%	13%	0%	F	0.077	F	0.601	39000	G
$\smile$	To	61-604 Pitchkittle Rd												

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4 lire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	61-604 Pitchkittle Rd	2101								_			
13 (58) Suffolk Bypass	City of Suffolk	1.88 38000 G	91%	0%	1%	1%	6%	0%	F	0.078	F	0.612	39000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	US 460 Pruden Blvd	040/	00/		40/	00/	00/		0.00	_	0.000	50000	_
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 48000 G	91%	0%	1%	1%	6%	0%	F	0.08	F	0.628	50000	G
13) (58) (460) Suffolk Bypass	City of Suffolk	SR 10 SR 32 Godwin Blv 1.87 59000 G	rd 91%	0%	1%	1%	6%	0%	F	0.081	F	0.587	61000	G
13) (58) (460) Suffolk Bypass	City of Surfork		91%	0%	1%	170	0%	0%	Г	0.061	Г	0.567	61000	G
13) (58) (460) Suffolk Bypass	City of Suffolk	61-642 Wilroy Rd 2.30 49000 G	91%	0%	10/	1%	6%	0%	F	0.082	F	0.591	50000	G
13 (58) (460) Suffolk Bypass	City of Surfork			0%	1%	170	0%	0%	Г	0.062	Г	0.591	50000	
13) (58) (460) Military Highway	City of Suffolk	Bus US 13,Bus US 58 Militar 3.46 71000 G		0%	10/	1%	60/	0%	F	0.079	F	0.605	73000	(
13 (58) (460) Military Highway	City of Suffolk	3.46 71000 G Bus US 13	91%	0%	1%	170	6%	0%	Г	0.079	Г	0.605	73000	•
Rue	From:	US 13 Southwest Suffolk By	mace											
32 Carolina Rd	City of Suffolk	1.17 13000 G	88%	0%	1%	1%	10%	0%	F	0.080	F	0.640	13000	(
	Tay	Old SCL Suffolk												
Bus Corolino Dd	City of Cythollo		000/	00/	40/	40/	100/	00/	F	0.070	F	0.649	12000	(
13 32 Carolina Rd	City of Suffolk	0.54 13000 G Fayette St	88%	0%	1%	1%	10%	0%	Г	0.079	Г	0.648	13000	(
Bus	From:	US 13; SR 32 Fayette S	t											
Bus 13) (32) Main St	City of Suffolk	0.34 11000 G	99%	0%	1%	0%	0%	0%	С	0.078	F	0.634	12000	(
Oue.	To: From:	Begin SR 10												
32) (32) (10) Main St	City of Suffolk	0.68 20000 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.549	22000	(
1.5) (2.7) (1.6)	To:	US 58; Bus US 460												
Bus Bus Bus	From:	SR 32 Main St							_		_		.=	
13) (58) (460) Constance Rd	City of Suffolk	0.88 16000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.756	17000	(
Bus Bus Bus	To: From:	Pinner St												
13 (58) (460 Portsmouth Blvd	City of Suffolk	1.60 17000 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.590	18000	(
~ ~ ~ ~	To: From:	SR 337 Washington St			_									
Bus Bus Bus 13 (58) (460) Portsmouth Blvd	City of Suffolk	1.22 22000 G	96%	0%	1%	2%	1%	0%	С	0.088	F	0.603	25000	(
13) (38) (460) 1 Gridinouth Biva	To:	US 13, US 58, US 460	3070	070		270	170	070	Ü	0.000	•	0.000	20000	
	From:	WCL Chesapeake												
17 Bridge Rd	City of Suffolk	0.66 20000 G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.510	20000	(
	Tax	I-664												
17 Bridge Rd	City of Suffolk	0.41 18000 G	97%	0%	0%	1%	1%	0%	F	0.085	F	0.643	20000	(
	To:	SR 164 Western Freewa	V											
17 Bridge Rd	City of Suffolk	0.50 29000 G		0%	0%	1%	1%	0%	F	0.089	F	0.605	31000	(
::)	To:	133-2284 Harbour View B												
17 Bridge Rd	City of Suffolk	0.90 29000 G		0%	0%	1%	1%	0%	F	0.089	F	0.569	31000	(
1)	To:													
17 Bridge Rd	City of Suffolk	133-626 Knots Neck Road; Should 1.54 26000 G		0%	0%	1%	1%	0%	F	0.087	F	0.561	28000	(
17) Shage Na	To:	133-627 Bennetts Pasture		J / U	370	1 /0	1 /0	0 /0	•	0.007	•	0.001	20000	

				_		Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~	From:	133-627 Bennetts Pastu												
7 Carrolton Blvd	City of Suffolk	2.47 19000	G 97%	0%	0%	1%	1%	0%	F	0.097	F	0.562	20000	
~	To: From:	133-628 Crittenden	Rd											
17	City of Suffolk	1.17 15000	G 97%	0%	0%	1%	1%	0%	F	0.092	F	0.526	16000	
~ <u></u>	То:	Isle of Wight County	Line											
	From:	North Carolina State												
32) Carolina Rd	City of Suffolk	2.89 3700	G 91%	1%	1%	1%	6%	0%	С	0.092	F	0.724	3800	
	To: From:	133-642 Adams Swan	np Rd											
Carolina Rd	City of Suffolk	2.07 4000	G 91%	1%	1%	1%	6%	0%	F	0.089	F	0.732	4100	
	To:	133-675 Cypress Chap	pel Rd		<u> </u>									
(32) Carolina Rd	City of Suffolk	1.40 4300	G 91%	1%	2%	1%	6%	0%	С	0.091	F	0.736	4400	
フ	To:	133-759 Babbtown	D.d.											
(2) Carolina Rd	City of Suffolk	0.65 4600	G 91%	1%	2%	1%	6%	0%	F	0.091	F	0.682	4700	
2) 50.5	any er carrent			.,,		.,0	0,0	0,0	•	0.00	•	0.002		
(2) Carolina Rd	City of Suffolk	133-647 Copeland 2.45 4600	G 91%	1%	2%	1%	6%	0%	F	0.088	F	0.728	4700	
Carolina Rd	City of Surfor	US 13 South of Suff		1 /0		1 /0	0 /0	076		0.000		0.720	4700	
	From:	Whaleyville Blvo												
(13) Carolina Rd	City of Suffolk	1.64 19000	G 88%	0%	1%	1%	10%	0%	F	0.081	F	0.666	18000	
	Ta	61-731 Dill Rd												
Bus Caralina Bd	City of Conffells		000/	00/	40/	40/	400/	00/	_	0.000	_	0.040	40000	
(13) Carolina Rd	City of Suffolk	1.17 13000	G 88%	0%	1%	1%	10%	0%	F	0.080	F	0.640	13000	
Bus	To: From:	Old SCL Suffolk												
(13) Carolina Rd	City of Suffolk	0.54 13000	G 88%	0%	1%	1%	10%	0%	F	0.079	F	0.648	13000	
9 9	To:	Bus US 58 Constance	e Rd											
Bus	From:	Fayette St	• •••								_			
Main St	City of Suffolk	0.34 11000	G 99%	0%	1%	0%	0%	0%	С	0.078	F	0.634	12000	
Bus	To: From:	SR 337 Washington	n St											
32) (13) (10) Main St	City of Suffolk	0.68 20000	G 99%	0%	1%	0%	0%	0%	F	0.078	F	0.549	22000	
	To:	Bus US 58, Bus US	460											
Bus	From:	·												
32) (460) (10) Main St	City of Suffolk	0.09 29000	G 99%	0%	1%	0%	0%	0%	F	0.080	F	0.501	32000	
Bus	To: From:	Old NCL of Suffo	lk											
32)(460)(10)	City of Suffolk	1.49 28000	G 99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	
2 400 (10)	To	SR 10 Elephant Fo				-,-		-,-						
	From:	Bus US 460												
2) (10) Godwin Blvd	City of Suffolk	0.54 20000	G 93%	1%	1%	1%	4%	0%	F	0.084	F	0.51	22000	
	To- From:	US 58 Suffolk Bypa	ass											
(10) Godwin Blvd	City of Suffolk	1.36 19000	G 93%	1%	1%	1%	4%	0%	F	0.087	F	0.551	21000	
	- To:	61-634 Kings Fork	Rd											
(10) Godwin Blvd	City of Suffolk	4.81 12000	G 93%	1%	1%	1%	4%	0%	С	0.089	F	0.527	13000	
Godwin Blvd	To:	61-603 Everets R		. 70		. 70	. 70	J /0	-	0.000	•	0.021	13000	

Virginia Department of Transportation Traffic Engineering Division

2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC		QK	Factor	AAWDT	Q۷
From:	61-		Rd												
City of Suffolk	0.87	13000	G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.563	14000	G
To: From:	SR	125 Chuckat	tuck												
City of Suffolk	1.31	10000	G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.552	11000	G
To:	Isle of	Wight Coun	ty Line												
From:	Southa														
City of Suffolk	1.20	20000	G	84%	1%	1%	1%	13%	0%	F	0.072	F	0.505	19000	G
To: From:		US 258				<u> </u>									
City of Suffolk	1.26	19000	G	84%	1%	1%	1%	13%	0%	F	0.07	F	0.509	18000	G
To		SR 272				<u> </u>									
City of Suffolk	4.17	21000	G	84%	1%	1%	1%	13%	0%	F	0.068	F	0.504	20000	G
To:		SR 189				<u> </u>									
City of Suffolk	1.11	21000	G	84%	1%	1%	1%	13%	0%	F	0.067	F	0.507	20000	G
To:		Due HC 50													
City of Suffolk	1.32			84%	1%	1%	1%	13%	0%	F	0.071	F	0.596	24000	Ċ
any or contain				0170	170		170	1070	070	•	0.01	•	0.000	21000	Ì
City of Suffolk				0.40/	10/	10/	10/	120/	00/		0.070		0.61	24000	G
To:				04 /0	1 /0	1 /0	1 /0	13 /0	0 /6	-	0.070	-	0.01	24000	
From:															
City of Suffolk	2.05	27000	G	84%	1%	1%	1%	13%	0%	F	0.070	F	0.612	25000	G
Toi	133-643	Manning B	ridge Rd												
City of Suffolk	0.67	29000	Ğ	84%	1%	1%	1%	13%	0%	F	0.072	F	0.58	28000	G
To:	133.	738 Kenyor	n Rd												
City of Suffolk				84%	1%	1%	1%	13%	0%	F	0.073	F	0.552	32000	G
Tot															
City of Suffolk				84%	1%	1%	1%	13%	0%	F	0.074	F	0.556	33000	G
To:	1.10			0-170	170		170	1070	070	•	0.07 4	•	0.000	00000	
From:		Bus US 58													
City of Suffolk	1.41	41000	G	84%	1%	1%	1%	13%	0%	F	0.077	F	0.601	39000	G
To	133-6	04 Pitchkitt	le Rd												
City of Suffolk	1.88	38000	G	91%	0%	1%	1%	6%	0%	F	0.078	F	0.612	39000	G
To	IIS 4	160 Pruden 1	Rlvd												
City of Suffolk				91%	0%	1%	1%	6%	0%	F	0.08	F	0.628	50000	G
Tol															
City of Suffalk				01%	0%	19/-	10/	6%	0%	F	0.081	F	0.587	61000	(
City of Surfork				J 170	U-70	1 70	1 70	U70	U 70	Г	0.061	Г	0.307	01000	
City of Suffolk	2.30	-642 Wilroy 49000	Rd G	0401	0%	1%	1%	6%	0%	F	0.082	F	0.591	50000	G
	2,20	aaaaa	C	91%	110/	10/	10/	₩0/.			(1) (1)(2)		0.601	20000	-c
	City of Suffolk To: From: City of Suffolk To: City of Suffolk To: City of Suffolk To: City of Suffolk To: From: City of Suffolk City of Suffolk City of Suffolk City of Suffolk To: From: City of Suffolk City of Suffolk City of Suffolk	City of Suffolk 0.87	City of Suffolk 0.87 13000	City of Suffolk 0.87 13000 G	City of Suffolk 0.87 13000 G 93%	City of Suffolk City of Su	City of Suffolk City of Su	City of Suffolk City of Su	City of Suffolk City of Su	City of Suffolk City of Su	City of Suffolk 0.87 13000 G 93% 1% 1% 1% 4% 0% F	City of Surfolk City of Su	City of Surfolk City of Su	City of Suffolk City of Su	City of Suffolk 1.21 21000 G 84% 1% 1% 1% 13% 0% F 0.083 F 0.503 14000

		City of Surfoix		_		Truc	:k			K		Dir		
Route	Jurisdiction	Length AADT QA		Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
58) (13) (460) Military Highway	City of Suffolk	Bus US 58 Military Hwy Eastb 3.46 71000 G	ound 91%	0%	1%	10/	6%	0%	F	0.079	F	0.605	73000	G
58 (13) (460) Military Highway	City of Surfork	WCL Chesapeake	9176	0%	176	1%	070	U70	г	0.079	г	0.603	73000	
Bus	From:	Isle of Wight County Line												
Bus 58	City of Suffolk	2.65 2900 G	94%	1%	1%	1%	3%	0%	С	0.089	F	0.585	3000	(
	To- From-	SR 189												
8us 58	City of Suffolk	0.26 3600 G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.64	3700	
	To	133-653 Dutch Rd; Glen Haven	Drive											
8us 58	City of Suffolk	0.46 4000 G	96%	1%	1%	1%	1%	0%	С	0.091	F	0.669	4100	
58)	City of Surfork	US 58	90%	170	176	170	170	U70	C	0.091	г	0.009	4100	
dus	From:	US 58 East of Holland			l l									
Holland Rd	City of Suffolk	0.05 12000 G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.592	13000	
~	Tac	133-1722 Kilby Shores Rd			<u> </u>									
Bus 58 Holland Rd	City of Suffolk	1.79 10000 G	97%	1%	1%	1%	1%	0%	С	0.093	F	0.631	11000	
Nonaria Na	To:	SR 337 Constance Rd	0170	170		170	170	070	Ū	0.000	•	0.001	11000	
us	From:	SR 337 Holland Rd												
Constance Rd	City of Suffolk	0.29 9300 G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.553	10000	
Bus	To: From:	WCL Suffolk Pitchkettle R	d											
Constance Rd	City of Suffolk	0.86 11000 G	98%	1%	1%	0%	1%	0%	С	0.091	F	0.553	12000	
us Bus Bus	To: From:	SR 32 Main St												
58 (13) (460 Constance Rd	City of Suffolk	0.88 16000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.756	17000	
	To:	Pinner Street												
us Bus Bus Portemouth Blvd	City of Suffolk	Pinner St 1.60 17000 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.590	18000	
Portsmouth Blvd	City of Surfok		91 /0	076	1 /0	1 /0	1 /0	0 /0	C	0.009	-	0.590	10000	
lus Bus Bus	From:	SR 337 Washington St												
Portsmouth Blvd	City of Suffolk	1.22 22000 G	96%	0%	1%	2%	1%	0%	С	0.088	F	0.603	25000	
· · ·	From:	US 58												
(125)Kings Hwy	City of Suffolk	SR 10; SR 32 Godwin Blvd 0.69 4100 G	<u> </u>							0.093	F	0.618	4400	
25)1193 11	To.									0.000	•	0.010	4400	
25)Kings Hwy	City of Suffolk	133-628 Crittenden Rd 1.09 2800 G								NA			3000	
25)1ge,	Tol	133-620 Ferry Point Rd											0000	
25)Kings Hwy	City of Suffolk	0.91 NA								NA			NA	
23) 3,	To	Dead End												
25)Kings Hwy	City of Suffolk	1.85 NA								NA			NA	
, , , , , , , , , , , , , , , , , , ,	To:	133-629 W, Sleepy Hole Ro	1											
(125) Kings Hwy	City of Suffolk	1.22 3200 N	u							0.104	N	0.569	3500	
20,	To:	133-627 Bennetts Pasture R	d									-		

Davida	Lordon Portion	Levelle AADT OA	47	D		Tru	ck			K	01/	Dir	AANADT	014
Route	Jurisdiction		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
Via sa Ulua.	From:	133-627 Bennetts Pasture I	Rd							0.404	F	0.500	2500	_
125 Kings Hwy	City of Suffolk	0.48 3200 G SR 337 Nansemond Parkw	10 X 7							0.104	г	0.569	3500	G
	- 1		ay											
	From:	US 17 Bridge Rd	2001	00/	40/	00/	407	00/	_	0.000	_	0.507	40000	_
135)College Dr	City of Suffolk	0.20 15000 G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.537	16000	G
	To- From:	SR 164 Western Freeway												
College Dr	City of Suffolk	0.65 16000 G	98%	0%	1%	0%	1%	0%	С	0.090	F	0.504	18000	G
\smile	To- From:	133-658 Towne Point Ro	l		\neg \vdash									
135)College Dr	City of Suffolk	0.76 18000 G		0%	1%	0%	1%	0%	С	0.088	F	0.609	20000	G
	To	I-664												
405	City of Suffolk	0.59 9800 G	95%	0%	1%	0%	3%	0%	С	0.093	F	0.789	11000	G
135)	To:	SR 367	3070	070		070	070	070	O	0.000	•	0.700	11000	Ŭ
	T													
Western Francis	City of Suffolk (Maint: 61)	US 17 Bridge Road 0.84 13000 G	96%	0%	0%	10/	20/	00/	F	0.000	F	0.702	14000	G
Western Freeway	City of Surroik (Maint. 61)	0.84 13000 G	90%	0%	0%	1%	2%	0%	Г	0.088	Г	0.792	14000	G
	To: From:	I-664												
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 27000 G	96%	0%	0%	1%	2%	0%	F	0.084	F	0.515	30000	G
<u> </u>	To	SR 135 College Dr												
164)Western Freeway	City of Suffolk (Maint: 61)	0.02 42000 F	96%	0%	0%	1%	2%	0%	С	0.084	F	0.568	43000	F
,	To:	WCL Portsmouth												
	From:	Southhampton County Lin	ne											
180	City of Suffolk	1.36 2100 G	83%	1%	1%	1%	14%	0%	С	0.085	F	0.705	2200	G
189)	Tol													
	From:	133-666 Gates Rd	020/	40/	40/	40/	4.40/	00/	F	0.00	_	0.070	2700	G
189)	City of Suffolk	0.82 3600 G	83%	1%	1%	1%	14%	0%	г	0.09	F	0.676	3700	G
	To: From:	SR 272 South Quay Rd												
189	City of Suffolk	0.78 3200 G		1%	1%	1%	14%	0%	F	0.083	F	0.581	3300	G
<u> </u>	To	US 58 South of Holland												
Cronklin Dymana	City of Cytfolk	US 58	0.40/	1%	10/	40/	120/	00/	F	0.07	F	0.500	10000	
189 58 Franklin Bypass	City of Suffolk	1.26 19000 G	84%	170	1%	1%	13%	0%	Г	0.07	Г	0.509	18000	G
	To: From:	SR 272												
189 58	City of Suffolk	4.17 21000 G	84%	1%	1%	1%	13%	0%	F	0.068	F	0.504	20000	G
	Tou	US 58 SOUTH OF HOLLA	ND											
189	City of Suffolk	0.37 730 G	90%	2%	1%	5%	2%	0%	С	0.091	F	0.557	740	G
100)	To													
)	City of Cuffolls	Cumberland Lane	90%	2%	10/	E0/	20/	00/	F	0.000	_	0.516	1100	G
189)	City of Suffolk	0.12 1100 G Bus US 58	90%	2%	1%	5%	2%	0%	г	0.089	F	0.516	1100	G
	•													
~~~~ E E	From	Southampton County Line		401		461	4001	001	_	0.6==	_	0.505	40000	_
258 (58) Franklin Bypass	City of Suffolk	1.20 <b>20000 G</b>	84%	1%	1%	1%	13%	0%	F	0.072	F	0.505	19000	G
~ ~	To- Econ.	US 58 Franklin Bypass			$\neg$ $\vdash$									
258	City of Suffolk	0.91 <b>3800 G</b>	54%	1%	1%	3%	41%	0%	С	0.086	F	0.771	3900	G
	To:	NCL Suffolk								_				

		City of Su	JITOIK												
Deute	lenda di attara	Lamenth AAD	- 04	4T:	D		Tru	ck		00	K	OK	Dir	^ ^\^\DT	0
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 18	9												
272) South Quay Rd	City of Suffolk	1.24 <b>160</b> 0	G	91%	1%	1%	0%	6%	0%	С	0.11	F	0.716	1600	G
	To:	US 58 South	Quay Rd												
	From:	Bus US 58 Cor	stance Rd												
(337) Washington St	City of Suffolk	0.34 <b>830</b> 0		98%	1%	1%	0%	0%	0%	F	0.090	F	0.554	9100	C
337)							-,-	-,-	-,-	•		-			
Washington Of	From:	Broad		000/	40/		00/	00/	00/	_	0.000	F	0.50	0500	_
337 Washington St	City of Suffolk	0.59 <b>870</b> 0	G	98%	1%	1%	0%	0%	0%	С	0.096	F	0.58	9500	(
<u> </u>	To: From:	SR 32 Ma	in St												
337) Washington St	City of Suffolk	0.20 6800	G	98%	0%	1%	0%	0%	0%	С	0.083	F	0.554	7400	(
	Tou	Pinner	C4												
337) Washington St	City of Suffolk	0.49 <b>860</b> 0		98%	0%	1%	0%	0%	0%	F	0.084	F	0.792	9400	G
337) Washington St	City of Surfok	0.49 0000		30 /6	070	1 70	070	070	070	'	0.004	'	0.732	3400	•
	To- From:	Old ECL S													
(337) Washington St	City of Suffolk	2.38 <b>810</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.076	F	0.525	8900	(
$\smile$	To:	Bus US 58 Ports	mouth Blvd												
337)Nansemond Parkway	City of Suffolk	3.03 4700		96%	1%	1%	1%	0%	0%	С	0.091	F	0.537	5100	(
337). (2.105)	only or content			0070	.,,	.,,	.,,	0,0	0,0	•	0.00.	•	0.00.	0.00	
	From:	133-642 Wi													
Nansemond Parkway	City of Suffolk	1.40 <b>1100</b>	0 G	96%	1%	1%	1%	0%	0%	F	0.093	F	0.541	12000	(
<u> </u>	To	Whitley I	ane			_									
337)Nansemond Parkway	City of Suffolk	2.01 <b>710</b> 0	G	88%	1%	2%	2%	7%	0%	С	0.093	F	0.502	7700	C
	Too	CD 125 IV:-	- TT												
Noncement Borleyer	City of Cyffolls	SR 125 Kin	_	0.40/	40/	20/	20/	20/	0%		0.000	F	0.564	14000	(
Nansemond Parkway	City of Suffolk	2.52 <b>1300</b>		94%	1%	2%	2%	2%	0%	С	0.092	Г	0.561	14000	
	10.	WCL Ches													
	From:	Isle of Wight C													
Pruden Blvd	City of Suffolk	3.08 <b>1800</b>	0 G	80%	1%	1%	2%	16%	0%	F	0.076	F	0.552	17000	(
<del></del>	To	133-604 Lake Prince D	r; Provider	ice Rd		$\neg$ $\vdash$									
460 Pruden Blvd	City of Suffolk	0.54 <b>1900</b>	0 G	80%	1%	1%	2%	16%	0%	F	0.080	F	0.633	18000	(
	Tol														
Druden Dhid	From:	133-634 Kings 1.47 <b>2300</b>		000/	40/	10/	20/	160/	00/	F	0.007	F	0.507	24000	_
Pruden Blvd	City of Suffolk			80%	1%	1%	2%	16%	0%	г	0.087	г	0.507	21000	(
	From:	US 58, BUS US 460: US 58, BUS US 460													
460 58 13 Suffolk Bypass	City of Suffolk	0.93 4800		91%	0%	1%	1%	6%	0%	F	0.08	F	0.628	50000	(
460 (58) (13) Suffolk Bypass	City of Surfor	0.93 4000		3170	070	1 70	1 /0	070	070	'	0.00	'	0.020	30000	`
~~ ~~ ~~	To- From:	SR 10 SR 32 Go													
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>5900</b>	0 G	91%	0%	1%	1%	6%	0%	F	0.081	F	0.587	61000	(
~~~	Tou	61-642 Wil	ov Rd												
460 58 13 Suffolk Bypass	City of Suffolk	2.30 4900		91%	0%	1%	1%	6%	0%	F	0.082	F	0.591	50000	(
460 58 (13) Suffolk Bypass	To:	Bus US 13,Bus US 5			070		1 /0	070	0 /0	'	0.002	•	0.001	55000	`
	From:	XXX Bus US 13,Bus U		_											
				,,											
460 58 13 Military Highway	City of Suffolk	3.46 7100	0 G	91%	0%	1%	1%	6%	0%	F	0.079	F	0.605	73000	G

	1			47"			Tru	ıck		- 00	K	014	Dir		
Route	Jurisdiction .	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ų۱
us	From:		58, US 460	2221	201		00/	201	00/	_	0.004	_	0.040	10000	
60}	City of Suffolk		12000 G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.643	13000	(
us	To: From:	SR	10, SR 32												
60)(10)(32)	City of Suffolk	1.49	28000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	(
us	To: From:	Old N	NCL Suffolk												
(32) (10) Main St	City of Suffolk	0.09	29000 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.501	32000	(
	To: From:	US 13,BU	US US 58,SR 32												
us Bus Bus 60 58 13 Constance Rd	City of Suffolk	0.88	16000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.756	17000	(
00 (30) (13) ************************************	To:		Pinner St				.,,	.,.							
us Bus Bus 60 58 113 Portsmouth Blvo	City of Suffolk		17000 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.590	18000	,
60 (58) (13) Portsmouth Blvo	d City of Surfoik			9176	0%	176	170	170	0%	C	0.069	г	0.590	16000	(
us Bus Bus	To: From:		Washington St												
60 (58) (13) Portsmouth Blv	d City of Suffolk		22000 G	96%	0%	1%	2%	1%	0%	С	0.088	F	0.603	25000	(
	From		US 58												
ast 64) Monitor Merrimac Memorial E	Bridge Tunnel City of Suffolk (Maint: 61)		Vewport News 27000 A	93%	0%	1%	1%	4%	0%	F	0.109	Α		29000	
54)	Combined Traffic Estimates for 2 Parallel Roadwa			93%	0%	1%	1%	4%	0%	F	0.108	Α	0.510	59000	
		East I-664 is s		th I-664											
1	To: From:	SR 13	5 College Dr												
ast 64) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38	28000 A	93%	0%	1%	1%	4%	0%	С	0.129	Α		31000	
	Combined Traffic Estimates for 2 Parallel Roadwa			93%	0%	1%	1%	4%	0%	С	0.105	Α	0.578	62000	
		East I-664 is si	igned as Sout	th I-664											
204	To: From:	SR 164 V	Vestern Freeway												
ast 64) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.58	27000 G	93%	0%	1%	1%	4%	0%	F	0.113	F		30000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	56000 G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.613	60000	(
		East I-664 is si	igned as Sout	th I-664											
net	To: From:	US 1	7 Bridge Rd												
est 64) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.62	38000 G	93%	0%	1%	1%	4%	0%	F	0.102	F		41000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	77000 G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.591	83000	(
		East I-664 is si		th I-664											
	To	ECL	Chesapeake												
est	From:		Newport News	000/	00/	40/	40/	50 /	00/		0.400	^		20000	
	Bridge Tunnel City of Suffolk (Maint: 61)	3.46	28000 A	93%	0%	1%	1%	5%	0%	F	0.108	Α		30000	
Monitor Merrimac Memorial E	Combined Traffic Estimates for 2 Parallel Roadwa	un on this Douter	56000 A	93%	0%	1%	1%	4%	0%	_	0.108	Α	0.510	59000	

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Notic	- Jungalotton	Longui	AADI	QД	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
West	From:	SR	135 College	Dr												
(664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.04	30000	Α	93%	0%	1%	1%	5%	0%	С	0.119	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	58000	Α	93%	0%	1%	1%	4%	0%	С	0.105	Α	0.578	62000	Α
West	To- From:	SR 164	Western F	reeway												
(664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.40	28000	G	93%	0%	1%	1%	5%	0%	F	0.095	F		30000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	56000	G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.613	60000	G
	We	st I-664 is	s signed a	s Nort	h I-664											
Wost	To: From:	US	17 Bridge	Rd												
West 664 Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.57	40000	G	93%	0%	1%	1%	5%	0%	F	0.083	F		43000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	is Route:	77000	G	93%	0%	1%	1%	4%	0%	F	0.085	F	0.591	83000	G
	We	st I-664 is	signed a	s Nort	h I-664											
	To:	EC	L Chesapea	ake												

						City of	Suffolk								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk							017510 1111			. 4010.					
O Kirls Dal	0.00	From		000/	C 0/		Everetts Rd	00/			_	0.047	500	0	2007
602 Kirk Rd	0.60	510	G	90%	6%	2%	2% 1% at County Line	0%	С	0.134	F	0.647	520	G	2007
		Fron								1					
603 Everets Rd	2.27	2000	G	80%	3%	1%	nt County Line 14% 2%	0%	С	0.092	F	0.6	2200	G	2007
(603) Everets Rd	2.21	2000	Ť	0070	370		oore Farm Ln	0 70		0.032		0.0	2200	J	2007
<u> </u>		Fron	:				ore Farm Lane								
(603) Everets Rd	0.97	2100	G	82%	2%	1%	14% 1%	0%	С	0.105	F	0.596	2100	G	2007
<u> </u>		To	c .			SR 10 G	odwin Blvd								
	0.04	From	<u> </u>			North Carol	ina State Line			<u> </u>					00/05/000
604) Desert Rd	6.91	230	R							NA —			NA		02/05/200
<u> </u>		Fron					hite Marsh Rd								
(604) Hosier Rd	1.54	600	G	97%	2%	1%	0% 0%	0%	F	0.108	F	0.802	620	G	2007
<u> </u>		Fron	:			133-674 N, S	Skeetertown Rd			\Box					
(604) Hosier Rd	4.11	770	G	97%	2%	1%	0% 0%	0%	С	0.092	F	0.74	850	G	2007
		Tr From				133-1105	Mahlon Ave								
(604) Factory St	0.06	4400	G	97%	2%	1%	0% 0%	0%	F	0.095	F	0.546	4900	G	2007
\bigcirc		To					ffolk; Gap								
604) Pitchkettle Rd	1.30	3500	G	98%	1%	1%	CL Suffolk; Ga 1% 0%		С	0.11	F	0.624	3900	G	2007
(604) Pitchkettle Rd	1.50	3300		3070	1 /0			0 70				0.024	3300	J	2007
604) Pitchkettle Rd	2.55	2200 From	G	97%	1%	US 58 Sut	ffolk Bypass 1% 1%	0%	F	0.111	F	0.572	2500	G	2007
604) Pitchkettle Rd	2.55	2200		9170	170		Kings Fork Rd	0 76	Г	0.111	Г	0.572	2500	G	2007
		Fron	ı:				Kings Fork Rd								
(604) Providence Rd	0.51	1300	G	97%	1%	1%	1% 1%	0%	С	0.108	F	0.583	1300	G	2007
\bigcirc		Tr.				US 460 P	Pruden Blvd			\neg —					
(604) Lake Prince Dr	0.78	1900	G	97%	1%	1%	1% 0%	0%	С	0.105	F	0.724	1900	G	2007
\cup		To				133-605 G	Girl Scout Rd								
(604) Lake Prince Dr	3.16	1300 From	G	97%	1%	1%	1% 0%	0%	F	0.112	F	0.541	1400	G	2007
		To	:			133-603	Everets Rd								
		Fron	:			133-739 E	Deer Path Rd								
(607) Milford Lane	1.50	240	R							NA			NA		02/05/200
<u> </u>		To	c			133-644 W	, Indian Trail								
		Fron	:			US 58	3 WEST								
(610) Buckhorn Rd	3.30	460	G	91%	4%	1%	0% 3%	0%	С	0.122	F	0.537	470	G	2007
		To From				133-644 1	Indian Trail			\Box					
(610) Buckhorn Rd	1.70	340	G	91%	4%	1%	0% 3%	0%	F	0.127	F	0.529	350	G	2007
\bigcirc		To	:			Isle of Wigh	nt County Line								
		Fron	:			US 460 P	ruden Blvd								
(611) Gardner Ln	1.40	280	R							NA NA			NA		02/05/200
<u> </u>		Tr	1			133-606	Exeter Dr								
O 10 11 51		From					Carr Lane			<u> </u>	_			_	
(612) Kingsdale Rd	0.20	80	G	75%	0%		10% 2%	0%	С	0.146	F	0.5	90	G	2007
			<u> </u>				nt County Line								
613) Leafwood Rd	1.50	From	<u> </u>		1:	33-661 W, Sc	outhwestern Bly	'd					NΙΔ		02/05/200
(613) Learwood Rd	1.50	930 To	R			LIS 58	3 WEST			NA			NA		02/05/200
		From													
(616) Holy Neck Rd	2.20	620	G	91%	6%	3%	S 58 0% 0%	0%	F	0.098	F	0.642	640	G	2007
(616) Holy Neck Rd	2.20		_	0170	3,0			. 070			•	J.J 12	5.0	•	_00.
616) Holy Neck Rd	2.77	210 From	G	91%	6%	133-661 3 %	1 SOUTH 0%	0%	С	0.11	F	0.522	210	G	2007
(616) Holy Neck Rd	2.11	210		J170	070			U-70	U	U.11	r.	0.022	210	G	2007
Violenter D. I	4.00	Fron	<u> </u>	0407	00/		759 W	007		0404		0.550	0.40		0007
(616) Vicksburg Rd	1.69	230	G	91%	6%	3%	0% 0%	0%	F	0.101	F	0.553	240	G	2007
		17				133-000 S, L	ongstreet Lane								

						City	of Suffol	lk								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
616) Longstreet Lane	0.10	520	G	91%	6%	133-660 S 3%	S; Vicksbu 0%	ırg Rd 0%	0%	F	0.100	F	0.591	530	G	2007
(616) Longstreet Lane	0.10	320	Ŭ	3170		33-660 N;			070	'	0.100	'	0.001	330	0	2007
O M: 10 : 51	0.40	From		0.407		133-660 N,			201		2442	_	0.5	070	_	2007
616 Mineral Spring Rd	3.43	360	<u>G</u>	91%	6%	3%	0%	0%	0%	F	0.112	F	0.5	370	G	2007
Minoral Caring Dd	1 10	From	G	040/	60/	133-668 F			00/	F	0.096	F	0.506	420	G	2007
616) Mineral Spring Rd	1.48	410 To		91%	6%	3% US 13 W	0% haleyville	0% Blvd	0%		0.096	Г	0.506	420	G	2007
		From				133-677 N										
(616) Wedgewood Rd	2.10	370	R			100 (70)	1.0	D 1			NA			NA		02/05/2002
		From					N, Greenw									
(623) Respass Beach Rd	1.69	420	R			133-658	Townpoir	nt Ka			NA			NA		07/07/200
(023) 1136 Pass 2 3 4 5 1 1 1 1		To				133-654	N, Bay C	ircle								0.70.7200
		From				SR 337 N	ansemond	Pkwy								
626) Shoulders Hill Rd	1.44	6300	G	95%	1%	2%	1%	1%	0%	С	0.098	F	0.532	6900	G	2007
<u> </u>		To From				133-659 N	l, Pughsvi									
(626) Shoulders Hill Rd	1.63	7200	G	93%	1%	1%	4%	1%	0%	С	0.094	F	0.599	7900	G	2007
		10					7 Bridge R									
627 Bennetts Pasture Rd	1.36	4600	G	96%	1%	SR 337 Na 1%	ansemond 1%	Pkwy 0%	0%	F	0.116	F	0.623	5000	G	2007
(627) Bennetts Pasture Rd	1.00	4000		3070	170				070		0.110	•	0.020	0000	Ü	2001
627 Bennetts Pasture Rd	3.51	8600 From	G	96%	1%	SR 12:	5 Kings H	wy 0%	0%	С	0.098	F	0.578	9400	G	2007
(627) Bennetts Pasture Rd	0.0.	То		00,0	.,,		7 Bridge R		0,70			•	0.0.0	0.00		
		From				SR 12:	5 Kings H	wy								
(628) Crittenden Rd	5.26	3100	G	89%	2%	1%	7%	1%	0%	С	0.095	F	0.561	3400	G	2007
		To					7 Bridge R									
632) Old Myrtle Rd	5.70	460	R			Isle of Wi	ght Count	y Line			NA			NA		02/05/2002
(632) Old Myrtle Rd	5.70	400				US 460	Pruden B	lvd						INA		02/03/2002
		From					4 Indian T				i					
(634) Kings Fork Rd	2.27	430	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.695	470	G	2007
\bigcirc		To From				133-637 1	Lake Mead	de Dr								
(634) Kings Fork Rd	1.70	1700	G	97%	1%	1%	0%	1%	0%	С	0.11	F	0.617	1900	G	2007
		To From				133-604 W	V, Pitchket	ttle Rd								
(634) Kings Fork Rd	0.64	2300	G	94%	2%	1%	3%	1%	0%	С	0.107	F	0.502	2600	G	2007
<u> </u>		To From				US 460	Pruden B	lvd								
(634) Kings Fork Rd	2.27	4500	G	94%	2%	1%	3%	1%	0%	F	0.111	F	0.598	4900	G	2007
		From					Godwin B									
(638) Murphys Mill Rd	1.25	220	R			133-604	Pitchkettle	e Rd			NA			NA		02/12/2002
(036) Maipriya Miii 11d	1.20	To				F	FR-678									02/12/2001
		From				133-64	4 Indian T	'rail								
(639) Lake Cohoon Rd	0.42	1600	G	96%	1%	1%	1%	1%	0%	С	0.100	F	0.531	1800	G	2007
		To				Bus US	58 Holland	d Rd								
Adoma Swamp Pd	3.32	490	G	98%	0%	North Car	olina State	Line 1%	0%	-	0.098	F	0.766	500	_	2007
642 Adams Swamp Rd	3.32	490 To		96%	0%		5, Carolina		0%	С	0.098	Г	0.766	500	G	2007
O		From				33-675 S, C	ypress Ch	appel Rd								
(642) White Marsh Rd	1.84	430	G	99%	0%	0%	0%	0%	0%	С	0.12	F	0.941	440	G	2007
<u> </u>		From			1	33-604 Hos	sier Rd; D	esert Rd			\Box $=$					2011
(642) White Marsh Rd	1.95	400 To	R			122.67	M Dad	DA			NA			NA		02/05/2002
		From					4 Badger 1 5 Seminol									
(642) White Marsh Rd	0.84	5300	G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.577	5800	G	2007
\mathcal{L}		To		•	Old E	CL Suffok;	SR 337 W	Vashingtor	St							

						City	of Suffo	III.								
Route	Length	AADT	QA	4Tire	Bus		• • •	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From									-					
Milroy Dd	2.40		<u> </u>	0.40/	10/	Bus US 5			00/			_	0.540	0500	_	2007
(642) Wilroy Rd	2.10	7800	G	94%	1%	1%	1%	3%	0%	С	0.094	F	0.548	8500	G	2007
$\widehat{}$		To From					US 58									
(642) Wilroy Rd	1.77	8400	G	95%	1%	1%	1%	2%	0%	С	0.105	F	0.528	9200	G	2007
<u> </u>		To				SR 337 N	ansemond	l Pkwy								
_		From			1.	33-616 E, l	Mineral S	pring Rd								
(643) Manning Rd	2.56	550	G	95%	3%	1%	0%	0%	0%	F	0.105	F	0.767	560	G	2007
		To				133-663	B Leesville	- Rd								
643 Manning Rd	2.32	720 From	G	95%	3%	1%	0%	0%	0%	F	0.107	F	0.854	740	G	2007
(643) Manning Rd				0070	0,0				0,0	•		•	0.00			
O		From					Copelano									
(643) Manning Rd	1.30	1000	G	95%	3%	1%	0%	0%	0%	С	0.118	F	0.855	1100	G	2007
		To			1	33-645; M										
Manadan Bridge Bd	0.04		<u> </u>			133-645	5 Manning	g Rd			—			NIA		00/40/000
(643) Manning Bridge Rd	0.94	650	R								NA.			NA		02/12/2002
		То				0.94 N	ИN 133-6	45								
		From				133-74	40 Carr La	ne								
(644) Indian Trail	1.70	240	G	96%	2%	1%	0%	1%	0%	F	0.147	F	0.794	240	G	2007
		To				1	22 610									
(a) Indian Trail	2.70	480		069/	20/	1%	33-610 0%	10/	00/	F	0.122	_	0.500	400	G	2007
(644) Indian Trail	3.70	400	G	96%	2%	170	076	1%	0%	Г	0.122	F	0.590	490	G	2007
		To From				133-634	Kings For	k Rd								
(644) Indian Trail	2.30	490	G	96%	2%	1%	0%	1%	0%	С	0.123	F	0.613	510	G	2007
		To				122 72	Q Vanuon	Dd								
644) Indian Trail	0.60	940 From	G	96%	2%	1%	8 Kenyon 0%	1%	0%	F	0.108	F	0.597	1000	G	2007
(644) Indian Trail	0.00	340		90 /6	2 /0	1 /0	0 /6	1 /0	0 /6		0.100	-	0.597	1000	G	2007
		To From				133-637	Lake Mea	de Dr								
(644) Indian Trail	1.18	930	G	96%	2%	1%	0%	1%	0%	F	0.111	F	0.513	1000	G	2007
\bigcirc		To				133-639	Lake Kilb	y Rd								
		From			1	133-643 M	anning Bri	idge Rd								
(645) Manning Rd	1.70	760	G	96%	1%	0%	2%	0%	0%	С	0.105	F	0.707	830	G	2007
(645) Manning Rd	1.10			0070	170	070	270	070	070			•	0.7 07	000	Ŭ	2007
		To From					n Boundar									
(645) Manning Rd	1.50	1600	G	98%	1%	1%	1%	0%	0%	С	0.112	F	0.688	1700	G	2007
		To				US 58	Holland l	Rd								
		From			1	33-705 Me	adow Cou	untry Rd								
(646) Airport Rd	0.40	1500	G	95%	1%	2%	2%	1%	0%	С	0.088	F	0.529	1600	G	2007
		To				US 13; SI										
		From									i					
Canaland Dd	2.50					133-04	9 Lummis	Ku			NI A			NΙΛ		07/00/2004
(647) Copeland Rd	2.50	760	R								NA			NA		07/09/2002
		10				133-643 M	anning Br	idge Rd								
		From				133-660 I	Longstreet	t Lane								
(650) Quince Rd	1.90	130	R								NA			NA		07/09/2002
		To				133-64	9 Lummis	Rd								
		From				US 58	Bus EAS	ST								
653) Dutch Rd	0.34	560	G	81%	1%	8%	8%	2%	0%	С	0.104	F	0.569	570	G	2007
(633) 2 416.1 114	0.0.			0.70	.,,				0,0			•	0.000	0.0		
		To From					33-1201									
(653) Dutch Rd	2.78	590	G	81%	1%	8%	8%	2%	0%	F	0.106	F	0.543	600	G	2007
<u> </u>		To	1				59 NORT									
O 5.		From	<u> </u>	- 10/			59 SOUT				_	_			_	
(653) Holland Corner Rd	2.17	180	G	94%	3%	3%	0%	0%	0%	С	0.126	F	0.565	180	G	2007
$\overline{}$		To	<u></u>			133-616 M	lineral Spi	ring Rd								
_		From				133-65	1 Barnes	Rd								
(655) Brentwood Rd	0.90	140	R								NA			NA		02/14/2002
		To					US 58									
		From					Pughsvill	e Rd		•	1					
658 Town Point Rd	1.36	1100	G	96%	1%	2%	O%	0%	0%	С	0.096	F	0.514	1200	G	2007
658) Town Point Rd	1.30	1100		<i>3</i> 0 /0	1 /0				U /0	U	0.090	-	0.514	1200	G	2001
		10	1			155-22/6	Plummer	DIVU								

							City	of Suffo	IK								
Route	Lenç	gth	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk				-													
658 Town Point Rd	0.4	6	2400	G	96%	1%		6 Plummer 0%		0%	F	0.091	F	0.520	2600	G	2007
(658) Town Point Rd	0.4	ю	2400 To:		90%	170	2%	U% Bridge Rd;	Gan	0%	Г	0.091	Г	0.528	2600	G	2007
			From					/iew Blvd.	_								-
(658) Town Point Rd	0.6	0	5500	G	96%	1%	2%	0%	0%	0%	F	0.094	F	0.587	6000	G	2007
			To				133-225	3 Brookwo	od Dr			<u> </u>					
658) Town Point Rd	0.1	8	7400	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.579	8100	G	2007
(030)			To						D.:								
658 Town Point Rd	0.6	:8	8100 From:	G	99%	0%	1%	35 College 0%	0%	0%	С	0.095	F	0.507	8900	G	2007
(658) Town Point Rd	0.0	0	To:	Ť	0070	070		Portsmou		070		0.000	•	0.007	0000	·	2001
			From:	I		1		Shoulders				l					
(659) Pughsville Rd	1.2	8	4100	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.614	4400	G	2007
(659) r agriovillo rta		.0	To:	Ť	01.70	170		Chesapea		070			·	0.011	1 100	Ū	2007
			From:	I	13	23 616 N		Spring Rd		at I ana		1					
(660) Longstreet Ln	5.5	0	630	R	1,)3-010 I N	, williciai	5pring Re	, Longsite	Ct Lanc		NA			NA		02/14/200
660) Longoti det En	0.0		To:	<u> </u>				US 58				—i"`					02/11/200
			From:	I				W, Quak	ar Dr			1					
662) Box Elder Rd	1.1	0	60	R			133-737	, W, Quak	JI DI			NA			NA		02/14/200
(662) Box Eldor 11d	•••	•	To:				133-64	9 Lummis	Rd						101		02/11/200
			From:	I				133-759				i i					
(666) Gates Rd	2.1	0	1100	G	72%	1%	1%	0%	26%	0%	F	0.101	F	0.592	1100	G	2007
(000)			т.,														
666 Gates Rd	3.3	7	1100	G	72%	1%	1%	133-661	26%	0%	F	0.097	F	0.636	1200	G	2007
666 Gates Rd	3.3	• 1	1100		12/0	1 /0			20 /0	0 /6		0.097	-	0.030	1200	G	2007
O 0			From	<u> </u>	===:	401		133-746									
(666) Gates Rd	0.6	5	1300 _{To:}	G	72%	1%	1%	0%	26%	0%	С	0.103	F	0.824	1300	G	2007
				<u> </u>				SR 189									
O Dutlan Da	4.0		From:	ᄂ			133-759	E, Pinevie	w Rd			—			NIA		00/4 4/000
667 Butler Dr	1.9	U	130 To:	R			122.660	T	T			NA			NA		02/14/200
								Longstree									
Ditters and access Del	0.4	^	From:	<u> </u>	700/	00/		759 SOUT		00/		0.004	_	0.007	4400	_	2007
668 Pittmantown Rd	0.1	2	1000 _{To:}	G	73%	0%	1%	0% 759 NORT	26%	0%	С	0.094	F	0.637	1100	G	2007
			From					Spivey Ru									
668) Freeman Mill Rd	4.5	0	380	R								NA			NA		02/14/200
			To:				US-13 N,	Whaleyvil	le Blvd								
			From				US 13 W	/haleyville	Blvd								
672 Little Fork Rd	3.6	0	140	R								NA			NA		02/18/200
			To:				North Ca	rolina Stat	e Line								
			From			133	-759 E, Li	berty Sprir	ng Rd Wes	t							
(673) Liberty Spring Rd I	North 2.0	0	430	R				•				NA			NA		02/18/200
			To				133-64	7 Copelano	l Rd								
			From:				US 13 W	/haleyville	Blvd								
(675) Cypress Chapel Ro	d 3.6	0	160	G	88%	8%	1%	1%	2%	0%	С	0.181	F	0.807	170	G	2007
			To				SR 33	2 Carolina	Rd								
(675) Cypress Chapel Ro	d 0.5	0	240 From:	G	88%	2%	1%	0%	9%	0%	С	0.142	F	0.886	250	G	2007
(675) C)proce Chapen in	. 0.0		To:	Ť	0070			, White M		0,0			•	0.000	200		200.
			From:	 I				rolina Stat				i					
677 Great Fork Rd	3.6	0	1700	G	97%	1%	0%	1%	1%	0%	С	0.103	F	0.738	1800	G	2007
011)	2.0	,	To:	Ť	/0	. , 3		/haleyville		- / 0					. 500	-	
			From:	- I				3 Greenwa				i					
		_	100	R			100-07.	. GICCIIWA	<i>,</i> 114			NA			NA		02/18/200
678) Cherry Grove Rd	26	()													. •/ •		J_, . O, _ OO.
678) Cherry Grove Rd	2.6	0	To:			1:	33-642 N.	Adams Sv	vamp Rd								
678) Cherry Grove Rd	2.6	60				1:		Adams Sv	vamp Rd								
678) Cherry Grove Rd (683) Benton Rd	1.0		To	R		1		Adams Sv Dead End	vamp Rd			NA			NA		02/18/2002

						City	OI SUITOIK								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk								. 211011		1 40101		1 40101			
(688) Turlington Rd	3.16	2200	G	96%	1%	US 13 2%	Carolina Rd 0% 0%	0%	С	0.097	F	0.636	2400	G	2007
(688) Turlington Rd	3.10	2200		30 /0	1 /0		Kilby Shores Rd	070		0.037	'	0.030	2400	G	2007
		From:					3 Matoaka Rd								
(695) Mockingbird Ln	1.25	370	R							NA			NA		02/18/2002
<u> </u>		To:				D	ead End								
O M + 0 + D1	0.00	From		070/	407		16 Airport Rd	201	_		_	0.544	770		2227
(705) Meadow Country Rd	0.90	760	G	97%	1%	1%	0% 0% ME 133-646	0%	С	0.097	F	0.514	770	G	2007
		From:	:				23 N, Lake Rd								
(715) Nansemond Drive North	0.53	220	R			133-20.	23 IV, Lake Ku			NA			NA		04/06/2005
(119)		To	:			133-717	North Shore Dr								
		From:	:			US 13	Carolina Rd								
(731) Dill Rd	0.29	4700	G	90%	1%	2%	2% 5%	0%	С	0.079	F	0.514	5200	G	2007
$\overline{}$		To				133-11	11 W, Dill Rd								
O = = = = = = = = = = = = = = = = = = =		From:				133-644	W, Indian Trail								
(739) Deer Path Rd	5.20	320 To:	R			122 644	E I I			NA NA			NA		03/04/2002
		F] .r				E, Indian Trail			1					
(740) Carr Ln	0.80	60	G	94%	6%	0%	2 Kingsdale Rd 1% 0%	0%	С	0.218	F	0.667	60	G	2007
(740) Carr Ln	0.00	To	$lue{}$	J+70	070		4 Indian Trail	070		0.210		0.007	00	J	2001
		From	:				ead End			i					
(744) Jasmine Ln	0.93	130	R							NA			NA		04/05/2005
		To	:			133-616	Holy Neck Rd								
		From	:			D	ead End								
(757) Bennetts Creek Park Rd	1.03	1600	R							NA			NA		03/04/2002
		To				133-626 S	houlders Hill Rd								
Chart I and	0.40	From:	<u> </u>	700/	70/		rolina State Line	00/			_	0.045	4500	0	2007
759 Short Lane	0.12	1500 To:	G	72%	7%	21%	0% 0% Pittmantown Rd	0%	F	0.098	F	0.615	1500	G	2007
		From	:				, Pittmantown Rd								
(759) Gates Rd	1.23	1400	G	72%	7%	21%	0% 0%	0%	F	0.098	F	0.611	1400	G	2007
$\overline{}$		To: From:	:				; Pineview Rd								
(759) Pineview Rd	3.75	130	G	72%	7%	21%	66 Gates Rd 0% 0%	0%	С	0.13	F	0.556	130	G	2007
(739) 1 monon 110	00	To:		/ 0	. , ,		V, Holy Neck Rd	0,0		Ť	•	0.000	.00	•	200.
O		From:					Holland Corner Ro								
(759) Quaker Dr	0.16	700	G	72%	7%	21%	0% 0%	0%	F	0.103	F	0.854	710	G	2007
		From	:				S, Manning Rd								
(759) Liberty Spring Rd West	2.28	640	R							NA			NA		04/16/2002
		To				US	13 SOUTH								
		From:				Cı	ıl-de-Sac								
(785) Burnetts Ct	0.12	40	R							NA			NA		04/16/2002
<u> </u>		To	<u> </u>				Burnetts Way								
	0.44	From:	ᄂ			Cı	ıl-de-Sac						NIA		04/07/0005
(1035)	0.14	110	R			1	33-1034			NA			NA		04/07/2005
		From:					.111 Dill Rd			+					
County St	0.62		G	89%	1%			0%	С	0.111	F	0.614	2000	G	2007
		To:					olk Corp Limits								
		From	-												
(1111) Dill Rd	0.39	110	G	76%	1%	10%	6% 7%	0%	С	0.184	F	0.667	110	G	2007
\bigcirc		To:	-			133-11	01 County St								
		From:	:			133-1148	Winterview Dr								
(1147) Summerfield Ct	0.06	30	R							NA			NA		10/24/2002
$\overline{}$		To:	·			133-1145 S	pringfield Terrace								
		110 To:	:	76%		1% Old Suff 133- 10% 133-1148	2% 7% olk Corp Limits 731 WEST 6% 7% 01 County St Winterview Dr	0%	С		F	0.614		G	200

						City	of Suffol	lk								
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk	0.39	6000	G	98%	1%	1%	32 Truman 0%	0%	0%	С	0.091	F	0.606	6500	G	2007
(1310)	0.17	1500 From	G	98%	1%	SR 337; W 1% 1301 Railro	0%	0%	0% us	С	0.102	F	0.58	1600	G	2007
(1310) Goodman St	0.11	760 To	G	98%	1%	1%	318 Clary I 0% 17 Center A	0%	0%	F	0.114	F	0.6	400	G	2007
(1322)	0.16	From 290	R				42 Wilroy l				NA			NA		10/10/2002
(1324) Hollywood Ave	0.06	From 2800	G	98%	1%	SR 337	Washingto 0% 25 Center A	on St 0%	0%	С	0.094	F	0.545	3000	G	2007
(1325) Center Ave	0.39	From 2000	G	97%	1%	133-131 1%	0 Goodma 0% Hollywoo	n St 0%	0%	С	0.094	F	0.549	2200	G	2007
Old Pinner St	0.17	From 2700	G	98%	0%	P 0%	inner St 0% s; Constan	1%	0%	С	0.116	F	0.944	3000	G	2007
(1368) Nixon Dr	0.06	990 To	R			133-1366 I		d Lane			NA			NA		04/16/2002
(1502) Eclipse Dr	0.19	From 180	R			D	ead End				NA			NA		10/22/2002
Sunset Manor Dr	0.07	From 40	R			D	ead End Vaughan				NA			NA		04/21/2005
(1722) Kilby Shores Rd	0.03	From 5500	G	97%	1%	Bus US	58 Holland	d Rd 1%	0%	С	0.091	F	0.629	6000	G	2007
(1727)	0.07	From 70	R			133-171	8 N, Stale				NA			NA		11/14/2002
(1795)	0.27	From 140				1:	33-1790				NA			NA		04/20/2005
(1856) Berkshire Blvd	0.35	From 900	R			Cı	al-de-Sac al-de-Sac	I.D.,			NA			NA		08/20/2002
(1905)	0.11	750	R			133-19	51 Ashford 902 Wren I	Rd			NA NA			NA		08/20/2002
(2029) Foxcroft Rd	0.43	From 440	R			133-627 В		ture Rd			NA			NA		08/29/2002
(2073) Carter Ln	0.08	From 160	R			133-2075 E					NA			NA		11/14/2002
(2140) Burbage Lake Circle	0.19	From 310	R			1:	33-2070 33-2143				NA			NA		04/19/2005
(2217)	0.27	From NA			1:	33-2145 OI D	lde Bullock ead End	ks Circle			 NA			NA		
$\overline{}$		To				US 1	7 Bridge R	d								

						City	t Suttolk								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 17	rail 2Tra	 il QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				US 17	Bridge Rd			1					
(2284) Harbour View Blvd	1.02	2600	R			0017	Dirage Ita			NA			NA		04/13/200
$\overline{}$		To			13	33-2286 Ne	w Town Point	Rd							
(2354) Preakness Circle	0.04	100	R			Cul	-de-Sac			NA			NA		04/14/200
2354) Preakness Circle	0.04	То			1	.33-2350 St	eeplechase La	ne					INA		04/14/200
		From					-de-Sac								
(2450)	0.52	NA								NA			NA		
		То			13		Shoulders Hill	Rd							
(8501) Pinner St	0.63	From 8300	G	99%	0%	Wash 0%	ington St 0% C	% 0%	С	0.093	F	0.539	9100	G	2007
(8501) 1 WHO St	0.00	To		0070	070		ore Ave	70 070		0.000	•	0.000	0100		2007
(8501) Pinner St	0.41	10000	G	99%	0%	0%		% 0%	F	0.102	F	0.521	11000	G	2007
		То				Old C	L Suffolk								
		From					nith St								
8505 South Broad St	0.15	1500	G	97%	1%	1%		% 0%	F	0.093	F	0.54	1700	G	2007
8505) North Broad St	0.60	From 1000	G	97%	1%	Wash 1%	ington St	% 0%	С	0.107	F	0.552	1100	G	2007
North Broad St	0.68	1000		91%	170			% 0%	U	0.107	г	0.552	1100	G	2007
(8505) Western Ave	0.12	860 From	G	97%	1%	East Ri	verview Dr 0% C	% 0%	F	0.105	F	0.598	940	G	2007
(8303)		То			- , ,		onstance Rd								
		From				Kil	by Ave								
(8507) Wellons St	0.65	1900	G	98%	1%	1%	0% 0	% 0%	F	0.094	F	0.53	2100	G	2007
<u> </u>		To From		2221	401		Vashington St			⊐					
(8507) Market St	0.43	4900	G	98%	1%	1%	0% 0	% 0%	С	0.092	F	0.548	5400	G	2007
(8507) Market St	0.06	7600	G	98%	1%	Sar 1%	atoga St 0% C	% 0%	F	0.101	F	0.608	8300	G	2007
(8507) Market St	0.00	To	Ü	30 /0	1 /0		2 Main St	70 070	- '	0.101	'	0.000	0300	G	2007
		From				M	ain St								
(8508) Finney Ave	0.20	7800	G	99%	0%	1%	0% 0	% 0%	С	0.090	F	0.541	8500	G	2007
		То					ner Ave								
(8509) Saratoga St	0.31	4100	G	97%	0%	Care	lina Ave 1% C	% 0%	С	0.09	F	0.546	4500	G	2007
(8509) Saratoga St	0.01	To		01 70	070		ington St	70 070			•	0.0 10	1000		2007
(8509) Saratoga St	0.12	4600	G	97%	0%	1%		% 0%	F	0.102	F	0.537	4900	G	2007
		То					ırket St								
		From					atoga St								
(8510) Hall Ave	0.43	4900 To	G	98%	1%	0%	1% Cashington St	% 0%	С	0.083	F	0.626	5300	G	2007
		From					Suffolk								
(8511) Factory St	0.87	4400	G	95%	1%	1%		% 0%	С	0.094	F	0.553	4800	G	2007
		To				Wash	ington St								
O		From					olina Rd								
8512 Fayette St	0.17	960 To	G	87%	1%	1%		% 0%	F	0.108	F	0.576	1100	G	2007
		From					edar St yette St								
(8512) Cedar St	0.04	950	G	87%	1%	1%		% 0%	F	0.102	F	0.585	1000	G	2007
<u> </u>		From					ison Ave edar St								
(8512) Madison Ave	0.33	840	G	87%	1%	1%		% 0%	С	0.1	F	0.560	900	G	2007
$\frac{\smile}{\circ}$		To From				Co	unty St			\exists \vdash					
(8512) Madison Ave	0.11	1400	G	87%	1%	1%		% 0%	F	0.103	F	0.53	1600	G	2007
. /		To	1			Fac	ctory St			ı					
			<u> </u>												
(8514) Bank St	0.20	From 1700	G	99%	0%		Main St	% 0%	С	0.119	F	0.594	1800	G	2007

						Oity	oi Suitoir	•								
Davida	Lamenth	AADT	~	4	D		Tru	ck		- 00	K	01/	Dir	A A \ A \ D T	0)4/	\/
Route	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv	Year
City of Suffolk			-													
		From:				Old Suffo	olk Corp Li	mits								
8813 County St	0.18	1700	G	89%	1%	2%	2%	6%	0%	F	0.089	F	0.550	1800	G	2007
		To: From:				Mac	dison Ave									
8813) County St	0.27	3400	G	89%	1%	2%	2%	6%	0%	С	0.094	F	0.529	3600	G	2007
<u> </u>		To				Was	hington St									
		From:				SR 337	Washingtor	St								
8814 Liberty St / Moore Ave	0.64	2800	G	92%	0%	1%	2%	4%	0%	С	0.106	F	0.623	3000	G	2007
		To				P	inner St									
		From:				Repas	s Beach Ro	1								
Burbage Lake Circle		320	G								0.136	F	0.557	320	G	2007
		To:				Wet	Marsh Ct									
		From:				Sm	ith Street									
James Avenue		450	G								0.105	F	0.520	450	G	2007
		To				W. Was	hington Str	eet								
		From:				As	hford Dr									
Kensington Blvd		5600	G								0.09	F	0.609	5600	G	2007
		To:				Goo	lwin Blvd									
		From:				Pio	neer Ave									
Quince Rd		200	G								0.260	F	0.511	200	G	2007
		To:				Lu	mmis Rd									
		From:				Ith	nacha Tr									
Weatherby Way		250	G								0.126	F	0.613	250	G	2007
		To:				Shoul	ders Hill Re	1								