## 2008

# 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	ck			K		Dir		_
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
	From:	Isle of Wight County Lin	e											
10 32	City of Suffolk	1.31 <b>9500 F</b>	95%	0%	1%	1%	2%	0%	F	0.096	F		10000	
	То	SR 125 Chuckatuck												
10) (32) Godwin Blvd	City of Suffolk	0.87 <b>11000</b> F	95%	0%	1%	1%	2%	0%	F	0.093	F		12000	
10) (32) Godwin Blvd	Only of Curron		3070	070		170	270	070	•	0.000	•		12000	
	From:	133-603 Everets Rd				404		221			_			
$_{10})$ ${32}$ Godwin Blvd	City of Suffolk	4.81 <b>11000 F</b>	95%	0%	1%	1%	2%	0%	С	0.095	F		12000	
$\smile$	To: From:	133-634 Kings Fork Rd			$\neg$									
(32) Godwin Blvd	City of Suffolk	1.36 <b>19000 F</b>	95%	0%	1%	1%	2%	0%	F	0.087	F		21000	
10) (02)	To	Mazo a con p												
10 32 Godwin Blvd	City of Suffolk	US 58 Suffolk Bypass 0.54 <b>18000 F</b>	95%	0%	10/	40/	20/	0%	F	NA			20000	
10 32 Godwin Blvd	City of Surroik		95%	0%	1%	1%	2%	0%	г	NA			20000	
Buo	From:	Pruden Blvd US 460 Bus US 460 Elephant For	ł											
Bus	City of Suffolk	1.49 <b>28000</b> G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	
10 (460) (32)	Ta-	Bus US 460, Bus US 58		070	170	0 70	070	070	'	0.005	•	0.510	23000	
Bus	From:	Bus US 460												
(32) (460) Main St	City of Suffolk	0.09 <b>28000</b> F	99%	0%	1%	0%	0%	0%	F	NA			31000	
0) (32) (400)	To:	Bus US 58	0070	0,0	Ť	0,0	0,0	0,0	·				0.000	
Bus	From:	Bus US 58, Bus US 460												
0) (32) (13) Main St	City of Suffolk	0.68 <b>20000 F</b>	99%	0%	1%	0%	0%	0%	F	NA			22000	
9 62 (8)	To	SR 337 Washington St												
	From:	North Carolina State Line	2											
) Whaleyville Blvd	City of Suffolk	5.37 <b>5000</b> A	88%	0%	1%	1%	10%	0%	С	0.099	Α	0.583	4800	
3) Whateyville Biva	Only of Garron			070		170	10 70	070	J	0.000	, ,	0.000	4000	
~	To: From:	133-616 Mineral Spring R												
3 Whaleyville Blvd	City of Suffolk	1.28 <b>6300 F</b>	88%	0%	1%	1%	10%	0%	F	0.077	F	0.725	6000	
~ <u></u>	To:	133-677 Great Fork Rd												
(3) Whaleyville Blvd	City of Suffolk	0.82 <b>8200 F</b>	88%	0%	1%	1%	10%	0%	F	0.078	F	0.763	7900	
9	, T.J.	100 695 G G 11												
N/h alasa illa Dhad	From:	133-675 Cypress Chapel F 2.22 <b>7900</b> F		00/	40/	40/	400/	00/		0.070	F		7700	
Whaleyville Blvd	City of Suffolk	2.22 <b>7900 F</b>	88%	0%	1%	1%	10%	0%	F	0.079	Г		7700	
	To: From:	133-759 S, Liberty Spring Rd	West											
13 Whaleyville Blvd	City of Suffolk	1.06 <b>9200 F</b>	88%	0%	1%	1%	10%	0%	F	0.080	F		8900	
~	To:	133-759 N, Babbtown Ro	1											
(13) Whaleyville Blvd	City of Suffolk	2.56 <b>9800</b> F	88%	0%	1%	1%	10%	0%	F	0.084	F		9400	
3) Whaleyville Bivd	Ta-	SR 32 Carolina Rd	0070	070		1 70	10 /0	070	'	0.004	•		3400	
	From:	SR 32 Whaleyville Blvd												
(32) Carolina Rd	City of Suffolk	1.64 <b>17000 F</b>	88%	0%	1%	1%	10%	0%	F	0.083	F		16000	
3) (32)	To:	Bus US 13												
	From:	Bus US 13, SR 32 Carolina	Rd											
3 Southwest Suffolk Bypass	City of Suffolk	2.80 <b>10000</b> F	84%	1%	2%	2%	11%	0%	С	0.087	F		10000	
	To	US 58 Holland Rd												
	From:	Bus US 58												
3 (58) Suffolk Bypass	City of Suffolk	1.41 <b>37000 F</b>	84%	1%	1%	1%	13%	0%	F	0.079	F		35000	
	To	61-604 Pitchkittle Rd												

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

						Tru	ıck			K		Dir	
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 41	ire Bu	ıs 2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	actor AAWD	I Q
~ C ((-   P	From:	61-604 Pitchkittl		20/ 0/	10/	40/	00/	00/	_	0.00	_	40000	
13) (58) Suffolk Bypass	City of Suffolk	1.88 <b>39000</b>	<b>F</b> 92	2% 09	% 1% 	1%	6%	0%	F	0.08	F	40000	) F
Coffella Domana	From:	US 460 Pruden		2% 09	40/	40/	<b>C</b> 0/	00/	F	0.077	_	40000	
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 <b>47000</b>		2% U	% 1% ———	1%	6%	0%	Г	0.077	F	48000	) F
13) (58) (460) Suffolk Bypass	City of Suffolk	SR 10 SR 32 Godw 1.87 <b>57000</b>	rin Blvd <b>F</b> 92	2% 09	% 1%	1%	6%	0%	F	0.080	F	59000	) F
13) (58) (460) Suffolk Bypass	City of Surfork			. 70 0	/0 1/0	1 /0	070	0 /0	Г	0.000	Г	39000	' '
3 (58) (460 Suffolk Bypass	City of Suffolk	61-642 Wilroy 2.30 <b>50000</b>	<b>F</b> 92	2% 09	% 1%	1%	6%	0%	F	0.077	F	52000	) F
Suffolk Bypass				.70 0	70 170	1 /0	070	0 70	•	0.077	'	32000	' '
3 (58) (460 Military Highway	City of Suffolk	Bus US 13,Bus US 58 M 3.46 <b>69000</b>	Military Hwy <b>F</b> 92	2% 09	6 1%	1%	6%	0%	F	0.079	F	72000	) F
3 (58) (460) Military Highway	To:	Bus US 13		. 70 0	70 170	1 /0	070	0 70	•	0.079	'	72000	' '
us	From:	US 13 Southwest Suff			İ								
(32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	<b>F</b> 88	3% 09	6 1%	1%	10%	0%	F	NA		11000	) [
<i>~</i>	To: From:	Old SCL Suffe	olk		<del></del>  -								
(3) $(32)$ Carolina Rd	City of Suffolk	0.54 <b>12000</b>	<b>F</b> 88	3% 09	% 1%	1%	10%	0%	F	NA		12000	)
3) (32) Carolina Rd	To:	Fayette St	1 00	70 0	70 170	1 /0	10 /0	078	•	INA		12000	'
is	From:	US 13; SR 32 Fay											
3 32 Main St	City of Suffolk	0.34 <b>11000</b>	<b>F</b> 99	0% 09	% 1%	0%	0%	0%	С	0.078	F	12000	)
us	To: From:	Begin SR 10	)										
3) (32) (10) Main St	City of Suffolk	0.68 <b>20000</b>	<b>F</b> 99	% 09	% 1%	0%	0%	0%	F	NA		22000	)
3 6 6	То:	US 58; Bus US											
us Bus Bus	From:	SR 32 Main 3		101 01		407	00/	00/	_	0.000	_	47000	
3) 58 460 Constance Rd	City of Suffolk	0.88 <b>15000</b>	<b>F</b> 97	<b>'</b> % 09	% 1%	1%	2%	0%	F	0.086	F	17000	)
us Bus Bus	To: From:	Pinner St											
3) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	<b>F</b> 97	'% 0°	% 1%	1%	2%	0%	С	0.092	F	17000	)
	To: From:	SR 337 Washing	ton St										
us Bus Bus 3 (58) (460 Portsmouth Blvd	City of Suffolk	1.22 <b>22000</b>	<b>F</b> 96	5% 19	6 1%	1%	1%	0%	С	0.087	F	24000	)
3) (38) (400). Gitamoda. 2113	To:	US 13, US 58, U		.,0	1,0	.,,	.,0	0,0		0.00.	•	2.000	
	From:	WCL Chesape	ake										
7 Bridge Rd	City of Suffolk	0.66 19000	<b>F</b> 99	% 09	6 1%	0%	0%	0%	F	0.084	F	20000	)
<i>`</i>	To:	I-664											
7 Bridge Rd	City of Suffolk	0.41 <b>16000</b>	<b>F</b> 97	'% 0°	6 0%	1%	1%	0%	F	0.080	F	17000	)
.)	To- From:	SR 164 Western F	reeway										
7 Bridge Rd	City of Suffolk	0.50 <b>29000</b>	<b>F</b> 97	'% 0°	% 0%	1%	1%	0%	F	0.092	N	30000	)
<u> </u>	To:	133-2284 Harbour V											
Bridge Rd	City of Suffolk	0.90 <b>30000</b>	F 97	'% 0°	% 0%	1%	1%	0%	F	0.092	F	32000	) [
	To:												
17 Bridge Rd	City of Suffolk	133-626 Knots Neck Road; S 1.54 <b>24000</b>	F 97		% 0%	1%	1%	0%	F	0.091	F	26000	) [
17)90 1.0	To:	133-627 Bennetts Pa		,0 0	70	. 70	. 70	J / U	•	0.001	•	20000	

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

_						Tru	ck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
~	From:	133-627 Bennetts Pastu												
(17) Carrolton Blvd	City of Suffolk	2.47 <b>18000</b>	<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.091	F		19000	
~	To: From:	133-628 Crittenden	Rd											
17	City of Suffolk	1.17 <b>14000</b>	<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.096	F		15000	
~	То:	Isle of Wight County	Line											
	From:	North Carolina State 1												
<sub>32</sub> ) Carolina Rd	City of Suffolk	2.89 <b>3600</b>	<b>F</b> 93%	1%	1%	1%	5%	0%	С	0.098	F		3900	
	To: From:	133-642 Adams Swam	ıp Rd											
32) Carolina Rd	City of Suffolk	2.07 3900	<b>F</b> 93%	1%	1%	1%	5%	0%	F	0.097	F		4200	
<u> </u>	Tox	133-675 Cypress Chap	el Rd											
32) Carolina Rd	City of Suffolk	1.40 <b>4200</b>	<b>F</b> 94%	1%	1%	1%	5%	0%	С	0.091	F		4500	
フ	To:	133-759 Babbtown	Dd											
Carolina Rd	City of Suffolk	0.65 <b>4500</b>	<b>F</b> 94%	1%	1%	1%	5%	0%	F	0.096	F		4800	
52) 63.6				.,,		. , 0	0,0	0,0	-	0.000	•		.000	
(32) Carolina Rd	City of Suffolk	133-647 Copeland I 2.45 <b>4700</b>	<b>F</b> 94%	1%	1%	1%	5%	0%	F	0.094	F	0.761	5000	
Carolina Rd	City of Surfork	US 13 South of Suff		1 /0		1 /0	3/0	076		0.094		0.701	3000	
	From:	Whaleyville Blvd												
(13) Carolina Rd	City of Suffolk	1.64 <b>17000</b>	<b>F</b> 88%	0%	1%	1%	10%	0%	F	0.083	F		16000	
9 (9)	To:	61-731 Dill Rd												
Bus	From:		<b>-</b> 200/	201	40′	407	100/	00/	_				44000	
Carolina Rd	City of Suffolk	1.17 <b>12000</b>	F 88%	0%	1%	1%	10%	0%	F	NA			11000	
Bus	To: From:	Old SCL Suffolk												
(13) Carolina Rd	City of Suffolk	0.54 <b>12000</b>	<b>F</b> 88%	0%	1%	1%	10%	0%	F	NA			12000	
	To	Bus US 58 Constance	e Rd											
Bus	From:	Fayette St												
(13) Main St	City of Suffolk	0.34 <b>11000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.078	F		12000	
Bus	To: From:	SR 337 Washington	St											
32) (13) (10) Main St	City of Suffolk	0.68 <b>20000</b>	F 99%	0%	1%	0%	0%	0%	F	NA			22000	
2) (13) (10)	To:							-,-						
Bus	From:	Bus US 58, Bus US												
32) (460) (10) Main St	City of Suffolk	0.09 <b>28000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	NA			31000	
D.::	To: From:	Old NCL of Suffol	lk											
Bus 32)(460)(10)	City of Suffolk		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	
2 (460) (10)	To:	SR 10 Elephant For		J/0		J /0	0 /0	O /0	•	0.000	•	0.010	2000	
	From:	Bus US 460												
(10) Godwin Blvd	City of Suffolk	0.54 <b>18000</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	F	NA			20000	
$\mathcal{I} \mathcal{I}$	To:	US 58 Suffolk Bypa	ass											
(10) Godwin Blvd	City of Suffolk		<b>F</b> 95%	0%	1%	1%	2%	0%	F	0.087	F		21000	
	Tac													
2) (10) Godwin Blvd	City of Suffolk	61-634 Kings Fork I 4.81 <b>11000</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	С	0.095	F		12000	
<sub>32</sub> ) ( <sub>10</sub> ) Godwin Blvd	City of Surion	7.01 11000	· 30/0	0 /0	1 /0	1 /0	∠ /0	U /0	C	0.090	1		12000	

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

			.v or Surro					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	61-6	503 Everets	Rd												
(32) (10) Godwin Blvd	City of Suffolk	0.87	11000	F	95%	0%	1%	1%	2%	0%	F	0.093	F		12000	F
$\bigcirc$	To-	SR 1	25 Chuckat	uck												
32) (10)	City of Suffolk	1.31	9500	F	95%	0%	1%	1%	2%	0%	F	0.096	F		10000	F
	To:	Isle of V	Wight Count	ty Line												
	From:	Southan	npton Count	ty Line												
58 (258) Franklin Bypass	City of Suffolk	1.20	20000	F	84%	1%	1%	1%	13%	0%	F	0.07	F		19000	F
	To:		US 258													
58 (189) Franklin Bypass	City of Suffolk	1.26	19000	F	84%	1%	1%	1%	13%	0%	F	0.070	F		18000	F
30) (103)	To															
50) (400)	City of Suffolk	4.17	2 South Qua 21000	F	84%	1%	1%	1%	13%	0%	F	0.07	F		20000	F
58) (189)	City of Surfork	4.17		'	04 /0	1 70	1 70	1 /0	13 /0	070	'	0.07	'		20000	'
~~ <u></u>	From:		SR 189													
58 Holland Bypass	City of Suffolk	1.11	20000	F	84%	1%	1%	1%	13%	0%	F	0.071	F		19000	F
~	To: From:		Bus US 58													
58 Holland Rd	City of Suffolk	1.32	25000	F	84%	1%	1%	1%	13%	0%	F	0.071	F		24000	F
~	To:	133-610	W, Buckho	orn Rd												
58	City of Suffolk	2.77	24000	F	84%	1%	1%	1%	13%	0%	F	0.073	F		23000	F
35)	To:	133-64	47 E, Lumm	nis Rd												
~~	From	133-6	647 Lummis													
58 Holland Rd	City of Suffolk	2.05	25000	F	84%	1%	1%	1%	13%	0%	F	0.072	F		24000	F
~	To:	133-643 1	Manning Br	ridge Rd												
58 Holland Rd	City of Suffolk	0.67	27000	F	84%	1%	1%	1%	13%	0%	F	0.075	F		26000	F
<i>→</i>	To:	133-	738 Kenyon	Rd												
58 Holland Rd	City of Suffolk	0.38	29000	F	84%	1%	1%	1%	13%	0%	F	0.075	F		28000	F
38)	Table 1				0.70	.,,		. , 0	.070	0,0	•	0.0.0	•		2000	·
58 Holland Rd	City of Suffolk	1.15	ove Point Ro 31000	₫ F	84%	1%	1%	1%	13%	0%	F	0.073	F		30000	F
58 Holland Rd	City of Surfork		thwest Suffo			170	176	170	1370	076	Г	0.073	Г		30000	Г
	From:		Bus US 58	лк Бура	.33											
58 (13) Suffolk Bypass	City of Suffolk	1.41	37000	F	84%	1%	1%	1%	13%	0%	F	0.079	F		35000	F
	To:	133 60	04 Pitchkittl	lo Dd												
58 \ (13) Suffolk Bypass	City of Suffolk	1.88	39000	F	92%	0%	1%	1%	6%	0%	F	0.08	F		40000	F
58) (13) Sarroin 2) page	only of current				0270	070		170	070	070	•	0.00	•		10000	·
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To:		60 Pruden E		000/	00/		40/	00/	00/	_	0.077	_		40000	
58 (13) (460) Suffolk Bypass	City of Suffolk	0.93	47000	F	92%	0%	1%	1%	6%	0%	F	0.077	F		48000	F
	To- From	SR 10, S	SR 32 Godw													
58 (13) (460) Suffolk Bypass	City of Suffolk	1.87	57000	F	92%	0%	1%	1%	6%	0%	F	0.080	F		59000	F
$\rightarrow \bigcirc \bigcirc$	To-	133-	-642 Wilroy	Rd												
58) (13) (460) Suffolk Bypass	City of Suffolk	2.30	50000	F	92%	0%	1%	1%	6%	0%	F	0.077	F		52000	F
	To:	Bus US 13, B	Bus US 58 N	Ailitary I												

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

		City of Surfolk				Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From:	Bus US 58 Military Hwy F												
58) (13) (460) Military Highway	City of Suffolk	3.46 <b>69000</b>	<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.079	F		72000	F
~ ~ ~	To:	WCL Chesapeako												
Bus	From:	Isle of Wight County							_		_			_
3us 58	City of Suffolk	2.65 <b>2300</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.098	F		2400	F
	To: From:	SR 189												
58	City of Suffolk	0.26 <b>2600</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	F	0.091	F	0.547	2700	ı
	To	133-653 Dutch Rd; Glen H	aven Drive											
us	City of Suffolk			40/	40/	40/	40/	00/	0	0.400	_		2500	
58	City of Surroik	0.46 <b>3200</b> US 58	<b>F</b> 97%	1%	1%	1%	1%	0%	С	0.102	F		3500	ı
	Francis													
us gg   Holland Rd	City of Suffolk	US 58 East of Holla 0.05 <b>10000</b>	F 97%	1%	1%	0%	1%	0%	F	NA			11000	
Holland Rd	City of Surfork			1 70	1 70	070	1 70	070	'	INA			11000	
us	To- From:	133-1722 Kilby Shore												
(8) Holland Rd	City of Suffolk	1.79 <b>9500</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.099	F		10000	
<i></i>	To:	SR 337 Constance												
us g ( Constance Rd	City of Suffolk	SR 337 Holland R 0.29 <b>8100</b>	F 98%	0%	1%	0%	0%	0%	F	0.093	F		8800	
8 Constance Rd	City of Surfolk			0%	1 70	0%	U70	076	Г	0.093	Г		0000	
us	To: From:	WCL Suffolk Pitchket	tle Rd											
8 Constance Rd	City of Suffolk	0.86 <b>10000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.096	F	0.559	11000	
~	To:	SR 32 Main St			$\neg$ $\vdash$									
us Bus Bus	City of Suffolk		<b>F</b> 97%	00/	40/	40/	00/	0%	F	0.000	F		47000	
8) (13) (460) Constance Rd	City of Surroik	0.88 <b>15000</b> Pinner Street	<b>F</b> 97%	0%	1%	1%	2%	0%	г	0.086	г		17000	
us Bus Bus	From:	Highland Ave												
(8) (13) (460) Portsmouth Blvd	City of Suffolk		<b>F</b> 97%	0%	1%	1%	2%	0%	С	0.092	F		17000	
	To	SR 337 Washington	n St											
us Bus Bus	From:			407	40/	407	407	00/	_	0.007	_		0.4000	
Portsmouth Blvd	City of Suffolk	1.22 <b>22000</b> US 58	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.087	F		24000	
Kingo Hun	City of Suffolk	SR 10; SR 32 Godwin 0.69 <b>3100</b>	<b>F</b> 95%	0%	1%	3%	0%	0%	С	0.091	F		3400	
Kings Hwy	City of Surfolk			0%	1 70	3%	U70	076	C	0.091	Г		3400	
	From:	133-628 Crittenden		00/		001	201	00/		0.404		0.504	200	
Kings Hwy	City of Suffolk	1.09 <b>550</b>	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.104	F	0.584	600	
	To: From:	133-620 Ferry Point												
Kings Hwy	City of Suffolk	0.91 <b>270</b>	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.102	F	0.742	300	
	To: From:	Dead End	d Divon											
25)Kings Hwy	City of Suffolk	Dead End @ Nansemon 1.34 <b>580</b>	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.118	F	0.552	630	
25) Nings 11Wy	oity of outlook			070	1 /0	J /0	0 /0	0 /0	'	0.110	•	0.002	030	
Wingo Llun	From:	133-629 W, Sleepy Ho		007	10/	20/	007	00/	_	0.444		0.777	000	
25 Kings Hwy	City of Suffolk	1.22 800	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.114	F	0.777	860	F
<u> </u>	To:	133-627 Bennetts Pastu	ure Rd											

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

		City of Suff					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	. QI
	From:	133-627 Bennetts P	acture Rd			2////	STANIC	IIIaii	ZIIali		i actor		i actor		
25)Kings Hwy	City of Suffolk	0.48 <b>2800</b>	F	95%	0%	1%	3%	0%	0%	F	0.099	F	0.605	3000	F
23) 90 ,	To:	SR 337 Nansemond		0070	0,0		0,0	0,0	0,0	•	0.000	•	0.000	0000	
	From:	US 17 Bridge	D.d												
135)College Dr	City of Suffolk	0.20 <b>15000</b>	F	98%	0%	1%	1%	0%	0%	F	0.090	F		17000	-
135) College 21	City of Curron			0070	070	170	170	070	070	•	0.000	•		17000	
	From:	SR 164 Western I										_		.=	
35 College Dr	City of Suffolk	0.65 <b>16000</b>	F	98%	0%	1%	1%	0%	0%	С	0.09	F		17000	I
_	To: From:	133-658 Towne P	oint Rd												
35)College Dr	City of Suffolk	0.76 <b>19000</b>	F	98%	0%	1%	1%	0%	0%	С	0.090	F		21000	- 1
<u> </u>	To	I-664				<u> </u>									
135)	City of Suffolk	0.59 11000	F	95%	1%	2%	1%	3%	0%	С	0.084	F		12000	F
33)	To:	SR 367 Tidewater Comr			.,,		.,,	0,0	0,0	·	0.00	•		000	
	From:			-8-											
64) Western Freeway	City of Suffolk (Maint: 61)	US 17 Bridge 1 0.84 <b>18000</b>		96%	0%	0%	1%	3%	0%	F	0.091	F		20000	ı
164) Western Freeway	City of Sulfork (Maint: 61)	0.04 10000	Г	90 /6	076	0 /6	1 /0	3/0	076		0.091			20000	
	To: From:	I-664													
64) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>35000</b>	F	96%	0%	0%	1%	3%	0%	F	NA			40000	
	To:	SR 135 Colleg	e Dr												
64) Western Freeway	City of Suffolk (Maint: 61)	0.02 43000	Α	96%	0%	0%	1%	3%	0%	С	0.103	Α		48000	
,	To:	WCL Portsmo	outh												
	From:	Southhampton Cou	inty Line												
180	City of Suffolk	1.36 <b>1800</b>	F	86%	0%	1%	1%	12%	0%	С	0.09	F		2000	ı
189)									-,-	_					
	From:	133-666 Gates		000/	00/		40/	400/	00/	_	0.000	_	0.700	0000	
89)	City of Suffolk	0.82 <b>3300</b>	F	86%	0%	1%	1%	12%	0%	F	0.083	F	0.702	3600	
	To: From:	SR 272 South Q													
189	City of Suffolk	0.78 <b>2400</b>	F	86%	0%	1%	1%	12%	0%	F	0.083	F	0.6	2600	I
<u> </u>	To	US 58 South of I	Holland												
	From:	US 58			407					_		_			
189) (58) Franklin Bypass	City of Suffolk	1.26 <b>19000</b>	F	84%	1%	1%	1%	13%	0%	F	0.070	F		18000	I
<u> </u>	Ta: From:	SR 272													
189) (58)	City of Suffolk	4.17 <b>21000</b>	F	84%	1%	1%	1%	13%	0%	F	0.07	F		20000	
	To:	US 58 SOUTH OF H	IOLI AND												
S Quay Rd	City of Suffolk	0.37 660		90%	1%	2%	4%	2%	0%	С	0.106	F	0.57	700	
89) S quaj 11a	City of Current			0070	1,70		170	_,0	070	Ŭ	0.100	•	0.01	100	
	From	Cumberland L						:	•			_			
89 <i>)</i>	City of Suffolk	0.12 <b>1100</b>	F	90%	1%	2%	4%	2%	0%	F	0.107	F		1100	I
<u></u>	To:	Bus US 58	<u> </u>												
~~ ~~	From:	Southampton Cou	_												
258 (58) Franklin Bypass	City of Suffolk	1.20 <b>20000</b>	F	84%	1%	1%	1%	13%	0%	F	0.07	F		19000	l
~ ~	To:	US 58 Franklin l	Bypass												
258)	City of Suffolk	0.91 3300	**	55%	0%	1%	4%	40%	0%	С	0.087	F		3500	F

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

5 .	1					Tru	ıck		- 00	K	014	Dir	4.414/DT	- 0
Route	Jurisdiction		<b>QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	SR 189		401							_		.=	
South Quay Rd	City of Suffolk		<b>F</b> 95%	1%	1%	0%	3%	0%	С	0.102	F	0.694	1500	
	10:	US 58 South Quay R	ld											
	From:	Bus US 58 Constance												
337) Washington St	City of Suffolk	0.34 <b>8100</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.081	F	0.544	8800	
<u></u>	To: From:	Broad St												
337) Washington St	City of Suffolk	0.59 <b>9000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.083	F		9700	
$\smile$	Ta	SR 32 Main St												
337) Washington St	City of Suffolk		<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.078	F		10000	
337)	T-								_					
337) Washington St	City of Suffolk	Pinner St 0.49 <b>13000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.079	F		14000	
337) Washington St	City of Surfoix	0.49 13000	F 90 /0	1 /0	1 /0	0 /6	076	0 /6	-	0.079			14000	
	From:	Old ECL Suffolk												
337) Washington St	City of Suffolk	2.38 <b>11000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	F	0.083	F		12000	
<u> </u>	To: From:	Bus US 58 Portsmouth	Blvd		$\neg$ $\vdash$									
Nansemond Parkway	City of Suffolk	3.03 <b>4100</b>	<b>F</b> 95%	2%	2%	1%	0%	0%	С	0.092	F		4500	
	To:	133-642 Wilroy Rd												
Nansemond Parkway	City of Suffolk	· ·	<b>F</b> 95%	2%	2%	1%	0%	0%	F	0.101	F		11000	
337)			. 0070			. , ,	0,0	0,0	•	0	•			
337)Nansemond Parkway	City of Suffolk	Whitley Lane 2.01 <b>7800</b>	<b>F</b> 95%	2%	2%	1%	0%	0%	F	0.097	F	0.567	8400	
337 Nansemond Farkway	City of Surfoix	2.01 7800	F 95/0	2/0	2/0	1 /0	076	0 /6	-	0.091		0.307	0400	
	To: From:	SR 125 Kings Hwy												
337)Nansemond Parkway	City of Suffolk		<b>F</b> 93%	1%	1%	4%	1%	0%	С	0.091	F		13000	
<u> </u>	To:	WCL Chesapeake												
~~	From:	Isle of Wight County I												
Pruden Blvd	City of Suffolk	3.08 <b>16000</b>	<b>F</b> 82%	1%	1%	1%	15%	0%	F	NA			14000	
<del>~</del>	To:	133-604 Lake Prince Dr; Prov	ridence Rd											
Pruden Blvd	City of Suffolk	0.54 <b>17000</b>	<b>F</b> 82%	1%	1%	1%	15%	0%	F	NA			16000	
	Too	133-634 Kings Fork I												
Pruden Blvd	City of Suffolk		<b>F</b> 82%	1%	1%	1%	15%	0%	F	0.085	F		21000	
460)1 144611 2114	To:	US 58, BUS US 460; Suffol		170	<del></del> 17°	170	10 /0	070	•	0.000	•		21000	
	From:	US 58, BUS US 460, Purd												
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>47000</b>	<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.077	F		48000	
	To:	SR 10 SR 32 Godwin E	Rlvd											
460 (58) (13) Suffolk Bypass	City of Suffolk		<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.080	F		59000	
460 (58) (13) Suffolk Bypass	City of Garroix			070		170	070	070	•	0.000	•		00000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	From	61-642 Wilroy Rd		001		401	001	001	_	0.077	_		50000	
58 (13) Suffolk Bypass	City of Suffolk		<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.077	F		52000	
~ ~ ~	From:	Bus US 13,Bus US 58 Milit XXX Bus US 13,Bus US 58 M												
460 \ \( \) 58 \ \( \) 13 \ Military Highway	City of Suffolk		F 92%	0%	1%	1%	6%	0%	F	0.079	F		72000	
460 (58 (13 Military Highway	To:	WCL Chesapeake	. 52/0	070	1 /0	1 /0	070	0 /0	•	5.013	•		12000	

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Suffolk

<b>.</b>										Tru	ck			K		Dir		
Route		Jurisdictio	on Ler	ngth	AADT	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus		From:			58, US 46		000/	00/	40/	00/	00/	00/	_	NIA			44000	_ ا
460		City of Suff	Olk 1.	.11	9900	F	99%	0%	1%	0%	0%	0%	F	NA			11000	F
Bus		To- From:		SR	10, SR 32	2												
460)(10)(32)		City of Suff	olk 1.	49	28000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
Bus		To: From:		Old l	NCL Suffo	olk												
460) (32) (10) Main St		City of Suff	olk 0.	09	28000	F	99%	0%	1%	0%	0%	0%	F	NA			31000	F
$\sim$ $\sim$		To	Ü	JS 13,B	US US 58,	SR 32												
Bus Bus Bus 460 (58) (13) Constance Rd		City of Suff	folk 0	88	15000	F	97%	0%	1%	1%	2%	0%	F	0.086	F		17000	F
160) (58) (13) CONSIGNOC NO.		To:	GIK 0.			•	01 70	070		170	270	070	•	0.000	•		17000	•
Bus Bus Bus		From:			Pinner St							201	_		_			
(58) $(58)$ Portsmouth Blv	d	City of Suff	rolk 1.	60	16000	F	97%	0%	1%	1%	2%	0%	С	0.092	F		17000	F
Bus Bus Bus		To: From:	•	SR 337	Washingto	on St												
160 (58) (13) Portsmouth Blv	d	City of Suff	olk 1.		22000	F	96%	1%	1%	1%	1%	0%	С	0.087	F		24000	F
<del>~~~</del>		To			US 58													
ast Manitar Marrimaa Mamarial I	Dridge Tunnel	From:	Agint: 64)		Newport N		0.40/	0%	 1%	40/	4%	00/	_	0.444	۸		20000	٨
Monitor Merrimac Memorial I	Combined Traffic Estim	City of Suffolk (M			27000 55000	A A	94% 94%	0%	1%	1% 1%	4% 4%	0% 0%	F	0.111 0.109	A A		28000 58000	A A
	Combined Traine Estin	acs for 21 aranc	East I-66					070	170	1 70	770	070		0.103	^		30000	
		To:			35 College													
East 664) Hampton Roads Beltway	,	From: City of Suffolk (M	Voint: 61)		28000	Α	94%	0%	1%	1%	4%	0%	С	0.132	Α		30000	Α
164 Trampion Roads Beilway	Combined Traffic Estim	,	,			A	94%	0%	1%	1%	4% 4%	0%	С		A		62000	A
	Combined Traine Estin	acs for 21 aranc	East I-60					070	170	1 70	770	070	O	0.107	^		02000	
		To:	S	R 164 V	Western Fr	reeway												
ast Homoton Boods Boltwey	,	From: City of Suffolk (M			26000	F	94%	0%	1%	1%	4%	0%	_	NA			29000	F
Hampton Roads Beltway	Combined Traffic Estim	•	•			F	94%	0%	1%	1%	4% 4%	0%	F	NA			57000	F
	Combined Traine Estin	acs for 21 aranc	East I-60					070	170	1 70	770	070	•	14/3			37000	'
		To:			7 Bridge F													
ast Hampton Boods Boltway		From:	Voint: 61)				049/	00/	10/	10/	40/	00/	_	NIA			40000	_
Hampton Roads Beltway	Combined Traffic Estim	City of Suffolk (M			37000 74000	F F	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F	NA NA			40000 80000	F F
	Combined Hame ESUII	iaico IVI Z Faidlit	ei Roadways on this Ro East I-60			-		0 /0	1 /0	ı /0	→ /0	U /0	ı	INA			50000	Г
		To			.Chesapea													
/est		From:		ECL N	Newport N	ews												
Monitor Merrimac Memorial I		City of Suffolk (M			28000	Α	94%	0%	1%	1%	4%	0%	F	0.108	Α		30000	Α
	Combined Traffic Estim	ates for 2 Paralle				Α	94%	0%	1%	1%	4%	0%	F	0.109	Α		58000	Α
		_	West I-6				1-664											
		To:		SR 13	35 College	Dr			<u> </u>									

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Roule	Junsaiction	Length	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
West	From:	SR	135 College	Dr												
(664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.04	29000	Α	94%	0%	1%	1%	4%	0%	С	0.120	Α		32000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	57000	Α	94%	0%	1%	1%	4%	0%	С	0.107	Α		62000	Α
	West	t I-664 is	signed a	s Nort	h I-664											
	To:	SR 164	Western Fr	reeway			<u> </u>									
West	From:	511 10	. ,, esterii 1 1	comaj			-									
(664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.40	27000	F	94%	0%	1%	1%	4%	0%	F	0.120	Ν		29000	F
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	53000	F	94%	0%	1%	1%	4%	0%	F	NA			57000	F
	West	t <b>I-664</b> is	signed a	s Nort	h I-664											
	To:	US	17 Bridge I	Rd			<u> </u>									
West	From:		. I / Dilage I	···												
664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.57	37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this	Route:	74000	F	94%	0%	1%	1%	4%	0%	F	NA			80000	F
	West	t I-664 is	signed a	s Nort	h I-664											
	To:	EC	L Chesapea	ke												

						City	of Suffo	lK								
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrTr 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		F									1					
602) Kirk Rd	0.60	410		97%	0%	133-60 0%	3 Everetts 2%	Rd 0%	0%	С	0.137	F	0.517	440	F	2008
602) Kirk Rd	0.00	410 Tr	-	91 /0	0 /6	Isle of Wi			0 /6		0.137	-	0.517	440	Г	2000
		Fron	:			Isle of Wi					1					
603) Everets Rd	2.27	1600	F	97%	1%	0%	1%	1%	0%	С	0.104	F	0.725	1700	F	2008
003)		To														
603) Everets Rd	0.97	1500	F	98%	1%	133-742 N	100re Fart	1%	0%	С	0.1	F		1700	F	2008
603) =10.010 110	0.0.	To	Ė	0070	.,,		Godwin B		0,0		ĭ``	•			•	
		Fron	:			North Car	rolina State	e Line			Ī					
604) Desert Rd	6.91	280	F								0.109	F	0.688	280	F	2008
		Tr				133-642	White Mar	sh Rd			<u> </u>					
604) Hosier Rd	1.54	590 From	F	97%	1%	1%	2%	0%	0%	F	0.106	F	0.691	630	F	2008
00-7		To				133-674 N	Cleantante	vrm Dd								
604) Hosier Rd	4.11	690 From	F	97%	1%	1%	2%	0%	0%	С	0.113	F	0.762	750	F	2008
004) 1 100101 1 10		т.		0.70	.,,						<del></del>	•	002		•	
604) Factory St	0.06	3200 From	F	97%	1%	133-110	5 Mahlon 2%	O%	0%	F	0.095	F	0.566	3400	F	2008
604) Factory St	0.00	<b>3200</b>		31 /0	1 /0		Suffolk; G		070	'	0.033	'	0.500	3400	'	2000
<u> </u>		Fron			τ	JS 58 Bus;										
604) Pitchkettle Rd	1.30	3000	F	98%	1%	1%	0%	0%	0%	С	0.105	F	0.586	3300	F	2008
$\smile$		Te	:			US 58 S	Suffolk By	pass		_	$\Box$ —					
604) Pitchkettle Rd	2.55	2200	F	97%	1%	1%	1%	0%	0%	F	0.105	F	0.669	2400	F	2008
<u> </u>		To	:			133-634 V										
Providence Pd	0.51	1200	F	97%	1%	133-634 F	E, Kings Fo	ork Rd 0%	0%	С	0.115	F	0.560	1200	F	2000
Providence Rd	0.51	1200		9170	170	170	170	0%	0%	C	0.115	Г	0.569	1300	Г	2008
<u> </u>	0.70	Fron		070/	407		Pruden B		00/				0.000	2000		0000
604) Lake Prince Dr	0.78	2100	F	97%	1%	1%	1%	0%	0%	С	0.102	F	0.628	2300	F	2008
<u> </u>		Fron					Girl Scou									
604) Lake Prince Dr	3.16	1100	F	97%	1%	1%	1%	0%	0%	F	0.13	F	0.645	1200	F	2008
			1				3 Everets									
607) Milford Lane	1.50	130	F			133-739	Deer Patl	n Rd			0.125	F	0.563	130	F	2008
607) Milford Lane	1.50	To				133-644	W, Indian	Trail			0.125	-	0.505	130	-	2008
		From									1					
610) Buckhorn Rd	3.30	390	F	97%	1%	1%	W, Holland	0%	0%	С	0.140	F	0.645	420	F	2008
610) Buokinom ma	0.00			01 70	170				070			·	0.0 10	120		2000
610) Buckhorn Rd	1.70	270 From	F	97%	1%	133-64	4 Indian T 0%	rail 0%	0%	F	0.118	F	0.5	290	F	2008
610) Buckhorn Rd	1.70	Z/U To	:	91 /0	1 /0	Isle of Wi			0 /6		0.118	-	0.5	290	-	2008
		Fron	:				) Pruden B									
611) Gardner Lane	1.40	400	F			05 400	) Fludell E	ivu			0.113	F	0.720	400	F	2008
011)		To	Ė			133-6	06 Exeter	Dr				•	020		•	
		From	:			133-7	40 Carr La	ne								
612) Kingsdale Rd	0.20	80	F	97%	0%	1%	1%	1%	0%	С	0.149	F	0.818	80	F	2008
		To	:			Isle of Wi	ight Count	y Line								
		Fron	:		1	33-661 W,	Southwest	tern Blvd								
613) Leafwood Rd	1.50	680	F								0.116	F	0.55	680	F	2008
<u> </u>		Tr				US	58 West									
_		Fron	:				US 58									
616) Holy Neck Rd	2.20	710	F	95%	4%	1%	0%	0%	0%	F	0.095	F	0.516	760	F	2008
		To From				133-66	51 S, Ellis	Rd			$\supset$ —					
616) Holy Neck Rd	2.77	280	F	95%	4%	1%	0%	0%	0%	С	0.108	F	0.528	300	F	2008
$\smile$		ъ	-			133-759	W, Pinevie	ew Rd			<u> </u>					
616) Vicksburg Rd	1.69	280 From	F	95%	4%	1%	0%	0%	0%	F	0.097	F	0.5	300	F	2008
		To	:			133-660 S										
<u> </u>		From	<u></u>				S; Vicksbu									
616 Longstreet Lane	0.10	490	<u>_F</u>	95%	4%	1%	0%	0%	0%	F	0.101	F	0.548	530	F	2008
		To	<u>'</u>		1	33-660 N;	Mineral S	pring Rd								

						City of St	ulloik								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Misses Control Dat	0.40	From	<u> </u>	050/	40/	133-660 N, Long		00/		0.110	_	0.004	7.10	_	0000
Mineral Spring Rd	3.43	690	F	95%	4%	1% 0	% 0%	0%	F	0.113	F	0.691	740	F	2008
		From				133-668 Freema									
616 Mineral Spring Rd	1.48	390 To	F	95%	4%		% 0%	0%	F	0.096	F	0.605	410	F	2008
		From	:			US 13 Whaley 133-677 N, Gre									
616) Wedgewood Rd	2.10	160	F			·				0.105	F	0.647	160	F	2008
		То	:			133-673 N, Gre	eenway Rd								
$\sim$		From				133-658 Town	npoint Rd								
Respass Beach Rd	1.69	5000	F_							0.1	F	0.595	5000	F	2008
		To				133-654 N, B									
Ob	4.44	From	<u> </u>	000/	40/	SR 337 Nansen		00/		0.400	_		0000	_	0000
Shoulders Hill Rd	1.44	6300	F	96%	1%	2% 1	% 0%	0%	С	0.102	F		6900	F	2008
		From				133-659 N, Pug									
Shoulders Hill Rd	1.63	9000 <sub>To</sub>	F	93%	1%		% 1%	0%	С	0.098	F		9800	F	2008
			.I			US 17 Brid				<u> </u>					
Bennetts Pasture Rd	1.36	4300		96%	2%	SR 337 Nansen 1% 1	nond Pkwy % 0%	0%	F	0.118	F	0.595	4600	F	2008
Bennetts Pasture Rd	1.30	4300		90%	270			0%	Г	0.116	Г	0.595	4000	Г	2000
Danasta Dastura Dd	2.54	From	<u> </u>	000/	20/	SR 125 King		00/		0.000			0000		2000
Bennetts Pasture Rd	3.51	8200 To	F	96%	2%	1% 1' US 17 Brid	% 0%	0%	С	0.099	F		8900	F	2008
		From								<u> </u>					
Crittenden Rd	5.26	2900	F	92%	1%	SR 125 King 1% 5	gs нwy % 1%	0%	С	0.088	F		3100	F	2008
628) Crittenden Rd	0.20	To	:	0270	170	US 17 Brid		070			·		0100	•	2000
		From	:			Isle of Wight C				ì					
632) Old Myrtle Rd	5.70	560	F			isic or wight c	ounty Line			0.118	F	0.769	560	F	2008
<u> </u>		То	:			US 460 Prud	len Blvd								
		From	:			133-644 Indi	an Trail								
634) Kings Fork Rd	2.27	390	F	99%	0%	0% 0'	% 1%	0%	F	0.127	F	0.830	420	F	2008
$\overline{}$		To From	-			133-637 Lake l	Meade Dr								
634) Kings Fork Rd	1.70	1600	F	99%	0%		% 1%	0%	С	0.108	F	0.663	1800	F	2008
		To	-			133-604 W, Pito	chkettle Rd								
634) Kings Fork Rd	0.64	2200 From	F	99%	0%		% 0%	0%	С	0.114	F		2400	F	2008
		To				US 460 Prud	len Blvd								
634) Kings Fork Rd	2.27	4300 From	F	99%	0%		% 0%	0%	F	0.121	F		4700	F	2008
004) 01		To	:			SR 10 Godw									
		From	:			133-604 Pitch	kettle Rd								
638) Murphys Mill Rd	1.25	470	F							0.122	F	0.689	470	F	2008
<u> </u>		То	-			FR-67	8								
		From				133-644 Indi									
639) Lake Cohoon Rd	0.42	1300	F	98%	0%		% 1%	0%	С	0.109	F	0.576	1500	F	2008
		То	1			Bus US 58 Ho	olland Rd								
<u> </u>		From	<u> </u>	0=:		North Carolina					_	0 = 5 =		_	
642) Adams Swamp Rd	3.32	430	F	97%	1%		% 1%	0%	С	0.111	F	0.726	460	F	2008
		From	:		1:	SR 32 S, Caro 33-675 S, Cypres									
642) White Marsh Rd	1.84	590	F	95%	2%		% 1%	0%	С	0.112	F	0.863	630	F	2008
		To	-			33-604 Hosier R									
042) White Marsh Rd	1.95	540 From	F			55-004 HUSIEI K	a, Desen Ku			0.124	F	0.928	540	F	2008
042		To				133-674 Bac	dger Rd								
$\overline{}$		From				133-1125 Sen	ninole Dr				_				
642) White Marsh Rd	0.84	2300	F	97%	1%		% 0%	0%	С	0.098	F	0.663	2500	F	2008
$\overline{}$		To	<u> </u>		Old E	CL Suffok; SR 3		St							
		11011				Bus US 58 Con	istance Kd								
642) Wilroy Rd	2.10	5300	F	95%	0%	1% 1	% 2%	0%	С	0.094	F		5700	F	2008

						O.t., t	of Suffolk	`								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	ı				10.50				-1					
642) Wilroy Rd	1.77	7900	F	94%	1%	1%	US 58 3%	2%	0%	С	0.1	F		8600	F	2008
642) Wilroy Rd	1.77	7 900 To		94 /0		SR 337 Na			0 /6	C	0.1	-		8000	Г	2000
		From	l			33-616 E, N					1					
643) Manning Rd	2.56	550	F	95%	3%	1%	0%	0%	0%	F	0.118	F	0.706	590	F	2008
043)ag . ta	2.00	T-	-		0,0					•		•	000	000	•	_000
643) Manning Rd	2.32	760	F	95%	3%	133-663	Leesville 1	0%	0%	F	0.122	F	0.778	810	_	2008
(643) Manning Rd	2.32	700		95 /6	3/0				0 /6		0.122	-	0.776	010	Г	2000
<u> </u>	4.00	From	<u> </u>	050/	00/		Copeland		00/			_	0.044	4400	_	0000
643) Manning Rd	1.30	1100	F	95%	3%	1%	0%	0%	0%	С	0.116	F	0.814	1100	F	2008
		From				133-645 Ma	Manning Bnd	-			+					
643) Manning Bridge Rd	0.94	880	F								0.136	F	0.791	880	F	2008
		To			0.	94 MN 133	3-645 Manı	ning Rd								
		From				133-74	0 Carr Lan	e								
644) Indian Trail	1.70	220	F	99%	0%	0%	0%	0%	0%	F	0.169	F	0.507	240	F	2008
<u></u>		To				122 610	Buckhorn	Dd								
644) Indian Trail	3.70	410 From	F	99%	0%	0%	0%	0%	0%	F	0.106	F	0.696	440	F	2008
044) maiari maii	0.70			JU /0	J /0				J /U	•		•	0.000	7-10	•	2000
Indian Trail	2.22	From	<u> </u>	000/	00/		Kings Fork		00/		0.11		0.507	E40		2000
644) Indian Trail	2.30	480	F	99%	0%	0%	0%	0%	0%	С	0.11	F	0.527	510	F	2008
<u> </u>		From					8 Kenyon F									
644) Indian Trail	0.60	890	F	99%	0%	0%	0%	0%	0%	F	0.112	F	0.659	960	F	2008
		To From				133-637 I	ake Mead	e Dr								
644) Indian Trail	1.18	820	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.747	890	F	2008
<u> </u>		To				133-639	9 Cohoon F	Rd								
_		From			1	33-643 Ma	anning Brid	lge Rd								
645) Manning Rd	1.70	670	F	98%	1%	1%	0%	0%	0%	С	0.119	F	0.667	730	F	2008
<u> </u>		To				Urbar	n Boundary	,			$\neg$ —				F F F F F	
645) Manning Rd	1.50	1400 From	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.661	1500	F	2008
		To				US 58	Holland R	d								
		From			1	33-705 Me	adow Cour	ntry Rd								
646) Airport Rd	0.40	1500	F	96%	0%	1%	2%	1%	0%	С	0.094	F	0.6	1700	F	2008
		To				US 13; SR	R 32 Carolii	na Rd								
		From				133-649	Lummis I	Rd								
647) Copeland Rd	2.50	630	F								0.187	F	0.796	630	F	2008
		To			1	33-643 Ma	anning Brid	lge Rd								
		From				133-660 L	ongstreet I	Lane								
650) Quince Rd	1.90	230	F								0.113	F	0.5	230	F	2008
$\cup$		To				133-649	Lummis I	Rd								
		From				US 5	8 Bus East									
653) Dutch Rd	0.34	450	F	93%	2%	3%	0%	2%	0%	С	0.101	F	0.623	480	F	2008
$\cup$		To				13	33-1201									
653) Dutch Rd	2.78	510 From	F	93%	2%	3%	0%	2%	0%	F	0.100	F	0.644	550	F	2008
900		To				133-759	N, Quaker	Dr								
$\sim$		From					S, Quaker	Dr								
653) Holland Corner Rd	2.17	190	_ <u>F</u> _	95%	3%	2%	0%	0%	0%	С	0.122	F	0.885	200	F	2008
<u> </u>		To	<u> </u>			133-616 M	ineral Sprii	ng Rd								
<u> </u>		From				133-65	1 Barnes R	d								
655) Brentwood Rd	0.90	160	F								0.11	F	0.657	160	F	2008
		To	<u> </u>				US 58									
<u> </u>		From					Pughsville									
658) Town Point Rd	1.36	1000	F	97%	1%	2%	0%	0%	0%	С	0.102	F	0.517	1100	F	2008
<u> </u>		To From				133-2276	Plummer I	Blvd								
658) Town Point Rd	0.46	2200	F	97%	1%	2%	0%	0%	0%	F	0.093	F	0.535	2400	F	2008
$\bigcirc$		To				US 17 B	ridge Rd; C	Gap								

						City	of Suffol	K								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
658 Town Point Rd	0.60	7400	F	97%	1%	2%	iew Blvd.; 0%	0%	0%	F	0.09	F		8100	F	2008
658) Town Point Rd	0.18	9600	F	98%	1%	1%	Brookwoo	0%	0%	С	0.086	F		10000	F	2008
658 Town Point Rd	0.68	8000 To:	F	99%	0%	1%	5 College I 0% Portsmout	0%	0%	С	0.098	F		8700	F	2008
659 Pughsville Rd	1.28	From: <b>4700</b>	F	98%	1%	33-626 N, 1%	Shoulders 0% Chesapeak	Hill Rd 0%	0%	С	0.099	F		5100	F	2008
660 Longstreet Ln	5.50	From: <b>460</b>	F	13	3-616 N;		Spring Rd; US 58	Longstre	et Lane		0.129	F	0.728	460	F	2008
662) Box Elder Rd	1.10	From: <b>50</b>	F				W, Quake				0.167	F	0.778	50	F	2008
666 Gates Rd	2.10	From:	F	69%	13: 1%		eview Rd; 0		0%	F	0.089	F	0.606	1300	F	2008
666 Gates Rd	3.37	1300	F	69%	1%	2%	1%	27%	0%	F	0.083	F	0.593	1400	F	2008
Gates Rd	0.65	1300 To:	F	69%	1%	2%	1% SR 189	1 Dr 27%	0%	С	0.091	F		1400	F	2008
667 Butler Dr	1.90	From: 120	F			133-759	E, Pineviev				0.096	F	0.75	120	F	2008
668) Pittmantown Rd	0.12	From: 1100	F	68%	0%	133-759	S, Short L 1% N, Gates	ane 31%	0%	С	0.093	F		1200	F	2008
668) Freeman Mill Rd	4.50	From: <b>570</b>	F		ī	133-671	Spivey Rus Whaleyville	n Rd			0.11	F	0.736	570	F	2008
672) Little Fork Rd	3.60	From: <b>110</b>	F			US 13 W	haleyville olina State	Blvd			0.208	F	0.667	110	F	2008
673 Liberty Spring Rd North	2.00	From: <b>540</b>	F		133-		erty Spring Copeland		t		0.158	F	0.777	540	F	2008
675) Cypress Chapel Rd	3.60	From: <b>200</b>	F	94%	1%		haleyville 1%		0%	С	0.142	F	0.704	220	F	2008
675) Cypress Chapel Rd	0.50	130 From:	F	88%	2%	1%	Carolina F 0% White Ma	9%	0%	С	0.121	F	0.6	140	F	2008
677) Great Fork Rd	3.60	From: <b>1600</b>	F	98%		North Car 1%	olina State 0% haleyville	Line 1%	0%	С	0.106	F	0.695	1700	F	2008
678) Cherry Grove Rd	2.60	From: <b>80</b>	F		13		Greenway Adams Sw				0.136	F	0.682	80	F	2008
683 Benton Rd	1.00	From: 490	F			D	ead End US 13				0.121	F	0.541	490	F	2008
(688) Turlington Rd	3.16	From: <b>1700</b>	F	97%	1%		13, SR 32 1%	0%	0%	С	0.104	F	0.517	1900	F	2008

						City	of Suffolk								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				133-74	3 Matoaka Rd			1					
Mockingbird Lane	1.25	100	F			133-74.	) Watoaka Ku			0.154	F	0.563	100	F	2008
		To				D	ead End								
Maraday Osystas Dd	0.00	From	_	000/	40/		6 Airport Rd	00/	_	0.000	_	0.500	700	-	0000
705 Meadow Country Rd	0.90	650	F	96%	1%	1%	1% 0% 33-646 Airport Rd	0%	С	0.098	F	0.569	700	F	2008
		From:					23 N, Lake Rd								
715) Nansemond Dr North	0.53	500	F			100 201	zo 11, Zano 1ta			0.103	F	0.558	500	F	2008
		To				133-717	North Shore Dr								
$\widehat{}$		From					Carolina Rd								
731) Dill Rd	0.29	4400 To:	F	86%	2%	2%	3% 8%	0%	С	0.095	F		4800	F	2008
		From:					11 W, Dill Rd								
739) Deer Path Rd	5.20	340	F			133-644	W, Indian Trail			0.107	F	0.757	340	F	2008
739)		To:				133-644	E, Indian Trail							-	
		From				133-612	Kingsdale Rd								
740 Carr Lane	0.80	50	F	95%	3%	1%	0% 1%	0%	С	0.164	F	0.6	60	F	2008
<u> </u>		To:					4 Indian Trail								
- Jacmino I n	0.03	110	F			D	ead End			0.124	F	0 E71	110	_	2008
Jasmine Ln	0.93	110				133-616	Holy Neck Rd			0.124		0.571	110	F	2008
		From					ead End			İ					
Bennetts Creek Park Rd 1.03	1.03	2900	F				edd Elid			0.113	F	0.555	2900	F	2008
<u> </u>		To				133-626 S	houlders Hill Rd								
		From				North Car	rolina State Line								
Short Lane	0.12	1600	F	92%	5%	2%	1% 0%	0%	F	0.089	F	0.602	1700	F	2008
		To:					Pittmantown Rd Pittmantown Rd								
759) Gates Rd	1.23	1600	F	92%	5%	2%	1% 0%	0%	F	0.09	F	0.636	1700	F	2008
<u> </u>		To					Pineview Rd								
759) Pineview Rd	3.75	From:	F	92%	5%	133-6 2%	66 Gates Rd 1% 0%	0%	С	0.159	F	0.6	60	F	2008
759) Pineview Rd	5.75	To:	<u> </u>	JZ /0	370		V, Holy Neck Rd	070		0.155	•	0.0	00		2000
<u> </u>		From:	L				Holland Corner Rd								
759) Quaker Dr	0.16	680	F	92%	5%	2%	1% 0%	0%	F	0.124	F	0.628	730	F	2008
		From					S N, Dutch Rd S, Manning Rd								
259) Liberty Spring Rd West	2.28	460	F							0.108	F	0.771	460	F	2008
$\mathcal{L}$		To:				US 13 S, V	Whaleyville Blvd								
<u> </u>	_	From:				Cı	ıl-de-Sac				_		_	_	_
Burnetts Ct	0.12	140	F			122 700	Dymatta W			0.163	F	0.62	140	F	2008
		From:					Burnetts Way								
Chenaneo Rd	0.14	150	F			Ct	ıl-de-Sac			0.153	F	0.688	150	F	2008
		To:				133-1034	Fallwater Way				-			·	
		From				133-1	111 Dill Rd								
County St	0.62	2900	F	86%	1%	2%	3% 8%	0%	С	0.089	F	0.585	3200	F	2008
<u> </u>		To					olk Corp Limits								
O DILL D.4	0.00	From	_	000/	40/		1 W, Dill Rd	001		0.400	_	0.005	400	_	0000
111) Dill Rd	0.39	100 To:	F	82%	1%	3% 133-11	9% 4% 01 County St	0%	С	0.133	F	0.625	100	F	2008
		From					Winterview Dr			<u> </u>					
Summerfield Ct	0.06	400	F			155-1148	winciview Dr			0.118	F	0.768	400	F	2008
		To:			1	133-1145 S	pringfield Terrace							-	
		From:				133-133	32 Truman Rd								
1310) 6th St	0.39	4600	F	98%	1%	1%	0% 0%	0%	С	0.091	F		5000	F	2008
$\smile$		To				SR 337; W	ashington St East								

						City of Suffolk								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			1											
1310) 6th St	0.17	From <b>670</b>	F	97%	1%	SR 337; Washington St East 1% 0% 0%	0%	С	0.108	F	0.571	730	F	2008
1310) 011 01	0.17	To	•	01 70		1301 Railroad Ave; Gap Termin			0.100		0.071	700		2000
Candrana Ct	0.44	From	<u> </u>	070/	40/	133-1318 Clary Dr	00/		0.446	_	0.000	220	_	2000
Goodman St	0.11	310 To	F	97%	1%	1% 0% 0% 133-1317 Center Ave	0%	F	0.116	F	0.638	330	F	2008
		From	! :I			133-642 Wilroy Rd								
1322) McAruthur Dr	0.16	70	F			133-042 Willoy Rd			0.243	F	0.515	70	F	2008
		To	:		1	33-1319; 133-1323 Myrtle St								
		From	:			SR 337 Washington St								
1324 Hollywood Ave	0.06	2400	F	97%	1%	1% 0% 0%	0%	С	0.097	F	0.573	2600	F	2008
<u> </u>		10				133-1325 Myrick Ave								
Contor Avo	0.20	1700		98%	1%	133-1310 Goodman St 1% 0% 0%	0%	С	0.097	F	0.551	1900	F	2000
(1325) Center Ave	0.39	1700 To	:	90 /0	1 /0	133-1324 Hollywood Ave	076		0.097		0.551	1800	Г	2008
		From				Pinner St			i					
1329) Old Pinner St	0.17	2200	F	96%	0%	1% 1% 1%	0%	С	0.126	F	0.921	2400	F	2008
$\bigcup$		То	-			US 58 Bus; Constance Rd								
		From				133-1366 Blythewood Lane								
1368 Nixon Dr	0.06	950	F						0.115	F	0.637	950	F	2008
		10	<u> </u>			133-1369 Sierra Dr			_					
1502) Eclipse Dr	0.19	130				Dead End			0.17	F	0.75	130	F	2008
Eclipse Dr	0.19	To	Ē			133-1505 Cross St			-0.17	г	0.75	130	Г	2006
		From	:			Dead End								
1605) Sunset Manor Dr	0.07	30	F			Dead End			0.167	F	0.6	30	F	2008
1000)		To				133-1601 Vaughan Ave								
		From				Bus US 58 Holland Rd								
1722) Kilby Shores Rd	0.03	5300	F	97%	1%	1% 0% 0%	0%	С	0.098	F		5800	F	2008
<u> </u>		To				133-688 Turlington Rd								
O Delute De	0.07	From	<u> </u>			133-1718 N, Staley Dr				_	0.5	70	_	0000
1727 Brittle Dr	0.07	<b>70</b>	F			Dead End			0.182	F	0.5	70	F	2008
		From	:I			133-1790 Woods Pkwy			+					
1795) Ash Wood Dr	0.27	180	F			153-1790 Woods FRWy			0.17	F	0.517	180	F	2008
1739	-	То	:			Cul-de-Sac								
		From	:			Cul-de-Sac								
1856) Berkshire Blvd	0.35	500	F						0.099	F	0.515	500	F	2008
$\bigcup$		То				133-1851 Ashford Dr								
O		From				133-1902 Wren Rd								
1905) Hawk Rd	0.11	<b>260</b>	F			133-1907 Beaver Lane			0.16	F	0.523	260	F	2008
		From	] :I											
2029) Foxcroft Rd	0.43	230	F			133-627 Bennets Pasture Rd			0.165	F	0.610	230	F	2008
2029) FOXCIOIT Rd	0.40	To	:			133-2028 Brittany Lane				•	0.010	200	•	2000
		From	:			133-2075 Beech Grove Lane			Ī					
2073) Carter Ln	0.08	140	F						0.132	F	0.711	140	F	2008
$\overline{}$		To	:		1	33-2070 Drivers Station Way								
O = .		From				133-2143								
Burbage Lake Circle	0.19	590	<u></u>			22 21 5 21 7			0.125	F	0.6	590	F	2008
		To	1		1:	33-2145 Olde Bullocks Circle			<u> </u>					
Broozo Point Way	0.27	From	<u> </u>			Dead End			0.070	_		3000	F	2000
Breeze Point Way	0.27	3000 <sub>To</sub>	F			US 17 Bridge Rd			0.079	F		3000	F	2008
		From	<u>.                                    </u>			US 17 Bridge Rd			<u> </u>					
2284) Harbour View Blvd	1.02	22000	F			US 17 Dridge Kd			0.089	F	0.586	22000	F	2008
Harbour View Blvd	1.02	<b>300</b>	<u> </u>		1	33-2286 New Town Point Rd				•	0.000	000	•	_000

						City of Suffoll	<								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From								-					
2354) Preakness Circle	0.04	110	 			Cul-de-Sac				0.181	F	0.905	110	F	2008
2334)		To			1	33-2350 Steeplechase	e Lane								
		From				Cul-de-Sac									
(2450) Rabey Farm Rd	0.52	930	F							0.113	F	0.575	930	F	2008
<u> </u>		To			13	33-626 N, Shoulders	Hill Rd								
Diamen Ot	0.00	From	<u> </u>	000/	00/	Washington St	00/	00/		0.000	_		0000	_	2000
Pinner St	0.63	5500	F	99%	0%	0% 0%	0%	0%	С	0.098	F		6000	F	2008
8501) Pinner St	0.41	9100	F	99%	0%	Moore Ave 0% 0%	0%	0%	F	0.094	F		9800	F	2008
Pinner St	0.41	To		3376	0 70	Old CL Suffolk	0 70	076	'	0.034	'		3000	'	2000
		From				Smith St				1					
8505) South Broad St	0.15	1200	F	98%	1%	1% 0%	0%	0%	F	0.102	F	0.625	1300	F	2008
		То	-			Washington St									
North Broad St	0.68	910 From	F	98%	1%	1% 0%	0%	0%	С	0.111	F	0.722	990	F	2008
		То	-			East Riverview I	)r								
8505) Western Ave	0.12	1300 From	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.587	1400	F	2008
<u></u>		To	:			West Constance F	Rd								
		From				Kilby Ave									
8507) Wellons St	0.65	1700	F	98%	1%	1% 0%	0%	0%	F	0.09	F	0.532	1800	F	2008
$\overline{}$		To				SR 337 Washington	ı St			$\neg$					
Market St	0.43	3800	F	98%	1%	1% 0%	0%	0%	С	0.098	F		4200	F	2008
$\bigcup$		To From				Saratoga St				$\neg$					
8507) Market St	0.06	6700 From	F	98%	1%	1% 0%	0%	0%	F	0.095	F		7300	F	2008
<u> </u>		To	:			SR 32 Main St									
		From	:			Main St									
8508) Finney Ave	0.20	6800	F	99%	0%	0% 0%	0%	0%	С	0.091	F		7400	F	2008
		10				Pinner Ave									
Corotono Ct	0.24	From		000/	40/	Carolina Ave	00/	00/		0.101	_		2000	_	2000
Saratoga St	0.31	3500		98%	1%	1% 0%	0%	0%	С	0.101	F		3800	F	2008
0	0.40	From		000/	40/	Washington St	00/	00/			_	0.545	4000	_	0000
Saratoga St	0.12	4400 To	F	98%	1%	1% 0% Market St	0%	0%	F	0.097	F	0.515	4800	F	2008
		From	:							1					
8510) Hall Ave	0.43	3300	F	98%	0%	Saratoga St 1% 1%	0%	0%	С	0.091	F	0.586	3600	F	2008
6510) - 1-8		To	:			East Washington		-,-							
		From	1			SCL Suffolk									
8511) Factory St	0.87	3100	F	94%	2%	2% 1%	1%	0%	С	0.094	F	0.601	3400	F	2008
$\bigcirc$		To	c			Washington St									
$\sim$		From	I.			Carolina Rd									
8512 Fayette St	0.17	740	<u>_</u> F_	74%	1%	3% 13%	10%	0%	F	0.1	F	0.558	800	F	2008
		From	:			Cedar St Fayette St				+					
8512) Cedar St	0.04	620	F	74%	1%	3% 13%	10%	0%	F	0.091	F	0.798	670	F	2008
		To	:			Madison Ave									
Madia an Aus	0.00	From		740/	40/	Cedar St	400/	00/		0.007	_	0.500	070	_	2000
Madison Ave	0.33	890	F	74%	1%	3% 13%	10%	0%	С	0.097	F	0.528	970	F	2008
Madians Assa	0.44	From	<u></u>	740/	40/	County St	400/	00′		0407		0.504	4500		0000
Madison Ave	0.11	1300 To	F	74%	1%	3% 13% Factory St	10%	0%	F	0.107	F	0.531	1500	F	2008
_		From								+					
8514) Bank St	0.20	1400	F	98%	0%	North Main St 1% 0%	0%	0%	С	0.118	F	0.73	1600	F	2008
0314) 53111 01	0.20	Te	· -	5570	3 70	Pinner St	370	370			•	0.70	1000	•	2000
		From	:			Old Suffolk Corp Li	mite			1					
(8813) County St	0.18	3400	F	88%	1%	1% 5%	5%	0%	F	0.088	F	0.582	3700	F	2008

						٠,	0. 0 0.									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Suffolk																
O 0 0:	0.07	From:		000/	407		dison Ave	<b>50</b> /				_	0.504	2222	_	000
813) County St	0.27	3600	F	88%	1%	1%	5%	5%	0%	С	0.086	F	0.564	3900	F	2008
							shington St									
Liberty Ct / Mears Ave	0.64	From:	F	90%	1%	SR 337	Washingto 4%		00/	С	0.006	F	0.607	4000	F	200
Liberty St / Moore Ave	0.04	4500 To:	Г	90%	170		inner St	5%	0%		0.096	Г	0.607	4900	Г	2008
		From:														
Burbage Lake Circle		1500	F			Кера	ss Beach R	1			0.129	F	0.588	1500	F	2008
Buibage Lake Circle		To:	•			Wet	t Marsh Ct				0.123	•	0.500	1500	ı	2000
		From:					ith Street									
James Avenue		420	F			511	nui Succi				0.111	F	0.629	420	F	2008
		To:				W. Was	shington St	reet								
		From:				As	shford Dr									
Kensington Blvd		5700	F								NA			5700	F	2008
		To:				Goo	dwin Blvd									
		From:				Pio	neer Ave									
Quince Rd		170	F								0.143	F	0.686	170	F	2008
		To:				Lu	mmis Rd									
		From:				Itl	hacha Tr									
Weatherby Way		330	F								0.101	F	0.58	330	F	2008
		To-				Shoul	ders Hill R	.d								