2007

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

where available

Jurisdiction Report 61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 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 A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	Isle of Wig	ght County Line												
(10)(32)	City of Suffolk	1.31 1	0000 G	93%	1%	1%	1%	4%	0%	F	0.093	F	0.552	11000	G
\bigcirc	To:	SR 125	Chuckatuck			<u> </u>									
(10) (32) Godwin Blvd	City of Suffolk		3000 G	93%	1%	1%	1%	4%	0%	F	0.089	F	0.563	14000	G
10) (32)	To														
10 32 Godwin Blvd	City of Suffolk		3 Everets Rd 2000 G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.527	13000	G
10 32 Godwin Blvd	City of Surfork	4.01 I	2000 G	93%	170	1 70	1 70	470	0%	C	0.069	Г	0.327	13000	G
	To: From:		Kings Fork Rd												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 1	9000 G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.551	21000	G
\bigcirc	To:	US 58 S	uffolk Bypass			<u> </u>									
10 32 Godwin Blvd	City of Suffolk		0000 G	93%	1%	1%	1%	4%	0%	F	0.084	F	0.51	22000	G
10) (32)	To:		Blvd US 460					.,,		•		-			_
Bus	From:		0 Elephant Fork												
10 (460) (32)	City of Suffolk	1.49 2	8000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
	To:	Bus US 4	60, Bus US 58												
Bus	From:	Bus	s US 460												
(10) (32) (460) Main St	City of Suffolk	0.09 2	9000 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.501	32000	G
	To:		s US 58												
Bus	From:		8, Bus US 460												
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix} \begin{pmatrix} 13 \end{pmatrix}$ Main St	City of Suffolk		0000 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.549	22000	G
\bigcirc	To	SR 337 V	Washington St												
	From:	North Car	olina State Line												
(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:	122 616 M	ineral Spring Rd												
13 Whaleyville Blvd	City of Suffolk		6700 G	88%	0%	1%	1%	10%	0%	F	0.077	F	0.704	6300	G
(13) Whaleyville Blvd	City of Surfor	1.20	57 00 G	00 /0	070	1 70	1 70	10 /6	070	'	0.077	•	0.704	0300	G
~~~	To: From:		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 Cv	press Chapel Rd												
13 Whaleyville Blvd	City of Suffolk		8500 G	88%	0%	1%	1%	10%	0%	F	0.086	F	0.707	8000	G
(13)															
~~~	From:		erty Spring Rd V							_		_			_
(13) Whaleyville Blvd	City of Suffolk	1.06	9400 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.710	8900	G
<u>~</u>	To: From:	133-759 N	I, Babbtown Rd												
13 Whaleyville Blvd	City of Suffolk	2.56	9800 G	88%	0%	1%	1%	10%	0%	F	0.083	F	0.694	9300	G
	Tor	SR 32	Carolina Rd												
	From:	SR 32 WI	haleyville Blvd												
(13) (32) Carolina Rd	City of Suffolk	1.64 1	9000 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.666	18000	G
\smile	To		s US 13												
~~	From:		SR 32 Carolina R												
(13) Southwest Suffolk Bypass	City of Suffolk	2.80 1	1000 G	80%	1%	2%	2%	14%	0%	С	0.087	F	0.645	10000	G
$\overline{}$	To		Holland Rd												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		s US 58				_		_	_		_			
(13) (58) Suffolk Bypass	City of Suffolk		1000 G	84%	1%	1%	1%	13%	0%	F	0.077	F	0.601	39000	G
~ ~ ~	To-	61-604 I	Pitchkittle Rd												

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Nailsemond Mainte				Tri	ıck			K		Dir		
Route	Jurisdiction	Length AADT	<b>QA</b> 47	Γire E	Bus 2Ax	de 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~-	From:	61-604 Pitchkit												
13) (58) Suffolk Bypass	City of Suffolk	1.88 38000	G 9′	1% (0% 1%	6 1%	6%	0%	F	0.078	F	0.612	39000	G
~~~~	To: From:	US 460 Pruden									_			
13 58 460 Suffolk Bypass	City of Suffolk	0.93 48000	<b>G</b> 9′	1% (	0% 1%	6 1%	6%	0%	F	0.08	F	0.628	50000	G
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 10 SR 32 God		40/ /	20/ 40	/ 40/	00/	00/		0.004	_	0.507	04000	
13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 <b>59000</b>		1% (	0% 1%	6 1%	6%	0%	F	0.081	F	0.587	61000	C
Controlle Domana	To: From:	61-642 Wilro		40/ /	20/ 40	/ 40/	<b>C</b> 0/	00/	F	0.000	_	0.504	50000	
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 49000		1% (	0% 1%	6 1%	6%	0%	г	0.082	F	0.591	50000	(
Militan I linkum	To: From:	Bus US 13,Bus US 58		10/ /	20/ 10	/ 10/	60/	00/	F	0.070		0.605	72000	
13) (58) (460) Military Highway	City of Suffolk	3.46 <b>71000</b> Bus US 13		1% (	0% 19	6 1%	6%	0%	г	0.079	F	0.605	73000	(
Nuc	From:	US 13 Southwest Suf			1									
Bus 13) (32) Carolina Rd	City of Suffolk	1.17 <b>13000</b>		8% (	D% 19	6 1%	10%	0%	F	0.080	F	0.640	13000	(
13) (32)	To	Old SCL Suf												
Bus Caralina Dd	From:			00/ /	20/ 40	/ 40/	400/	00/	_	0.070	_	0.040	10000	,
(32) Carolina Rd	City of Suffolk	0.54 <b>13000</b> Fayette St		8% (	0% 1%	6 1%	10%	0%	F	0.079	F	0.648	13000	(
Bus	From:	US 13; SR 32 Fa												
32 Main St	City of Suffolk	0.34 <b>11000</b>	<b>G</b> 99	9% (	0% 19	6 0%	0%	0%	С	0.078	F	0.634	12000	(
<del>*************************************</del>	To- From:	Begin SR 1	.0		-									
(32) $(32)$ $(10)$ Main St	City of Suffolk	0.68 <b>20000</b>	<b>G</b> 99	9% (	0% 19	6 0%	0%	0%	F	0.078	F	0.549	22000	(
13) (32) (10)	То:	US 58; Bus US												
Bus Bus Bus	From:	SR 32 Main		701	201 40	, 40,	407	00/	_	0.000	_	0.750	47000	
13) (58) (460) Constance Rd	City of Suffolk	0.88 <b>16000</b>	<b>G</b> 97	7% (	0% 1%	6 1%	1%	0%	F	0.086	F	0.756	17000	(
Bus Bus Bus	To: From:	Pinner St			<del> </del>									
13 (58) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	<b>G</b> 97	7% (	0% 19	6 1%	1%	0%	С	0.089	F	0.590	18000	(
Dur Bur Bur	To: From:	SR 337 Washing	gton St											
Bus Bus Bus 13 (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>22000</b>	<b>G</b> 96	6% (	D% 19	6 2%	1%	0%	С	0.088	F	0.603	25000	(
13) (36) (400). STORMOUTH DITC	To:	US 13, US 58, U		0,0	7,0		.,,	0,0		0.000	•	0.000	20000	
	From:	WCL Chesap	eake											
17 Bridge Rd	City of Suffolk	0.66 <b>20000</b>	<b>G</b> 99	9% (	0%	6 0%	0%	0%	F	0.088	F	0.510	20000	(
~	To:	I-664			-									
17) Bridge Rd	City of Suffolk	0.41 <b>18000</b>	<b>G</b> 97	7% (	0%	6 1%	1%	0%	F	0.085	F	0.643	20000	(
~	To: From:	SR 164 Western 1	Freeway											
17 Bridge Rd	City of Suffolk	0.50 <b>29000</b>	<b>G</b> 97	7% (	0%	6 1%	1%	0%	F	0.089	F	0.605	31000	(
~	To: From:	133-2284 Harbour V	View Blvd											
17 Bridge Rd	City of Suffolk	0.90 <b>29000</b>		7% (	0%	6 1%	1%	0%	F	0.089	F	0.569	31000	(
~	To:	133-626 Knots Neck Road;	Shoulders Hill	l Rd										
17 Bridge Rd	City of Suffolk	1.54 <b>26000</b>			0% 0%	6 1%	1%	0%	F	0.087	F	0.561	28000	(
~	To:	133-627 Bennetts F	Pasture Rd											

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

В. /		1 // AADT 0A	4			Truc	ck			K	014	Dir	4.414/DT	- 01
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
~~~	From:	133-627 Bennetts Pasture R				407		201			_			
17) Carrolton Blvd	City of Suffolk	2.47 19000 G	97%	0%	0%	1%	1%	0%	F	0.097	F	0.562	20000	C
~	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	(
	10.	Isle of Wight County Line												
Corolina Dd	City of Suffolk	North Carolina State Line		40/	10/	1%	60/	00/	0	0.092	F	0.704	2000	
Carolina Rd	City of Surfoik	2.89 3700 G	91%	1%	1%	170	6%	0%	С	0.092	Г	0.724	3800	
	From:	133-642 Adams Swamp Ro		407	<u>_</u>									
2) Carolina Rd	City of Suffolk	2.07 4000 G	91%	1%	1%	1%	6%	0%	F	0.089	F	0.732	4100	
	To: From:	133-675 Cypress Chapel R												
2) Carolina Rd	City of Suffolk	1.40 4300 G	91%	1%	2%	1%	6%	0%	С	0.091	F	0.736	4400	
	To: From:	133-759 Babbtown Rd												
2) Carolina Rd	City of Suffolk	0.65 4600 G	91%	1%	2%	1%	6%	0%	F	0.091	F	0.682	4700	
<i></i>	Tax	133-647 Copeland Rd			\neg \vdash									
2 Carolina Rd	City of Suffolk	2.45 4600 G	91%	1%	2%	1%	6%	0%	F	0.088	F	0.728	4700	
<u> </u>	To	US 13 South of Suffolk												
7~~0 " 51	From:	Whaleyville Blvd	2001	00/		407	400/	00/	_	0.004	_	0.000	10000	
2) (13) Carolina Rd	City of Suffolk	1.64 19000 G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.666	18000	
Bus	To: From:	61-731 Dill Rd												
(2) (13) Carolina Rd	City of Suffolk	1.17 13000 G	88%	0%	1%	1%	10%	0%	F	0.080	F	0.640	13000	
	Toc	Old SCL Suffolk			<u> </u>									
Bus 2) 13 Carolina Rd	City of Suffolk	0.54 13000 G	88%	0%	1%	1%	10%	0%	F	0.079	F	0.648	13000	
2) (13) Carolina Rd	To:	Bus US 58 Constance Rd		070		1 70	10 /0	070	•	0.075	'	0.040	13000	
Bus	From:	Fayette St												
2) (13) Main St	City of Suffolk	0.34 11000 G	99%	0%	1%	0%	0%	0%	С	0.078	F	0.634	12000	
	To: From:	SR 337 Washington St			<u> </u>									
Bus 2) 13 10 Main St	City of Suffolk	0.68 20000 G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.549	22000	
2) (13) (10) Main St	City of Curron		3370	070	170	070	070	070		0.070	'	0.545	22000	
Bus	From:	Bus US 58, Bus US 460												
(2) (460) (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:	Old NCL of Suffolk												
Bus (2) (460) (10)	City of Suffolk	1.49 28000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	
2)(460)(10)	To:	SR 10 Elephant Fork	0070	0,0		0,0	070	0,0	-	0.000	•	0.0.0	20000	
	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 Bypass			ightharpoons									
(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			\neg \vdash									
32) (10) Godwin Blvd	City of Suffolk	4.81 12000 G	93%	1%	1%	1%	4%	0%	С	0.089	F	0.527	13000	
	To:	61-603 Everets Rd												

2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

						Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT	QA 47	Tire B	ıs 2A <u>x</u> l	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	61-603 Everets					407	201						
32) (10) Godwin Blvd	City of Suffolk	0.87 13000	G 93	3% 1	% 1% 	1%	4%	0%	F	0.089	F	0.563	14000	G
	To: From:	SR 125 Chucka												
32) (10)	City of Suffolk	1.31 10000		3% 1	<u>% 1%</u>	1%	4%	0%	F	0.093	F	0.552	11000	G
	10:	Isle of Wight Coun												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Southampton Cour		407 4		407	100/	00/	_	0.070	_	0.505	40000	_
58 258 Franklin Bypass	City of Suffolk	1.20 <b>20000</b>	<b>G</b> 84	4% 1	% 1%	1%	13%	0%	F	0.072	F	0.505	19000	(
~ ~ ~	To: From:	US 258												
58 (189) Franklin Bypass	City of Suffolk	1.26 <b>19000</b>	<b>G</b> 84	4% 1	% 1%	1%	13%	0%	F	0.07	F	0.509	18000	(
<del>~ ~</del>	To: From:	SR 272												
58 (189)	City of Suffolk	4.17 <b>21000</b>	<b>G</b> 84	4% 1	<del>%</del> 1%	1%	13%	0%	F	0.068	F	0.504	20000	(
$\sim$	To:	SR 189												
58 Holland Bypass	City of Suffolk	1.11 <b>21000</b>	<b>G</b> 84	4% 1	% 1%	1%	13%	0%	F	0.067	F	0.507	20000	(
39	To	Bus US 58												
	City of Suffolk	1.32 <b>25000</b>	<b>G</b> 84	4% 1	% 1%	1%	13%	0%	F	0.071	F	0.596	24000	(
58)	any er carrent			.,,		.,0	.0,0	0,0	•	0.0.	•	0.000		
==>	City of Suffolk	133-610 W, Buckh 2.77 <b>25000</b>		4% 1	 % 1%	1%	13%	0%	F	0.070	F	0.61	24000	
58	To:	133-647 E, Lumn		4 /0 I	/0 1/0	1 /0	13 /0	0 /6	-	0.070		0.01	24000	,
	From:	133-647 Lummi												
58 Holland Rd	City of Suffolk	2.05 <b>27000</b>	<b>G</b> 84	4% 1	<del>%</del> 1%	1%	13%	0%	F	0.070	F	0.612	25000	(
<i></i>	Tox	133-643 Manning B	ridge Rd											
58 Holland Rd	City of Suffolk	0.67 <b>29000</b>		4% 1	% 1%	1%	13%	0%	F	0.072	F	0.58	28000	(
35)	To	133-738 Kenyor												
58 Holland Rd	City of Suffolk	0.38 <b>34000</b>		4% 1	% 1%	1%	13%	0%	F	0.073	F	0.552	32000	(
36) 110/10/10	any or current			.,,,		170	1070	070	•	0.070	•	0.002	02000	•
58 Holland Rd	City of Suffolk	Cove Point R 1.15 <b>35000</b>		4% 1	 % 1%	1%	13%	0%	F	0.074	F	0.556	33000	(
58 Holland Rd	To:	US 13	<b>G</b> 0.	4 /0 I	/0 1/0	1 /0	13 /0	0 /6	-	0.074		0.550	33000	,
	From:	Bus US 58												
58 (13) Suffolk Bypass	City of Suffolk	1.41 <b>41000</b>	<b>G</b> 84	4% 1	<del>%</del> 1%	1%	13%	0%	F	0.077	F	0.601	39000	(
<b>~ ~ ~ ~ ~ ~ ~ ~ ~ ~</b>	To:	133-604 Pitchkitt	tle Rd											
58 (13) Suffolk Bypass	City of Suffolk	1.88 <b>38000</b>		1% 0	% 1%	1%	6%	0%	F	0.078	F	0.612	39000	(
39) (3)	Too													
58 \ 13 \ 460 \ Suffolk Bypass	City of Suffolk	US 460 Pruden 0.93 <b>48000</b>		1% 0	% 1%	1%	6%	0%	F	0.08	F	0.628	50000	(
58 (13) (460) Suffolk Bypass	Sky or Garron			. 70 0	, 5 1 /0	1 /0	J/0	0 /0	'	0.00	•	0.020	55500	,
C.Hall Barrer	The Tay	SR 10, SR 32 Godv		40/ 0	V 401	407	00/	007		0.004		0.507	04000	
58 (13) (460) Suffolk Bypass	City of Suffolk	1.87 <b>59000</b>	<b>G</b> 9	1% 0	% 1% 	1%	6%	0%	F	0.081	F	0.587	61000	(
m	To: From:	133-642 Wilroy		•										
58) (13) (460) Suffolk Bypass	City of Suffolk	2.30 <b>49000</b>		1% 0	<u>% 1%</u>	1%	6%	0%	F	0.082	F	0.591	50000	(
~ ~ ~	Tor	Bus US 13, Bus US 58 I	Military Hwy											

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~ ~ ~	From:	Bus US 58 Military Hwy E												
58) (13) (460) Military Highway	City of Suffolk		<b>G</b> 91%	0%	1%	1%	6%	0%	F	0.079	F	0.605	73000	G
~ ~ ~	To:	WCL Chesapeake	2											
Bus	From:	Isle of Wight County l												
Bus 58	City of Suffolk	2.65 <b>2900</b>	<b>G</b> 94%	1%	1%	1%	3%	0%	С	0.089	F	0.585	3000	(
	To- From:	SR 189												
3us 58	City of Suffolk	0.26 <b>3600</b>	<b>G</b> 96%	1%	1%	1%	1%	0%	F	0.093	F	0.64	3700	(
	Too	133-653 Dutch Rd; Glen Ha	oven Drive											
8us 58	From:			40/	40/	40/	40/	00/	_	0.004	_	0.000	4400	
58)	City of Suffolk	0.46 <b>4000</b> US 58	<b>G</b> 96%	1%	1%	1%	1%	0%	С	0.091	F	0.669	4100	(
														_
Bus 58 Holland Rd	City of Suffolk	US 58 East of Holla 0.05 <b>12000</b>	G 97%	1%	1%	1%	1%	0%	F	0.094	F	0.592	13000	
Holland Rd	City of Surfork			1 /0	1 70	1 /0	1 /0	076	'	0.034	'	0.552	13000	
Bus	To: From:	133-1722 Kilby Shore												_
Holland Rd	City of Suffolk		<b>G</b> 97%	1%	1%	1%	1%	0%	С	0.093	F	0.631	11000	
~	To: From:	SR 337 Constance F												
Bus 58 Constance Rd	City of Suffolk	SR 337 Holland Ro 0.29 <b>9300</b>	G 98%	1%	1%	0%	1%	0%	F	0.092	F	0.553	10000	
Solistance Nu	or or our or			170	170	070	170	070	'	0.032	'	0.000	10000	
Bus	From:	WCL Suffolk Pitchkett												
Constance Rd	City of Suffolk	0.86 <b>11000</b>	<b>G</b> 98%	1%	1%	0%	1%	0%	С	0.091	F	0.553	12000	(
Bus Bus	To- From:	SR 32 Main St												_
58 13 460 Constance Rd	City of Suffolk	0.88 <b>16000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	F	0.086	F	0.756	17000	
(13) (400) ***********************************	To:	Pinner Street			T)			-,-						
Bus Bus Bus	From:	Pinner St												
(13) (460) Portsmouth Blvd	City of Suffolk	1.60 <b>17000</b>	<b>G</b> 97%	0%	1%	1%	1%	0%	С	0.089	F	0.590	18000	
Bus Bus Bus	To: From:	SR 337 Washington	St											
Bus Bus Bus 58 (13) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>22000</b>	<b>G</b> 96%	0%	1%	2%	1%	0%	С	0.088	F	0.603	25000	(
36) (13) (460). 3.6	To:	US 58	30,0	0,0		_,,	.,0	0,0		0.000	•	0.000		
	From:	SR 10; SR 32 Godwin	Blvd											
Kings Hwy	City of Suffolk		G							0.093	F	0.618	4400	(
	To:	133-628 Crittenden	Da											
25)Kings Hwy	City of Suffolk		G							NA			3000	
25)95	To:												0000	
25)Kings Hwy	City of Suffolk	133-620 Ferry Point 0.91 <b>NA</b>	Rd							NA			NA	
25) Kings Hwy	City of Surfork									INA			INA	
Kinga Lhuu	From From From From From From From From	Dead End								NIA.			NIA.	_
Kings Hwy	City of Suffolk	1.85 <b>NA</b>								NA			NA	
	From:	133-629 W, Sleepy Ho												
Kings Hwy	City of Suffolk		N							0.104	Ν	0.569	3500	1
$\smile$	To:	133-627 Bennetts Pastu	ıre Rd											

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Ivalisemond ivaline				Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 4Tir	e Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	133-627 Bennetts Pa									_			
125 Kings Hwy	City of Suffolk	0.48 3200	G							0.104	F	0.569	3500	G
<u> </u>	10:	SR 337 Nansemond	Parkway											
	From:	US 17 Bridge												
(135) College Dr	City of Suffolk	0.20 <b>15000</b>	<b>G</b> 98%	6 0%	1%	0%	1%	0%	F	0.088	F	0.537	16000	G
$\smile$	To: From:	SR 164 Western Fr	reeway		<b>—</b>									
College Dr	City of Suffolk	0.65 <b>16000</b>	<b>G</b> 98%	6 0%	1%	0%	1%	0%	С	0.090	F	0.504	18000	G
	Tay	133-658 Towne Po	oint Rd											
135)College Dr	City of Suffolk	0.76 <b>18000</b>	<b>G</b> 98%	6 0%	1%	0%	1%	0%	С	0.088	F	0.609	20000	G
133) Canaga In	,						.,,		_		-			
)	City of Suffolk	0.59 <b>9800</b>	<b>G</b> 95%	6 0%	1%	0%	3%	0%	С	0.093	F	0.789	11000	G
135)	City of Surfork	SR 367	<b>G</b> 937	0 /6	1 /0	076	3/0	0 /6	C	0.093	-	0.769	11000	
Martan Francisco	From:	US 17 Bridge R				40/	007	00/	_	0.000	_	0.700	4.4000	_
Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>13000</b>	<b>G</b> 96%	6 0%	0%	1%	2%	0%	F	0.088	F	0.792	14000	G
	To: From:	I-664												
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>27000</b>	<b>G</b> 96%	6 0%	0%	1%	2%	0%	F	0.084	F	0.515	30000	C
$\smile$	To:	SR 135 College	e Dr											
164)Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>42000</b>	<b>F</b> 96%	o%	0%	1%	2%	0%	С	0.084	F	0.568	43000	F
,	To:	WCL Portsmo												
	From:	Southhampton Cour	nty Line											
189)	City of Suffolk	1.36 <b>2100</b>	<b>G</b> 83%	i 1%	1%	1%	14%	0%	С	0.085	F	0.705	2200	G
100)	To:													
	City of Suffolk	133-666 Gates 0.82 <b>3600</b>	<b>G</b> 83%	5 1%	1%	1%	14%	0%	F	0.09	F	0.676	3700	G
189)	City of Surfork			0 170	1 70	1 70	14 70	076	Г	0.09	Г	0.676	3700	
	To: From:	SR 272 South Qu	•											
189	City of Suffolk	0.78 <b>3200</b>	<b>G</b> 83%	s 1%	1%	1%	14%	0%	F	0.083	F	0.581	3300	G
<u> </u>	To:	US 58 South of H	olland											
189) 58 Franklin Bypass	City of Suffolk	US 58 1.26 <b>19000</b>	<b>G</b> 84%	ú 1%	1%	1%	13%	0%	F	0.07	F	0.509	18000	G
189 58 Franklin Bypass	City of Surfork		<b>G</b> 047	0 170	1 70	1 /0	13 /0	070	'	0.07	'	0.503	10000	
$\supset \sim$	To: From:	SR 272							_		_			
189 (58)	City of Suffolk	4.17 <b>21000</b>	<b>G</b> 84%	s 1%	1%	1%	13%	0%	F	0.068	F	0.504	20000	G
	To: From:	US 58 SOUTH OF H	OLLAND		_									
189	City of Suffolk	0.37 <b>730</b>	<b>G</b> 90%	s 2%	1%	5%	2%	0%	С	0.091	F	0.557	740	G
	To- From:	Cumberland La	ane											
180	City of Suffolk	0.12 <b>1100</b>	<b>G</b> 90%	S 2%	1%	5%	2%	0%	F	0.089	F	0.516	1100	G
189)	To:	Bus US 58		270		070	270	070	•	0.000	•	0.010	1100	
	From:													
258 ( 58 ) Franklin Bypass	City of Suffolk	Southampton Coun 1.20 <b>20000</b>	<b>G</b> 849	ú 1%	1%	1%	13%	0%	F	0.072	F	0.505	19000	G
258 58 Franklin Bypass	City of Surfork			υ I70	1 70	1 70	1370	U70	Г	0.072	ı	0.303	19000	G
~	To- From-	US 58 Franklin B	**											
258	City of Suffolk	0.91 <b>3800</b>	<b>G</b> 54%	ú 1%	1%	3%	41%	0%	С	0.086	F	0.771	3900	G
<u> </u>	To:	NCL Suffolk	k .											

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 189			407							_			_
272 South Quay Rd	City of Suffolk	1.24 1600		91%	1%	1%	0%	6%	0%	С	0.11	F	0.716	1600	G
	10:	US 58 South Qua													
	From:	Bus US 58 Constar		000/	407		00/	00/	00/	_	0.000	_	0.554	0400	_
Washington St	City of Suffolk	0.34 <b>8300</b>	G s	98%	1%	1%	0%	0%	0%	F	0.090	F	0.554	9100	G
	To: From:	Broad St													
(337) Washington St	City of Suffolk	0.59 <b>8700</b>	G s	98%	1%	1%	0%	0%	0%	С	0.096	F	0.58	9500	G
<u> </u>	To: From:	SR 32 Main S	St			$\neg$ $\vdash$									
337) Washington St	City of Suffolk	0.20 <b>6800</b>	G :	98%	0%	1%	0%	0%	0%	С	0.083	F	0.554	7400	G
	Top	Pinner St													
337) Washington St	City of Suffolk	0.49 <b>8600</b>	G :	98%	0%	1%	0%	0%	0%	F	0.084	F	0.792	9400	G
337) domington 61					0,0		0,0	0,0	0,0	•	0.00	•	002	0.00	•
Washington Ct	From:	Old ECL Suffo		000/	00/	40/	00/	00/	00/	_	0.070	_	0.505	0000	_
Washington St	City of Suffolk	2.38 <b>8100</b>	G s	98%	0%	1%	0%	0%	0%	F	0.076	F	0.525	8900	G
	To: From:	Bus US 58 Portsmou													
337 Nansemond Parkway	City of Suffolk	3.03 <b>4700</b>	G s	96%	1%	1%	1%	0%	0%	С	0.091	F	0.537	5100	G
<u> </u>	To: From:	133-642 Wilroy	Rd			$\neg$ $\vdash$									
337 Nansemond Parkway	City of Suffolk	1.40 <b>11000</b>	G :	96%	1%	1%	1%	0%	0%	F	0.093	F	0.541	12000	G
$\smile$	To:	Whitley Lane	a .												
(337) Nansemond Parkway	City of Suffolk	2.01 <b>7100</b>		88%	1%	2%	2%	7%	0%	С	0.093	F	0.502	7700	G
,	To														
Noncement Parkuray	City of Suffolk	SR 125 Kings H 2.52 <b>13000</b>		94%	1%	2%	2%	2%	0%	С	0.092	F	0.561	14000	G
Nansemond Parkway	City of Surfork	WCL Chesapea		9470	170	2%	270	270	0%	C	0.092	Г	0.301	14000	G
460 Pruden Blvd	City of Cytholic	Isle of Wight Count		80%	40/	10/	20/	160/	00/	F	0.076	F	0.550	17000	_
1460 Pruden Bivd	City of Suffolk	3.08 <b>18000</b>	G 8	80%	1%	1%	2%	16%	0%	Г	0.076	Г	0.552	17000	G
~~~	To: From:	133-604 Lake Prince Dr; F													
460 Pruden Blvd	City of Suffolk	0.54 19000	G a	80%	1%	1%	2%	16%	0%	F	0.080	F	0.633	18000	G
	To: From:	133-634 Kings For	rk Rd			<u> </u>									
460 Pruden Blvd	City of Suffolk	1.47 23000	G 8	80%	1%	1%	2%	16%	0%	F	0.087	F	0.507	21000	G
<u> </u>	To	US 58, BUS US 460; Su													
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 58, BUS US 460, P								_		_			_
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>48000</b>	G s	91%	0%	1%	1%	6%	0%	F	0.08	F	0.628	50000	G
~ ~ ~	To: From:	SR 10 SR 32 Godwi													
460 58 13 Suffolk Bypass	City of Suffolk	1.87 <b>59000</b>	G :	91%	0%	1%	1%	6%	0%	F	0.081	F	0.587	61000	G
~~~	To:	61-642 Wilroy	Rd			<b>—</b>  —									
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 49000		91%	0%	1%	1%	6%	0%	F	0.082	F	0.591	50000	G
,	To:	Bus US 13,Bus US 58 M													
~~~	From:	XXX Bus US 13,Bus US 58	8 Military l	Hwy											
460 58 13 Military Highway	City of Suffolk	3.46 <b>71000</b>	G :	91%	0%	1%	1%	6%	0%	F	0.079	F	0.605	73000	G
$\sim$	To:	WCL Chesapea	ake												

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

					_		Tru	ıck			K	· ·	Dir		
Route	Jurisdiction -	Length AA	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		3, US 460	222								_			
460)	City of Suffolk		2000 G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.643	13000	G
Bus	To- From:	SR 10	0, SR 32												
460)(10)(32)	City of Suffolk	1.49 <b>28</b>	3000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
Bus	To- From:	Old NC	CL Suffolk												
160 (32) (10) Main St	City of Suffolk	0.09 <b>29</b>	9000 G	99%	0%	1%	0%	0%	0%	F	0.080	F	0.501	32000	G
$\sim$ $\sim$	To- From:	US 13,BUS	S US 58,SR 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffolk	0.88 <b>16</b>	6000 G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.756	17000	G
	To:	Pin	ner St												
Bus Bus Bus 160 \ 58 \ 13 \ Portsmouth Blv	rd City of Suffolk		7000 G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.590	18000	c
160 58 13 Portsmouth Blv	Ta-		/ashington St	01 /0	070		170	170	070		0.000		0.000	10000	
Bus Bus Bus	From:			000/	00/	40/	00/	40/	00/	_	0.000	_	0.000	05000	
160 (58) (13) Portsmouth Blv	rd City of Suffolk		2 <b>000 G</b> S 58	96%	0%	1%	2%	1%	0%	C	0.088	F	0.603	25000	C
ast	From:		wport News												_
Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (Maint: 61)		7000 A	93%	0%	1%	1%	4%	0%	F	0.109	Α		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways			93%	0%	1%	1%	4%	0%	F	0.108	Α	0.510	59000	A
		East I-664 is sigr	ned as South	ı I-664											
ast	To: From:	SR 135 0	College Dr												
Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38 <b>28</b>	3000 A	93%	0%	1%	1%	4%	0%	С	0.129	Α		31000	P
	Combined Traffic Estimates for 2 Parallel Roadways			93%	0%	1%	1%	4%	0%	С	0.105	Α	0.578	62000	P
	_ •	East I-664 is sign		1 I-664											
ast	To: From:	SR 164 We	estern Freeway												
Hampton Roads Beltway	City of Suffolk (Maint: 61)		7000 G	93%	0%	1%	1%	4%	0%	F	0.113	F		30000	C
	Combined Traffic Estimates for 2 Parallel Roadways			93%	0%	1%	1%	4%	0%	F	0.091	F	0.613	60000	G
		East I-664 is sign		1 1-004											
ast	10. From:		Bridge Rd												
Hampton Roads Beltway	City of Suffolk (Maint: 61)		3000 G	93%	0%	1%	1%	4%	0%	F	0.102	F		41000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: <b>77</b> East I-664 is sigr		93% 1-664	0%	1%	1%	4%	0%	F	0.085	F	0.591	83000	C
	To		hesapeake	11004											
'est	From:		wport News												
Monitor Merrimac Memorial	Bridge Tunnel City of Suffolk (Maint: 61)		3000 A	93%	0%	1%	1%	5%	0%	F	0.108	Α		30000	,
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 56	6000 A	93%	0%	1%	1%	4%	0%	F	0.108	Α	0.510	59000	A
	To:	SR 135 (	College Dr	-											

### Nansemond Maintenance Area

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											
	То:	EC	L Chesapea	ake												

					Hank	ocinona i	iviali il <del>e</del> riai	100 / 110	Ju							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance A	Area	From	1			115 460	Pruden Bly	ud.			-					
690 Ennis Mill Rd	0.20	130	R			03 400	71 Tuden Br	vu			NA			NA		05/18/200
<u> </u>	0.10	320	R			46-636 (	Old Suffolk	Rd			NA			NA		05/18/2009
(690) Ennis Mill Rd	0.10	<b>320</b>	·			WC	L Suffolk							INA		03/10/2003
City of Suffolk																
602 Kirk Rd	0.60	510	G	90%	6%	133-603 2%	3 Everetts R 2%	1%	0%	С	0.134	F	0.647	520	G	2007
9337		To	:			Isle of Wi	ght County	Line								
603) Everets Rd	2.27	2000	G	80%	3%	Isle of Wi	ght County 14%	Line 2%	0%	С	0.092	F	0.6	2200	G	2007
(603) Everets Rd	2.21	To	Ŏ	0070	370		Moore Farm		070		0.032	'	0.0	2200		2007
603) Everets Rd	0.97	2100	G	82%	2%	133-742 M	100re Farm	Lane 1%	0%	С	0.105	F	0.596	2100	G	2007
(603) Everets Rd	0.01	To		0270	270		Godwin Bly		070		0.100		0.000	2.00		2007
O 5 . (5)	0.04	From	Ļ			North Car	rolina State	Line			٠,,					00/05/000
604 Desert Rd	6.91	230	R				*** ** *				NA			NA		02/05/2002
604 Hosier Rd	1.54	600 From	G	97%	2%	133-642 \	White Marsl 0%	0%	0%	F	0.108	F	0.802	620	G	2007
133		To From				133-674 N	, Skeetertov	vn Rd			_					
604 Hosier Rd	4.11	770	G	97%	2%	1%	0%	0%	0%	С	0.092	F	0.74	850	G	2007
604) Factory St	0.06	4400 From	G	97%	2%	133-110 1%	5 Mahlon A 0%	ve 0%	0%	F	0.095	F	0.546	4900	G	2007
(604) Factory St	0.00	To	Č	31 70	270		Suffolk; Gap		070		0.000	<u>'</u>	0.040	4300		2001
604) Pitchkettle Rd	1.30	3500	G	98%	1%	S 58 Bus; \\ 1%	WCL Suffol	lk; Gap 0%	0%	С	0.11	F	0.624	3900	G	2007
Pitchkettle Rd		To		0070	.,,		Suffolk Bypa		0,0		¬ <u> </u>	·	0.02			
604 Pitchkettle Rd	2.55	<b>2200</b> From	G	97%	1%	1%	1%	1%	0%	F	0.111	F	0.572	2500	G	2007
		From					V, Kings For E, Kings For									
604 Providence Rd	0.51	1300	G	97%	1%	1%	1%	1%	0%	С	0.108	F	0.583	1300	G	2007
O	0.70	From		070/	40/		Pruden Bly		00/		0.405		0.704	4000		2007
604 Lake Prince Dr	0.78	1900 To	G	97%	1%	1%	1%	0%	0%	С	0.105	F	0.724	1900	G	2007
604 Lake Prince Dr	3.16	1300	G	97%	1%	1%	Girl Scout	0%	0%	F	0.112	F	0.541	1400	G	2007
133		To					3 Everets R									
607 Milford Lane	1.50	240	R			133-739	Deer Path	Rd			NA			NA		02/05/2002
(607) Miliford Lane		To	:			133-644	W, Indian T	rail								
(610) Buckhorn Rd	2.20	From	_	040/	40/		58 WEST	20/	00/		0.122	_	0.527	470		2007
(610) Buckhorn Rd	3.30	460	G	91%	4%	1%	0% 4 Indian Tra	3%	0%	С	0.122	F	0.537	470	G	2007
610 Buckhorn Rd	1.70	<b>340</b> From	G	91%	4%	1%	0%	3%	0%	F	0.127	F	0.529	350	G	2007
133/		To	:				ght County									
611) Gardner Ln	1.40	280	R			US 460	Pruden Bly	vd			 NA			NA		02/05/2002
(433) Garano: 211		To				133-60	06 Exeter D	r								
(Vingadala Dd	0.20	From		750/	00/		40 Carr Lan		00/		0.146	_	0.5	00		2007
612 Kingsdale Rd	0.20	<b>80</b>	G	75%	0%	13% Isle of Wi	10% ght County	2% Line	0%	С	0.146	F	0.5	90	G	2007
		From			13		Southweste									
613 Leafwood Rd	1.50	930 To	R			TIC	58 WEST				NA			NA		02/05/2002
		From	<u>.                                    </u>				US 58									
616 Holy Neck Rd	2.20	620	G	91%	6%	3%	0%	0%	0%	F	0.098	F	0.642	640	G	2007
···· <i>y</i>		To	<u> </u>			133-6	61 SOUTH									

					Itali	semond I	viairitori	ance An	,a							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				122.6	CL COLUT	Y Y								
616) Holy Neck Rd	2.77	210	G	91%	6%	3%	51 SOUT 0%	<u>н</u> 0%	0%	С	0.11	F	0.522	210	G	2007
(616) Holy Neck Rd		To					8-759 W									
(616) Vicksburg Rd	1.69	230 From	G	91%	6%	3%	0%	0%	0%	F	0.101	F	0.553	240	G	2007
133		To				133-660 S,										
616) Longstreet Lane	0.10	520	G	91%	6%	133-660 S 3%	; Vicksbi	irg Rd 0%	0%	F	0.100	F	0.591	530	G	2007
(616) Longstreet Lane	00	То		0.70		33-660 N; N			0,0	•		•	0.00			
Mineral Carina Dd	2.42	From	<u> </u>	040/		133-660 N,			00/			_	0.5	270	_	2007
616 Mineral Spring Rd	3.43	360	G	91%	6%	3%	0%	0%	0%	F	0.112	F	0.5	370	G	2007
616) Mineral Spring Rd	1.48	410 From	G	91%	6%	133-668 Fi	reeman M	fill Rd 0%	0%	F	0.096	F	0.506	420	G	2007
(616) Mineral Spring Rd	1.40	To		3170	070	US 13 WI			070	-	0.030	'	0.500	420	G	2007
$\overline{}$		From				133-677 N										
(616) Wedgewood Rd	2.10	370 To	R			100 (50 )		D 1			NA			NA		02/05/2002
		From				133-673 N										
623) Respass Beach Rd	1.69	420	R			133-658	Γownpoi	nt Rd			NA			NA		07/07/2002
Respass Beach Rd	1.00	<b>720</b>				133-654	N, Bay C	ircle						IVA		01/01/200
		From				SR 337 Na										
626 Shoulders Hill Rd	1.44	6300	G	95%	1%	2%	1%	1%	0%	С	0.098	F	0.532	6900	G	2007
133/		To From	-			133-659 N	, Pughsvi	lle Rd			$\neg$ —					
626 Shoulders Hill Rd	1.63	7200	G	93%	1%	1%	4%	1%	0%	С	0.094	F	0.599	7900	G	2007
133/		То				US 17	Bridge F	Rd								
<u> </u>		From				SR 337 Na										
627 Bennetts Pasture Rd	1.36	4600	G	96%	1%	1%	1%	0%	0%	F	0.116	F	0.623	5000	G	2007
		To From					Kings H									
(627) Bennetts Pasture Rd	3.51	8600	G	96%	1%	1%	1%	0%	0%	С	0.098	F	0.578	9400	G	2007
		10					Bridge F									
628 Crittenden Rd	5.26	3100	G	89%	2%	SR 125	Kings H 7%	wy 1%	0%	С	0.095	F	0.561	3400	G	2007
(628) Crittenden Rd	3.20	To	Ť	0070	270		Bridge F		070		0.055	•	0.501	3400	O	2001
		From				Isle of Wig										
Old Myrtle Rd	5.70	460	R				,	<i>y</i> =====			NA			NA		02/05/2002
(133)		То				US 460	Pruden E	Blvd								
		From					Indian T									
634 Kings Fork Rd	2.27	430	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.695	470	G	2007
		To From				133-637 L										
(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										
(634) Kings Fork Rd	0.64	2300	G	94%	2%	1%	3%	1%	0%	С	0.107	F	0.502	2600	G	2007
		To From					Pruden E									
634 Kings Fork Rd	2.27	4500	G	94%	2%	1%	3%	1%	0%	F	0.111	F	0.598	4900	G	2007
		From	l				Godwin B				+					
638) Murphys Mill Rd	1.25	220	R			133-604	Pitchketti	е ка			NA			NA		02/12/2002
(638) Murphys Mill Rd	1.20	To	· · ·			F	R-678				—i"`			14/1		02/12/2002
		From					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 5	8 Hollan	d Rd								
<u> </u>		From				North Card						_	_		_	
642 Adams Swamp Rd	3.32	490 To	G	98%	0%	1%	O%	1%	0%	С	0.098	F	0.766	500	G	2007
<del></del> -		From			13	SR 32 S 33-675 S, C	, Carolina ypress Ch									
(642) White Marsh Rd	1.84	430	G	99%	0%	0%	0%	0%	0%	С	0.12	F	0.941	440	G	2007
133		To			1	33-604 Hos	ier Rd; D	esert Rd								

					ivans	semond Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk			ā												
(642) White Marsh Rd	1.95	400	R		13	33-604 Hosier Rd;	Desert Rd			 NA			NA		02/05/2002
(642) White Marsh Rd	1.55	<b>-700</b>	<u> </u>			133-674 Badge	er Rd						14/3		02/03/2002
		From	:			133-1125 Semir									
(642) White Marsh Rd	0.84	5300	G	98%	1%	1% 0%	0%	0%	С	0.089	F	0.577	5800	G	2007
		To			Old EC	L Suffok; SR 337		n St		_					
(642) Wilroy Rd	2.10	7800	G	94%	1%	Bus US 58 Const 1% 1%		0%	С	0.094	F	0.548	8500	G	2007
(642) Wilroy Rd	2.10	7000		34 70	1 70		370	070		0.034	'	0.540	0300	G	2007
Miles Del	4 77	From		050/	40/	US 58	00/	00/				0.500	0000		2007
(642) Wilroy Rd	1.77	8400 To	G	95%	1%	1% 1% SR 337 Nansemo		0%	С	0.105	F	0.528	9200	G	2007
		From								-					
Manning Pd	2.56	550	G	95%		33-616 E, Mineral 1% 0%		0%	F	0.105	F	0.767	E60	G	2007
(643) Manning Rd	2.56	550		95%	3%	1% 0%	0%	0%	Г	0.105	Г	0.767	560	G	2007
<u> </u>		From				133-663 Leesvi									
(643) Manning Rd	2.32	720	G	95%	3%	1% 0%	0%	0%	F	0.107	F	0.854	740	G	2007
		To From	:			133-647 Copela	ınd Rd								
(643) Manning Rd	1.30	1000	G	95%	3%	1% 0%	0%	0%	С	0.118	F	0.855	1100	G	2007
(13.3)		To	:		1	33-645; Manning									
Manning Bridge Dd	0.04	From				133-645 Manni	ng Rd						NΙΔ		00/40/0000
(643) Manning Bridge Rd	0.94	650	R			0.94 MN 133	615			NA			NA		02/12/2002
		From								+					
Indian Trail	1.70			060/	20/	133-740 Carr		00/		0147	_	0.704	240	0	2007
(644) Indian Trail	1.70	240	G	96%	2%	1% 0%	1%	0%	F	0.147	F	0.794	240	G	2007
		To From	:			133-610				ightharpoons					
(644) Indian Trail	3.70	480	G	96%	2%	1% 0%	1%	0%	F	0.122	F	0.590	490	G	2007
		To				133-634 Kings F	ork Rd								
644 Indian Trail	2.30	490	G	96%	2%	1% 0%	1%	0%	С	0.123	F	0.613	510	G	2007
(133)		To				133-738 Kenyo	on Rd								
644) Indian Trail	0.60	940 From	G	96%	2%	1% 0%		0%	F	0.108	F	0.597	1000	G	2007
644) Indian Trail		To								_					
644) Indian Trail	1.18	930 From	G	96%	2%	133-637 Lake M		0%	F	0.111	F	0.513	1000	G	2007
644 Indian I rail	1.10	930 To	<u> </u>	30 /0	270	133-639 Lake K		070	'	-0.111	'	0.515	1000	G	2007
		From			1					1					
(645) Manning Rd	1.70	760	G	96%	1%	33-643 Manning I 0% 2%		0%	С	0.105	F	0.707	830	G	2007
(645) Manning Rd	1.70	700		30 70	1 70			070		0.103	'	0.707	030	G	2007
<u> </u>		From				Urban Bound	_				_		.=	_	
Manning Rd	1.50	1600 To	G	98%	1%	1% 1%		0%	С	0.112	F	0.688	1700	G	2007
			1			US 58 Hollan									
O		From				33-705 Meadow C					_			_	
(646) Airport Rd	0.40	1500 To	G	95%	1%	2% 2%		0%	С	0.088	F	0.529	1600	G	2007
			1			US 13; SR 32 Car									
O a		From				133-649 Lumm	nis Rd			<u> </u>					
(647) Copeland Rd	2.50	760	R		1	22 (42 ) 4	2:1 D1			NA			NA		07/09/2002
			1		1	33-643 Manning I									
O 0 : 51	4.00	From				133-660 Longstre	eet Lane			<u> </u>					07/00/0000
Quince Rd	1.90	130 To	R			122 640 1	· D1			NA			NA		07/09/2002
			<u>.                                    </u>			133-649 Lumm				_					
Dutat Di	0.04	From		0401	401	US 58 Bus E		001			_	0.500	F70	_	0007
(653) Dutch Rd	0.34	560	G	81%	1%	8% 8%	2%	0%	С	0.104	F	0.569	570	G	2007
		To From			•	133-1201			•	$\supset$ —					
653 Dutch Rd	2.78	590	G	81%	1%	8% 8%		0%	F	0.106	F	0.543	600	G	2007
		To				133-759 NOF									
Holland Carner D-	0.47	From	<u></u>	040/	20/	133-759 SOL		00/		0.426	_	0.565	100	0	2007
(653) Holland Corner Rd	2.17	180 To	G	94%	3%	3% 0%		0%	С	0.126	F	0.565	180	G	2007
		10	1			133-616 Mineral S	pring Rd								

					Nans	semond	Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	el .			122 6	51 Barnes F	0.4			-					
655 Brentwood Rd	0.90	140	R			155-0.	or barres r	cu			NA			NA		02/14/2002
449		To	·				US 58									
		From	:			133-659	Pughsville	Rd								
658 Town Point Rd	1.36	1100	G	96%	1%	2%	0%	0%	0%	С	0.096	F	0.514	1200	G	2007
		To From				133-2276	Plummer	Blvd								
658 Town Point Rd	0.46	2400	G	96%	1%	2%	0%	0%	0%	F	0.091	F	0.528	2600	G	2007
		From	:				Bridge Rd; Gridge Rd;	_								
(658) Town Point Rd	0.60	5500	G	96%	1%	2%	0%	0%	0%	F	0.094	F	0.587	6000	G	2007
133		To From	-			133-2253	Brookwoo	od Dr			_					
(658) Town Point Rd	0.18	7400 From	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.579	8100	G	2007
(133)		То				SR 13	5 College I	)r			_					
(658) Town Point Rd	0.68	8100 From	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.507	8900	G	2007
133/		To	:			WCL	Portsmout	h								
		From	:		1	33-626 N,	Shoulders	Hill Rd								
(659) Pughsville Rd	1.28	4100 To	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.614	4400	G	2007
							Chesapeak									
(660) Longstreet Ln	5.50	630	R	13	33-616 N	; Mineral	Spring Rd;	Longstre	et Lane		 NA			NA		02/14/2002
Longstreet Ln	5.50	To					US 58							INA		02/14/2002
		From	:				W, Quake	r Dr								
662 Box Elder Rd	1.10	60	R			155 157	11, Quake	ı Dı			NA			NA		02/14/2002
433		To	:			133-64	9 Lummis	Rd								
		From	:			]	133-759									
Gates Rd	2.10	1100	G	72%	1%	1%	0%	26%	0%	F	0.101	F	0.592	1100	G	2007
		To From				]	133-661				<b>□</b>					
Gates Rd	3.37	1100	G	72%	1%	1%	0%	26%	0%	F	0.097	F	0.636	1200	G	2007
<u> </u>		To From				1	133-746									
(666) Gates Rd	0.65	1300	G	72%	1%	1%	0%	26%	0%	С	0.103	F	0.824	1300	G	2007
		To				;	SR 189									
Dutley Dr	4.00	From	<u> </u>			133-759	E, Pineviev	v Rd						NIA		00/4.4/0000
667 Butler Dr	1.90	130 To	R			133-660	Longstreet	Lane			NA			NA		02/14/2002
		From					59 SOUTI									
668) Pittmantown Rd	0.12	1000	G	73%	0%	1%	0%	26%	0%	С	0.094	F	0.637	1100	G	2007
668 Pittmantown Rd		To	:				59 NORTI									
O 5 MILES	4.50	From	<u> </u>			133-671	Spivey Rui	ı Rd			<u> </u>					00/4 4/0000
668 Freeman Mill Rd	4.50	380 To	R		,	IIS 13 N	Whaleyville	a Blvd			NA			NA		02/14/2002
		From					haleyville									
672 Little Fork Rd	3.60	140	R			US 13 W	naieyvine	DIVU			NA			NA		02/18/2002
933		To				North Car	rolina State	Line			<u> </u>					
		From	:		133-	-759 E, Lil	perty Spring	g Rd Wes	t							
(673) Liberty Spring Rd North	2.00	430	R								NA			NA		02/18/2002
		To				133-647	7 Copeland	Rd								
O a =: :=:		From					haleyville					_			_	
675 Cypress Chapel Rd	3.60	160	G	88%	8%	1%	1%	2%	0%	С	0.181	F	0.807	170	G	2007
		From					Carolina R				ᆗᅳ					
675 Cypress Chapel Rd	0.50	240	G	88%	2%	1%	0%	9%	0%	С	0.142	F	0.886	250	G	2007
		To	<u> </u>		]		White Ma									
677) Great Fork Rd	3 60	1700	<u> </u>	070/	10/		rolina State 1%		Ω0/		0 102	_	0.720	1900	C	2007
G77) Great Fork Rd	3.60	1700 To	G	97%	1%	0%	haleyville	1% Blvd	0%	С	0.103	F	0.738	1800	G	2007
		4.0	1			OD 13 W	naicyville.	שועם								

					Nan	semond IN	/laintenance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	:			133-673	Greenway Rd			1					
678 Cherry Grove Rd	2.60	100	R				*			NA			NA		02/18/200
		To	1		1:		dams Swamp Ro	i							
(683) Benton Rd	1.00	630	R			De	ad End			 NA			NA		02/18/200
(683) Benton Rd	1.00	To:				τ	JS 13						IVA		02/10/200
		From:				US 13	Carolina Rd								
(688) Turlington Rd	3.16	2200 To:	G	96%	1%	2%	0% 0%	0%	С	0.097	F	0.636	2400	G	2007
		From:	] :I				All Shores Rd			<u> </u>					
Mockingbird Ln	1.25	370	R			133-743	Matoaka Rd			NA			NA		02/18/200
933		To:	-			De	ad End								
$\bigcirc$		From	-				Airport Rd								
Meadow Country Rd	0.90	760	G	97%	1%	1%	0% 0% IE 133-646	0%	С	0.097	F	0.514	770	G	2007
		From:	:				3 N, Lake Rd								
Nansemond Drive North	0.53	220	R			133-202	) IV, Lake Ku			NA			NA		04/06/200
1339		To	:			133-717 N	orth Shore Dr								
O DILID I	0.00	From		000/	40/		Carolina Rd	201			_	0.544	5000		2007
731 Dill Rd	0.29	4700 To	G	90%	1%	133-111	2% 5% I W, Dill Rd	0%	С	0.079	F	0.514	5200	G	2007
		From	: :				V, Indian Trail			1					
739 Deer Path Rd	5.20	320	R			155 011 1	, , main man			NA			NA		03/04/200
133		To	:			133-644 I	E, Indian Trail								
O 0 . I	0.00	From:		0.40/	00/		Kingsdale Rd	201			_	0.007	00		2007
740 Carr Ln	0.80	60 To:	G	94%	6%	133-644	1% 0% Indian Trail	0%	С	0.218	F	0.667	60	G	2007
		From	:l				ad End								
744 Jasmine Ln	0.93	130	R							NA			NA		04/05/200
133		To:	:			133-616 I	Holy Neck Rd								
Demonstra Create Deale De	1 100	From:				De	ad End						NIA		00/04/000
Bennetts Creek Park Ro	1.03	1600 To:	R			133-626 Sh	oulders Hill Rd			NA T			NA		03/04/200
		From	:				olina State Line								
759 Short Lane	0.12	1500	G	72%	7%	21%	0% 0%	0%	F	0.098	F	0.615	1500	G	2007
(133)		To: From:	:				Pittmantown Rd Pittmantown Rd								
759) Gates Rd	1.23	1400	G	72%	7%	21%	0% 0%	0%	F	0.098	F	0.611	1400	G	2007
(133)		To	:			133-666;	Pineview Rd								
759) Pineview Rd	3.75	130	G	72%	7%	133-66 <b>21</b> %	6 Gates Rd 0% 0%	0%	С	0.13	F	0.556	130	G	2007
759 Pineview Rd	5.75	To:	Ť	1270	1 70		Holy Neck Rd	070		J. 13		0.550	100	0	2007
Outland Dr	0.40	From:		700/			olland Corner R		_	0.400	_	0.054	740	0	0007
Quaker Dr	0.16	700 To:	G	72%	7%	21%	0% 0% N, Dutch Rd	0%	F	0.103	F	0.854	710	G	2007
		From:	:				, Manning Rd								
759 Liberty Spring Rd West	2.28	640 To:	R			***				NA			NA		04/16/200
		From:	]				3 SOUTH								
785) Burnetts Ct	0.12	40	R			Cul	-de-Sac			 NA			NA		04/16/200
(785) Burnetts Ct	- :-	To:				133-780	Burnetts Way								
	· <u> </u>	From				Cul	-de-Sac								
1035	0.14	110	R				2 1021			NA			NA		04/07/200
		To:	i <u> </u>				3-1034			<u> </u>					
		From:	1			133-11	11 Dill Rd			- 1					
County St	0.62	1900	G	89%	1%	1%	2% 7%	0%	С	0.111	F	0.614	2000	G	2007

					INAII	semond Mainten	ance Are	<del>z</del> a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	i							-					
(1111) Dill Rd	0.39	110	G	76%	1%	133-731 WES 10% 6%	T 7%	0%	С	0.184	F	0.667	110	G	2007
(1111) Dill Rd	0.55	To	Ť	7070	1 70	133-1101 County		070		0.104	•	0.007	110	O	2001
		From	Ī			133-1148 Wintervi									
1147 Summerfield Ct	0.06	30	R				<u> </u>			NA			NA		10/24/2002
(133)		To			1	133-1145 Springfield	Terrace								
		From:				133-1332 Trumar	n Rd								
1310	0.39	6000	G	98%	1%	1% 0%	0%	0%	С	0.091	F	0.606	6500	G	2007
		To- From:				SR 337; Washington	St East			$\Box$					
(1310)	0.17	1500	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.58	1600	G	2007
		To: From:			133-1	301 Railroad Ave; G 133-1318 Clary		ius							
(1310) Goodman St	0.11	360	G	98%	1%	1% 0%	0%	0%	F	0.114	F	0.6	400	G	2007
(1310) Goodman St		To				133-1317 Center									
		From:				133-642 Wilroy	Rd								
(1322) 133	0.16	290	R							NA			NA		10/10/2002
133		To				133-1319; 133-1	323								
		From				SR 337 Washingto	on St								
(1324) Hollywood Ave	0.06	2800	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.545	3000	G	2007
		To:				133-1325 Center	Ave								
$\sim$		From				133-1310 Goodma									
(1325) Center Ave	0.39	2000	G	97%	1%	1% 0%	0%	0%	С	0.094	F	0.549	2200	G	2007
		To:	<u> </u>			133-1324 Hollywoo	od Ave								
Old Diaman Ct	0.47	From:	<u> </u>	000/	00/	Pinner St	40/	00/		0.446	_	0.044	2000	0	0007
(1329) Old Pinner St	0.17	2700 To:	G	98%	0%	0% 0% US 58 Bus; Constan	1%	0%	С	0.116	F	0.944	3000	G	2007
		From:	l												
(1368) Nixon Dr	0.06	990	R			133-1366 Blythewoo	od Lane			NA			NA		04/16/2002
(1368) Nixon Dr	0.00	To:	Ė			133-1369 Sierra	Dr			—i"`			10,		0 1/ 10/2001
		From				Dead End									
(1502) Eclipse Dr	0.19	180	R			Detta Ena				NA			NA		10/22/2002
(1502) Eclipse Dr		To				133-1505 Cross	St								
		From				Dead End									
1605 133 Sunset Manor Dr	0.07	40	R							NA			NA		04/21/200
133/		To				133-1601 Vaughar	ı Ave								
		From				Bus US 58 Hollan									
(1722) Kilby Shores Rd	0.03	5500	G	97%	1%	1% 1%	1%	0%	С	0.091	F	0.629	6000	G	2007
		To:				133-688 Turlingto									
$\bigcirc$	0.07	From:	Ļ			133-1718 N, Stale	y Dr						NIA		44/44/000
(1727) 133	0.07	<b>70</b>	R			Dead End				NA			NA		11/14/200
		From:	!				-								
(775)	0.27	140	R			133-1790				NA			NA		04/20/200
1795	0.21	To	<u> </u>			Cul-de-Sac				—i"			14/1		0-1/20/2000
		From:	i i			Cul-de-Sac				i					
(1856) Berkshire Blvd	0.35	900	R			Cur de Suc				NA			NA		08/20/2002
(1856) Berkshire Blvd		To:				133-1851 Ashford	d Dr								
		From		-		133-1902 Wren	Rd								
1905	0.11	750	R							NA			NA		08/20/2002
133/		To:				133-1907 Beaver	Lane								
		From:				133-627 Bennets Pas	sture Rd								
2029 Foxcroft Rd	0.43	440	R							NA			NA		08/29/2002
<u> </u>		To:	<u> </u>			133-2028 Brittany	Lane								
<u> </u>		From:				133-2075 Beech Gro	ve Lane	•							
(2073) Carter Ln	0.08	160	R							NA			NA		11/14/2002
		To	<u> </u>			133-2070									

					ivans	semona iviair	ntenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				122.21	42								
(2140) Burbage Lake Circle	0.19	310	R			133-21	43			NA			NA		04/19/2009
(2140) Burbage Lake Circle		To			13	3-2145 Olde B	ullocks Circle								
		From:				Dead I	End								
(2217)	0.27	NA								NA			NA		
		To:				US 17 Bri									
(2284) Harbour View Blvd	1.02	2600	R			US 17 Bri	dge Rd			 NA			NA		04/13/200
(2284) Harbour View Blvd	1.02	<b>2000</b> To:	<u> </u>		13	33-2286 New T	own Point Rd						INA		04/13/200
		From:				Cul-de-									
2354 Preakness Circle	0.04	100	R							NA			NA		04/14/200
133		To:			1	33-2350 Steepl	echase Lane								
		From:				Cul-de-	Sac								
2450 133	0.52	NA								NA			NA		
<u> </u>		To:			13	33-626 N, Shou									
(8501) Pinner St	0.63	From: <b>8300</b>	G	99%	0%	Washingt 0% 0	on St % 0%	0%	С	0.093	F	0.539	0100	_	2007
(8501) Pinner St	0.63	0300		99%	0%			0%	C	0.093	Г	0.559	9100	G	2007
(8501) Pinner St	0.41	10000	G	99%	0%	Moore .	Ave  % 0%	0%	F	0.102	F	0.521	11000	G	2007
(8501) Pinner St	0.41	To:		3370	070	Old CL S		078		0.102	'	0.521	11000	G	2001
		From:				Smith				1					
8505 133 South Broad St	0.15	1500	G	97%	1%		% 0%	0%	F	0.093	F	0.54	1700	G	2007
(133)		To:				Washingt	on St								
8505 133 North Broad St	0.68	1000 From:	G	97%	1%		% 0%	0%	С	0.107	F	0.552	1100	G	2007
133		To:				East Rivery	riew Dr								
(8505) Western Ave	0.12	860 From:	G	97%	1%		% 0%	0%	F	0.105	F	0.598	940	G	2007
133		To:				West Const	ance Rd								
		From:				Kilby A	Ave								
8507 Wellons St	0.65	1900	G	98%	1%	1% 0	% 0%	0%	F	0.094	F	0.53	2100	G	2007
		To: From:				SR 337 Wash	ington St			$\neg$					
8507 Market St	0.43	4900	G	98%	1%	1% C	% 0%	0%	С	0.092	F	0.548	5400	G	2007
		To: From:				Saratog	a St								
8507 Market St	0.06	7600	G	98%	1%		% 0%	0%	F	0.101	F	0.608	8300	G	2007
		To:				SR 32 M	ain St								
C Finner Ave	0.00	From:	<u> </u>	000/	00/	Main		00/		0.000	_	0.544	0500	_	2007
8508 Finney Ave	0.20	7800 To:	G	99%	0%	1% C	0%	0%	С	0.090	F	0.541	8500	G	2007
		From:				Carolina									
(8509) Saratoga St	0.31	4100	G	97%	0%		% 0%	0%	С	0.09	F	0.546	4500	G	2007
8509 Saratoga St		To:				Washingt									
8509 Saratoga St	0.12	4600 From:	G	97%	0%		% 0%	0%	F	0.102	F	0.537	4900	G	2007
(8509) Saratoga St		To:				Marke									
		From:				Saratog	a St								
8510 Hall Ave	0.43	4900	G	98%	1%	0% 1	% 0%	0%	С	0.083	F	0.626	5300	G	2007
		To:				East Washii	ngton St								
C Fantani C'	0.07	From:	Ļ	050/	40/	SCL Su		001		0.004	_	0.550	4000	_	0007
8511 Factory St	0.87	4400 To:	G	95%	1%	1% 1 Washingt	% 1%	0%	С	0.094	F	0.553	4800	G	2007
		From:	l							<u> </u>					
(8512) Fayette St	0.17	960	G	87%	1%	Carolina 1% 2	% 8%	0%	F	0.108	F	0.576	1100	G	2007
(8512) Fayette St	<u> </u>	To:		2. 70	.,0	Cedar			•		•	2.0.0			
	• • • • • • • • • • • • • • • • • • • •	From:		0=:		Fayette	St				_	0 ===		_	
8512 Cedar St	0.04	950 To:	G	87%	1%		8%	0%	F	0.102	F	0.585	1000	G	2007
		10:	<u> </u>			Madison	Ave								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW	Year
Roule	Lengui	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV	i cai
ity of Suffolk		From:	1				Cedar St				i					
Madison Ave	0.33	840	G	87%	1%	1%	2%	8%	0%	С	0.1	F	0.560	900	G	2007
8512 Madison Ave		To					ounty St									
Madison Ave	0.11	1400	G	87%	1%	1%	2%	8%	0%	F	0.103	F	0.53	1600	G	2007
Madison Ave		To					actory St									
		From:				Nor	th Main St									
8514 Bank St	0.20	1700	G	99%	0%	1%	0%	0%	0%	С	0.119	F	0.594	1800	G	2007
1337		To				P	inner St									
<u> </u>		From:					olk Corp Li								_	
B813 County St	0.18	1700	G	89%	1%	2%	2%	6%	0%	F	0.089	F	0.550	1800	G	2007
_		To: From:					dison Ave									
3813 County St	0.27	3400	G	89%	1%	2%	2%	6%	0%	С	0.094	F	0.529	3600	G	2007
		To:	<u> </u>				shington St									
Liberty Ot / Massa Ava	0.04	From:	<u> </u>	000/	00/		Washington		00/		0.400	_	0.000	2000	0	000
Liberty St / Moore Ave	0.64	2800 To:	G	92%	0%	1% P	2% inner St	4%	0%	С	0.106	F	0.623	3000	G	2007
		From:	! 				ss Beach Re	1			1					
Burbage Lake Circle		320	G			Кера	ss Deach R	1			0.136	F	0.557	320	G	2007
		To				Wet	t Marsh Ct					-				
		From:	Ī			Sm	ith Street				Ī					
James Avenue		450	G								0.105	F	0.520	450	G	2007
		To:				W. Was	shington Str	reet								
		From:				As	shford Dr									
Kensington Blvd		5600	G								0.09	F	0.609	5600	G	2007
		To:					dwin Blvd									
Outros D.d.		From:	Ļ			Pic	oneer Ave				0.000	_	0.544	000	_	000-
Quince Rd		200 To:	G			J	mmis Rd				0.260	F	0.511	200	G	2007
		From:									<u> </u>					
Weatherby Way		250	G			Iti	hacha Tr				0.126	F	0.613	250	G	2007
vv Gairierby vv ay		<b>230</b> To:				Shoul	ders Hill R	d			0.120	'	0.013	250	J	2007
			<u> </u>			Shoul	acis inii K	u								