2008

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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

_						Tru	uck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire B	us 2Ax	de 3+Axle	: 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	Isle of Wight Coun												
10 (32)	City of Suffolk	1.31 9500	F S	95% 0	% 1%	6 1%	2%	0%	F	0.096	F		10000	F
<u> </u>	To: From:	SR 125 Chucka	tuck											
10) (32) Godwin Blvd	City of Suffolk	0.87 11000	F 9	95% 0	% 1%	6 1%	2%	0%	F	0.093	F		12000	F
\smile	To:	133-603 Everets	s Rd		 -									
10) (32) Godwin Blvd	City of Suffolk	4.81 11000		95% C	% 1%	6 1%	2%	0%	С	0.095	F		12000	-
10) (32)														
Contrain Dhad	From	133-634 Kings Fo		050/ /	0/ 40	/ 40/				0.007		-	04000	
10 32 Godwin Blvd	City of Suffolk	1.36 19000	F 9	95% C	% 1%	6 1%	2%	0%	F	0.087	F		21000	
	To: From:	US 58 Suffolk B	ypass											
$_{10})$ $(_{32})$ Godwin Blvd	City of Suffolk	0.54 18000	F 9	95% C	<u>% 1%</u>	6 1%	2%	0%	F	NA			20000	
	To:	Pruden Blvd US												
Bus	From:	Bus US 460 Elepha		2004	0/ 40	, ,,,	00/	00/	_	0.005	_	0.540	00000	
10 (460) (32)	City of Suffolk	1.49 28000		99% 0	% 1%	6 0%	0%	0%	F	0.085	F	0.510	29000	
	From:	Bus US 460, Bus Bus US 460												
$\frac{\text{Bus}}{10}$ $\frac{\text{Bus}}{32}$ $\frac{\text{Main St}}{460}$	City of Suffolk	0.09 28000		99% 0	% 1%	6 0%	0%	0%	F	NA			31000	
10) (32) (460) Main St	To.	Bus US 58		3370 C	70 17	5 076	070	070	•	INA			31000	
Bus	From:	Bus US 58, Bus U												
10) (32) (13) Main St	City of Suffolk	0.68 20000		99% C	% 1%	6 0%	0%	0%	F	NA			22000	
10) (32) (13)	To	SR 337 Washingt												
	From:	North Carolina Sta												
13 Whaleyville Blvd	City of Suffolk	5.37 5000		88% 0	% 1%	6 1%	10%	0%	С	0.099	Α	0.583	4800	
Villaleyville Bivd	ony of Curron				70 17	3 170	1070	070		0.000	, ,	0.000	4000	
~~	To: From:	133-616 Mineral Sp												_
13 Whaleyville Blvd	City of Suffolk	1.28 6300	F 8	88% 0	% 1%	6 1%	10%	0%	F	0.077	F	0.725	6000	
~	Ta: From:	133-677 Great Fo	ork Rd		<u> </u>									
Whaleyville Blvd	City of Suffolk	0.82 8200	F 8	88% C	% 1%	6 1%	10%	0%	F	0.078	F	0.763	7900	
<i>→</i>	To	133-675 Cypress Ch	hanel Rd											
13 Whaleyville Blvd	City of Suffolk	2.22 7900		88% C	% 1%	6 1%	10%	0%	F	0.079	F		7700	
13) ************************************	-					.,,	.070	070	•	0.0.0	•			
~	To:	133-759 S, Liberty Spri												
Whaleyville Blvd	City of Suffolk	1.06 9200	F 8	88% 0	% 1%	6 1%	10%	0%	F	0.080	F		8900	
~	To: From:	133-759 N, Babbto	own Rd											
Whaleyville Blvd	City of Suffolk	2.56 9800	F 8	88% C	% 1%	6 1%	10%	0%	F	0.084	F		9400	
~	To	SR 32 Carolina												
~ _	From:	SR 32 Whaleyville												
$\binom{13}{32}$ Carolina Rd	City of Suffolk	1.64 17000		88% 0	% 1%	6 1%	10%	0%	F	0.083	F		16000	
<i>-</i>	To:	Bus US 13												
Occations of Octable Decree	Prom:	Bus US 13, SR 32 Ca		0.40/	0/ 00		440/	00/	_	0.007	_		40000	
Southwest Suffolk Bypass	City of Suffolk	2.80 10000		84% 1	% 2%	% 2%	11%	0%	С	0.087	F		10000	
•	From:	US 58 Holland Bus US 58												
		Dus US 38												
13 (58) Suffolk Bypass	City of Suffolk	1.41 37000	F 8	84% 1	% 1%	6 1%	13%	0%	F	0.079	F		35000	-

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

_				_		Truc	ck			K	Ou Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Facto	r AAWDT	Q۱
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	61-604 Pitchkittle R									_		
13) (58) Suffolk Bypass	City of Suffolk		<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.08	F	40000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	US 460 Pruden Blv		00/		407	00/	201		0.077		40000	
13) (58) (460) Suffolk Bypass	City of Suffolk		F 92%	0%	1%	1%	6%	0%	F	0.077	F	48000	F
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	SR 10 SR 32 Godwin I		00/	40/	40/	00/	00/		0.000		50000	
13) (58) (460) Suffolk Bypass	City of Suffolk		F 92%	0%	1%	1%	6%	0%	F	0.080	F	59000	F
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To: From:	61-642 Wilroy Rd		00/		407	00/	201		0.077		50000	
13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 50000	F 92%	0%	1%	1%	6%	0%	F	0.077	F	52000	
~~~~	To: From:	Bus US 13,Bus US 58 Milit											
13) 58 460 Military Highway	City of Suffolk	3.46 <b>69000</b> Bus US 13	<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.079	F	72000	
	From		<u></u>										
Bus 13 (32) Carolina Rd	City of Suffolk	US 13 Southwest Suffolk 1.17 <b>12000</b>	F 88%	0%	1%	1%	10%	0%	F	NA		11000	
32 Carolina Rd	City of Surfork		1 0070	070	1 70	1 /0	10 /6	070	'	INA		11000	
Bus	To: From:	Old SCL Suffolk											
(32) Carolina Rd	City of Suffolk		<b>F</b> 88%	0%	1%	1%	10%	0%	F	NA		12000	
	To: From:	Fayette St US 13; SR 32 Fayette	. C4										
us 3) (32) Main St	City of Suffolk		<b>F</b> 99%	0%	1%	0%	0%	0%	С	0.078	F	12000	
3) (32)	Tay		. 0070	070	170	070	070	070	Ŭ	0.070	•	12000	
(3) $(32)$ $(10)$ Main St	From:	Begin SR 10											
3 (32) (10) Main St	City of Suffolk		<b>F</b> 99%	0%	1%	0%	0%	0%	F	NA		22000	
us Bus Bus	From:	US 58; Bus US 460 SR 32 Main St	0										
3 (58) (460) Constance Rd	City of Suffolk		<b>F</b> 97%	0%	1%	1%	2%	0%	F	0.086	F	17000	
9 60 400	To:	Pinner St											
Sus Bus Bus	From:		- 070/	00/	40/	407	00/	00/	_	0.000	_	47000	
Portsmouth Blvd	City of Suffolk	1.60 <b>16000</b>	<b>F</b> 97%	0%	1%	1%	2%	0%	С	0.092	F	17000	
us Bus Bus	To: From:	SR 337 Washington	St										
73) (58) (460) Portsmouth Blvd	City of Suffolk	1.22 <b>22000</b>	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.087	F	24000	
	To:	US 13, US 58, US 40	60										
	From:	WCL Chesapeake	;										
Bridge Rd	City of Suffolk	0.66 <b>19000</b>	<b>F</b> 99%	0%	1%	0%	0%	0%	F	0.084	F	20000	
<u>~</u>	To: From:	I-664											
17 Bridge Rd	City of Suffolk	0.41 <b>16000</b>	<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.080	F	17000	
<i></i>	To	SR 164 Western Freev	way										
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	
~	To:	133-2284 Harbour View	Blvd		<b>—</b> —								
17 Bridge Rd	City of Suffolk		<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.092	F	32000	
<i>→</i>	To	133-626 Knots Neck Road; Shou	ulders Hill Rd		<u> </u>								
17 Bridge Rd	City of Suffolk		<b>F</b> 97%	0%	0%	1%	1%	0%	F	0.091	F	26000	1
<i>::</i> )	To:	133-627 Bennetts Pastur											

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Nansemond					Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		ennetts Pasture												
(17) Carrolton Blvd	City of Suffolk	2.47	18000 F	97%	0%	0%	1%	1%	0%	F	0.091	F		19000	F
~ ~	To: From:	133-628	8 Crittenden Ro												
[17]	City of Suffolk		14000 F		0%	0%	1%	1%	0%	F	0.096	F		15000	F
<del></del>	То:	Isle of Wi	ight County Li	ne											
	From:		rolina State Lir												
32 Carolina Rd	City of Suffolk	2.89	3600 F	93%	1%	1%	1%	5%	0%	С	0.098	F		3900	F
	To: From:		Adams Swamp												
32) Carolina Rd	City of Suffolk	2.07	3900 F	93%	1%	1%	1%	5%	0%	F	0.097	F		4200	F
<u> </u>	To: From:	133-675 C	ypress Chapel	Rd		$\neg$ $\vdash$									
32) Carolina Rd	City of Suffolk	1.40	4200 F	94%	1%	1%	1%	5%	0%	С	0.091	F		4500	F
$\smile$	To:	133-759	9 Babbtown Rd			$\neg$ $\vdash$									
32) Carolina Rd	City of Suffolk		4500 F		1%	1%	1%	5%	0%	F	0.096	F		4800	F
	To:	133 64	7 Copeland Rd												
32) Carolina Rd	City of Suffolk		4700 F	94%	1%	1%	1%	5%	0%	F	0.094	F	0.761	5000	F
32) 50.5	To:		South of Suffoll		.,,		.,0	0,0	0,0	-	0.00	•	00	0000	·
	From:		leyville Blvd												
32) (13) Carolina Rd	City of Suffolk	1.64	17000 F	88%	0%	1%	1%	10%	0%	F	0.083	F		16000	F
<u> </u>	To: From:	61-7	731 Dill Rd			$\neg$ $\vdash$									
Bus 32) (13) Carolina Rd	City of Suffolk	1.17	12000 F	88%	0%	1%	1%	10%	0%	F	NA			11000	F
32) (13) Garonna rta	any or current			0070	070		170	1070	070	•	101			11000	•
Bus	From:	Old S	SCL Suffolk												
32) (13) Carolina Rd	City of Suffolk		12000 F		0%	1%	1%	10%	0%	F	NA			12000	F
Sur-	To: From:		58 Constance R	d											
Bus 32) (13) Main St	City of Suffolk		ayette St 11000 F	99%	0%	1%	0%	0%	0%	С	0.078	F		12000	F
32) (13) Main St	City of Curron				070	170	070	070	070	Ü	0.070	•		12000	
Bus	From:	SR 337	Washington St												
32) (13) (10) Main St	City of Suffolk	0.68	20000 F	99%	0%	1%	0%	0%	0%	F	NA			22000	F
	To: From:	Bus US :	58, Bus US 46	)		$\neg$ $\vdash$									
32) (460) (10) Main St	City of Suffolk	0.09	28000 F	99%	0%	1%	0%	0%	0%	F	NA			31000	F
32 460 10 Main St	and the second s			3370	070	170	070	070	070	•	14/1			01000	
Bus	From:	Old No	CL of Suffolk												
32)(460)(10)	City of Suffolk	1.49	28000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
	To:		Elephant Fork												
32 (10) Godwin Blvd	City of Suffolk		us US 460 <b>18000</b> F	95%	0%	1%	1%	2%	0%	F	NA			20000	F
32 (10) Godwin Blvd	City of Surfork			3070	U-70	1 70	1 70	∠70	U70	F	INA			20000	Г
	To: From:		Suffolk Bypass												
32 10 Godwin Blvd	City of Suffolk	1.36 <i>′</i>	19000 F	95%	0%	1%	1%	2%	0%	F	0.087	F		21000	F
<u>~ ~ </u>	To: From:	61-634	Kings Fork Rd												
32) (10) Godwin Blvd	City of Suffolk		11000 F	95%	0%	1%	1%	2%	0%	С	0.095	F		12000	F
$\smile$	To:	61-60	3 Everets Rd												

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Nanschiona Mainten				Trı	ıck			K	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT or	QW
	From:	61-603 Everets F											
(32) (10) Godwin Blvd	City of Suffolk	0.87 <b>11000</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	F	0.093	F	12000	F
	To: From:	SR 125 Chuckatu											
(32) (10)	City of Suffolk	1.31 <b>9500</b>	<b>F</b> 95%	0%	1%	1%	2%	0%	F	0.096	F	10000	F
$\bigcirc$	To:	Isle of Wight County	y Line										
~~~~~	From:	Southampton County											
(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			<u> </u>								
58 (189) Franklin Bypass	City of Suffolk	1.26 19000	F 84%	1%	1%	1%	13%	0%	F	0.070	F	18000	F
	Tou	SR 272 South Quar	v Rd		— —								
58 (180)	City of Suffolk	4.17 21000	F 84%	1%	1%	1%	13%	0%	F	0.07	F	20000	F
(58) (189)	T-1												
Lielland Dimage	From:	SR 189	F 84%	10/	10/	40/	120/	00/		0.071	F	10000	F
(58) Holland Bypass	City of Suffolk	1.11 20000	F 84%	1%	1%	1%	13%	0%	г	0.071	Г	19000	г
~~~	To: From:	Bus US 58											
58 Holland Rd	City of Suffolk	1.32 <b>25000</b>	<b>F</b> 84%	1%	1%	1%	13%	0%	F	0.071	F	24000	F
<del></del>	To: From:	133-610 W, Buckho	orn Rd		<b>—</b> —								
58	City of Suffolk	2.77 <b>24000</b>	<b>F</b> 84%	1%	1%	1%	13%	0%	F	0.073	F	23000	F
	To:	133-647 E, Lummi											
~~~	From	133-647 Lummis							_				
(58) Holland Rd	City of Suffolk	2.05 25000	F 84%	1%	1%	1%	13%	0%	F	0.072	F	24000	F
<u>~</u>	To- From:	133-643 Manning Bri	idge Rd										
58 Holland Rd	City of Suffolk	0.67 27000	F 84%	1%	1%	1%	13%	0%	F	0.075	F	26000	F
<u> </u>	To:	133-738 Kenyon	Rd		<u> </u>								
58 Holland Rd	City of Suffolk	0.38 29000	F 84%	1%	1%	1%	13%	0%	F	0.075	F	28000	F
33)	To												
58 Holland Rd	City of Suffolk	Cove Point Rd 1.15 31000	F 84%	1%	1%	1%	13%	0%	_	0.073	F	30000	F
(58) Holland Rd	City of Surfork	US 13 Southwest Suffol		1 /0	1 /0	1 /0	13 /6	0 /6		0.073	Г	30000	-
	From:	Bus US 58	к Буразз										
58 13 Suffolk Bypass	City of Suffolk	1.41 37000	F 84%	1%	1%	1%	13%	0%	F	0.079	F	35000	F
	To:	133-604 Pitchkittle	n 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) Garron Sypass	Only of Curron			070	170	1 70	070	070	•	0.00	•	40000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	US 460 Pruden B		00/		40/	00/	00/		0.077	_	40000	
58 (13) (460) Suffolk Bypass	City of Suffolk	0.93 <b>47000</b>	<b>F</b> 92%	0%	1%	1%	6%	0%	F	0.077	F	48000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	SR 10, SR 32 Godwin											
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87 57000	F 92%	0%	1%	1%	6%	0%	F	0.080	F	59000	F
\sim \sim	To:	133-642 Wilroy I	Rd		\neg \vdash								
(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, Bus US 58 M											
		,											

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Nansemond Mainten				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~~~~~	From:	Bus US 58 Military Hwy							_		_			
58 13 460 Military Highway	City of Suffolk	3.46 <b>69000</b> WCL Chesapea	F 92%	0%	1%	1%	6%	0%	F	0.079	F		72000	F
	From:													
Bus	City of Suffolk	Isle of Wight Count 2.65 <b>2300</b>	F 96%	1%	1%	1%	1%	0%	С	0.098	F		2400	F
8us 58	City of Surfork		F 9070	1 /0	1 /0	1 /0	1 /0	076	C	0.090			2400	١
Bus	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	١
	To- From:	133-653 Dutch Rd; Glen	Haven Drive											
us	City of Suffolk	0.46 <b>3200</b>	<b>F</b> 97%	1%	1%	1%	1%	0%	С	0.102	F		3500	
58	To:	US 58	. 0.70	.,,		. , ,	.,,	0,0	Ū	002	•		0000	
us	From:	US 58 East of Ho	lland											
8 Holland Rd	City of Suffolk	0.05 10000	<b>F</b> 97%	1%	1%	0%	1%	0%	F	NA			11000	
<i>~</i>	To	133-1722 Kilby Sho	ores Rd											
us ເຊັ ( Holland Rd	City of Suffolk	1.79 <b>9500</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.099	F		10000	
8 Holland Rd	City of Surroik	SR 337 Constanc		170	170	0%	170	076	C	0.099	Г		10000	
JS	From:	SR 337 Holland												
8 Constance Rd	City of Suffolk	0.29 <b>8100</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.093	F		8800	
ــــــــــــــــــــــــــــــــــــــ	To	WCL Suffolk Pitchk	ettle Rd											
us 8 Constance Rd	City of Suffolk	0.86 10000	F 98%	0%	1%	0%	0%	0%	С	0.096	F	0.559	11000	
8) 00/10/01/100 / (0	only of Carron			070		070	070	070	Ū	0.000	•	0.000	11000	
us Bus Bus	From:	SR 32 Main S												
8) (13) (460) Constance Rd	City of Suffolk	0.88 <b>15000</b>	<b>F</b> 97%	0%	1%	1%	2%	0%	F	0.086	F		17000	
us Bus Bus	To: From:	Pinner Street Highland Ave												
8) (13) (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	
6) (13) (400).	To	SR 337 Washingto				.,,	_,~							
us Bus Bus	From													
(8) (13) (460) Portsmouth Blvd	City of Suffolk	1.22 22000	<b>F</b> 96%	1%	1%	1%	1%	0%	С	0.087	F		24000	
	10:	US 58												
Kinga I huy	City of Cuffolls	SR 10; SR 32 Godw 0.69 <b>3100</b>		00/	10/	20/	00/	00/	С	0.001	F		2400	
Kings Hwy	City of Suffolk			0%	1%	3%	0%	0%	C	0.091	Г		3400	
	From:	133-628 Crittende		00/		00/	201	00/		0.404	_	0.504	000	
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 Poi												
Kings Hwy	City of Suffolk	0.91 270	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.102	F	0.742	300	
-	From:	Dead End Dead End @ Nansemo	ond River											
25)Kings Hwy	City of Suffolk	1.34 <b>580</b>	<b>F</b> 95%	0%	1%	3%	0%	0%	F	0.118	F	0.552	630	
	- To:	133-629 W, Sleepy I												
25)Kings Hwy	City of Suffolk	1.22 <b>800</b>	F 95%	0%	1%	3%	0%	0%	F	0.114	F	0.777	860	
20) 3-111,	To:	133-627 Bennetts Pa		3,0		- / 0	- / 0	- / 0	•		-			•

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		IVANSEMONG MAINTEN				Tru	ıck			K		Dir		
ie	Jurisdiction	Length <b>AADT</b>	<b>QA</b> 4Tir	e Bus	3	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	133-627 Bennetts Pas												
s Hwy	City of Suffolk	0.48 <b>2800</b>	<b>F</b> 95%	5 0%	1%	3%	0%	0%	F	0.099	F	0.605	3000	F
	To:	SR 337 Nansemond I	Parkway											
	From:	US 17 Bridge F												
ege Dr	City of Suffolk	0.20 <b>15000</b>	<b>F</b> 98%	6 0%	1%	1%	0%	0%	F	0.090	F		17000	F
	To: From:	SR 164 Western Fr	reeway											
ege Dr	City of Suffolk	0.65 <b>16000</b>	<b>F</b> 98%	o%	1%	1%	0%	0%	С	0.09	F		17000	F
	To- From:	133-658 Towne Po	nint Rd											
ege Dr	City of Suffolk	0.76 19000	<b>F</b> 98%	o%	1%	1%	0%	0%	С	0.090	F		21000	F
- 3 -	·													
	City of Suffolk	0.59 <b>11000</b>	<b>F</b> 95%	5 1%	2%	1%	3%	0%	С	0.084	F		12000	F
	To:	SR 367 Tidewater Commi		0 1/0	2/0	1 /0	3/0	0 /6	C	0.004	•		12000	
	- 1													
tana Francisco	City of Cyffelly (Mainty C4)	US 17 Bridge Re		6 0%	0%	40/	20/	00/	F	0.004	_		20000	
tern Freeway	City of Suffolk (Maint: 61)	0.84 <b>18000</b>	<b>F</b> 96%	b 0%	0%	1%	3%	0%	г	0.091	F		20000	F
	To: From:	I-664												
tern Freeway	City of Suffolk (Maint: 61)	0.64 <b>35000</b>	<b>F</b> 96%	6 0%	0%	1%	3%	0%	F	NA			40000	F
	To	SR 135 College	Dr											
stern Freeway	City of Suffolk (Maint: 61)	0.02 43000	<b>A</b> 96%	o%	0%	1%	3%	0%	С	0.103	Α		48000	A
•	To:	WCL Portsmou												
	From:	Southhampton Coun	ntv Line											
	City of Suffolk	1.36 <b>1800</b>	<b>F</b> 86%	o%	1%	1%	12%	0%	С	0.09	F		2000	F
	To:	133-666 Gates I												
	City of Suffolk	0.82 <b>3300</b>	<b>F</b> 86%	o%	1%	1%	12%	0%	F	0.083	F	0.702	3600	F
	City of Surfork			0 /0	1 /0	1 /0	12 /0	0 /0	-	0.003	-	0.702	3000	
	To: From:	SR 272 South Qua	•		<del></del>						_			
	City of Suffolk	0.78 <b>2400</b>	F 86%	s 0%	1%	1%	12%	0%	F	0.083	F	0.6	2600	F
	To: From:	US 58 South of Ho US 58	olland											
Franklin Bypass	City of Suffolk	1.26 19000	<b>F</b> 84%	5 1%	1%	1%	13%	0%	F	0.070	F		18000	F
Franklin Bypass	Only of Gurron		1 047	170	170	1 70	13 /0	070	'	0.070	'		10000	•
	To: From:	SR 272			<del></del>						_			
}	City of Suffolk	4.17 <b>21000</b>	<b>F</b> 84%	5 1%	1%	1%	13%	0%	F	0.07	F		20000	F
	To: From:	US 58 SOUTH OF HO	OLLAND											
uay Rd	City of Suffolk	0.37 <b>660</b>	<b>F</b> 90%	i 1%	2%	4%	2%	0%	С	0.106	F	0.57	700	F
	To: From:	Cumberland La	nne.											
	City of Suffolk	0.12 <b>1100</b>	<b>F</b> 90%	5 1%	2%	4%	2%	0%	F	0.107	F		1100	F
	To:	Bus US 58	. 007			.,,	_,,	0,0	•	0	•			·
	From		ty I ine											
Franklin Bypass	City of Suffolk			10/	1%	1%	13%	0%	F	0.07	F		19000	F
)				- 1/0	170	1 /0	10 /0	0 /0	'	0.07	•		15000	'
	To: From:	US 58 Franklin By				_		_	_		_			
			<b>F</b> 55%	5 0%	1%	4%	40%	0%	С	0.087	F		3500	F
Franklin Bypass	City of Suffolk  City of Suffolk  City of Suffolk  To:	Southampton Count 1.20 <b>20000</b>	<b>F</b> 84%			1% 4%	13%	0%	F C	0.07	F F	_		19000 3500

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

		Nansemond IV	naintenance i	Area											
					-		Trι	ıck			K	017	Dir		٥.
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q١
	From:	ÇE	R 189			1	0.7.0.0				. 40.0.				
272)South Quay Rd	City of Suffolk		400 F	95%	1%	1%	0%	3%	0%	С	0.102	F	0.694	1500	F
2/2) Sodili Quay Nu	City of Surfok		outh Quay Rd	3370	1 /0	1 70	070	370	0 70	C	0.102	'	0.034	1300	٠
		03 38 30	duii Quay Ku												
_	From:	Bus US 58	Constance Rd												
337) Washington St	City of Suffolk	0.34	100 F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.544	8800	- 1
	To:	D	1 C4												
NA/ashipatan Ct	From:		oad St	000/	40/	40/	00/	00/	00/		0.000	F		0700	
337) Washington St	City of Suffolk	0.59 <b>9</b>	000 F	98%	1%	1%	0%	0%	0%	С	0.083	Г		9700	
<u> </u>	To: From:	SR 32	2 Main St			_									
337) Washington St	City of Suffolk	0.20	400 F	98%	1%	1%	0%	0%	0%	С	0.078	F		10000	
337) *** 30**** 31										-					
	From:		nner St												
337) Washington St	City of Suffolk	0.49 <b>13</b>	3000 F	98%	1%	1%	0%	0%	0%	F	0.079	F		14000	١
$\mathcal{L}$	To	ONEC	CL Suffolk												
Machinatan Ct	City of Suffolk		1000 F	000/	1%	10/	00/	00/	00/	F	0.083	F		12000	ı
Washington St	City of Surroik	2.38 11	1000 F	98%	170	1%	0%	0%	0%	Г	0.063	Г		12000	
<u> </u>	To: From:	Bus US 58 P	Portsmouth Blvd	l		_									
Nansemond Parkway	City of Suffolk	3.03 <b>4</b>	100 F	95%	2%	2%	1%	0%	0%	С	0.092	F		4500	
331)															
	From:		2 Wilroy Rd												
Nansemond Parkway	City of Suffolk	1.40 <b>10</b>	0000 F	95%	2%	2%	1%	0%	0%	F	0.101	F		11000	
$\mathcal{L}$	To	Whit	ley Lane												
Nansemond Parkway	City of Suffolk		800 F	95%	2%	2%	1%	0%	0%	F	0.097	F	0.567	8400	
337 I Varisci Toria i arkway	Only of Odiffork	2.01	000 1	3370	270		1 /0	070	070	•	0.007	'	0.507	0400	,
	To: From:	SR 125	Kings Hwy												
Nansemond Parkway	City of Suffolk	2.52 <b>12</b>	2000 F	93%	1%	1%	4%	1%	0%	С	0.091	F		13000	
,	To:	WCL C	Chesapeake												
	F		•												
~~~	Prom:		ht County Line					.=		_					
Pruden Blvd	City of Suffolk	3.08 16	6000 F	82%	1%	1%	1%	15%	0%	F	NA			14000	
~	To:	133-604 Lake Prin	ce Dr: Provider	nce Rd											
Pruden Blvd	City of Suffolk		7000 F	82%	1%	1%	1%	15%	0%	F	NA			16000	
400). 14461. 2114		0.0		0270	.,0	.,,	. 70	.0,0	0,0	·				.0000	
~~	To: From:		Kings Fork Rd												
Pruden Blvd	City of Suffolk	1.47 2 3	3000 F	82%	1%	1%	1%	15%	0%	F	0.085	F		21000	- 1
~	To:	US 58, BUS US	460; Suffolk By	ypass											
	From:	US 58, BUS US	S 460, Purden B	lvd											
160 58 13 Suffolk Bypass	City of Suffolk	0.93 47	7000 F	92%	0%	1%	1%	6%	0%	F	0.077	F		48000	
	7	ap 10 ap 20	201:711												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		2 Godwin Blvd							_		_			
60 (58) (13) Suffolk Bypass	City of Suffolk	1.87 <b>57</b>	7000 F	92%	0%	1%	1%	6%	0%	F	0.080	F		59000	
~ ~ ~	To:	61-642	Wilroy Rd			$\neg$ $\vdash$									
460 (58) (13) Suffolk Bypass	City of Suffolk		0000 F	92%	0%	1%	1%	6%	0%	F	0.077	F		52000	ı
460 58 13 Suffolk Bypass	Tro-				070	1/0	1 /0	0 /0	0 /0	•	0.011	•		52000	
	From	Bus US 13,Bus U XXX Bus US 13,Bu				_									
Military Lighway	City of Cuffolls				00/	10/	40/	60/	00/	F	0.070	_		72000	
(58) (13) Military Highway	City of Suffolk		9000 F	92%	0%	1%	1%	6%	0%	г	0.079	F		72000	F
~ ~ ~	То:	WCL C	Chesapeake												

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

5 /			4457		4.7"	_		Tru	ck			K	01/	Dir	A A) A (D.T.	- 014
Route	Jurisdiction	on Length	AADT (	QA	41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From		JS 58, US 460													
460	City of Suf	folk 1.11	9900	F	99%	0%	1%	0%	0%	0%	F	NA			11000	F
Bus	To From		SR 10, SR 32													
460)(10)(32)	City of Suf	folk 1.49	28000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.510	29000	G
Bus		Ol	d NCL Suffolk				$\Box$ $\vdash$									
460 (32) (10) Main St	City of Suf	folk 0.09	28000	F	99%	0%	1%	0%	0%	0%	F	NA			31000	F
$\sim$ $\circ$		US 13.	BUS US 58,SF	R 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suf	folk 0.88	15000	F	97%	0%	1%	1%	2%	0%	F	0.086	F		17000	F
+60) (36) (13) Serietaries i ta	- To		Pinner St	•				.,,	270	0,70	•	0.000	•			•
Bus Bus Bus Dortomouth Blue	From City of Cuti	folk 1.60		_	070/	00/	40/	40/	20/	00/	_	0.000	_		17000	_
Portsmouth Blvd	City of Suf			F	97%	0%	1%	1%	2%	0%	С	0.092	F		17000	F
Bus Bus Bus	To From		37 Washington													
(58) $(58)$ $(13)$ Portsmouth Blvd	City of Suf	folk 1.22		F	96%	1%	1%	1%	1%	0%	С	0.087	F		24000	F
· · ·	In		US 58													
East 664 Monitor Merrimac Memorial E	Bridge Tunnel City of Suffolk (N		L Newport New <b>27000</b>	vs A	94%	0%	1%	1%	4%	0%	F	0.111	Α		28000	Α
564) Worldon Werninge Wernenar E	Combined Traffic Estimates for 2 Parall			A	94%	0%	1%	1%	4%	0%	F	0.109	Α		58000	A
		East I-664 is														
	To	SR	135 College D	r												
East 664) Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 1.38	28000	Α	94%	0%	1%	1%	4%	0%	С	0.132	Α		30000	Α
004) · · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parall	,		Α	94%	0%	1%	1%	4%	0%	C	0.107	Α		62000	Α
		East I-664 is	signed as S	South	I-664											
<u> </u>	To	SR 16-	4 Western Free	eway												
664) Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.58	26000	F	94%	0%	1%	1%	4%	0%	F	NA			29000	F
104)	Combined Traffic Estimates for 2 Parall	•		F	94%	0%	1%	1%	4%	0%	F	NA			57000	F
		East I-664 is	signed as S	South	I-664											
1	To From	US	S 17 Bridge Rd	l												
East 664 Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.62	37000	F	94%	0%	1%	1%	4%	0%	F	NA			40000	F
1	Combined Traffic Estimates for 2 Parall			F	94%	0%	1%	1%	4%	0%	F	NA			80000	F
		East I-664 is	signed as S		I-664											
	To	EC	CL Chesapeake	<u> </u>												
Vest	From		L Newport New		0.40/	00/	40/	40/	40/	00/	_	0.400			00000	
Monitor Merrimac Memorial E	Gridge Tunnel City of Suffolk (N Combined Traffic Estimates for 2 Parall	,		A	94%	0% 0%	1% 1%	1%	4% 49/	0% 0%	F	0.108	A		30000	A
	Combined Trainic Estimates for 2 Parall	ei Roadways on this Route: West I-664 is		<b>A</b> North	94% 1-664	υ%	1%	1%	4%	0%	Г	0.109	Α		58000	Α
			135 College D		1 007											

# 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Nansemond Maintenance Area

Route	Jurisdiction Lengt	·h	AADT	QA	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	Ο\/
Roule	Julisaiction Lengt	.11 /	AADI	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
West	From:	SR 13	5 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 Rout	e: \$	57000	Α	94%	0%	1%	1%	4%	0%	С	0.107	Α		62000	Α
	West I-664	is s	igned a	s Nort	h I-664											
10/	To: SR	164 V	Vestern Fi	reeway												
West 664 Hampton Roads Beltway	City of Suffolk (Maint: 61) 0.40	) ;	27000	F	94%	0%	1%	1%	4%	0%	F	0.120	N		29000	F
,	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: <b>!</b>	53000	F	94%	0%	1%	1%	4%	0%	F	NA			57000	F
	West I-664	l is s	igned a	s Nort	h I-664											
	To:	US 1	7 Bridge I	Rd			$\Box$ $\vdash$									
West 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 Rout	e: 7	74000	F	94%	0%	1%	1%	4%	0%	F	NA			80000	F
	West I-664	l is s	igned a	s Nort	h I-664											
	To:	ECL	Chesapea	ike												

					I Tallo	errioria iviali	ntenance Ar	еа							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance Ar	ea	From	1			HC 460 D	4 D14								
690) Ennis Mill Rd	0.20	130	R			US 460 Pru	den Bivd			NA			NA		05/18/2009
(690) Ennis Mill Rd		To				46-636 Old S	uffolk Rd								
690 Ennis Mill Rd	0.10	320 From	R			10 000 014 0	union ru			NA			NA		05/18/200
46)		To				WCL Su	ıffolk								
City of Suffolk		From	.1			122 602 F									
602 Kirk Rd	0.60	410	F	97%	0%	133-603 Eve	2% 0%	0%	С	0.137	F	0.517	440	F	2008
(602) Kirk Rd		To				Isle of Wight C									
		From				Isle of Wight (	County Line								
603 Everets Rd	2.27	1600	F	97%	1%	0% 1	1%	0%	С	0.104	F	0.725	1700	F	2008
<u> </u>		From				133-742 Moore									
603 Everets Rd	0.97	1500 _{To}	F	98%	1%		% 1%	0%	С	0.1	F		1700	F	2008
		From	:1			SR 10 Gody North Carolina									
604) Desert Rd	6.91	280	F			North Caronna	i State Line			0.109	F	0.688	280	F	2008
(604) Desert Rd		To				133-642 White	Marsh Rd								
604 Hosier Rd	1.54	590 From	F	97%	1%		2% 0%	0%	F	0.106	F	0.691	630	F	2008
1337		To From	-		1	33-674 N, Ske	etertown Rd								
604 Hosier Rd	4.11	690 From	F	97%	1%		2% 0%	0%	С	0.113	F	0.762	750	F	2008
(133)		To From	:			133-1105 Ma	ahlon Ave			_					
604 Factory St	0.06	3200	F	97%	1%	1% 2	2% 0%	0%	F	0.095	F	0.566	3400	F	2008
		To From			119	SCL Suffo S 58 Bus; WCI									
604 Pitchkettle Rd	1.30	3000	F	98%	1%		)% 0%	0%	С	0.105	F	0.586	3300	F	2008
1337		To From	-			US 58 Suffo	lk Bypass								
604 Pitchkettle Rd	2.55	<b>2200</b>	F	97%	1%		% 0%	0%	F	0.105	F	0.669	2400	F	2008
(133)		To From	:			133-634 W, Ki									
604) Providence Rd	0.51	1200	F	97%	1%	133-634 E, Kir 1% 1	% 0%	0%	С	0.115	F	0.569	1300	F	2008
Providence Rd		To	-			US 460 Pru									
604 Lake Prince Dr	0.78	2100 From	F	97%	1%		% 0%	0%	С	0.102	F	0.628	2300	F	2008
(433.7)		To	-			133-605 Girl	Scout Rd								
604 Lake Prince Dr	3.16	1100 From	F	97%	1%		% 0%	0%	F	0.13	F	0.645	1200	F	2008
133		To				133-603 Ev	erets Rd								
O MIX III	4.50	From				133-739 Dee	r Path Rd				_	0.500	100	_	2000
607 Milford Lane	1.50	130 To	F			133-644 W, Ii	ndian Trail			0.125	F	0.563	130	F	2008
		From	:			US 58 W, H									
610 Buckhorn Rd	3.30	390	F	97%	1%		)% 0%	0%	С	0.140	F	0.645	420	F	2008
133		To	-			133-644 Ind	lian Trail								
610 Buckhorn Rd	1.70	<b>270</b> From	F	97%	1%		0%	0%	F	0.118	F	0.5	290	F	2008
133		To	:			Isle of Wight (	County Line								
		From	<u> </u>			US 460 Pru	den Blvd				_			_	
Gardner Lane	1.40	400	F			133-606 Ex	zatar Dr			0.113	F	0.720	400	F	2008
		From	! :			133-740 Ca				<u> </u>					
(612) Kingsdale Rd	0.20	80	F	97%	0%		% 1%	0%	С	0.149	F	0.818	80	F	2008
1337		To	:			Isle of Wight (	County Line								
		From			13	3-661 W, Sout	hwestern Blvd								
(613) Leafwood Rd	1.50	680 To	F			*10 #C *	X74			0.116	F	0.55	680	F	2008
		From	: <u> </u>			US 58 V									
(616) Holy Neck Rd	2.20	<b>710</b>	F	95%	4%	1% (	0% 0%	0%	F	0.095	F	0.516	760	F	2008
(133)	2.20	To		JU /0	<b>寸</b> /∪	133-661 S,		J /U		5.000	•	5.510	, 00	•	2000

					1 Tall	semond I	viaii itoi i	arioc / ire	<i>,</i>							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	.ī			100.55		7.1			1					
616) Holy Neck Rd	2.77	280	F	95%	4%	133-66	0%	0%	0%	С	0.108	F	0.528	300	F	2008
(616) Holy Neck Rd	2.11	200		3370	770				070		0.100	•	0.520	300	ı	2000
616) Vicksburg Rd	1.69	280 From	F	95%	4%	133-759 W	0%	0%	0%	F	0.097	F	0.5	300	F	2008
616) Vicksburg Rd	1.00	<b>200</b>	Ė	3370	770	133-660 S,			070	'	0.037	•	0.5	300	ı	2000
		From	:			133-660 S										
616 Longstreet Lane	0.10	490	F	95%	4%	1%	0%	0%	0%	F	0.101	F	0.548	530	F	2008
		To	:			33-660 N; N 133-660 N,										
616 Mineral Spring Rd	3.43	690	F	95%	4%	1%	0%	0%	0%	F	0.113	F	0.691	740	F	2008
(616) Mineral Spring Rd		То														
616) Mineral Spring Rd	1.48	390 From	F	95%	4%	133-668 Fr 1%	0%	0%	0%	F	0.096	F	0.605	410	F	2008
616 Mineral Spring Rd		To	<u> </u>	0070	.,,	US 13 Wh			0,0	•		•	0.000		•	
<u> </u>		From	:			133-677 N										
616) Wedgewood Rd	2.10	160	<u>_F</u>								0.105	F	0.647	160	F	2008
		To				133-673 N	, Greenw	ay Rd								
<u> </u>	4 22	From	L			133-658	Townpoir	nt Rd			_ إ	_	0.505		_	
Respass Beach Rd	1.69	5000 To	F			122 (54)	N. D C	inala			0.1	F	0.595	5000	F	2008
			<u>.                                    </u>				N, Bay C									
626) Shoulders Hill Rd	1 11	6300		96%	1%	SR 337 Na 2%	nsemond 1%	Pkwy 0%	0%	С	0.102	F		6900	F	2008
626 Shoulders Hill Rd	1.44	0300		JU 70	1 70				U /0	C	0.102	P.		0900	Г	2000
0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	4.00	From	<u> </u>	200/	407	133-659 N			00/			_		0000	_	2000
Shoulders Hill Rd	1.63	9000 _{To}	F	93%	1%	1%	4%	1%	0%	С	0.098	F		9800	F	2008
		-	1				Bridge R									
Bennetts Pasture Rd	1.36	4300		96%	2%	SR 337 Na 1%	nsemond 1%	Pkwy 0%	0%	F	0.118	F	0.595	4600	F	2008
Bennetts Pasture Rd	1.30	4300		90 /6	2 /0	1 /0	1 /0	0 /6	0 /0	Г	0.116	-	0.595	4000		2000
O Danisatta Dantuna Dal	2.54	From	<u> </u>	000/	20/		Kings H		00/		0.000			0000	_	2000
Bennetts Pasture Rd	3.51	8200 To	F	96%	2%	1%	1% Bridge R	0%	0%	С	0.099	F		8900	F	2008
		From														
628) Crittenden Rd	5.26	2900		92%	1%	1%	Kings H	wy 1%	0%	С	0.088	F		3100	F	2008
628) Crittenden Rd	5.20	<b>2300</b> To		32 /0	1 /0		Bridge R		070		0.000	'		3100	'	2000
		From	:			Isle of Wig										
632) Old Myrtle Rd	5.70	560	F			isie oi wig	gni Couni	y Line			0.118	F	0.769	560	F	2008
(632) Old Myrtle Rd	00	To	<u> </u>			US 460	Pruden B	lvd				•	000	000	•	
		From	:			133-644	Indian T	rail '								
634 Kings Fork Rd	2.27	390	F	99%	0%	0%	0%	1%	0%	F	0.127	F	0.830	420	F	2008
933.7		To				133-637 L	aka Maa	de Dr								
634) Kings Fork Rd	1.70	1600 From	F	99%	0%	0%	0%	1%	0%	С	0.108	F	0.663	1800	F	2008
634) Kings Fork Rd	0	To			0,0							•	0.000	.000	•	
634) Kings Fork Rd	0.64	2200 From	F	99%	0%	133-604 W	, Pitchkei	0%	0%	С	0.114	F		2400	F	2008
Kings Fork Rd	0.04			0070	070				070		0.114	•		2400	•	2000
( Vingo Fork Pd	2 27	From	F	000/	0%		Pruden B 0%	ow 0%	00/	F	0 121	F		4700	F	2008
634 Kings Fork Rd	2.27	4300 To	_	99%	0 /6	1%	Godwin B		0%		0.121	-		4700		2000
		From				133-6041					<del>-  </del>					
638) Murphys Mill Rd	1.25	470	F			133-0041	riciketti	c Ku			0.122	F	0.689	470	F	2008
638) Murphys Mill Rd	1.20	-77 U	_			F	R-678				-0.122	•	0.000	710	•	2000
		From					Indian T	'rail			i					
639) Lake Cohoon Rd	0.42	1300	F	98%	0%	0%	1%	1%	0%	С	0.109	F	0.576	1500	F	2008
(639) Lake Cohoon Rd		To	:			Bus US 5										
		From				North Card										
642 133 Adams Swamp Rd	3.32	430	F	97%	1%	0%	1%	1%	0%	С	0.111	F	0.726	460	F	2008
1337		To	:			SR 32 S.	, Carolina	Rd								
<u></u>		From	L_	0=::		33-675 S, C						_	0.55		_	
(642) White Marsh Rd	1.84	590	F	95%	2%	2%	0%	1%	0%	С	0.112	F	0.863	630	F	2008
<u> </u>		To			1	33-604 Hos	ıer Rd; D	esert Rd								

					i tano	emond Main	itoriarioc / tr	Ju							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
642 White Marsh Rd	1.95	540	F		13	133-674 Bac				0.124	F	0.928	540	F	2008
		From	:			133-1125 Sen									
642 White Marsh Rd	0.84	2300	F	97%	1%	1% 0	% 0%	0%	С	0.098	F	0.663	2500	F	2008
13.37		To				L Suffok; SR 3		n St							
642) Wilroy Rd	2.10	5300	F	95%	0%		% 2%	0%	С	0.094	F		5700	F	2008
Milrov Dd	1 77	From		0.40/	40/	US 58		00/					0600	F	2000
Wilroy Rd	1.77	7900 To	:	94%	1%	1% 3' SR 337 Nansen	% 2%	0%	С	0.1	F		8600	г	2008
		From								 					
643) Manning Rd	2.56	550	F	95%	3%	33-616 E, Miner 1% 0'	% 0%	0%	F	0.118	F	0.706	590	F	2008
643) Manning Rd	2.50	330		9576	370			070	'	0.110	'	0.700	390	'	2000
Manadan Bu	0.00	From	<u> </u>	050/	00/	133-663 Lees		00/			_	0.770	040	_	0000
Manning Rd	2.32	760	F	95%	3%	1% 0	% 0%	0%	F	0.122	F	0.778	810	F	2008
<u> </u>		From				133-647 Соро				_	_			_	
Manning Rd	1.30	1100	<u>_F</u>	95%	3%		% 0%	0%	С	0.116	F	0.814	1100	F	2008
<u> </u>		To From	c c		1	33-645 Mannin 133-645 Mar									
643) Manning Bridge Rd	0.94	880	F			133-043 Iviai	illing Ku			0.136	F	0.791	880	F	2008
643) Manning Bridge Rd	0.0 .	To	Ť		0.9	94 MN 133-645	Manning Rd				•		000	•	_000
		From	:			133-740 Ca				i					
644) Indian Trail	1.70	220	F	99%	0%		% 0%	0%	F	0.169	F	0.507	240	F	2008
133 Indian Trail	0				0,0				•		•	0.00.		•	
Indian Trail	2.70	From	<u> </u>	000/	00/	133-610 Buck		00/		0.106	г	0.606	440	F	2000
1044 Indian Trail	3.70	410	F	99%	0%	0% 0	% 0%	0%	F	0.106	F	0.696	440	Г	2008
<u> </u>		From				133-634 Kings				_					
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	:			133-738 Ker	iyon Rd								
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 Lake	Meade Dr			<u> </u>					
644) Indian Trail	1.18	820	F	99%	0%	0% 0	% 0%	0%	F	0.104	F	0.747	890	F	2008
1337		To	:			133-639 Col	noon Rd								
		From	:		1	33-643 Mannin	g Bridge Rd								
645 Manning Rd	1.70	670	F	98%	1%	1% 0	% 0%	0%	С	0.119	F	0.667	730	F	2008
		To	-			Urban Bou	ındarv								
Manning Rd	1.50	1400 From	F	98%	1%		% 0%	0%	С	0.101	F	0.661	1500	F	2008
9339		To	:			US 58 Holla									
		From	:		13	33-705 Meadow	Country Rd								
646) Airport Rd	0.40	1500	F	96%	0%		% 1%	0%	С	0.094	F	0.6	1700	F	2008
9339		To	:			US 13; SR 32 C									
		From	:			133-649 Lun	nmis Rd								
647) Copeland Rd	2.50	630	F							0.187	F	0.796	630	F	2008
133		To	:		1	33-643 Mannin	g Bridge Rd								
		From	:			133-660 Longs	treet Lane								
Quince Rd	1.90	230	F							0.113	F	0.5	230	F	2008
333)		To	:			133-649 Lun	nmis Rd								
		From				US 58 Bus	East								
653) Dutch Rd	0.34	450	F	93%	2%		% 2%	0%	С	0.101	F	0.623	480	F	2008
133		To													
653) Dutch Rd	2.78	510	F	93%	2%	3% 0°	% 2%	0%	F	0.100	F	0.644	550	F	2008
653 Dutch Rd	2.10	JIU To	-	JJ /0	∠ /0	133-759 N, Q		J /0	1.			0.044	550	'	2000
		From				133-759 S, Q									
653) Holland Corner Rd	2.17	190	F	95%	3%		% 0%	0%	С	0.122	F	0.885	200	F	2008
133		To	:		1	133-616 Minera	l Spring Rd								

						emona ivia									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				133-651	Barnes Rd								
Brentwood Rd	0.90	160	F			155-0511	Danes Ru			0.11	F	0.657	160	F	2008
1337		To	•			US	S 58								
		From:				133-659 Pt	ughsville Rd								
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 Pl	lummer Blvd			$\supset$ —					
(658) Town Point Rd	0.46	2200	F	97%	1%	2%	0% 0%	0%	F	0.093	F	0.535	2400	F	2008
<u> </u>		To: From:					dge Rd; Gap w Blvd.; Gap			$+\!\!\!-\!\!\!\!+$					
Town Point Rd	0.60	7400	F	97%	1%	2%	0% 0%	0%	F	0.09	F		8100	F	2008
133) Town Point Rd		То					rookwood Dr			¬					
758 Town Point Rd	0.18	9600	F	98%	1%	1%	0% 0%	0%	С	0.086	F		10000	F	2008
Town Point Rd		To								<b>—</b>					
Town Point Rd	0.68	8000 From:	F	99%	0%	1%	College Dr 0% 0%	0%	С	0.098	F		8700	F	2008
Town Point Rd		To:					ortsmouth								
		From			13	33-626 N, Sh	oulders Hill Rd								
959) Pughsville Rd	1.28	4700	F	98%	1%	1%	0% 0%	0%	С	0.099	F		5100	F	2008
133/		To	:			WCL Ch	hesapeake								
^		From		13	3-616 N;	Mineral Sp	oring Rd; Longstr	eet Lane							
Longstreet Ln	5.50	460	F							0.129	F	0.728	460	F	2008
		To:				US	S 58								
<u> </u>		From:				133-759 W	, Quaker Dr								
Box Elder Rd	1.10	50	F							0.167	F	0.778	50	F	2008
		To:	<u> </u>			133-649 L	Lummis Rd			<del></del>					
Ostas Bd	0.40	From:	ᄂ	600/			ew Rd; Gates Rd			0.000	_	0.000	4200	_	2000
Gates Rd	2.10	1300	F	69%	1%	2%	1% 27%	0%	F	0.089	F	0.606	1300	F	2008
		From	<u> </u>		407		Ellis Rd			<u> </u>					
Gates Rd	3.37	1300	F	69%	1%	2%	1% 27%	0%	F	0.083	F	0.593	1400	F	2008
^		To- From:					/ildwood Dr			$\supset$					
Gates Rd	0.65	1300	F	69%	1%	2%	1% 27%	0%	С	0.091	F		1400	F	2008
		10:	<u> </u>			SR	. 189			<u> </u>					
O Dutlan Do	4.00	From	<u> </u>			133-759 E,	Pineview Rd				_	0.75	400	_	0000
Butler Dr	1.90	120	.F							0.096	F	0.75	120	F	2008
						122 660 L oc	acceptant I ama								
		F					ngstreet Lane								
col Pittmantown Pd	<b>0 12</b>	From:	ь	68%		133-759 S,	, Short Lane	O%-		0.003	F		1200		2009
Pittmantown Rd	0.12	From: 1100	F	68%	0%	133-759 S,	·	0%	С	0.093	F		1200	F	2008
_	0.12		ь	68%		133-759 S, 0% 133-759 N	, Short Lane 1% 31%	0%	С	0.093	F		1200	F	2008
Farmer Mill Del	0.12 4.50		ь	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp	, Short Lane 1% 31% N, Gates Rd pivey Run Rd	0%	С	0.093	F	0.736	1200 570	F	
Tasay		1100 To:	F	68%	0% U	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh	, Short Lane 1% 31% N, Gates Rd sivey Run Rd	0%	C			0.736			
Freeman Mill Rd	4.50	1100 From: 570 From:	F	68%	0% U	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh	, Short Lane 1% 31% N, Gates Rd pivey Run Rd	0%	C	0.11	F		570	F	2008
Freeman Mill Rd		1100 To: From: 570	F	68%	0% L	133-759 S, 0% 133-759 N 133-671 Sp JS-13 N, Wh US 13 Whai	, Short Lane 1% 31% N, Gates Rd sivey Run Rd maleyville Blvd	0%	C			0.736			2008
Freeman Mill Rd	4.50	1100 To: From: 570 To: 110	F	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whai	, Short Lane 1% 31% N, Gates Rd pivey Run Rd maleyville Blvd maleyville Blvd maleyville Blvd maleyville Blvd		C	0.11	F		570	F	2008
Freeman Mill Rd  Little Fork Rd	4.50 3.60	1100 To: From: 570 To: Prom: 110 From: From: From: From:	F	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whai	, Short Lane 1% 31% N, Gates Rd sivey Run Rd maleyville Blvd		C	0.11	F	0.667	570	F	2008
Freeman Mill Rd  Little Fork Rd	4.50	1100 To: From: 570 To: 110	F	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whal North Caroli 759 E, Libert	, Short Lane  1% 31% N, Gates Rd  wivey Run Rd  haleyville Blvd haleyville Blvd haleyville Blvd haleyville Blvd haleyville Blvd haleyville Blvd		C	0.11	F		570	F	2008
Freeman Mill Rd  Control Little Fork Rd	4.50 3.60	1100 From: 570 To: From: 110 From: 540 To:	F	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whai North Caroli 759 E, Libert	, Short Lane  1% 31%  N, Gates Rd  sivey Run Rd  maleyville Blvd  maleyville Blvd  mas State Line  ty Spring Rd We  Copeland Rd		C	0.11	F	0.667	570	F	2008
668 Freeman Mill Rd 673 Little Fork Rd 673 Liberty Spring Rd North	4.50 3.60 2.00	1100 From: 570 To: From: 110 From: 540 To: From: 540 From: From: From:	F		0% U	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whai North Caroli 759 E, Libert 133-647 C US 13 Whai	, Short Lane  1% 31%  N, Gates Rd  sivey Run Rd  maleyville Blvd  leyville Blvd  ina State Line  ty Spring Rd We  Copeland Rd  leyville Blvd	st		0.11 0.208 0.158	F F	0.667	570 110 540	F F	2008
Freeman Mill Rd  Little Fork Rd	4.50 3.60	1100 From: 570 To: From: 110 From: 540 To:	F	68%	0%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whal North Caroli 759 E, Libert 133-647 C US 13 Whal 2%	, Short Lane  1% 31% N, Gates Rd sivey Run Rd haleyville Blvd has State Line hty Spring Rd We Copeland Rd heleyville Blvd		C	0.11	F	0.667	570	F	2008
Freeman Mill Rd  Little Fork Rd  Liberty Spring Rd North  Cypress Chapel Rd	4.50 3.60 2.00 3.60	1100 To From: 570 To: From: 110 To From: 200	F	94%	133-1	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whal North Caroli 759 E, Libert 133-647 C US 13 Whal 2% SR 32 Ca	, Short Lane  1% 31% N, Gates Rd pivey Run Rd paleyville Blvd	0%	C	0.11 0.208 0.158 0.142	F F	0.667 0.777 0.704	570 110 540 220	F F	2008
Freeman Mill Rd  Little Fork Rd  Liberty Spring Rd North  Cypress Chapel Rd	4.50 3.60 2.00	1100 From: 570 To: From: 110 From: 540 From: 200	F		0%  133-1  1%  2%	133-759 S, 0% 133-759 N 133-671 Sp US-13 N, Wh US 13 Whal North Caroli 759 E, Libert 133-647 C US 13 Whal 2% SR 32 Ca 1%	, Short Lane  1% 31% N, Gates Rd provide Blvd provide Blv	st		0.11 0.208 0.158	F F	0.667	570 110 540	F F	2008
668 Freeman Mill Rd 673 Little Fork Rd 673 Liberty Spring Rd North 675 Cypress Chapel Rd	4.50 3.60 2.00 3.60	1100 To: From: 570 To: From: 110 To: From: 200 To:	F	94%	0%  U  133-1  1%  2%	133-759 S, 0% 133-759 N 133-671 Sp US 13 N, Wh US 13 Whai North Caroli 759 E, Libert 133-647 C US 13 Whai 2% SR 32 Ca 1% 33-642 S, W	, Short Lane  1% 31%  N, Gates Rd sivey Run Rd  maleyville Blvd  maleyville Blvd  mas State Line  tty Spring Rd We  Copeland Rd  mas State Line  tty Spring Rd We  Copeland Rd  mas State Line  tty Spring Rd We  Copeland Rd  mas State Line  tty Spring Rd We  Copeland Rd  mas State Line  tty Spring Rd We  Copeland Rd  mas State Line  tty Spring Rd We  Copeland Rd  Meleyville Blvd  1% 2%  marsh Rd  White Marsh Rd	0%	C	0.11 0.208 0.158 0.142	F F	0.667 0.777 0.704	570 110 540 220	F F	2008 2008 2008 2008
668 Freeman Mill Rd 672 Little Fork Rd 673 Liberty Spring Rd North 673 Cypress Chapel Rd	4.50 3.60 2.00 3.60	1100 To From: 570 To: From: 110 To From: 200	F	94%	0%  U  133-1  1%  2%	133-759 S, 0% 133-759 N 133-671 Sp US 13 N, Wh US 13 Whai North Caroli 759 E, Libert 133-647 C US 13 Whai 2% SR 32 Ca 1% 33-642 S, W	, Short Lane  1% 31% N, Gates Rd provide Blvd provide Blv	0%	C	0.11 0.208 0.158 0.142	F F	0.667 0.777 0.704	570 110 540 220	F F	2008 2008 2008 2008 2008 2008

					INALIS	semona iv	laintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:	1			122 (72)	G D1								
678) Cherry Grove Rd	2.60	80	F			133-673	Greenway Rd			0.136	F	0.682	80	F	2008
678 Cherry Grove Rd	2.00	To-	Ė		13	33-642 N, A	dams Swamp Rd			1	'	0.002	00	ı	2000
		From:					ad End								
683 Benton Rd	1.00	490	F							0.121	F	0.541	490	F	2008
1337		To:				J	JS 13								
		From:				US 1	3, SR 32								
688 Turlington Rd	3.16	1700	F	97%	1%	1%	1% 0%	0%	С	0.104	F	0.517	1900	F	2008
		To:				133-1722 k	Cilby Shores Rd								
<u> </u>		From:				133-743	Matoaka Rd			<u> </u>	_			_	
695 Mockingbird Lane	1.25	100	F			D.	- 4 E - 4			0.154	F	0.563	100	F	2008
		10.					ad End								
Maadayy Country Dd	0.00	From:	F	060/	10/		Airport Rd	00/		0.000	_	0.500	700	_	2000
Meadow Country Rd	0.90	650 To:		96%	1%	1%	1% 0% 3-646 Airport Rd	0%	С	0.098	F	0.569	700	F	2008
		From:			- 0					<del></del>					
Nansemond Dr North	0.53	500	F			133-2023	N, Lake Rd			0.103	F	0.558	500	F	2008
715 Nansemond Dr North	0.00	To:	•			133-717 N	orth Shore Dr			7.103	'	0.000	500	'	2000
		From:	I				Carolina Rd			<del></del>					
731) Dill Rd	0.29	4400	F	86%	2%	2%	3% 8%	0%	С	0.095	F		4800	F	2008
731) Dill Rd		To					l W, Dill Rd								
		From:				133-644 V	V, Indian Trail								
739 Deer Path Rd	5.20	340	F							0.107	F	0.757	340	F	2008
133/		To:				133-644 I	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
13.5		To				133-644	Indian Trail								
		From:				De	ad End								
Jasmine Ln	0.93	110	F							0.124	F	0.571	110	F	2008
		10.					Holy Neck Rd								
Danie atta Cua ale Danie Dal	4.00	From:	Ļ_			De	ad End				_	0.555	2000	_	2000
757 Bennetts Creek Park Rd	1.03	2900 _{To:}	F			133 626 Sh	oulders Hill Rd			0.113	F	0.555	2900	F	2008
		From:													
759 Short Lane	0.12	1600	F	92%	5%	2%	1% 0%	0%	F	0.089	F	0.602	1700	F	2008
759 Short Lane	0.12	To:		02 /0			Pittmantown Rd	070		0.000	•	0.002	1700	•	2000
		From:					Pittmantown Rd								
759 Gates Rd	1.23	1600	F	92%	5%	2%	1% 0%	0%	F	0.09	F	0.636	1700	F	2008
1007		To: From:					Pineview Rd								
759) Pineview Rd	3.75	60	F	92%	5%	2%	6 Gates Rd 1% 0%	0%	С	0.159	F	0.6	60	F	2008
759 T IIICVICW TX	5.75	To:	Ė	JZ /0			Holy Neck Rd	070		0.100	'	0.0	00	ı	2000
_		From:					olland Corner Rd								
759 Quaker Dr	0.16	680	F	92%	5%	2%	1% 0%	0%	F	0.124	F	0.628	730	F	2008
		To: From:					N, Dutch Rd			_					
759) Liberty Spring Rd West	2.28	460	F			155-045 8	, Manning Rd			0.108	F	0.771	460	F	2008
133	0	To:	Ė			US 13 S. W	haleyville Blvd				•			•	2000
		From:	I				-de-Sac			i					
785) Burnetts Ct	0.12	140	F			Cui	ac-pac			0.163	F	0.62	140	F	2008
(33)		To:				133-780	Burnetts Way								
	_	From			_		-de-Sac			Ī	_			_	_
1035) Chenaneo Rd	0.14	150	F			Cai				0.153	F	0.688	150	F	2008
1035 Chenaneo Rd		To:				133-1034	Fallwater Way								
		From:				133-11	11 Dill Rd		-		-				
(1101) County St	0.62	2900	F	86%	1%	2%	3% 8%	0%	С	0.089	F	0.585	3200	F	2008
\133./		т.,					k Corp Limits								

					ivans	semond Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From												
Dill Pd	0.39	100		82%	1%	133-731 W, Dill Rd 3% 9% 4%	0%	С	0.133	F	0.625	100	F	2008
1111 1331 Dill Rd	0.39	To To	· -	02 /0	1 /0	133-1101 County St	076		0.133	-	0.023	100	Г	2000
		From				133-1148 Winterview Dr			=					
Summerfield Ct	0.06	400	F			100 11 10 11 11 11 11 11 11			0.118	F	0.768	400	F	2008
133		То	:		1	133-1145 Springfield Terrace								
		From				133-1332 Truman Rd								
1310 1333 6th St	0.39	4600	F	98%	1%	1% 0% 0%	0%	С	0.091	F		5000	F	2008
		To From				SR 337; Washington St East			$\supset$					
1310 1330 6th St	0.17	670	F	97%	1%	1% 0% 0%	0%	С	0.108	F	0.571	730	F	2008
1007		To	-		133-1	301 Railroad Ave; Gap Termin	nus							
1310) Goodman St	0.11	310	F	97%	1%	133-1318 Clary Dr 1% 0% 0%	0%	F	0.116	F	0.638	330	F	2008
Goodman St	0.11	То	· ·	- 01 70	170	133-1317 Center Ave	- 070	<u> </u>		·	0.000	000	•	2000
		From				133-642 Wilroy Rd			$\equiv$					
McAruthur Dr	0.16	70	F			moj ka			0.243	F	0.515	70	F	2008
133/		To			1	33-1319; 133-1323 Myrtle St								
		From				SR 337 Washington St								
Hollywood Ave	0.06	2400	F	97%	1%	1% 0% 0%	0%	С	0.097	F	0.573	2600	F	2008
133/		To				133-1325 Myrick Ave								
_		From				133-1310 Goodman St							-	
Center Ave	0.39	1700	F	98%	1%	1% 0% 0%	0%	С	0.097	F	0.551	1800	F	2008
		То	<u> </u>			133-1324 Hollywood Ave								
O		From				Pinner St								
Old Pinner St	0.17	2200	F	96%	0%	1% 1% 1%	0%	С	0.126	F	0.921	2400	F	2008
<u> </u>		10	<u> </u>			US 58 Bus; Constance Rd								
Niver Dr	0.06	From				133-1366 Blythewood Lane				_	0.627	050	F	2000
1368 Nixon Dr	0.06	950 To				133-1369 Sierra Dr			0.115	F	0.637	950	Г	2008
		From												
Eclipse Dr	0.19	130	F			Dead End			0.17	F	0.75	130	F	2008
Eclipse Dr	0.10	То				133-1505 Cross St			<u> </u>	•	0.70	100	•	2000
		From				Dead End								
1605) Sunset Manor Dr	0.07	30	F			Dette Elle			0.167	F	0.6	30	F	2008
Sunset Manor Dr		To				133-1601 Vaughan Ave								
		From				Bus US 58 Holland Rd								
Kilby Shores Rd	0.03	5300	F	97%	1%	1% 0% 0%	0%	С	0.098	F		5800	F	2008
133/		To	:			133-688 Turlington Rd								
		From				133-1718 N, Staley Dr								
Brittle Dr	0.07	70	F						0.182	F	0.5	70	F	2008
1337		To	:			Dead End								
<u> </u>		From				133-1790 Woods Pkwy			$\Box$	_	_			
1795 Ash Wood Dr	0.27	180	F						0.17	F	0.517	180	F	2008
		To	<u> </u>			Cul-de-Sac			<u> </u>					
Destate St. 1	0.05	From	<u> </u>			Cul-de-Sac				_	0.545	<b>5</b> 00	_	0000
Berkshire Blvd	0.35	500 To	F			122 1951 Ashford Dr.			0.099	F	0.515	500	F	2008
			<u> </u>			133-1851 Ashford Dr			<del></del>					
1905) Hawk Rd	0.11	From 260				133-1902 Wren Rd				F	0.523	260	F	2000
1905 1333 Hawk Rd	0.11	260 _{To}				133-1907 Beaver Lane			0.16	r	0.523	260	Г	2008
		From				133-627 Bennets Pasture Rd								
Foxcroft Rd	0.43	230	<u></u>			133-021 Definets Pasture Kd			0.165	F	0.610	230	F	2008
Foxcroft Rd	0.40	<b>230</b> To				133-2028 Brittany Lane			0.103	•	0.010	200	'	2000
		From				133-2075 Beech Grove Lane			+					
			1			L 11-71/ 1 Deech Uffove Lane								
2073 Carter Ln	0.08	140	F			155 2075 Beech Grove Lane			0.132	F	0.711	140	F	2008

					inans	semond Mainte	nance Are	<del>з</del> а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From:				122 21 42				-					
2140 Burbage Lake Circle	0.19	590	F		12	133-2143 3-2145 Olde Bullo	also Cinala			0.125	F	0.6	590	F	2008
			<u> </u>		13.		CKS CIFCIE								
2217 Breeze Point Way	0.27	3000	F			Dead End				0.079	F		3000	F	2008
		To:				US 17 Bridge	Rd								
2284 Harbour View Blvd	1.02	22000	F			US 17 Bridge	Rd			0.089	F	0.586	22000	F	2008
133		To:			13	33-2286 New Town	n Point Rd								
2354) Preakness Circle	0.04	From: <b>110</b>	F			Cul-de-Sac				0.181	F	0.905	110	F	2008
Preakness Circle	0.04	To:		-	1	33-2350 Steeplech	ase Lane	-		0.101	'	0.903	110	'	2000
		From:													
2450) Rabey Farm Rd	0.52	930	F			Cul-de-Sac				0.113	F	0.575	930	F	2008
Rabey Farm Rd	0.02	To:			13	33-626 N, Shoulde	rs Hill Rd					0.070	000	•	2000
	,	From:				Washington									
8501 Pinner St	0.63	5500	F	99%	0%	0% 0%	0%	0%	С	0.098	F		6000	F	2008
133/		To:				Moore Ave	<del></del>								
8501) Pinner St	0.41	9100 From:	F	99%	0%	0% 0%	0%	0%	F	0.094	F		9800	F	2008
Pinner St		To:				Old CL Suffo	olk								
		From:				Smith St									
South Broad St	0.15	1200	F	98%	1%	1% 0%	0%	0%	F	0.102	F	0.625	1300	F	2008
133/		To:				Washington	St								
8505 North Broad St	0.68	910 From:	F	98%	1%	1% 0%	0%	0%	С	0.111	F	0.722	990	F	2008
North Broad St		Tax				East Riverviev	ı, De								
8505 Western Ave	0.12	1300 From:	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.587	1400	F	2008
(8505) Western Ave	0	To:		0070		West Constanc			•		-	0.00.		•	
		From:	1			Kilby Ave									
8507) Wellons St	0.65	1700	F	98%	1%	1% 0%	0%	0%	F	0.09	F	0.532	1800	F	2008
(8507) Wellons St		To:				CD 227 Weekins	ton Ct								
8507 Market St	0.43	3800 From:	F	98%	1%	SR 337 Washing 1% 0%	0%	0%	С	0.098	F		4200	F	2008
Market St	0.10	T	<u> </u>										1200	•	2000
8507) Market St	0.06	6700	F	98%	1%	Saratoga St 1% 0%	0%	0%	F	0.095	F		7300	F	2008
(8507) Market St	0.00	To:		90 /6	1 /0	SR 32 Main		0 /6		0.093			7300		2000
		From:								_					
8508) Finney Ave	0.20	6800	F	99%	0%	Main St 0% 0%	0%	0%	С	0.091	F		7400	F	2008
(8508) Finitely Ave	0.20	To:	•	- 55 76	070	Pinner Ave				- O.O.O. 1	•		7 400	•	2000
		From:				Carolina Av				i					
8509) Saratoga St	0.31	3500	F	98%	1%	1% 0%	0%	0%	С	0.101	F		3800	F	2008
Saratoga St		To:								_	-			-	
8509 Saratoga St	0.12	4400 From:	F	98%	1%	Washington 1% 0%	0%	0%	F	0.097	F	0.515	4800	F	2008
Saratoga St	J.12	To:	•		1 /0	Market St			•	<u> </u>	•	0.010	1000	•	2000
		From:	_			Saratoga St				i					
(8510) Hall Ave	0.43	3300	F	98%	0%	1% 1%	0%	0%	С	0.091	F	0.586	3600	F	2008
(8510) Hall Ave	5.10	To:		2070	,0	East Washingto		5,0			•	2.000	3000	•	_550
	,	From:				SCL Suffol									
8511) Factory St	0.87	3100	F	94%	2%	2% 1%	1%	0%	С	0.094	F	0.601	3400	F	2008
(8511) Factory St		To:				Washington									
	-	From:				Carolina Ro									
8512 Fayette St	0.17	740	F	74%	1%	3% 13%		0%	F	0.1	F	0.558	800	F	2008
(133/		To:				Cedar St									
_		From:	ب			Fayette St									
						00/	4001	~~′	_	0 00.					
(8512) Cedar St	0.04	620	F	74%	1%	3% 13% Madison Av		0%	F	0.091	F	0.798	670	F	2008

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Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW	Year
						2Axle	3+Axle	1 I rail	21 rail		Factor		Factor			
City of Suffolk		From:					edar St				1					
Madison Ave	0.33	890	F	74%	1%	3%	13%	10%	0%	С	0.097	F	0.528	970	F	2008
133		To				C	ounty St									
Madison Ave	0.11	1300 From:	F	74%	1%	3%	13%	10%	0%	F	0.107	F	0.531	1500	F	2008
Madison Ave		To					ctory St									
		From:				Nort	h Main St									
Bank St	0.20	1400	F	98%	0%	1%	0%	0%	0%	С	0.118	F	0.73	1600	F	2008
Bank St	0.20	To		0070	0,0		inner St	0,0	0,0			•	00	.000	-	
		From:					olk Corp Li	mito			<u> </u>					
County St	0.18	3400		88%	1%	1%	5%	5%	0%	F	0.088	F	0.582	3700	F	2008
County St	0.10	3400	<u>'</u>	0070	1 70			370	070	'	0.000	'	0.502	3700	•	2000
<u> </u>		From:	<u> </u>	2221	401		dison Ave					_				
813 County St	0.27	3600	F	88%	1%	1%	5%	5%	0%	С	0.086	F	0.564	3900	F	2008
		To:				Was	hington St									
		From:					Washington									
Liberty St / Moore Ave	0.64	4500	F	90%	1%	1%	4%	5%	0%	С	0.096	F	0.607	4900	F	2008
		To:				P	inner St									
		From:				Repas	s Beach Ro	i								
Burbage Lake Circle		1500	F								0.129	F	0.588	1500	F	2008
		To				Wet	Marsh Ct									
		From:				Sm	ith Street									
James Avenue		420	F								0.111	F	0.629	420	F	2008
		To:				W. Was	hington Str	eet								
		From:				As	hford Dr									
Kensington Blvd		5700	F								NA			5700	F	2008
		To:				Goo	lwin Blvd									
		From:				Pio	neer Ave									
Quince Rd		170	F			- 10					0.143	F	0.686	170	F	2008
		To:				Lu	mmis Rd									
		From:	<u> </u>			T+1	nacha Tr				i					
Weatherby Way		330	F			10	menu 11				0.101	F	0.58	330	F	2008
oanoiby traj		To:	· ·			Should	ders Hill R	d			<u> </u>	•	0.00	000	•	_500
						Diloui	1111110	-								