2016

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

where available

Jurisdiction Report

61

City of Suffolk

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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	ick			К		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	()K	ctor	AAWDT	QW
	From:	Isle of Wight Cour	nty Line												
(10) (32)	City of Suffolk	1.31 9900	G	95%	1%	1%	1%	2%	0%	F	0.09	0.	614	10000	G
$\bigcirc \bigcirc$	То	SR 125 Chucka	ntuck												
(10) (32) Godwin Blvd	City of Suffolk	0.87 12000	G	95%	1%	1%	1%	2%	0%	F	0.097	0.	571	13000	G
	Ta														
(10) (32) Godwin Blvd	City of Suffolk	133-603 Everet	<u>s Rd</u>	95%	1%	1%	1%	2%	0%	С	0.097	0	571	13000	G
(10) (32) Godwin Blvd		4.81 12000	G	95%	1%	1%	1%	2%	0%	U	0.097	0.	571	13000	G
	To: From:	133-634 Kings Fo													
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 23000	G	95%	1%	1%	1%	2%	0%	F	0.089	0.	510	25000	G
	Ta	US 58 Suffolk B	vpass												
(10) (32) Godwin Blvd	City of Suffolk	0.54 20000	G	95%	1%	1%	1%	2%	0%	F	0.084	0.	513	21000	G
	To:	Pruden Blvd US	5 460												
Bus	From:	Bus US 460 Elepha	ant Fork												
(10)(460)(32)	City of Suffolk	1.49 26000	Α	99%	0%	0%	0%	0%	0%	С	0.098	0.	504	27000	А
$\bigcirc \Leftrightarrow \bigcirc$	To:	Bus US 460, Bus													
	From:	Bus US 460		000/	00/	10/	00/	00/	00/	-	0.007	0		04000	0
(10) (32) (460) Main St	City of Suffolk	0.09 30000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.	502	31000	G
Bus	From:	Bus US 58 Bus US 58, Bus U													
$\frown \frown \frown \frown$	City of Suffolk	0.68 20000	G	99%	0%	1%	0%	0%	0%	F	0.079	0	561	21000	G
10 32 13 Main St	То	SR 337 Washing		0070	070	170	070	070	070		0.070	0.	001	21000	ŭ
	From:														
13 Whaleyville Blvd	City of Suffolk	<u>North Carolina Sta</u> 5.37 5200		89%	0%	1%	1%	10%	0%	С	0.097	0	648	5100	А
(13) Whaleyville Blvd		5.57 5200	A	09 /0	0 /0	1 /0	1 /0	10 /0	0 /0	U	0.097	0.	040	5100	A
~~~	To: From:	133-616 Mineral Sp													
(13) Whaleyville Blvd	City of Suffolk	1.28 <b>11000</b>	G	89%	0%	1%	1%	10%	0%	F	0.071	0.	553	11000	G
<u>~</u>	Too From:	133-677 Great Fo	ork Rd												
(13) Whaleyville Blvd	City of Suffolk	0.82 8300	G	89%	0%	1%	1%	10%	0%	F	0.086	0.	672	8100	G
	To	133-675 Cypress C													
13 Whaleyville Blvd	City of Suffolk	2.22 <b>8300</b>	G G	89%	0%	1%	1%	10%	0%	F	0.086	0	676	8100	G
(13) Whaleyville Blvd					070	170	170	1070	070	'	0.000	0.	070	0100	u
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	133-759 S, Liberty Spr													
(13) Whaleyville Blvd	City of Suffolk	1.06 9800	G	89%	0%	1%	1%	10%	0%	F	0.087	0.	676	9600	G
~	To: From:	133-759 N, Babbte	own Rd												
13 Whaleyville Blvd	City of Suffolk	2.56 10000	G	89%	0%	1%	1%	10%	0%	F	0.087	0.	698	10000	G
\bigcirc	To:	SR 32 Carolina	a Rd												
\sim \sim	From:	SR 32 Whaleyvill													
$\left(13 \right) \left(32 \right)$ Carolina Rd	City of Suffolk	1.64 17000	G	89%	0%	1%	1%	10%	0%	F	0.085	0.	703	17000	G
\sim \sim	To:	Bus US 13													
Con Southwoot Suffolk Durage		Bus US 13, SR 32 C			10/	10/	20/	100/	09/	C	0.007	0	661	10000	C
(13) Southwest Suffolk Bypass	City of Suffolk	2.80 13000	G	86%	1%	1%	2%	10%	0%	С	0.097	0.	661	12000	G
-	From:	US 58 Holland Bus US 58													
13 58 Suffolk Bypass	City of Suffolk	1.41 41000	G	85%	1%	1%	1%	13%	0%	F	0.085	0	620	40000	G
13 58 Sutfolk Bypass		61-604 Pitchkitt		0070	. /0	. ,.	. /0		0,0	•	0.000	5.			5
		01-00+ I Itelikiti	ie itu			I									

_					_		Tru	ck			К	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
~~~	From:	61-604 Pitchki												
$\begin{pmatrix} 13 \end{pmatrix} \begin{pmatrix} 58 \end{pmatrix}$ Suffolk Bypass	City of Suffolk	1.88 <b>44000</b>	G	85%	1%	1%	1%	13%	0%	F	0.084	0.626	42000	G
~~~	To: From:	US 460 Prude	n Blvd											
(13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 50000	G	92%	0%	1%	1%	6%	0%	F	0.096	0.669	52000	G
\Rightarrow \Rightarrow \Rightarrow	To: From:	SR 10 SR 32 God	lwin Blvd											
(13) (58) (460) Suffolk Bypass	City of Suffolk	1.87 60000	G	92%	0%	1%	1%	6%	0%	F	0.085	0.597	63000	G
	To: From:	61-642 Wilro	oy Rd											
(13) (58) (460) Suffolk Bypass	City of Suffolk	2.30 50000	G	92%	0%	1%	1%	6%	0%	F	0.084	0.618	53000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	Ta: From:	Bus US 13, Bus US 58	Military	Hwy										
13 58 460 Military Highway	City of Suffolk	3.46 74000	G	92%	0%	1%	1%	6%	0%	F	0.086	0.621	77000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	To:	Bus US 1	.3											
Bus	From:	US 13 Southwest Su												
$\begin{pmatrix} 13 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Carolina Rd	City of Suffolk	1.17 11000	G	89%	0%	1%	1%	10%	0%	F	0.082	0.676	11000	G
Bus	To: From:	Old SCL Su	ffolk											
$\begin{pmatrix} 32\\ 13 \end{pmatrix}$ (32) Carolina Rd	City of Suffolk	0.54 11000	G	89%	0%	1%	1%	10%	0%	F	0.087	0.602	11000	G
	To:	Fayette S	St											
Bus	From:	US 13; SR 32 F												
(13) (32) Main St	City of Suffolk	0.34 9800	G	99%	0%	1%	0%	0%	0%	С	0.081	0.585	10000	G
Bus	To: From:	Begin SR	10											
$\left(\begin{array}{c} 13 \\ 13 \end{array} \right) \left(\begin{array}{c} 10 \end{array} \right)$ Main St	City of Suffolk	0.68 20000	G	99%	0%	1%	0%	0%	0%	F	0.079	0.561	21000	G
$\bigcirc \bigcirc \bigcirc \bigcirc \bigcirc$	To:	US 58; Bus U												
Bus Bus Bus	From:	SR 32 Mai												
13 58 460 Constance Rd	City of Suffolk	0.88 17000	G	97%	0%	1%	0%	2%	0%	F	0.08	0.566	18000	G
Bus Bus	To: From:	Pinner S	t											
13 58 460 Portsmouth Blvd	City of Suffolk	1.60 17000	G	97%	0%	1%	0%	2%	0%	С	0.084	0.525	18000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	To	SR 337 Washir	ngton St											
Bus Bus Bus Destempt the Divid	City of Suffolk	1.22 24000	č	069/	0%	10/	1%	00/	0%	С	0.001	0.579	25000	G
13 58 460 Portsmouth Blvd		US 13, US 58,		96%	0%	1%	1 70	2%	0%	U	0.081	0.579	20000	G
	From:	· · · ·												
TT Bridge Rd	City of Suffolk	WCL Chesar 0.66 22000		99%	0%	1%	0%	0%	0%	F	0.088	0.539	23000	G
(1) Enege na					070		070	070	070	•	0.000	0.000	20000	u
TT Bridge Rd	City of Suffolk	I-664; SR 164 West 1.81 35000		^{ay} 97%	0%	0%	1%	1%	0%	F	0.093	0.597	38000	G
17) Bridge Rd					0%	0%	1 70	1 70	0%	Г	0.095	0.597	36000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	133-626 Knots Neck Road												
17) Bridge Rd	City of Suffolk	1.54 <b>27000</b>	G	97%	0%	0%	1%	1%	0%	F	0.093	0.577	29000	G
	To: From:	133-627 Bennetts												
(17) Bridge Rd	City of Suffolk	2.47 <b>19000</b>	G	97%	0%	0%	1%	1%	0%	F	0.093	0.536	20000	G
~	To: From	133-628 Critter	nden Rd											
17 Bridge Rd	City of Suffolk	1.17 <b>15000</b>	G	97%	0%	0%	1%	1%	0%	F	0.103	0.544	16000	G
$\smile$	To:	Isle of Wight Co	unty Line											

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
(17) Ramp	From: City of Suffolk (Maint: 61)	US 17-S034A TO ROUT 0.13 <b>13000 G</b>	3							0.091		13000	G
	То:	I-664-E FROM ROUTE 1	7										
North	From:	US 17 TO ROUTE 664 EASTS	OUTH										
T7 Ramp	City of Suffolk (Maint: 61)	0.03 <b>4900 G</b>								0.092		4900	G
$\bigcirc$	To:	US 17-S034A TO ROUT	Ξ										
South	From:	US 17 TO ROUTE 664 EASTS	OUTH										
17 Ramp	City of Suffolk (Maint: 61)	0.05 <b>7800 G</b>								0.092		7800	G
		US 17-N034A US 17- 34A TO I											
(32) Carolina Rd	City of Suffolk	North Carolina State Line 2.89 <b>3700 G</b>	91%	1%	1%	1%	7%	0%	С	0.1	0.788	3900	G
32 Carolina Rd				1 /0	1 /0	1 /0	1 /0	0 /0	0	0.1	0.700	5300	u
(32) Carolina Rd	From City of Suffolk	133-642 Adams Swamp R 2.07 <b>4100 G</b>	<u>d</u> 91%	1%	1%	1%	7%	0%	F	0.096	0.765	4300	G
32 Carolina Rd				170	170	1 70	1 70	0%	Г	0.096	0.765	4300	G
Corolina Dd		133-675 Cypress Chapel R	.d 91%	10/	10/	10/	70/	00/	0	0.007	0 707	4000	G
(32) Carolina Rd	City of Suffolk	1.40 <b>4500 G</b>	91%	1%	1%	1%	7%	0%	С	0.097	0.737	4800	G
	Tac From	133-759 Babbtown Rd	- · · · /						_				
32 Carolina Rd	City of Suffolk	0.65 <b>4600 G</b>	91%	1%	1%	1%	7%	0%	F	0.094	0.764	4900	G
	To: From:	133-647 Copeland Rd											
(32) Carolina Rd	City of Suffolk	2.45 <b>4700 G</b>	91%	1%	1%	1%	7%	0%	F	0.096	0.737	5000	G
<u> </u>	To: From:	US 13 South of Suffolk Whaleyville Blvd											
(32) $(13)$ Carolina Rd	City of Suffolk	1.64 <b>17000 G</b>	89%	0%	1%	1%	10%	0%	F	0.085	0.703	17000	G
	Tae From	61-731 Dill Rd											
Bus			000/	0.01		4.07	100/	0.01	_		0.070	44000	~
32 13 Carolina Rd	City of Suffolk	1.17 <b>11000 G</b>	89%	0%	1%	1%	10%	0%	F	0.082	0.676	11000	G
Bus	To: From:	Old SCL Suffolk											
(32) $(13)$ Carolina Rd	City of Suffolk	0.54 <b>11000 G</b>	89%	0%	1%	1%	10%	0%	F	0.087	0.602	11000	G
$\bigcirc \bigcirc$	To:	Bus US 58 Constance Rd											
Bus Bus		Fayette St	009/	00/	10/	00/	00/	00/	0	0.001	0 505	10000	<u> </u>
32 13 Main St	City of Suffolk	0.34 <b>9800 G</b>	99%	0%	1%	0%	0%	0%	С	0.081	0.585	10000	G
Bus	To: From:	SR 337 Washington St											
(32) $(13)$ $(10)$ Main St	City of Suffolk	0.68 <b>20000 G</b>	99%	0%	1%	0%	0%	0%	F	0.079	0.561	21000	G
$\circ$	To: From:	Bus US 58, Bus US 460											
(32) $(460)$ $(10)$ Main St	City of Suffolk	0.09 <b>30000 G</b>	99%	0%	1%	0%	0%	0%	F	0.087	0.502	31000	G
32 460 10 Main St			33./0	070	170	U 70	U 70	U 70	Г	0.007	0.002	31000	G
Bus	To: From	Old NCL of Suffolk											
(32)(460)(10)	City of Suffolk	1.49 <b>26000 A</b>	99%	0%	0%	0%	0%	0%	С	0.098	0.504	27000	Α
$\lor$	To	SR 10 Elephant Fork											
(32) $(10)$ Godwin Blvd	City of Suffolk	Bus US 460 0.54 <b>20000 G</b>	95%	1%	1%	1%	2%	0%	F	0.084	0.513	21000	G
(32) $(10)$ Godwin Blvd		US 58 Suffolk Bypass	30 /0	I /0	1 /0	I /0	<u>~</u> /0	0 /0	1	0.004	0.010	21000	G

							Tru	ick			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	()K	ictor	AAWDT	QW
	From:	US 58 Suffolk													
$\binom{32}{10}$ Godwin Blvd	City of Suffolk	1.36 <b>23000</b>	G	95%	1%	1%	1%	2%	0%	F	0.089	0.	510	25000	G
$\sim$ $\sim$	To: From:	61-634 Kings F	ork Rd												
(32) $(10)$ Godwin Blvd	City of Suffolk	4.81 12000	G	95%	1%	1%	1%	2%	0%	С	0.097	0.	571	13000	G
	Ta	61-603 Evere	ts Rd												
(32) $(10)$ Godwin Blvd	City of Suffolk	0.87 12000	G	95%	1%	1%	1%	2%	0%	F	0.097	0.	571	13000	G
	To	SR 125 Chuck													
	City of Suffolk	1.31 <b>9900</b>	G	95%	1%	1%	1%	2%	0%	F	0.09	0.	614	10000	G
32 10	To:	Isle of Wight Cou		0070	. /0	.,.	. /0	- /0	0,0	•	0.00	0.	•••		0.
	From:	Southampton Cou	-			1									
58 258 Franklin Bypass	City of Suffolk	1.27 <b>21000</b>	G	85%	1%	1%	1%	13%	0%	F	0.079	0.	574	20000	G
(36) (238) · · · · · · · · · · · · · · · · · · ·			•						• • •						•
Franklin Bypass	City of Suffolk	0.18 <b>19000</b>	N	85%	1%	1%	1%	13%	0%	Ν	0.077	0	532	18000	Ν
58 Trankin Dypass			IN	03 /0	1 /0	1 /0	1 /0	13 /0	0 /0	IN	0.077	0.	JJZ	10000	IN
	Ta: From:	SR 189		0.5.4						_				(	
(58) $(189)$ $(189)$ Franklin Bypass	City of Suffolk	1.01 <b>19000</b>	G	85%	1%	1%	1%	13%	0%	F	0.077	0.	532	18000	G
<u> </u>	To: From:	SR 272 South Q	uay Rd												
(58) (189) (189) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	G	85%	1%	1%	1%	13%	0%	F	0.077	(	).6	19000	G
$\bigcirc \bigcirc \bigcirc$	To: From:	SR 189 S Qua	y Rd												
58 Holland Bypass	City of Suffolk	1.05 20000	G	85%	1%	1%	1%	13%	0%	F	0.081	0.	579	20000	G
$\bigcirc$	T _{cc} From:	Bus US 5	8												
58 Holland Rd	City of Suffolk	1.32 25000		85%	1%	1%	1%	13%	0%	F	0.080	0.	564	24000	G
	Ta														
(FP)	City of Suffolk	133-610 W, Buck 2.77 <b>25000</b>	G.	85%	1%	1%	1%	13%	0%	F	0.081	0	578	24000	G
(58)	То:	133-647 E, Lum		0070	170	170	170	10 /0	070	1	0.001	0.	570	24000	u
	From:	133-647 Lumn													
58 Holland Rd	City of Suffolk	2.05 <b>26000</b>	G	85%	1%	1%	1%	13%	0%	F	0.080	0.	592	25000	G
$\bigcirc$	To:	133-643 Manning	Bridge Ro	1											
58 Holland Rd	City of Suffolk	0.67 29000	G	85%	1%	1%	1%	13%	0%	F	0.082	0.	564	27000	G
	To:	133-738 Keny													
58 Holland Rd	City of Suffolk	0.38 <b>32000</b>	G	85%	1%	1%	1%	13%	0%	F	0.080	0	565	31000	G
				0070	170	170	170	1070	070		0.000	0.	000	01000	u
		Cove Point		050/	10/	10/	10/	100/	09/	г	0.001	0	EEA	22000	0
58 Holland Rd	City of Suffolk	1.15 <b>34000</b> US 13 Southwest Sur	G Falls Dam	85%	1%	1%	1%	13%	0%	F	0.081	0.	554	32000	G
	From:	Bus US 5		188											
58 13 Suffolk Bypass	City of Suffolk	1.41 41000		85%	1%	1%	1%	13%	0%	F	0.085	0.	620	40000	G
	Ta	133-604 Pitchki				L									
58 13 Suffolk Bypass	City of Suffolk	1.88 <b>44000</b>	ttle Rd G	85%	1%	1%	1%	13%	0%	F	0.084	0	626	42000	G
58 (13) Suffolk Bypass				00 /0	ı /0	1 /0	ı /0	10 /0	0 /0	1	0.004	0.	520	72000	u
	Ta: From:	US 460 Pruder		000/	00/		10/	00/	0.01	_		-		50000	-
58 13 460 Suffolk Bypass	City of Suffolk	0.93 50000	G	92%	0%	1%	1%	6%	0%	F	0.096	0.	669	52000	G
	Tor	SR 10, SR 32 God	lwin Blvd												

4/19/2017

							Tru	ıck			К	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10, SR 32 God								_				_
58 13 460 Suffolk Bypass	City of Suffolk	1.87 <b>60000</b>	G	92%	0%	1%	1%	6%	0%	F	0.085	0.597	63000	G
	To: From:	133-642 Wilro												
(58) (13) (460) Suffolk Bypass	City of Suffolk	2.30 50000		92%	0%	1%	1%	6%	0%	F	0.084	0.618	53000	G
~ ~ ~	To: From:	Bus US 13, Bus US 58 Bus US 58 Military H												
58 13 460 Military Highway	City of Suffolk	3.46 <b>74000</b>	-	92%	0%	1%	1%	6%	0%	F	0.086	0.621	77000	G
	To:	WCL Chesar	beake											
East	From:	US 58 TO RT	Ъ 189											
(58) (258) Ramp	City of Suffolk	0.17 <b>560</b>	G								0.111		560	G
$\rightarrow$	Too	US 58-E451B TO RTI	E 189 SO	UTH										
East (58) (258) Ramp	City of Suffolk	0.05 230	G								0.113		230	G
(58) (258) 1 41119		1SR 189-P FROM R		ST							0.110		200	u
Bus	From:	Isle of Wight Cou				1								
58 Ruritan Blvd	City of Suffolk	2.65 <b>2300</b>	G	96%	1%	1%	1%	1%	0%	С	0.102	0.608	2400	G
	To	SR 189												
Bus	From:			0.001	10/		10/	10/	00/	_	0.004	0.054		0
58 Holland Rd	City of Suffolk	0.26 <b>2700</b>	G	96%	1%	1%	1%	1%	0%	F	0.091	0.654	2800	G
Bus	To- From:	133-653 Dutch Rd; Gle	en Haven I	Drive										
58 Holland Rd	City of Suffolk	0.46 <b>3400</b>	G	96%	1%	1%	1%	1%	0%	С	0.096	0.667	3600	G
$\bigcirc$	To:	US 58												
Bus	From:	US 58 East of I												
(58) Holland Rd	City of Suffolk	0.05 <b>9800</b>	G	96%	1%	1%	1%	1%	0%	F	0.095	0.569	10000	G
Bus	- Too From:	133-1722 Kilby S	Shores Rd											
58 Holland Rd	City of Suffolk	1.79 <b>9000</b>	G	96%	1%	1%	1%	1%	0%	С	0.094	0.647	9600	G
	To:	SR 337 Consta												-
Bus	From:	SR 337 Holla								_				_
58 Constance Rd	City of Suffolk	0.29 <b>8800</b>	G	98%	0%	1%	0%	1%	0%	F	0.086	0.547	9400	G
Bus	T _{oc} From:	WCL Suffolk Pitc	hkettle Ro	1										
58 Constance Rd	City of Suffolk	0.86 10000	G	98%	0%	1%	0%	1%	0%	С	0.081	0.53	11000	G
	To	SR 32 Mair	n St											
Bus Bus				070/	00/	10(	00/	00/	00/	_	0.00	0 500	10000	~
58 13 460 Constance Rd	City of Suffolk	0.88 <b>17000</b> Pinner Stra		97%	0%	1%	0%	2%	0%	F	0.08	0.566	18000	G
Bus Bus	From:	Pinner Stre Highland A												
58 13 460 Portsmouth Blvd	City of Suffolk	1.60 17000		97%	0%	1%	0%	2%	0%	С	0.084	0.525	18000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	To: From:	SR 337 Washin	ngton St											
Bus Bus Bus	City of Suffolk	1.22 24000	č	96%	0%	1%	1%	2%	0%	С	0.081	0.579	25000	G
58 13 460 Portsmouth Blvd		1.22 <b>24000</b> US 58	G	90%	0%	170	1 70	∠70	0%	U	0.061	0.579	20000	G
		05.58												

					T	ruck			к	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle 3+Ax			QC	Factor	QK Factor	AAWDT	QW
	From:	SR 10; SR 32 Godwin E						-				_
125 Kings Hwy	City of Suffolk	0.69 <b>3300 (</b>	<b>G</b> 96%	1%	2% 1%	1%	0%	С	0.091	0.696	3500	G
	To: From:	133-628 Crittenden R						_				-
125 Kings Hwy	City of Suffolk	1.09 <b>590 (</b>	<b>G</b> 96%	1%	2% 1%	1%	0%	F	0.091	0.696	630	G
	From	133-620 Ferry Point R						_				
125 Kings Hwy	City of Suffolk		<b>G</b> 96%	1%	2% 1%	1%	0%	F	0.108	0.608	310	G
~	From:	Dead End Dead End @ Nansemond	River									
125)Kings Hwy	City of Suffolk		<b>G</b> 96%	1%	2% 1%	1%	0%	F	0.102	0.623	690	G
	To:	133-629 W, Sleepy Hole	Rd		— <u> </u>							
125)Kings Hwy	City of Suffolk		<b>G</b> 96%	1%	2% 1%	1%	0%	F	0.104	0.626	920	G
	Tor	133-627 Bennetts Pasture										
125)Kings Hwy	City of Suffolk		<b>G</b> 96%	1%	2% 1%	1%	0%	F	0.091	0.696	3200	G
	To:	SR 337 Nansemond Park										
	Prom:	US 17 Bridge Rd										
135)College Dr	City of Suffolk	0.20 18000 0	<b>G</b> 98%	1%	0% 0%	0%	0%	F	0.088	0.500	19000	G
	Too	SR 164 Western Freew	av									
135)College Dr	City of Suffolk	0.65 <b>18000 (</b>		0%	1% 0%	1%	0%	F	0.093	0.510	19000	G
9	To:	133-658 Towne Point I	Rd		— <b>—</b> —							
135)College Dr	City of Suffolk		<b>G</b> 98%	0%	1% 0%	1%	0%	С	0.084	0.596	23000	G
	Tor	I-664										
135)College Dr	City of Suffolk		<b>G</b> 93%	1%	1% 1%	4%	0%	С	0.093	0.633	9000	G
	To:	SR 367 Tidewater Community	y College									
lorth	From:	SR 135 TO I-664										
135)Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200 (</b>	G						0.096		4200	G
	To:	I-664-W FROM RT 13	35									
lorth	From:	SR 135 TO I-664										
135)Ramp	City of Suffolk (Maint: 61)	0.12 <b>3200 (</b>							0.131		3200	G
	To:	I-664-E FROM RT 13	35									
outh	From:	SR 135 TO I-664	_									
135)Ramp	City of Suffolk (Maint: 61)	0.16 1100 0							0.108		1100	G
· ·	10.	I-664-W FROM RT 13										
outh	From:	TO ROUTE 664 EAS							0.104		1000	~
135 Ramp	City of Suffolk (Maint: 61)	0.40 <b>1600 C</b> I-664-E FROM ROUTE 135	GOUTTU						0.124		1600	G
			SOUTH									
	City of Suffolk (Maint: 61)	US 17 Bridge Road	<b>G</b> 95%	0%	0% 1%	10/	00/	F	0.007	0 770	22000	~
164 Western Freeway	Gity of Suffork (Maint: 61)	0.84 <b>20000 (</b>	a 95%	0%	0% 1%	4%	0%	г	0.097	0.770	23000	G
	To	I-664						_				
164)Western Freeway	City of Suffolk (Maint: 61)		<b>G</b> 95%	0%	0% 1%	4%	0%	F	0.091	0.580	45000	G
$\checkmark$	To:	SR 135 College Dr										

										17		D'		
Route	Jurisdiction	Length AADT G	A 4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 135 College Dr			24116	S+Axie I	IIIali	211411		I actor		I actor		
(164)Western Freeway	City of Suffolk (Maint: 61)		F 95%	0%	0%	1%	4%	0%	С	0.102		0.54	57000	F
	To:	WCL Portsmouth												
East	From:	SR 164 TO ROUTE 664 WES	STNORTH											
164)Ramp	City of Suffolk (Maint: 61)		<b>G</b> 95%	0%	0%	1%	4%	0%	F	0.172			2100	G
104	To:	I-664-W FROM ROUTE 16		• • •				• • •						
West	From:	SR 164 TO ROUTE 664 EAS												
164)Ramp	City of Suffolk (Maint: 61)		<b>G</b> 95%	0%	0%	1%	4%	0%	F	0.092			8200	G
164). Marine		I-664-E FROM ROUTE 165		070		170	170	070	•	0.002			0200	G
NA	From	SR 164 TO ROUTE 664 WES												
West 164)Ramp	City of Suffolk (Maint: 61)		<b>G</b> 95%	0%	0%	1%	4%	0%	F	0.107			9100	G
164) nump		I-664-W FROM ROUTE 16		070	0/0	170	470	070	•	0.107			0100	ŭ
	From													
189)S Quay Rd	City of Suffolk	Southhampton County I 1.36 <b>1800</b>	G 98%	0%	1%	0%	1%	0%	С	0.102		0.718	1900	G
189 S Quay Hu			G 90%	0 /8	1 /0	0 /8	1 /0	0 /8	U	0.102		0.710	1900	a
$\square$	To- From:	133-666 Gates Rd												
189)Great Mill Rd	City of Suffolk	0.82 <b>3700</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.087		0.659	4000	G
$\checkmark$	To	SR 272 South Quay R	Rd											
(189)Great Mill Hwy	City of Suffolk	0.55 <b>2500 (</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.087		0.659	2600	G
$\bigcirc$	To	US 58												
(189)(58)(189)Franklin Bypass	City of Suffolk		<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.077		0.532	18000	G
	- T													
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 <b>20000</b>	<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.077		0.6	19000	G
189 58 189 S Quay Rd		4.23 20000 C		170	170	1 70	13%	0%	Г	0.077		0.0	19000	G
	From:	US 58 Holland Bypas												
189)S Quay Rd	City of Suffolk		<b>G</b> 90%	1%	2%	3%	3%	0%	С	0.094		0.558	750	G
	Ter	Cumberland Lane												
189)S Quay Rd	City of Suffolk		<b>G</b> 90%	1%	2%	3%	3%	0%	F	0.101		0.593	970	G
189 0 Guay no		Bus US 58	<b>u</b> 5078	170	270	070	0 /0	070		0.101		0.000	570	u
	From:													
189) (58) (189) Franklin Bypass	City of Suffolk	<u>SR 189</u> 1.01 <b>19000 (</b>	<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.077		0.532	18000	G
189 58 189 Franklin Bypass		1.01 19000	G 03%	1 /0	1 /0	1 /0	13 /0	0 /8	'	0.077		0.552	10000	a
	From	SR 272 South Quay R							_					-
$1\beta9(58)(189)$ S Quay Rd	City of Suffolk		<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.077		0.6	19000	G
$\bigcirc$ $\Leftrightarrow$ $\bigcirc$	10:	SR 189												
$\sim$	From:	Southampton County L												
258 (58) Franklin Bypass	City of Suffolk		<b>G</b> 85%	1%	1%	1%	13%	0%	F	0.079		0.574	20000	G
~ ~	To: From:	US 58 Franklin Bypas	SS											
258 ( 58 Ramp	City of Suffolk	0.17	60		8 for dire	ectional tra	affic v	alume a	etimo	tas for th	ie coa	mont		
(258) (58) Ramp		0.17 X	36						Junia		no sey	mont.		
	From:	US 58-E451B TO RTE 189	SOUTH											
258) (58) Ramp	City of Suffolk	0.05		e US 5	8 for dire	ectional tra	affic vo	olume e	stima	tes for th	is seg	ment.		
	To:	1SR 189-P FROM RTE 58	EAST								Ū			

	1			47			Truc	ck		~~~	К	Dir	A A14/DT	
Route	Jurisdiction	Length AADT		4Tire	Bus	2Axle 3				QC	Factor	QK Factor	AAWDT	QV
Groot Mill Pd	City of Suffolk	US 58 Franklin Bypas 0.97 <b>2600</b>	ss; SR 1 <b>G</b>	⁸⁹ 55%	1%	1%	6%	37%	0%	С	0.084	0.515	2800	G
258)Great Mill Rd		NCL Suffolk		55%	170	176	070	31 %	0%	U	0.004	0.515	2000	G
	Franc		ĸ											
272)South Quay Rd	City of Suffolk	SR 189 1.24 <b>1500</b>	G	95%	0%	1%	3%	1%	0%	С	0.108	0.783	1600	G
2/2) South Quay Nu		US 58 South Qua		3378	0 /8	1 /8	578	1 /0	078	0	0.100	0.705	1000	C
	Franc					1								
337)Washington St	City of Suffolk	Bus US 58 Constan 0.34 <b>7000</b>	G G	97%	1%	1%	0%	0%	0%	F	0.087	0.575	7400	(
337) Washington Ot			u	51 /0	170	170	070	070	070		0.007	0.575	7400	
	From:	Broad St		070/	10/		00/	001	00/	0		0.57	7000	
337) Washington St	City of Suffolk	0.59 <b>7100</b>	G	97%	1%	1%	0%	0%	0%	С	0.088	0.57	7600	C
<u> </u>	To- From:	SR 32 Main S	St											
337) Washington St	City of Suffolk	0.20 <b>7300</b>	G	97%	1%	1%	0%	0%	0%	С	0.077	0.534	7800	C
$\smile$	Tor	Pinner St												
337) Washington St	City of Suffolk	0.49 11000	G	97%	1%	1%	0%	0%	0%	F	0.080	0.525	12000	C
	To	Old ECL Suffe	all.											
337) Washington St	City of Suffolk	2.38 <b>11000</b>	G	97%	1%	1%	0%	0%	0%	F	0.087	0.562	11000	Ċ
337 Washington St					170	1 /0	070	070	070	•	0.007	0.002	11000	C
	From:	Bus US 58 Portsmor			001		4.07	001	00/	~		0 5 4 7	4.400	
337 Nansemond Parkway	City of Suffolk	3.03 <b>4100</b>	G	95%	2%	1%	1%	0%	0%	С	0.099	0.547	4400	C
	To: From:	133-642 Wilroy												
337 Nansemond Parkway	City of Suffolk	1.40 <b>11000</b>	G	95%	2%	1%	1%	0%	0%	F	0.096	0.533	12000	G
$\smile$	To: Fron:	Whitley Land	e											
337)Nansemond Parkway	City of Suffolk	2.01 8400	G	95%	2%	1%	1%	0%	0%	F	0.101	0.548	8900	Ģ
	То	SR 125 Kings H	Hwy											
337) Nansemond Parkway	City of Suffolk	2.52 <b>13000</b>	G	96%	1%	1%	1%	1%	0%	С	0.093	0.608	13000	Ċ
337)	To:	WCL Chesaper		0070	. , 0	. / 0	. /0	. /0	0,0	Ũ	0.000	0.000		
	From	Isle of Wight Coun												
460 Pruden Blvd	City of Suffolk	3.08 <b>18000</b>	G	82%	1%	1%	1%	14%	0%	F	0.091	0.635	17000	Ģ
400)					. , .	.,.			• / •	-				-
460 Pruden Blvd		133-604 Lake Prince Dr; I			10/	10/	10/	1 4 0/	00/	F	0.00	0.600	10000	0
460 Fruden Biva	City of Suffolk	0.54 <b>20000</b>	G	82%	1%	1%	1%	14%	0%	Г	0.09	0.620	19000	Ģ
~~~~	To: From:	133-634 Kings Fo												
460 Pruden Blvd	City of Suffolk	1.47 27000	G	82%	1%	1%	1%	14%	0%	F	0.091	0.635	25000	Ģ
~~	To: From:	US 58, BUS US 460; Su												
460 58 13 Suffolk Bypass	City of Suffolk	US 58, BUS US 460, P 0.93 50000	G G	92%	0%	1%	1%	6%	0%	F	0.096	0.669	52000	C
460 58 13 Suffolk Bypass				92 /0	0 /0	1 /0	1 /0	0 /0	0 /0	1	0.090	0.009	52000	Ċ
	Franc	SR 10 SR 32 Godw			.					_				
460) (58) (13) Suffolk Bypass	City of Suffolk	1.87 60000	G	92%	0%	1%	1%	6%	0%	F	0.085	0.597	63000	G
$\sim \sim \sim$	To	61-642 Wilroy	Rd											
460 (58) (13) Suffolk Bypass	City of Suffolk	2.30 50000	G	92%	0%	1%	1%	6%	0%	F	0.084	0.618	53000	G
	To	Bus US 13, Bus US 58 M	Military	Hwy										

					_		Trucl	k			К		Dir		
Route	Jurisdiction	Length	AADT Q	A 4Tire	Bus	2Axle	3+Axle 1	Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
460 (58) (13) Military Highway	From: City of Suffolk	XXX Bus US 1 3.46	3,Bus US 58 Mil	j	0%	1%	10/	6%	09/	E	0.086		0.621	77000	G
460 58 13 Military Highway			CL Chesapeake	92%	0%	1%	1%	0%	0%	Г	0.086		0.621	77000	G
Bus	From:		S 58, US 460												
Bus 460	City of Suffolk	1.11	11000 G	99%	0%	0%	0%	0%	0%	F	0.092		0.630	11000	G
Bus	To: From:	S	R 10, SR 32												
(460) (10) (32)	City of Suffolk	1.49	26000 A	99%	0%	0%	0%	0%	0%	С	0.098		0.504	27000	Α
Bus	To	Ole	d NCL Suffolk												
460 32 10 Main St	City of Suffolk	0.09	30000 G	99%	0%	1%	0%	0%	0%	F	0.087		0.502	31000	G
\sim \sim \sim	To	US 13,	BUS US 58,SR 3	2											
Bus Bus Bus (58) (13) Constance Rd	City of Suffolk	0.88	17000 G	97%	0%	1%	0%	2%	0%	F	0.08		0.566	18000	G
$\downarrow \downarrow \downarrow \downarrow$	- 		Pinner St			<u> </u>									
$\underbrace{Bus}_{460} \underbrace{Bus}_{58} \underbrace{Bus}_{13} \text{Portsmouth Blvd}$	City of Suffolk	1.60	17000 G	97%	0%	1%	0%	2%	0%	С	0.084		0.525	18000	G
$\bigcirc \bigcirc \bigcirc$	To	SR 3	37 Washington St												
Bus Bus 460 (58 (13) Portsmouth Blvd	City of Suffolk	1.22	24000 G		0%	1%	1%	2%	0%	С	0.081		0.579	25000	G
	To:	1.22	US 58	0070	070	1,0	170	270	070	Ŭ	0.001		0.070	20000	G
	From:		/009B TO ROU	ΤE											
664 Ramp	City of Suffolk (Maint: 61		NA FROM ROUTE (· / A							NA			NA	
East	From:		Newport News	004											
664 Monitor Merrimac Memorial Bridge Tunnel	City of Suffolk (Maint: 61		31000 F	94%	0%	1%	1%	4%	0%	F	0.115			33000	F
	Estimates for 2 Parallel Roadw	,	63000 F	94%	0%	1%	1%	4%	0%	F	0.102	А	0.555	68000	F
		East I-664 is	signed as So	uth I-664											
East	To: From:	SR	135 College Dr												
664)Hampton Roads Beltway	City of Suffolk (Maint: 61	l) 1.38	32000 A	94%	0%	1%	1%	4%	0%	С	0.117			35000	Α
	Estimates for 2 Parallel Roadw	ays on this Route:	66000 A	94%	0%	1%	1%	4%	0%	С	0.101	А	0.514	71000	Α
		East I-664 is	signed as So	uth I-664											
East	To: From:	SR 164	Western Freewa	y											
664)Hampton Roads Beltway	City of Suffolk (Maint: 61) 0.58	28000 G	94%	0%	1%	1%	4%	0%	F	0.111			30000	G
/	Estimates for 2 Parallel Roadw	ays on this Route:	56000 G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	60000	G
		East I-664 is	signed as So	uth I-664											
East	To: From	US	17 Bridge Rd												
East 664 Hampton Roads Beltway	City of Suffolk (Maint: 61	0.62	38000 G	94%	0%	1%	1%	4%	0%	F	0.095			41000	G
	Estimates for 2 Parallel Roadw	,	77000 G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	83000	G
		East I-664 is	signed as So	uth I-664											
	To:	EC	L Chesapeake												

Route	Jurisdictio	on Len	gth AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 664 Ramp	From City of Suffolk (N Tr	,	I-664 Eas 6 1800 6R 135 N, Coll	G								0.159			1800	G
East 664 Ramp	From City of Suffolk (N To		I-664-E TO R	г 135 G								0.102			4100	G
East 664)Ramp	From City of Suffolk (N To		I-664 Eas 3 10000 East Exit 9B to	G	East							0.108			10000	G
East 664 Ramp	From City of Suffolk (N Tr	Maint: 61) 0.1	009B TO ROU 8 NA 164 FROM RO									NA			NA	
East 664 Ramp	From City of Suffolk (N To	Maint: 61) 0.4	009A TO ROU •6 NA 54-W009B TO									NA			NA	
West 664 Monitor Merrimac Memo	From Drial Bridge Tunnel City of Suffolk (N Combined Traffic Estimates for 2 Parallel	Maint: 61) 3.4 I Roadways on this Rou	te: 63000 4 is signed	F F as Nor	94% 94% th I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.111 0.102	A	0.555	35000 68000	F F
West 664 Hampton Roads Beltway	y City of Suffolk (N Combined Traffic Estimates for 2 Parallel	I Roadways on this Rou		A A	94% 94% th I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	C C	0.112 0.101	A	0.514	36000 71000	A A
West 664 Hampton Roads Beltway	y City of Suffolk (N Combined Traffic Estimates for 2 Parallel	Maint: 61) 0.4 I Roadways on this Rou		G G	94% 94% th I-664	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.112 0.101	A	0.514	31000 60000	G G
West 664 Hampton Roads Beltway	y City of Suffolk (N Combined Traffic Estimates for 2 Parallel	Maint: 61) 0.5 I Roadways on this Rou	US 17 Bridge 7 39000 ite: 77000 4 is signed	G G G as Nor	94% 94%	0% 0%	1% 1%	1% 1%	4% 4%	0% 0%	F F	0.083 0.089	F	0.589	42000 83000	G G
West 664 Ramp	Trom From City of Suffolk (N Tr	Maint: 61) 0.1	ECL Chesapo I-664-W TO R 6 1500 AMP FR I-664	T 135 G	_I-664							0.129			1500	G
West 664 Ramp	From City of Suffolk (M	Maint: 61) 0.2	I-664-W TO R 26 3500 R 135 FROM F	G								0.12			3500	G

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
West	From:	I-664-W TO I	NSPECTIC	N STA	ΓION								
West (664)Ramp	City of Suffolk (Maint: 61)	0.26	360	G					0.119			360	G
\bigcirc	To:	I-664-W FROM	INSPECT	ION ST.	ATION								
West	From:	I-664-V	V TO ROU	ГЕ 164									·
West (664)Ramp	City of Suffolk (Maint: 61)	0.24	7300	G					0.083			7300	G
	To:	SR 164 FROM I	ROUTE 664	WEST	NORTH								
West	From:	I-664-W TO ROU	TES 17 SO	UTH &	164 EAST								
(664)Ramp	City of Suffolk (Maint: 61)	0.11	12000	G					0.078			12000	G
	To	I-664-W009C	TO ROUT	E 17 SC	UTH								
West (664)Ramp	City of Suffolk (Maint: 61)	0.17	NA						NA			NA	
004	То:	I-664-E009E		TO ROU	JTE								
West	From:	I-664-W009B	TO ROUT	E 17 SC	UTH								
West (664)Ramp	City of Suffolk (Maint: 61)	0.11	NA						NA			NA	
\smile	To:	US 17 FROM R	OUTE 664	WESTN	IORTH								

						Truck				к		Dir			
Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW	Year
Area	From	r			US 460	Pruden Blvd									
0.20	130	R								NA			NA		04/21/2011
0.10	350 From To	R								NA			NA		04/21/2011
					we	L Sulloik				I					
0.60	From 410	G	98%	0%	0%	1% (0%	С	0.126		0.667	440	G	2016
	From														
0.30	2000	N	98%	0%	0%			0%	Ν	0.112		0.719	2100	Ν	2016
1.97	2000	G	98%	0%	0%	1% ()%	0%	С	0.112		0.719	2100	G	2016
0.97	From 1800	G	98%	0%	0%	1% (0%	С	0.111		0.684	2000	G	2016
	From	r		JB-NC N			ATE I	LINE							
6.91	230	R								0.13		0.895	NA		02/05/2002
1.54	510 From	G	96%	2%	133-642 V 2%			0%	F	0.115		0.743	550	G	2016
4.11	From 680	G	96%	1 2%	1 <u>33-674 N</u> , 2%			0%	С	0.116		0.785	730	G	2016
0.06	From 3100	G	96%	2%	2%	0% (0%	F	0.091		0.598	3300	G	2016
1.30	From 4100	G	97%	U: 1%		WCL Suffolk;		0%	С	0.114		0.597	4400	G	2016
2.55	From 2800	G	97%	1%	1%	0% 1	%	0%	F	0.127		0.584	3000	G	2016
0.51	From 1600	G	97%			, Kings Fork I	Rd	0%	С	0.123		0.592	1700	G	2016
0.78	From 2300	G	97%	1%	US 460 1%		%	0%	С	0.103		0.579	2400	G	2016
3.16	1400	G	97%	1%	1%	0% 1		0%	F	0.108		0.531	1500	G	2016
1.50	240 _{то}	R								0.146		0.677	NA		02/05/2002
	From	12													
3.30	400	G	95%	1%	2%)%	0%	С	0.121		0.510	430	G	2016
1.70	320 Tron	G	95%	1%	2%	2% (0%	F	0.114		0.775	340	G	2016
1.40	From 280	R			US 460	Pruden Blvd	-			0.109		0.520	NA		02/05/2002
										1					
4.90	330 тс	R								0.11		0.682	NA		09/09/2014
3.20	From 190	G	98%	0%	133-653;	Gap Terminu		0%	F	0.110		0.568	200	G	2016
0.20	From 90	G	98%	0%	133-74 1% Isle of Wi		%	0%	С	0.182		0.571	90	G	2016
	0.20 0.20 0.10 0.60 0.30 1.97 0.97 6.91 1.54 4.11 0.06 1.30 2.55 0.51 0.78 3.16 1.50 3.30 1.70 3.30 1.70 3.20	0.20 130 0.10 350 T. 0.10 350 T. 0.60 410 T. 0.30 2000 T. 0.30 2000 T. 0.30 2000 T. 0.30 2000 T. 0.30 2000 T. 1.97 2000 T. 0.97 1800 T. 0.97 1800 T. 0.97 1800 T. 1.54 510 T. 1.54 510 T. T. 1.54 510 T. T. 1.30 4100 T. T. T. T. T. T. T. T. T. T.	Area 0.20 130 R 0.20 130 R 0.10 350 R 1 0.10 350 R 1 0.60 410 G Te 0.30 2000 N 1 0.30 2000 R 1.97 2000 G 1.97 1800 G 1.97 1800 G 1.54 510 From 6.91 230 R 1.54 510 G 1.50 2800 G 1.6 0 0.51 1600 G 1 0.5 1 1 0 0	Area	Area 0.20 130 R 0.20 130 R 0.10 350 R 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Length AADT QA 4 Tire Bus $2Axle 3+Axle 17$ Area nm US 460 Pruden Blvd US 460 Pruden Blvd 0.20 130 R		C 2Axle 34,Axle 11rail 21rail 0.20 130 R	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC 2Axle 3+Axle 1Trail 2Trail QT US 400 Proden Blvd 0.20 130 R 46-636 Old Suffolk Rd 0.10 350 R 410 G 98% 0% 0% 1% 0% 0% 0% C 133-604 Lake Prince Dr 1.97 2000 N 98% 0% 0% 1% 0% 0% N 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 2000 G 98% 0% 0% 1% 0% 0% C 1.97 1800 G 98% 0% 0% 1% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.97 1800 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 96% 2% 2% 0% 0% 0% C 1.154 510 G 97% 1% 1% 0% 1% 0% C 1.150 240 N 1.30 4100 G 97% 1% 1% 0% 1% 0% C 1.33-634 W, Kings Fork Rd 1.50 240 N 1.33 400 C 97% 1% 1% 0% 1% 0% C 1.33-634 W, Kings Fork Rd 1.50 240 R 1.33 400 N 1.33 400 N 1	Length AADT QA 4 Tire Bus 2Axle 3+Axle 1 Trail 2Trail QC Factor Trail 100 QA 4 Tire Bus 2Axle 3+Axle 1 Trail 2Trail QC Factor Trail 100 QA 4 Tire Bus 2Axle 3+Axle 1 Trail 2Trail QC Factor 100 QA 410 R	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CC Factor QK Factor R 2Axle 3+Axle 1Trail 2Trail CC Factor QK Factor R 7 0.20 130 R 7 133 601 kt 10 10 350 R 7 133 601 kt 10 10 10 10 10 10 10 10 10 10 10 10 10	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail CF Factor CK Factor XFa 0.20 130 R	Length AADT QA 4 Tire Bus 2Axle 3+Axle Trail 2Crail CC Factor CK Factor AAWDT Factor 0.20 130 R US 460 Produce Bird NA NA NA 0.10 350 R Vieta NA NA NA 0.10 350 R Vieta NA NA NA 0.60 410 G 98% 0% 0% 0% 0% 0.0% 0.0% 0.06 1.13:401 Eventes Ed NA NA NA 0.30 2000 N 98% 0% 0% 0% 0% 0.12 0.126 0.667 440 1.97 2000 G 98% 0% 1% 0% 0% 0.112 0.719 2100 0.37 1800 G 98% 0% 1% 0% 0% 0.112 0.719 2100 1.97 2300 R ISA 4560 Edvin Bhd<	Length AADT QA 4 Hire Bus 2Axie 3+Axie 1Trail 2Trail CC Factor CK Factor AWWDT QW 0.20 130 R US 460 Prodeo BMd NA NA NA 0.10 350 R Mc 6430 GM Suffak RA NA NA NA 0.10 350 R WCL Suffak NA NA NA 0.50 410 G 98% 0% 0% 0% 0% 0% 0% 0.50 410 G 98% 0%

					mans		aintenance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1.		13	3 661 W So	uthwestern Blvd			1					
(613) Leafwood Rd	1.50	730	G		15.					0.145		0.608	730	G	2016
0		10	, 				8 West								
616 Holy Neck Rd	2.20	From 750	G	91%	3%	4%	5 <u>58</u> 1% 1%	0%	F	0.095		0.516	800	G	2016
(616) Holy Neck Rd	2.77	From 230	G	91%	3%	133-661 S 4%	8, Ellis Rd 1% 1%	0%	С	0.099		0.52	240	G	2016
(616) Vicksburg Rd	1.69	230 Tron	G	91%	3%	4%	Pineview Rd 1% 1%	0%	F	0.109		0.556	240	G	2016
616 Longstreet Lane	0.10	From 460	G	91%	3%	133-660 S; V 4%	Vicksburg Rd 1% 1%	0%	F	0.110		0.658	490	G	2016
(616) Mineral Spring Rd	3.43	From 540	G	91%			neral Spring Rd ongstreet Lane 1% 1%	0%	F	0.109		0.638	580	G	2016
616 Mineral Spring Rd	1.48	From 410	G	91%	3%	4%	eman Mill Rd 1% 1% leyville Blvd	0%	F	0.096		0.605	440	G	2016
(616) Wedgewood Rd	2.10	From 370	R			133-677 N, C	Greenway Rd			0.136		0.55	NA		02/05/2002
623) Respass Beach Rd	1.69	From 5300 To	u G			133-658 To	ownpoint Rd , Bay Circle			0.114		0.621	5300	G	2016
626 Shoulders Hill Rd	1.44	From 8400	G	97%	1%	SR 337 Nans 1%	semond Pkwy 0% 0%	0%	С	0.111		0.531	8900	G	2016
626 133 Shoulders Hill Rd	1.63	From From 13000	G	97%	1%	1%	Pughsville Rd 0% 0% Bridge Rd	0%	F	0.107		0.606	14000	G	2016
		From	12			SR 337 Nans	semond Pkwy								
(627) Bennetts Pasture Rd	1.36	5300	G	97%	2%	1%	0% 0%	0%	F	0.105		0.554	5600	G	2016
627 Bennetts Pasture Rd	3.51	From 9800 To	G	97%	2%	1%	Kings Hwy 0% 0% Bridge Rd	0%	С	0.098		0.585	10000	G	2016
628 G28 Tiss Crittenden Rd	5.26	From 3000 Tc	G	96%	1%	2%	Kings Hwy 1% 1% Bridge Rd	0%	С	0.102		0.55	3200	G	2016
632 Old Myrtle Rd	5.70	From 600	G				t County Line			0.131		0.679	600	G	2016
634) Kings Fork Rd	2.27	From 460	G	97%	1%		ndian Trail 0% 0%	0%	F	0.11		0.68	490	G	2016
634 Kings Fork Rd	1.70	From 1700	G	97%	1%	133-637 Lal 1%	ke Meade Dr 0% 0%	0%	С	0.102		0.694	1900	G	2016
634 Kings Fork Rd	0.64	From 9	G	97%	2%	133-604 W, 1 1%	Pitchkettle Rd 0% 0%	0%	С	0.112		0.547	2600	G	2016
634 Kings Fork Rd	2.27	Trom From 4800 To	G	97%	2%	1%	ruden Blvd 0% 0% odwin Blvd	0%	F	0.116		0.644	5100	G	2016
638 Murphys Mill Rd	1.25	From 220 To	" R			133-604 Pit	tchkettle Rd			0.111		0.627	NA		02/12/2002
(639) Lake Cohoon Rd	0.42	From 1500 To	G	97%	0%	133-644 I	ndian Trail 1% 1%	0%	С	0.113		0.533	1600	G	2016

										K		Dir			
Length	AADT	QA	4Tire	Bus					QC		r QK	Factor	AAWDT	QW	Year
	From	1			North Car	alina Stat	Lina			<u> </u>					
3.32	390 т.	G	97%	1%	1%	1%	1%	0%	С	0.114		0.696	410	G	2016
1.84	From 500	G	96%	2%	2%	0%	0%	0%	С	0.113		0.919	540	G	2016
1.95	470	G	96%	13 2%	2%	0%	0%	0%	F	0.124		0.690	500	G	2016
2.80	620	G	98%	0%	133-67- 1%	4 Badger 0%	Rd 0%	0%	F	0.123		0.711	660	G	2016
0.79	From 840	G	98%	2. 0%	80 MN 13 1%	<u>3-674 Ba</u> 0%	iger Rd 0%	0%	F	0.109		0.670	900	G	2016
0.84	From 2600	G	98%	0%	1%	0%	0%	0%	С	0.101		0.588	2800	G	2016
2.10	From 5400	G	96%	1%				0%	С	0.107		0.501	5800	G	2016
1.77	From 8600	G	94%	1%	۱ 2%	US 58 1%	1%	0%	С	0.109		0.509	9100	G	2016
	То				SR 337 Na	unsemond	Pkwy								
2.56	From 610	G	96%	13 2%	1%	0%	0%	0%	F	0.115		0.709	620	G	2016
2.32	720	G	96%	2%	1%	0%	0%	0%	F	0.100		0.735	770	G	2016
1.30	From 1100	G	96%	2%	1%	0%	0%	0%	С	0.102		0.708	1200	G	2016
0.94	From 910	G			133-645	Manning	Rd			0.105		0.675	910	G	2016
	From			0.9											
1.70	320	G	96%	0%	3%	1%	0%	0%	F	0.124		0.663	340	G	2016
3.70	410 From	G	96%	0%	3%	1%	0%	0%	F	0.11		0.565	430	G	2016
2.30	From 560	G	96%	0%	3%	1%	0%	0%	С	0.121		0.629	590	G	2016
0.60	1200	G	96%	0%	3%	1%	0%	0%	F	0.123		0.574	1300	G	2016
1.18	From 1200 To	G	96%	0%	3%	1%	0%	0%	F	0.121		0.604	1300	G	2016
	From	1		1											
1.70	700	G	94%	2%	1%	1%	1%	0%	С	0.102		0.667	740	G	2016
1.50	^{From} 1500 _{То}	G	96%	1%	1%	1%	0%	0%	С	0.1		0.667	1500	G	2016
0.40	From 980 To	G	96%	1%	2%	1%	1%	0%	С	0.097		0.514	1000	G	2016
0.20	From 1500	G	92%	2%				0%	F	0.093		0.781	1600	G	2016
	From				133-649) Lummis	Rd								
2.50	500 To	G	92%	2%	2%	1%	2%	0%	F	0.104		0.534	530	G	2016
0.65	From 930	G	92%	2%	<u>33-643 Ma</u> 2%	1%	age Ra	0%	С	0.102		0.514	980	G	2016
	3.32 1.84 1.95 2.80 0.79 0.84 2.10 1.77 2.56 2.32 1.30 0.94 1.70 3.70 2.30 0.60 1.18 1.70 1.50 0.40 0.20 2.50	3.32 390 1.84 500 1.95 470 1.95 470 2.80 620 0.79 840 0.79 840 0.84 2600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.77 8600 1.70 700 1.30 1100 1.70 320 70 70 1.70 320 70 70 1.70 700 1.70 700 1.70 700 1.70 700 1.70 700 1.70 700 70 700 70 700 70 700	3.32 390 G 3.32 390 G 1.84 500 G 1.95 470 G 1.95 470 G 2.80 620 G 0.79 840 G 0.79 840 G 0.84 2600 G 0.84 2600 G 1.77 8600 G 1.77 720 G 1.30 1100 G 1.70 320 G 1.70 320 G 1.70 700 G 1.70 700 G 1.70 700 G </td <td>Note Note Note 3.32 390 G 97% 1.84 500 G 96% 1.95 470 G 96% 1.95 470 G 98% 2.80 620 G 98% 0.79 840 G 98% 0.84 2600 G 98% 0.84 2600 G 98% 1.77 8600 G 98% 1.77 8600 G 96% 1.30 1100 G 96% 1.30 1100 G 96% 1.70 320 G 96% 1.70 320 G 96% 1.70 700 G</td> <td>Length AADT QA 4Tire Bus 3.32 390 G 97% 1% 3.32 390 G 97% 1% 1.84 500 G 96% 2% 1.84 500 G 96% 2% 1.95 470 G 96% 2% 2.80 620 G 98% 0% 700 G 98% 0% 2.80 620 G 98% 0% 0.84 2600 G 98% 0% 700 G 96% 1% 7% 1.77 8600 G 96% 2% 1.77 8600 G 96% 2% 2.10 5400 G 96% 2% 1.77 8600 G 96% 2% 1.77 8600 G 96% 2% 1.30 1100 G 96% <</td> <td>Length AADT QA 4 Tire Bus $\frac{2}{2}$ Axle 3.32 390 G 97% 1% 1% 3.32 390 G 97% 1% 1% 1.84 500 G 96% 2% 2% 1.84 500 G 96% 2% 2% 1.95 470 G 96% 2% 2% 1.95 470 G 98% 0% 1% 0.79 840 G 98% 0% 1% 0.79 840 G 98% 0% 1% 0.84 2600 G 98% 0% 1% 1.77 8600 G 96% 1% 1% 2.10 5400 G 96% 2% 1% 1.77 8600 G 96% 2% 1% 2.56 610 G 96% 2% 1% 1.77</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> <td>2Axle 3+Axle 11rail 21rail 3.32 380 G 97% 1% 1% 1% 1% 1% 0%</td> <td>Length AADT QA 4 Tire Bus Image: Arrow of the carolina State Line QC 3.32 390 G 97% 1% 1% 1% 1% 0%</td> <td>Length AADT QA 4 Tire Bus </td> <td>Length AADT QA 4Tire Bus </td> <td>Length AADT QA 4 Tire Bus Truck Truck QC K CK Pactor 3.32 390 G 97% 1% 1% 0</td> <td>Length AADT QA 4Tire Bus </td> <td>Length AADT OA 4 Tire Bus Description Column Column Column Column Column Column Dir Factor AAWDT CW 3.32 30 G 97% 1% 1% 1% 0% Column 0.996 410 G 3.32 300 G 97% 1% 1% 1% 0% Column 0.996 410 G 1.84 500 G 96% 2% 2% 0% 0% Column 0.911 0.911 0.911 0.911 0.911 0.911 0.916 G 0.911 0.911 0.966 Column 0.911 0.9100 G 0.910 G 0.910 G 0.9100 G 0.9100 G<!--</td--></td>	Note Note Note 3.32 390 G 97% 1.84 500 G 96% 1.95 470 G 96% 1.95 470 G 98% 2.80 620 G 98% 0.79 840 G 98% 0.84 2600 G 98% 0.84 2600 G 98% 1.77 8600 G 98% 1.77 8600 G 96% 1.30 1100 G 96% 1.30 1100 G 96% 1.70 320 G 96% 1.70 320 G 96% 1.70 700 G	Length AADT QA 4Tire Bus 3.32 390 G 97% 1% 3.32 390 G 97% 1% 1.84 500 G 96% 2% 1.84 500 G 96% 2% 1.95 470 G 96% 2% 2.80 620 G 98% 0% 700 G 98% 0% 2.80 620 G 98% 0% 0.84 2600 G 98% 0% 700 G 96% 1% 7% 1.77 8600 G 96% 2% 1.77 8600 G 96% 2% 2.10 5400 G 96% 2% 1.77 8600 G 96% 2% 1.77 8600 G 96% 2% 1.30 1100 G 96% <	Length AADT QA 4 Tire Bus $\frac{2}{2}$ Axle 3.32 390 G 97% 1% 1% 3.32 390 G 97% 1% 1% 1.84 500 G 96% 2% 2% 1.84 500 G 96% 2% 2% 1.95 470 G 96% 2% 2% 1.95 470 G 98% 0% 1% 0.79 840 G 98% 0% 1% 0.79 840 G 98% 0% 1% 0.84 2600 G 98% 0% 1% 1.77 8600 G 96% 1% 1% 2.10 5400 G 96% 2% 1% 1.77 8600 G 96% 2% 1% 2.56 610 G 96% 2% 1% 1.77	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	2Axle 3+Axle 11rail 21rail 3.32 380 G 97% 1% 1% 1% 1% 1% 0%	Length AADT QA 4 Tire Bus Image: Arrow of the carolina State Line QC 3.32 390 G 97% 1% 1% 1% 1% 0%	Length AADT QA 4 Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4 Tire Bus Truck Truck QC K CK Pactor 3.32 390 G 97% 1% 1% 0	Length AADT QA 4Tire Bus	Length AADT OA 4 Tire Bus Description Column Column Column Column Column Column Dir Factor AAWDT CW 3.32 30 G 97% 1% 1% 1% 0% Column 0.996 410 G 3.32 300 G 97% 1% 1% 1% 0% Column 0.996 410 G 1.84 500 G 96% 2% 2% 0% 0% Column 0.911 0.911 0.911 0.911 0.911 0.911 0.916 G 0.911 0.911 0.966 Column 0.911 0.9100 G 0.910 G 0.910 G 0.9100 G 0.9100 G </td

						omona	Maintena		ou							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			122 69	5 Jackson	D.4								
647 Copeland Rd	1.75	610	G	92%	2%	2%	1%	2%	0%	F	0.099		0.571	650	G	2016
(133)		То				US 13 W	/haleyville	Blvd								
\sim		From				133-660	Longstreet	Lane								
(650) Quince Rd	1.90	130	R					~ 1			0.188		0.630	NA		07/09/2002
9		To	<u> </u>				9 Lummis									
653 Glen Haven Dr	0.13	1200	G	98%	0%	133-612 1%	2 Kingsdale 0%	0%	0%	С	0.103		0.64	1300	G	2016
(653) Glen Haven Dr	0.10	1200	~	0070	0 / 0				070	0			0.01	1000	G	2010
(653) Dutch Rd	3.12	From: 560	G	95%	1%	2%	8 Bus EAS 2%	1%	0%	С	0.115		0.514	600	G	2016
(653) Dutch Rd		To	<u> </u>		.,.		N, Quaker		• / •	-					•	
	a 17	From					S, Quaker		0 .01							
(653) Holland Corner Rd	2.17	200 To	G	96%	2%	2%	0% (in and Smri	0%	0%	С	0.151		0.571	200	G	2016
-		From	I				fineral Spri									
(655) Brentwood Rd	0.90	140	R			133-65	51 Barnes F	Rd			0.174		0.579	NA		02/14/2002
	0.00	To					US 58						0.070			02/11/2002
		From				133-659	Pughsville	Rd								
658 Town Point Rd	1.36	1300	G	95%	1%	3%	1%	0%	0%	С	0.093		0.557	1400	G	2016
133		To				133-2276	6 Plummer	Blvd			— <u> </u>					
658 Town Point Rd	0.46	2800	G	95%	1%	3%	1%	0%	0%	F	0.091		0.511	3000	G	2016
133		To					Bridge Rd;									
658 Town Point Rd	0.60	9700	G	95%	1%	Harbor V 3%	/iew Blvd.; 1%	Gap 0%	0%	F	0.089		0.514	10000	G	2016
(658) Town Point Rd	0.00	9700	- G	90 /0	1 /0				0 /6	I	0.089		0.514	10000	a	2010
658 Town Point Rd	0.10		G	000/	0%	<u>133-2253</u> 1%	Brookwoo		00/	С	0.084		0 566	12000	G	2016
(658) Town Point Rd	0.18	11000	G	98%	0%		0%	0%	0%	U	0.064		0.566	12000	G	2016
(658) Town Point Rd	0.68		G	99%	1%	SR 13 0%	5 College I 0%	Or 0%	0%	С	0.092		0.502	10000	G	2016
(658) Town Point Rd	0.00	9000 To	G	9970	1 /0		. Portsmout		0 /8	U	0.092		0.302	10000	a	2010
		From			1		Shoulders									
(659) Pughsville Rd	1.28	6300	G	98%	0%	1%	0%	0%	0%	С	0.109		0.539	6700	G	2016
(133)		To				WCL	Chesapeak	te								
		From		13	3-616 N	; Mineral	Spring Rd;	Longstre	et Lane							
660 Longstreet Ln	5.50	630	R								0.106		0.813	NA		02/14/2002
		To					US 58									
		From				133-759	W, Quake	r Dr								00/14/00000
662 Box Elder Rd	1.10	60 To	R			122.64	9 Lummis	D.4			0.104		0.8	NA		02/14/2002
		From			10											
(666) Gates Rd	2.10	1300	G	65%	1%	<u>3-759 Pine</u> 1%	eview Rd; 0 6%	27%	0%	F	0.094		0.583	1300	G	2016
(666) Gates Rd		Ta	~	0070	. /0				0,0	•			0.000		0.	20.0
666 Gates Rd	3.37	From: 1400	G	65%	1%	133-0	661 Ellis Ro 6%	27%	0%	F	0.092		0.635	1500	G	2016
(666) Gates Rd	0.07		~	0070	. /0				0,0	•			0.000		0.	20.0
666 Gates Rd	0.65	From:	G	65%	1%	133-746	Wildwood 6%	27%	0%	С	0.098		0.677	1500	G	2016
000 00000000000000000000000000000000000	0.00	То	<u> </u>	0070	170		SR 189	2170	0,0	0			0.077	1000	G	2010
		From				133-759	E, Pineviev	v Rd								
667 Butler Dr	1.90	130	R				,				0.178		0.576	NA		02/14/2002
133		To				133-660	Longstreet	Lane								
\sim		From				133-759	9 S, Short L									
668 Pittmantown Rd	0.12	1200 To	G	69%	1%	1%	2%	27%	0%	С	0.094		0.595	1300	G	2016
_		From					9 N, Gates Spivey Ru									
(668) Freeman Mill Rd	4.50	380	R								0.102		0.807	NA		02/14/2002
133		To				US-13 N,	Whaleyville	e Blvd								
		From				US 13 W	haleyville	Blvd								
(672) Little Fork Rd	3.60	140	R								0.121		0.655	NA		02/18/2002
\checkmark		To	i			North Ca	rolina State	Line								

Route	Length	AADT	QA	4Tire	Bus		Tr ə 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk											1 actor		1 actor			
(673) Liberty Spring Rd North	2.00	430	R		133-	-759 E, L	iberty Sprir	ng Rd Wes	t		0.121		0.714	NA		02/18/2002
(673) Liberty Spring Rd North		Tor				133-64	17 Copeland	d Rd					-			
		From:				133-60	04 S, Hosie	r Rd								
(674) Badger Rd	1.30	180 To:	R			100 (40	X71 % X	1.0.1			0.137		0.529	NA		02/18/2002
<u> </u>		Erom					White Mar									
675 Cypress Chapel Rd	3.60	120	G	84%	5%	4%	Whaleyville 7%	0%	0%	С	0.132		0.529	130	G	2016
675 Cypress Chapel Rd	0.50	From: 170	G	95%	0%	SR 3 4%	2 Carolina 0%	Rd 0%	0%	С	0.156		0.667	180	G	2016
133		To:			1	133-642 \$	S, White M	arsh Rd								
(677) Great Fork Rd	3.60	From: 1700	G	98%	0%	North C 1%	arolina Stat 1%	e Line 0%	0%	С	0.106		0.708	1800	G	2016
(1 <u>1</u> 33)		To:				US 13	Whaleyville	Blvd								
0		From:				133-67	3 Greenwa	y Rd								
(678) Cherry Grove Rd	2.60	100 To:	R		1/	22 (42 N	4.1 0	D 1			0.132		0.56	NA		02/18/2002
<u> </u>		From:			1.		, Adams Sv	vamp Rd								
Benton Rd	1.00	630	R				Dead End				0.168		0.547	NA		02/18/2002
003		To:					US 13						01011			02/10/2002
		From:				U	S 13, SR 32	2								
688 Turlington Rd	3.16	2300	G	97%	1%	1%	0%	0%	0%	С	0.102		0.616	2400	G	2016
		To:				133-172	2 Kilby Sho	ores Rd								
	1.05	370	R			133-7-	43 Matoaka	a Rd			0.171		0.583	NA		02/18/2002
(695) Mockingbird Lane	1.25	370 Tor	n				Dead End				0.171		0.565	INA		02/10/2002
		From:					646 Airport	Rd								
(705) Meadow Country Rd	1.80	570	G	95%	2%	2%	1%	1%	0%	С	0.097		0.535	610	G	2016
133		To:			1	33-674 N	leadow Co	untry Rd								
		From:				133-20	023 N, Lake	e Rd								
(715) Nansemond Dr North	0.53	220	R			100 712	7 N 4 61	D			0.11		0.634	NA		04/06/2005
-		From:					7 North Sho									
(731) Dill Rd	0.66	4400	G	89%	2%	<u>US 1</u> 3%	3 Carolina 2%	Rd 5%	0%	С	0.091		0.576	4700	G	2016
(731) Dill Rd	0.00	To:	5	0070	270		111 E, Dill		0,0	Ū			0.070		0.	20.0
		From:				133-64	4 W, Indian	Trail								
(739) Deer Path Rd	5.20	320	R								0.120		0.664	NA		03/04/2002
		To:					4 E, Indian									
	0.00	From:		000/	10/		2 Kingsdal		00/	0			0.040	70	~	0010
(740) Carr Lane	0.80	70	G	96%	1%	1%	1% 44 Indian T	0% Trail	0%	С	0.206		0.643	70	G	2016
		From:					Dead End									
(744) Jasmine Ln	0.93	130	R				Dead End				0.164		0.563	NA		04/05/2005
(744) Jasmine Ln		To:				133-61	6 Holy Nec	k Rd								
2		From:]	Dead End									
(757) Bennetts Creek Park Ro	d 1.03	3400	G								0.100		0.58	3400	G	2016
0		To:					Shoulders 1									
(759) Short Lane	0.12	From: 1700	G	92%	5%	North C 2%	arolina Stat 1%	e Line 0%	0%	F	0.092		0.577	1900	G	2016
(133) Onon Lane	0.12	Tor	G	JC /0			S, Pittmanto		0 /0	I	0.092		0.077	1300	a	2010
		From:	_		ĺ	133-668 1	N, Pittmante	own Rd								
(759) Gates Rd	1.23	1200 To:	G	66%	1%	1%		29%	0%	С	0.095		0.575	1200	G	2016
		From:					66 Pineview 666 Gates 1									
(759) Pineview Rd	3.75	70	G	92%	5%	2%	1%	0%	0%	С	0.182		0.542	70	G	2016
133		To:				133-616	W, Holy N	eck Rd								

					mans										
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			122 (1(F. V	alashaan Dil								
(759) Quaker Dr	3.55	710	G	92%	5%	133-616 E, V	1% 0%	0%	F	0.114		0.884	730	G	2016
(759) Quaker Dr		Τo				133-653 N,									
Liberty Caring Dd West	0.00	From:	L_			133-643 S, N	Ianning Rd					0 505	NIA		04/16/0000
(759) Liberty Spring Rd West	2.20	640 To	R			US 13 S, Wha	levville Blvd			0.099		0.505	NA		04/16/2002
		From				Cul-de									
(785) Burnetts Ct	0.12	140	G			Cui-uc	-Sac			0.139		0.744	140	G	2016
133		To				133-780 Bu	metts Way								
		From				Cul-de	-Sac								
(1035) Chenaneo Rd	0.14	110	R							0.163		0.704	NA		04/07/2005
		To				133-1034 Fal	lwater Way								
\sim		From				133-1111									
(1101) County St	0.62	2800	G	87%	1%		3% 7%	0%	С	0.098		0.576	3000	G	2016
<u> </u>		10				Old Suffolk C									
	0.00	From	Ļ	000/	00/	133-731 W	/	00/				0.5	100	~	0010
(1111) 1333 Dill Rd	0.39	110 To	G	68%	3%		5% 19%	0%	С	0.148		0.5	120	G	2016
		From	I			133-1101 C									
(1147) Summerfield Ct	0.06	340	G			133-1148 Wi	nterview Dr			0.12		0.602	340	G	2016
(1147) Summerfield Ct	0.00	J-U To:	<u> </u>		1	33-1145 Sprin	gfield Terrace					0.002	040	ŭ	2010
		From				133-1332 T									
(1310) 6th St	0.39	4800	G	98%	1%		1% 0%	0%	С	0.093		0.537	5200	G	2016
(1310) 6th St		Ta							-						
(1310) 6th St	0.17	770 From	G	98%	0%	SR 337; Washi 1%	ngton St East	0%	С	0.101		0.563	820	G	2016
(1310) 6th St	0.17	То	Ĕ.	0070			ve; Gap Termi		0	0.101		0.000	0L0	ŭ	2010
~		From				133-1318									
(1310) Goodman St	0.11	330	G	98%	0%		0% 0%	0%	F	0.12		0.658	350	G	2016
		To				133-1317 C	enter Ave								
	0.40	From	L			133-642 W	ilroy Rd					0 5 4 0			40/40/0000
(1322) McAruthur Dr	0.16	290	R		1/	2 1210 122 1	202 M 4 6			0.156		0.546	NA		10/10/2002
<u> </u>		From	<u> </u>		1.	33-1319; 133-1									
(1324) Hollywood Ave	0.06	2700	G	97%	1%	SR 337 Was	hington St 1% 0%	0%	С	0.143		0.780	2800	G	2016
(1324) Hollywood Ave	0.00	2100	G	5176	1 /0	133-1325 M		0 /8	0	0.143		0.700	2000	u	2010
		From	1			133-1310 G									
(1325) Center Ave	0.39	1600	G	97%	1%		0% 0%	0%	С	0.159		0.866	1700	G	2016
1323		То	<u> </u>	. ,.	.,.	133-1324 Hol		- /-	-						
		From													
(1329) 133) Old Pinner St						Pinne	r St								
133	0.17	2200	G	97%	1%	Pinne 1%	r St 1% 1%	0%	С	0.135		0.918	2400	G	2016
0	0.17	2200	G	97%			1% 1%	0%	С	0.135		0.918	2400	G	2016
<u> </u>	0.17		G	97%		1%	1% 1% onstance Rd	0%	С	0.135		0.918	2400	G	2016
	0.17	To	G G	97% 98%		1% US 58 Bus; C 133-642 Whit	1% 1% onstance Rd	0%	C	0.135		0.918	2400 3000	G G	2016
<u> </u>		To				1% US 58 Bus; C 133-642 Whit	1%1%onstance Rde Marsh Rd0%0%								
Truman Rd	0.23	To From 2800 To From	G		1%	1% US 58 Bus; C 133-642 Whit 1%	1%1%onstance Rde Marsh Rd0%0%0%			0.094		0.527	3000		2016
Truman Rd		To From 2800 To			1%	1% US 58 Bus; C 133-642 Whit 1% 133-1310 133-1366 Blyt	1%1%onstance Rde Marsh Rd0%0%0%0%ofth Stnewood Lane								2016
Truman Rd	0.23	To From 2800 To From 990 To	G		1%	1% US 58 Bus; C 133-642 Whit 1% 133-1310 133-1366 Blytl 133-1369 5	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr			0.094		0.527	3000		2016
1332 Truman Rd 1368 Nixon Dr	0.23	Το From 2800 Το 990 Το From	G R		1%	1% US 58 Bus; C 133-642 Whit 1% 133-1310 133-1366 Blyt	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr			0.094		0.527 0.514	3000 NA		2016 04/16/2002
Truman Rd	0.23	то From 28000 То 9900 То From 180	G		1%	1% US 58 Bus; C 133-642 Whit 1% 133-1310 133-1366 Blyth 133-1369 S Dead	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr End			0.094		0.527	3000		2016 04/16/2002
(1332) Truman Rd (1368) Nixon Dr	0.23	то From 2800 То 990 То From 180	G R		1%	1% US 58 Bus; C 133-642 Whit 1% (133-1310 133-1366 Blyth 133-1366 Blyth 133-1369 S Dead 133-1505	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr End Cross St			0.094		0.527 0.514	3000 NA		2016 04/16/2002
(1332) (1332) (1333) Truman Rd (1368) Nixon Dr (1368) Discrete Dr (1502) Eclipse Dr	0.23	то Ргон 2800 То Ргон 990 То Ггон 180 То Ргон	G R R R		1%	1% US 58 Bus; C 133-642 Whit 1% 133-1310 133-1366 Blyth 133-1369 S Dead	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr End Cross St			0.094		0.527 0.514 0.696	3000 NA NA		2016 04/16/2002 10/22/2002
Truman Rd	0.23	то From 2800 То 990 То From 180	G R		1%	1% US 58 Bus; C 133-642 Whit 1% (133-1310 133-1366 Blyth 133-1366 Blyth 133-1369 S Dead 133-1505 Dead	1% 1% onstance Rd e Marsh Rd 0% 0% 0 6th St newood Lane Sierra Dr End Cross St End			0.094		0.527 0.514	3000 NA		2016 04/16/2002
(1332) (1332) (1333) (1368) Nixon Dr (1502) Eclipse Dr (1502) Consert Manager (1502) Consert Manager (1502) (0.23	то Ргонт 2800 То Ргонт 990 То Ргонт 180 То Ргонт 40	G R R R		1%	1% US 58 Bus; C 133-642 Whit 1% (133-1310 133-1366 Blyth 133-1369 S Dead 133-1505 Dead 133-1601 Va	1% 1% onstance Rd onstance Rd 0% 0% 0% 0% 0 oth St newood Lane Sierra Dr End Cross St End ughan Ave			0.094		0.527 0.514 0.696	3000 NA NA		2016 04/16/2002 10/22/2002
(1332) (1332) (1333) Truman Rd (1368) Nixon Dr (1502) Eclipse Dr (1502) Consert Manar Da	0.23	Τα From 2800 Το 990 Το Γrom 180 Τα From 40	G R R R		1%	1% US 58 Bus; C 133-642 Whit 1% (133-1310 133-1366 Blytl 133-1366 Blytl 133-1369 S Dead 133-1505 Dead 133-1601 Va Bus US 58 F	1% 1% onstance Rd onstance Rd 0% 0% 0% 0% 0 oth St newood Lane Sierra Dr End Cross St End ughan Ave			0.094		0.527 0.514 0.696	3000 NA NA		2016 04/16/2002 10/22/2002

					Nullioc		antena		ou							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From				133-1718	N, Staley	Dr								
Brittle Dr	0.07	70	R				,				0.154		0.5	NA		11/14/2002
		Τα				De	ad End									
(1795) Ash Wood Dr	0.27	From: 140	R			133-1790	Woods Pl	cwy			0.105		0.533	NA		04/20/2005
(1795) Ash Wood Dr	0.27	To				Cul	-de-Sac				0.103		0.555	NA.		04/20/2003
		From				Cul	-de-Sac									
(1856) Berkshire Blvd	0.35	900	R								0.111		0.588	NA		08/20/2002
		To: From:					1 Ashford									
(1905) Hawk Rd	0.11	750	R			133-190	02 Wren R	d			0.115		0.521	NA		08/20/2002
(1905) Hawk Rd	-	To				133-1907	Beaver L	ane								
		From			13	33-627 Bei	nnets Pasti	ure Rd								
(2029) Foxcroft Rd	0.43	440	R			100.0000	D 1				0.155		0.894	NA		08/29/2002
<u> </u>		From			12		Brittany L									
(2073) Carter Ln	0.08	160	R		13	33-2075 Be	eech Grov	e Lane			0.140		0.5	NA		11/14/2002
(2073) (133) Carter Ln		To			133	3-2070 Dri	ivers Statio	on Way								
		From				13	3-2143									
(2140) Burbage Lake Circle	0.19	310	R								0.104		0.646	NA		04/19/2005
<u> </u>		To			133	3-2145 Old		s Circle								
(2217) Breeze Point Way	0.27	2900	G			De	ad End				0.096		0.5	2900	G	2016
(2217) Breeze Point Way	0.27	То	, , , , , , , , , , , , , , , , , , ,			US 17	Bridge Ro	1					0.0	2000	ŭ	2010
		From				US 17	Bridge Ro	1								
(2284) Harbour View Blvd	1.02	19000	G	98%	1%	1%	0%	0%	0%	С	0.089		0.589	21000	G	2016
		To					Point Rd									
(2284) Harbour View Blvd	1.44	4200	G	98%	1%	1%	0% R 135	0%	0%	F	0.093		0.562	4500	G	2016
		From					-de-Sac									
(2354) Preakness Circle	0.04	100	R			Cui	-ue-sac				0.167		0.667	NA		04/14/2005
(2354) Preakness Circle		To			13	33-2350 St	eeplechas	e Lane								
		From				Cul	-de-Sac								_	
(2450) 133) Rabey Farm Rd	0.52	940 To	G		12	2 626 N 6	Thouldons I				0.114		0.69	940	G	2016
		From			13.	3-626 N, S		niii Ku								
(8501) Pinner St	0.63	5600	G	98%	0%	0%	nington St 0%	1%	0%	С	0.111		0.653	5900	G	2016
		To				Mo	ore Ave									
(8501) Pinner St	0.41	9200	G	98%	0%	0%	0%	1%	0%	F	0.096		0.578	9800	G	2016
133		To				Old C	L Suffolk									
	0.45	From		070/	10/		nith St	00/	00/	_			0.550	1000	~	
8505 South Broad St	0.15	1200	G	97%	1%	1%	0%	0%	0%	F	0.104		0.559	1200	G	2016
(8505) North Broad St	0.68	From Prom		97%	1%	Wash	nington St	0%	09/	С	0 1 1 0		0.70	920	G	2016
(8505) North Broad St	0.00	860	G	97%	1 70		0%		0%	U	0.119		0.72	920	G	2010
(8505) Western Ave	0.12	From: 1200	G	97%	1%	East Ri 1%	verview D 0%	0%	0%	F	0.103		0.618	1300	G	2016
(8505) Western Ave	0.12	- 	_	5.70	. ,0		onstance F		570				0.010		3	
		From				Kil	by Ave									
(8507) Wellons St	0.65	1700	G	97%	1%	1%	1%	0%	0%	F	0.095		0.545	1800	G	2016
		Tor					Vashingtor									
(8507) Market St	0.43	2900	G	97%	1%	1%	1%	0%	0%	С	0.098		0.546	3100	G	2016
		From		070	4.01		atoga St	C 24	<u> </u>	-			0.575	F000	~	
(8507) Market St	0.06	5300 _{та}	G	97%	1%	1%	1% 2 Main St	0%	0%	F	0.096		0.579	5600	G	2016
						SK 3.	2 iviaiil St									

					T and										
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
(8508) Finney Ave	0.20	From: 7200	G	99%	1%	Main St 1% 0%	0%	0%	С	0.091		0.505	7600	G	2016
(8508) Finney Ave		To				Pinner Av			-						
		From:				Carolina A	ve								
8509 Saratoga St	0.31	2700	G	97%	1%	2% 1%	0%	0%	С	0.104		0.521	2900	G	2016
	0.12	From: 3400	G	97%	1%	Washington 2% 1%		0%	F	0.096		0.518	3700	G	2016
(8509) Saratoga St	0.12	0400 To:	<u> </u>	0170	170	Market S		070		0.000		0.010	0/00	G	2010
		From:				Saratoga S	st								
(8510) Hall Ave	0.43	3300	G	98%	0%	1% 1%	0%	0%	С	0.084		0.656	3500	G	2016
		To:				East Washingt	on St								
	0.44	From:		0.40/	00/	SCL Suffo		00/	0			0.000	0.400	~	0010
(8511) Factory St	0.44	3200 то	G	94%	2%	2% 1% Washington		0%	С	0.089		0.609	3400	G	2016
		From:													
(8512) Fayette St	0.17	730	G	86%	1%	Carolina R 1% 4%		0%	F	0.108		0.541	780	G	2016
(8512) Fayette St		To:				Cedar St									
Coder St	0.04	From:		000/	10/	Fayette S		00/	F	0.104		0 700	600	~	0016
(8512) (8	0.04	650 то	G	86%	1%	1% 4% Madison A		0%	Г	0.104		0.723	690	G	2016
~		From:				Cedar St	ve								
(8512) Madison Ave	0.23	790	G	86%	1%	1% 4%	9%	0%	С	0.109		0.604	840	G	2016
		To: From:				County S	t								
(8512) Madison Ave	0.11	1400	G	86%	1%	1% 4%		0%	F	0.113		0.532	1500	G	2016
		To				Factory S									
(8514) Bank St	0.20	From: 2100	G	98%	0%	North Main 1% 1%		0%	С	0.1		0.601	2200	G	2016
(8514) Bank St	0.20	2100	u	30 /8	0 /8	Pinner St		0 /8	0	0.1		0.001	2200	u	2010
		From				Old Suffolk Corp									
(8813) 133 County St	0.18	3600	G	92%	1%	1% 2%		0%	F	0.097		0.594	3900	G	2016
133		To				Madison A	ve								
(8813) 133 County St	0.27	4000	G	92%	1%	1% 2%		0%	С	0.094		0.513	4200	G	2016
		To:				SR 337 Washin	gton St								
	0.04	From		0000	4.04	SR 337 Washin		001	6			0.000	5000	~	0040
(8814) Liberty St / Moore Ave	0.64	5500 т.	G	92%	1%	1% 2%		0%	С	0.131		0.682	5800	G	2016
		From:				Pinner St Repass Beacl									
Burbage Lake Circle		1400	G			Repass Deacl	i NU			0.103		0.638	1400	G	2016
		To				Wet Marsh	Ct								
		From:				Smith Stre	et								
James Avenue		340	G							0.119		0.5	340	G	2016
		To:				W. Washington									
Kensington Blvd		From: 6200	G	98%	1%	Ashford D		0%	С	0.105		0.608	6200	G	2016
		6200 To:	G	30%	1 70	I% U% Godwin Bl		0%	U	0.105		0.000	0200	G	2010
		From				Pioneer Av									
Quince Rd		120	G	98%	0%	1% 0%		0%	С	0.149		0.5	120	G	2016
		To				Lummis R									
		From				Ithacha T	r								
Weatherby Way		310 то	G			01 11 22	1.D.1			0.104		0.554	310	G	2016
		To:				Shoulders Hil	I Rd								