2018

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.

1 Trail 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
- 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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

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

Virginia State Route

- 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.

		Nansemond Maintenance Area										
_	Second S											
Route	Boule Durisdiction Longth AADT OA 4Thr Bus Durisdiction City of Suffolk 131 11000 City of Suffolk 132 132 City of Suffolk 133 City of Suffolk 134 City o					QW						
	September Surficion Surf											
Godwin Rd	City of Suffolk		o/_ No/_	10/-	10/_ 20	∕- ∩º/-	F	0.103	F	0 507	11000	G
10 32 Godwin Rd	Section Company Comp		ч									
	Durisdiction											
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	0.87 13000 G 95	% 0%	1%	1% 29	6 0%	F	0.101	F	0.61	14000	G
\bigcirc	To	122 602 Everate Pd										
Godwin Blyd	City of Suffolk		% 0%	1%	1% 29	/ ₂ Ω%	С	0.095	F	0.536	12000	G
10 32 Godwin Blvd	Oity of Surfoik	4.81 12000 G 93	/6 0 /6	1 /0	1/0 2	0 070	O	0.033	•	0.550	12000	ч
	To: From:											
$\begin{pmatrix} 10 \end{pmatrix} \begin{pmatrix} 32 \end{pmatrix}$ Godwin Blvd	City of Suffolk	1.36 22000 G 95	% 0%	1%	1% 29	6 0%	F	0.095	F	0.536	24000	G
	Tec	UC 50 C-CC-11- D										
Coduin Plud	City of Cuffells		0/ 00/	10/	10/ 00	/ 00/	_	0.004		0.504	01000	G
(10) (32) Godwin Blvd	City of Sulloik		% U%	176	1% 27	0 0%	Г	0.084	Г	0.524	21000	G
	From:											
$\sim \sim \sim$	City of Cuffolk		0/ 00/	00/	00/ 00	/ 00/	_	0.000	^	0 E1E	07000	۸
(10) (460) (32)	City of Sulloik		% U%	0%	0% 07	0 0%	C	0.099	А	0.515	27000	А
	From:											
			0/ 00/	10/	00/ 00	/ 00/	_	0.001	_	0.500	20000	G
(10) (32) (460) Main St	City of Sulloik		% U%	176	0% 07	0 0%	Г	0.061	Г	0.502	30000	G
	From:											
\bigcirc	City of Cyffells		0/ 00/	10/	00/ 00	/ 0 0/	_	0.001	_	0.500	10000	_
(10) (32) (13) Main St		Selection Length AADT QA 4Tire Bus Truck Truck	G									
	10.	SR 337 Washington St										
	From:	North Carolina State Line										
13 Whaleyville Blvd	City of Suffolk	5.37 5400 A 88	% 0%	1%	1% 10	% 0%	С	0.098	Α	0.61	5400	Α
\bigcirc	To	122 616 Minaral Spring Dd										
Wholeswille Plyd	City of Suffolk		o/ n o/	10/	10/ 10	0/ 00/	_	0.071	_	0.552	11000	G
13) Whaleyville Bivu	City of Sulloik	1.26 12000 G 66	70 U70	170	170 10	70 U70	F	0.071	Г	0.555	11000	G
	Jurisdiction											
13 Whaleyville Blvd	City of Suffolk	0.82 8200 G 88	% 0%	1%	1% 10	% 0%	F	0.087	F	0.704	8100	G
	To	122 (75 C CL 1P.1										
Whatevelle Divi	From:		0/ 00/	40/	40/ 40	2/ 00/		0.000		0.700	7000	_
(13) Whaleyville Blvd	City of Suffolk	2.22 8000 G 88	% 0%	1%	1% 10	% 0%	F	0.082	F	0.706	7900	G
	Too From:	133-759 S, Liberty Spring Rd West										
13 Whaleyville Blvd		1.06 9400 G 88	% 0%	1%	1% 10	% 0%	F	0.088	F	0.708	9200	G
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(13) Whaleyville Blvd	Jurisdiction   Length   AADT   QA   4Tire   Bus   Cabus   3+Avale   1Trail   2Trail   CR   Factor   AAWDT	9400	G									
<u> </u>	Length AADT QA 4 Tire   Bus   AAWD   Truck   AAWD   Truck   AAWD   AAW											
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(13) (32) Carolina Rd	City of Suffolk		% 0%	1%	1% 10	% 0%	F	0.081	F	0.696	1/000	G
<del></del>	Durisdiction											
Constitution of Outfall 5		,	0/ 10'	401	00/ 45	v 22'	^	0.00-	_	0.647	40000	_
(13) Southwest Suffolk Bypass	Second   S				G							
<u>~</u>	Series   S											
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13 \ 58 \ Suffolk Bypass	Surfacion Clength AADT QA 4Thr Bus Truck Surface Surface Truck Surface Clength AADT QA 4Thr Surface Su			40000	G							
\times\time	To:	61-604 Pitchkittle Rd										

		Nansemond Mainte	nance i	Area											
					_		Tru	ıck			K	014	Dir		0111
Route	Sample April Apr	QW													
	From:	61-604 Pitchkitt	le Rd												
13 58 Suffolk Bypass	City of Suffolk			84%	1%	1%	1%	13%	0%	F	0.083	F	0.577	42000	G
10 (30)	T														
Cuffelly Dynase	City of Cuffolls			010/	00/	10/	10/	69/	00/	Г	0.000	Г	0.505	E0000	
13 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Sulloik	0.93 50000	G	91%	0%	170	170	0%	0%	Г	0.063	Г	0.565	52000	G
	To: From:	SR 10 SR 32 Gody	vin Blvd												
13 58 460 Suffolk Bypass	City of Suffolk	1.87 61000	G	91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	G
\bigcirc	To:	61-642 Wilroy	. Rd												
13 58 460 Suffolk Bypass	City of Suffolk			91%	0%	1%	1%	6%	0%	F	0.083	F	0.575	53000	G
(13) (36) (460) Garrent 27 page					0,0	. , ,	. , ,	0,0	0,0	•	0.000	•	0.0.0	00000	<u> </u>
~~~~~~	From:			_								_			
$\{13\}$ $\{58\}$ $\{460\}$ Military Highway	·			91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	G
$\Leftrightarrow \Leftrightarrow \Leftrightarrow$	То:	Bus US 13	1												
Bus	From:	US 13 Southwest Suff	folk Bypa	ss											
(13) (32) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	G	88%	0%	1%	1%	10%	0%	F	0.080	F	0.566	12000	G
	To	Old SCI. Suff	Salls												
Bus	From:	Old SCL Suit													
$\binom{13}{32}$ Carolina Rd	City of Suffolk	0.54 <b>11000</b>	G	88%	0%	1%	1%	10%	0%	F	0.084	F	0.535	11000	G
$\bigcirc$	To:														
Bus	From:									_		_			_
(13) (32) Main St	City of Suffolk	0.34 <b>10000</b>	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
<u> </u>	To	Begin SR 1	0			$\neg$ $\vdash$									
Bus $13 \times 32 \times 10$ Main St	City of Coeffolia			000/	00/	10/	00/	00/	00/	_	0.001	_	0.500	10000	0
13 (32) (10) Main St	City of Surioik			96%	0%	170	0%	0%	0%	Г	0.061	Г	0.508	19000	G
Bus Bus Bus	From:	,													
	City of Suffolk			97%	0%	1%	1%	2%	0%	F	0.085	F	0 592	16000	G
(13) (58) (460) Constance Fig.	Only of Guilloik	0.00 13000	<u> </u>	31 /0	0 70	1 /0	1 /0	270	0 70		0.000	'	0.552	10000	ч
Bus Bus Bus	To: From:	Pinner St													
~~~	City of Suffolk	1.60 <b>17000</b>	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
10 (00) (400)															
Bus Bus Bus	From:	SR 337 Washing	gton St												
13 58 460 Portsmouth Blvd	City of Suffolk	1.22 24000	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	G
	To:	Length AADT QA 4Tire Bus 2Avide 3+Axie 1Trail 2Trail 2T													
	From:	WCI Chesane	ake												
17 Bridge Rd	City of Suffolk			99%	O%	1%	0%	0%	0%	F	0.086	F	0.537	25000	G
17 Bridge Fld	Only of Guilloik	Jurisdiction	ч												
~~~	To: From:	<u> </u>													
17 Bridge Rd	City of Suffolk	1.81 <b>36000</b>	G	97%	0%	0%	1%	1%	0%	F	0.088	F	0.599	39000	G
	To	133-626 Knots Neck Road:	Shoulder	s Hill Rd		<u> </u>									
17 Bridge Rd	City of Suffolk				0%	0%	1%	1%	0%	F	0.088	F	0.599	30000	G
	, c. ca									·					-
C Politica Pul	City (City)				001		061	001	001		0.000	_	0.554	00000	
17 Bridge Rd	City of Suffolk	2.4/ <b>21000</b>	G	95%	υ%	1%	2%	2%	0%	C	0.093	F	0.554	22000	G
	To:	133-628 Crittend	len Rd												
17 Bridge Rd	City of Suffolk	1.17 <b>16000</b>	N	97%	0%	0%	1%	1%	0%	Ν	0.096	F	0.542	17000	Ν
	To:	Isle of Wight Cour	nty Line												
-															

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
17) Ramp	City of Suffolk (Maint: 61)	US 17 0.13 <b>13000</b>	G								0.084	F		13000	G
Vorth	From:	US 17 TO ROUTE 664 E	EASTSC	OUTH											
17 Ramp	City of Suffolk (Maint: 61)	0.03 <b>5100</b> US 17-S034A TO F	<b>G</b> ROUTE								0.092	F		5100	G
outh	From:	US 17 TO ROUTE 664 E	EASTSC												_
17) Ramp	City of Suffolk (Maint: 61)	0.05 <b>8000</b> US 17-N034A US 17- 34A	<b>G</b> A TO R	OUTE							0.092	F		8000	G
32) Carolina Rd	City of Suffolk	North Carolina Sta 2.89 <b>3800</b>	te Line	93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	4100	G
32)	Tor	133-642 Adams Sw				$\Rightarrow$									
32 Carolina Rd	City of Suffolk	2.07 <b>4200</b>	G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4500	G
32) Carolina Rd	City of Suffolk	133-675 Cypress Ch 1.40 <b>4300</b>	napel Ro <b>G</b>	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4600	C
<u></u>	To: From:	133-759 Babbtow				<u> </u>									
32) Carolina Rd	City of Suffolk	0.65 <b>4600</b>	G d Pd	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	4900	G
32 Carolina Rd	City of Suffolk	2.45 <b>4600</b>	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	4900	C
<u>~</u>	From:	US 13 South of S Whaleyville B													
32 (13) Carolina Rd	City of Suffolk	1.64 <b>17000</b>	G	88%	0%	1%	1%	10%	0%	F	0.081	F	0.696	17000	C
Bus	To: From:	61-731 Dill R	ld												
32 (13) Carolina Rd	City of Suffolk	1.17 <b>12000</b>	G	88%	0%	1%	1%	10%	0%	F	0.080	F	0.566	12000	(
Bus	To: From:	Old SCL Suffo													
32) (13) Carolina Rd	City of Suffolk	0.54 11000	G	88%	0%	1%	1%	10%	0%	F	0.084	F	0.535	11000	(
Bus	From:	Bus US 58 Constar Fayette St	nce Rd												
32) (13) Main St	City of Suffolk	0.34 10000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	(
Bus	To: From:	SR 337 Washingt	ton St												
32 13 10 Main St	City of Suffolk	0.68 <b>18000</b>	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	19000	C
Bus	To: From:	Bus US 58, Bus U	JS 460												
32 (460) 10 Main St	City of Suffolk	0.09 <b>29000</b>	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	30000	C
Bus	To: From:	Old NCL of Suf	folk												
32)(460)(10)	City of Suffolk	1.49 <b>26000</b>	Α	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.515	27000	A
	To: From:	SR 10 Elephant Bus US 460													
32) (10) Godwin Blvd	City of Suffolk	0.54 <b>19000</b>	G	95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	C
	Tor	US 58 Suffolk By	ypass												

			/laintenance				Tru	ıalı			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	LIS 58 Su	uffolk Bypass			ZAXIC	JTANE	TTTAII	ZIIali		1 actor		i actor		
32) (10) Godwin Blvd	City of Suffolk		2000 G	95%	0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	G
32) (10)	Tol														
32) (10) Godwin Blvd	City of Suffolk		ings Fork Rd 2000 G	95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	12000	G
32 (10) Godwin Blvd	only of duffolic			0070	0 70		1 /0	270	0 /0	Ü	0.000	•	0.000	12000	G
32 10 Godwin Blvd	City of Suffolk		Everets Rd 3000 G	050/	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
32 (10) Godwin Blvd	City of Sulloik	0.87 13	3000 G	95%	0%	1 70	1 70	270	0%	Г	0.101	Г	0.61	14000	G
	From:		Chuckatuck							_		_			
32) (10) Godwin Rd	City of Suffolk		1000 G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	11000	G
	To:	Isle of Wig	tht County Line												
~~~-	From:		on County Line							_		_			_
58) (258) Franklin Bypass	City of Suffolk	1.27 1 9	9000 G	84%	1%	1%	1%	13%	0%	F	0.075	F	0.556	18000	G
~ ~	To: From:	U	S 258												
Franklin Bypass	City of Suffolk	0.18 2 0	0000 N	84%	1%	1%	1%	13%	0%	Ν	0.074	F	0.552	19000	N
~	To	SI	R 189												
58) (189) (189) Franklin Bypass	City of Suffolk		0000 G	84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
	To	CD 272 C	outh Quay Rd												
58) (189) (189) S Quay Rd	City of Suffolk		1000 G	84%	1%	1%	1%	13%	0%	F	0.076	F	0.580	20000	G
189 (189) (189) 5 dady 110	only of duffolic			0470	1 70		1 /0	10 /0	0 /0	•	0.070	•	0.000	20000	Č
Lielland Divesse	City of Cyffells		S Quay Rd	0.40/	10/	10/	10/	100/	00/	F	0.070	г	0.500	01000	
Holland Bypass	City of Suffolk	1.05 2 2	2000 G	84%	1%	1%	1%	13%	0%	г	0.076	F	0.598	21000	G
~~~	To: From:		s US 58												
58 Holland Rd	City of Suffolk	1.32 <b>2</b> 5	5000 G	84%	1%	1%	1%	13%	0%	F	0.078	F	0.595	24000	G
~	To: From:	133-610 W	, Buckhorn Rd												
58	City of Suffolk	2.77 <b>2</b> 5	5000 G	84%	1%	1%	1%	13%	0%	F	0.077	F	0.608	24000	G
<i>→</i>	To:		E, Lummis Rd												
~~,	From:		Lummis Rd	0.40/	40/		40/	400/	00/	_	0.070	_	0.500	05000	
Holland Rd	City of Suffolk	2.05 <b>2</b> 7	7000 G	84%	1%	1%	1%	13%	0%	F	0.076	F	0.593	25000	G
	To: From:		nning Bridge R												
Holland Rd	City of Suffolk	0.67 <b>3</b>	1000 G	84%	1%	1%	1%	13%	0%	F	0.083	F	0.567	29000	G
~	To: From:	133-738	Kenyon Rd			$\neg$ $\vdash$									
68 Holland Rd	City of Suffolk	0.38 <b>3</b> 4	4000 G	84%	1%	1%	1%	13%	0%	F	0.084	F	0.549	33000	G
<i>~</i>	To:	Cove	Point Rd			—									
58 Holland Rd	City of Suffolk		5000 G	84%	1%	1%	1%	13%	0%	F	0.083	F	0.547	33000	G
50)	To:		est Suffolk Byp				.,.			•					
	From:		s US 58												
58 (13) Suffolk Bypass	City of Suffolk	1.41 <b>4</b> 2	2000 G	84%	1%	1%	1%	13%	0%	F	0.082	F	0.579	40000	G
$\rightarrow$ $\leftarrow$	To	133-604 1	Pitchkittle Rd												
58) (13) Suffolk Bypass	City of Suffolk		5000 G	84%	1%	1%	1%	13%	0%	F	0.083	F	0.577	42000	G
	To	110 460	Pruden Blvd												
58) (13) (460) Suffolk Bypass	City of Suffolk		0000 G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.585	52000	G
58 (13) (460) Suffolk Bypass	To:		32 Godwin Blvo		0 /0	1 /0	1 /0	0 /0	0 /0	1	0.000	1	0.505	32000	G

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

Б	1			4.7.	_		Tru	ck		-00	K	014	Dir	A A14/DT	. 01
Route		Length A	AADI QA	41 Ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QI
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~					20/	101	40/	00/	00/	_	0.004	_	0.500	00000	_
58 13 460 Suffolk Bypass	City of Suffolk	1.8/ 6	1000 G	91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	(
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:			2121											
58 (13) (460) Suffolk Bypass	City of Suffolk				0%	1%	1%	6%	0%	F	0.083	F	0.5/5	53000	(
· · · · ·	From:														
58) (13) (460) Military Highway	City of Suffolk			91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	(
	To:	WCL (	Chesapeake												
ast	From:														
58 (258 Ramp	City of Suffolk	0.17	560 G								0.111	F		560	
	To: From:	US 58-E451B T	O RTE 189 SO	UTH		$\neg$ $\vdash$									
58 (258 Ramp	City of Suffolk	0.05	230 G								0.113	F		230	
236) (236) (3.11)	To:			AST							00	•			
Bus	Section   Length AADT   OA Aftre   Day   2Ade 3 Ade   17ral   27ral   CF   Factor   AAVE   CANDON   CF   CF   CF   CF   CF   CF   CF   C														
8 Ruritan Blvd	City of Suffolk				0%	1%	1%	1%	0%	С	0.11	F	0.606	1900	
~	To:	8	IR 180												
Bus	From:			000/	40/		40/	40/	00/	_		_	0.000	2000	
Holland Rd	City of Suffolk	0.26 2	2200 G	96%	1%	2%	1%	1%	0%	C	0.098	F	0.683	2300	
Bus	To: From:	133-653 Dutch R	Rd; Glen Haven	Drive											
58 Holland Rd	City of Suffolk	0.46	3000 G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.706	3200	
~	To:	J	US 58												
Bus	From:														
Holland Rd	City of Suffolk	0.05	9400 G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	10000	
~	To: From:	133-1722 F	Kilby Shores Ro	1		<b>—</b>									
Bus 58 Holland Rd	City of Suffolk	1 79 8	8600 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	9100	
000) Homana Ha	To:			07.70	070		1 70	1 /0	0 70	Ū	0.002	•	0.007	0100	
Bus	From:														
Constance Rd	City of Suffolk	0.29	8200 G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	8700	
Bus	Section   Color   Section														
58 Constance Rd	City of Suffolk	0.86	9600 G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	10000	
50)	Ter														
Bus Bus Bus	From:														
58) (13) (460) Constance Rd	City of Suffolk			97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	16000	
Bus Bus Bus	From:														
58 13 460 Portsmouth Blvd	City of Suffolk			97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	
<del></del>	To														
Bus	From:														
/ \ /\ /Dortomouth Dlyd	City of Suffalk	1.22 <b>2</b>	4000 G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	(

				_		Tru	ıck			K	<u> </u>	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 10; SR 32 Godwin												
125 Kings Hwy	City of Suffolk	0.69 <b>2900</b>	<b>G</b> 96%	0%	1%	1%	2%	0%	С	0.121	F	0.5	3100	C
	To- From:	133-628 Crittenden												
125)Kings Hwy	City of Suffolk	1.09 <b>630</b>	<b>G</b> 97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	660	(
<u> </u>	To:	133-620 Ferry Point	Rd											
125)Kings Hwy	City of Suffolk	0.91 <b>220</b>	<b>G</b> 99%	1%	0%	0%	0%	0%	С	0.143	F	0.667	230	
$\mathcal{L}$	To:	Dead End												
Kinga Lluni	From:	Dead End @ Nansemon		0%	10/	00/	00/	00/	_	0.114	F	0.000	F00	
Kings Hwy	City of Suffolk	1.34 <b>560</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.114	г	0.606	590	
	To: From:	133-629 W, Sleepy Ho												
Kings Hwy	City of Suffolk	1.22 <b>830</b>	<b>G</b> 99%	0%	1%	0%	0%	0%	С	0.101	F	0.615	880	
<u> </u>	To: From:	133-627 Bennetts Past	ure Rd											
Kings Hwy	City of Suffolk	0.48 <b>2600</b>	<b>G</b> 98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	2800	
	To:	SR 337 Nansemond Pa	ırkway											
	From:	US 17 Bridge Rd	1											
College Dr	City of Suffolk	0.20 <b>22000</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.082	F	0.52	24000	
<u> </u>	Tor	SR 164 Western Free	wav											
35)College Dr	City of Suffolk	0.65 <b>21000</b>	<b>G</b> 98%	0%	0%	0%	1%	0%	С	0.079	F	0.505	22000	
30)	Ter													
College Dr	City of Suffolk	133-658 Towne Poin 0.76 <b>22000</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.077	F	0.505	24000	
135 College Di	Oity of Surioik		<b>G</b> 30 /6	0 78	1 /0	0 /6	1 /0	0 /6	O	0.077	•	0.505	24000	
	From:	I-664	• • • • • • • • • • • • • • • • • • • •	00/		201	40/	00/			_	0.000	0000	
College Dr	City of Suffolk	0.59 <b>8400</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	F	0.093	F	0.633	9000	
	100	SR 367 Tidewater Commun												
lorth Decree	From:	SR 135 N, College								0.4	F		4000	
35 Ramp	City of Suffolk (Maint: 61)	0.37 <b>4200</b> I-664 West	G							0.1	F		4200	
lorth	City of Cyffell (Mainty C1)	SR 135 N, College								0 1 1 1	F		4400	
Ramp	City of Suffolk (Maint: 61)	0.12 <b>4400</b> I-664 East	G							0.141	г		4400	
					<u>J</u>									
outh	City of Suffolk (Maint: 61)	SR 135 S, College								0.114	F		1300	
135)Ramp	City of Surroik (Maint. 61)	0.16 <b>1300</b> I-664 West	G							0.114	Г		1300	
	Paral Paral													
outh	City of Suffolk (Maint: 61)	SR 135 S, College 0.40 <b>2400</b>	Dr <b>G</b>							0.146	F		2400	
Ramp	To:	I-664 East	G							0.140	Г		2400	
					<u> </u>									
Western Fragues	City of Cuffelly (Mainty C4)	US 17 Bridge Roa		00/	09/	10/	20/	00/	_	0.000	F	0 545	20000	
Western Freeway	City of Suffolk (Maint: 61)	0.84 <b>26000</b>	<b>G</b> 96%	0%	0%	1%	3%	0%	F	0.092	Г	0.545	30000	(
	To: From:	I-664												
164) Western Freeway	City of Suffolk (Maint: 61)	0.64 <b>48000</b>	<b>G</b> 96%	0%	0%	1%	3%	0%	F	0.092	F	0.577	55000	(
$\sim$	To:	SR 135 College D	)r											

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 135 College Dr												
164)Western Freeway	City of Suffolk (Maint: 61)	0.02 <b>53000 F</b>	96%	0%	0%	1%	3%	0%	С	0.111	Α	0.538	60000	F
$\smile$	Tσ:	WCL Portsmouth												
East	From:	SR 164 E, Western Free	way											
(164)Ramp	City of Suffolk (Maint: 61)	0.20 <b>2200 C</b>	<b>9</b> 6%	0%	0%	1%	3%	0%	F	0.134	F		2500	G
$\overline{}$	То:	I-664 West												
West	From:	SR 164 W, Western Free	eway											
(164)Ramp	City of Suffolk (Maint: 61)	0.22 <b>5600 C</b>	<b>9</b> 6%	0%	0%	1%	3%	0%	F	0.087	F		6300	G
$\overline{}$	To:	I-664 East												
West	From:	SR 164 W, Western Free	eway											
164)Ramp	City of Suffolk (Maint: 61)	0.35 <b>8800 C</b>	<b>9</b> 6%	0%	0%	1%	3%	0%	F	0.122	F		10000	G
	To:	I-664 West												
	From:	Southhampton County L												
189 S Quay Rd	City of Suffolk	1.36 <b>1700 C</b>	<b>9</b> 8%	0%	1%	0%	0%	0%	С	0.106	F	0.663	1800	G
<u> </u>	Too From:	133-666 Gates Rd			$\Box$ $\vdash$									
(189) Great Mill Rd	City of Suffolk	0.82 <b>3300 C</b>	98%	0%	1%	0%	0%	0%	F	0.101	F	0.714	3500	G
$\smile$	Tα	SR 272 South Quay R	d											
(189) Great Mill Hwy	City of Suffolk	0.55 <b>1600 C</b>		0%	1%	1%	14%	0%	С	0.092	F	0.642	1700	G
,	To	US 58												
(189) (58) (189) Franklin Bypass	City of Suffolk	1.01 <b>20000 C</b>	<b>3</b> 84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
189 58 189 Franklin Bypass	ony or current		<b>3 0 7 0</b>	1 70		1 /0	10 /0	0 /0	•	0.074	•	0.002	10000	ď
C C C C C C C C C C C C C C C C C C C	From	SR 272	0.40/	10/	10/	10/	100/	00/	F	0.070	F	0.500	00000	
189 58 189 S Quay Rd	City of Suffolk	4.23 <b>21000 C</b> SR 189 S Quay Rd	<b>3</b> 84%	1%	1%	1%	13%	0%	Г	0.076	Г	0.580	20000	G
	From:	US 58 Holland Bypas	S											
189)S Quay Rd	City of Suffolk	0.37 <b>620 C</b>	<b>9</b> 5%	0%	2%	1%	1%	0%	С	0.104	F	0.536	650	G
	To:	Cumberland Lane												
189)S Quay Rd	City of Suffolk	0.12 <b>740 C</b>	<b>G</b> 96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	790	G
103) - 2021, 112	To:	Bus US 58			Ť	.,.	.,.		_		-			-
	From:	SR 189-N005A TO RT 58	FAST		i									
180	City of Suffolk	0.17 <b>NA</b>	Li 10 I							NA			NA	
189	To:	US 258 US 58-E451A FROM R	TE 58 EAS											
	From:	SR 189												
189 58 189 Franklin Bypass	City of Suffolk	1.01 <b>20000 C</b>	<b>3</b> 84%	1%	1%	1%	13%	0%	F	0.074	F	0.552	19000	G
	To: Geom	SR 272 South Quay R	.d		$\neg$ $\vdash$									
189 (58) (189) S Quay Rd	City of Suffolk	4.23 <b>21000 C</b>		1%	1%	1%	13%	0%	F	0.076	F	0.580	20000	G
	To:	SR 189												
	From:	Southampton County L	ine											
258 58 Franklin Bypass	City of Suffolk	1.27 <b>19000 C</b>		1%	1%	1%	13%	0%	F	0.075	F	0.556	18000	G
$\smile$	To:	US 58 Franklin Bypas	SS											
~~~-	From:	x												
258) (58) Ramp	City of Suffolk	0.17	Se	e US 5	8 for dire	ectional t	tratfic v	olume e	stima	tes for th	ıs seç	gment.		
~ ~	To:	X												

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

Route	Jurisdiction	Length AADT	QA 4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QV
	From:	US 58-E451B TO RTE 18			2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
258) (58) Ramp	City of Suffolk	0.05		e IIS 58	R for dire	ectional	traffic v	olume e	etima	tes for th	is se	ament		
258 58 Ramp	Oity of Garlonk	1SR 189-P FROM RTE		00 00	101 0110	Jonar	traine v	olullic c	Suma	.103 101 111	113 30	gillolli.		
	From:	US 58 Franklin Bypass;												
258 Great Mill Rd	City of Suffolk	0.97 2300	G 80%	1%	1%	3%	15%	0%	С	0.079	F	0.505	2400	G
258) Groat Mill Fla	To:	NCL Suffolk	u 0070	170		070	1070	070		0.070	•	0.000	2100	
	From:	SR 189												
272)South Quay Rd	City of Suffolk	1.24 1400	G 97%	0%	1%	1%	0%	0%	С	0.115	F	0.732	1500	G
2/2) 33311 332) 113	To:	US 58 South Quay		0,0		. , 0	0,0	0,0		01110	•	002	.000	
	From:	Bus US 58 Constance	e Rd											
337) Washington St	City of Suffolk	0.34 6900	G 98%	1%	1%	0%	0%	0%	F	0.095	F	0.550	7300	(
3	To	Broad St												
337) Washington St	City of Suffolk	0.59 7300	G 98%	1%	1%	0%	0%	0%	С	0.092	F	0.531	7700	
331) Walanington Ct	To		• • • • • • • • • • • • • • • • • • • •					- , -	-					
Washington St	City of Cuffolls	SR 32 Main St	G 97%	1%	2%	0%	0%	0%	С	0.088	F	0.527	7400	(
337 Washington St	City of Suffolk	0.20 7000	G 97%	170	<u> </u>	0%	0%	0%	C	0.088	Г	0.527	7400	(
	To: From:	Pinner St												
337) Washington St	City of Suffolk	0.49 12000	G 97%	1%	2%	0%	0%	0%	F	0.081	F	0.519	13000	C
<u> </u>	To: From:	Old ECL Suffoll												
337)Washington St	City of Suffolk	2.38 11000	G 97%	1%	2%	0%	0%	0%	F	0.086	F	0.562	12000	(
	To: Groups	Bus US 58 Portsmout	h Blvd		—									
337) Nansemond Parkway	City of Suffolk	3.03 4900	G 97%	1%	1%	1%	0%	0%	С	0.088	F	0.552	5200	C
\smile	Tox	133-642 Wilroy F	Rd											
337)Nansemond Parkway	City of Suffolk	1.40 13000	G 97%	1%	1%	1%	0%	0%	F	0.094	F	0.588	13000	C
	To	Whitley Lane			<u> </u>									
337)Nansemond Parkway	City of Suffolk	2.01 9500	G 97%	1%	1%	1%	0%	0%	F	0.095	F	0.555	10000	(
337)	To			.,,		. , 0	0,0	0,0	•	0.000	•	0.000	.0000	
337) Nansemond Parkway	City of Suffolk	SR 125 Kings Hv 2.52 13000	vy G 95%	1%	1%	1%	1%	0%	С	0.095	F	0.604	14000	(
337 INALISEITIONA FAIRWAY	To:	WCL Chesapeak		1 /0	1 /0	1 /0	1 /0	0 /6	C	0.093	•	0.004	14000	
	From:	•												
Prudon Blvd	City of Suffolk	Isle of Wight County 3.08 17000	G 82%	1%	1%	2%	14%	1%	F	0.087	F	0.592	16000	(
Pruden Blvd	City of Suriok			1 /0	1 /0	2/0	14 /0	1 /0	'	0.007	•	0.592	10000	
~~	To: From:	133-604 Lake Prince Dr; Pr			 									_
Pruden Blvd	City of Suffolk	0.54 19000	G 82%	1%	1%	2%	14%	1%	F	0.087	F	0.592	18000	(
~	To: From:	133-634 Kings Fork	c Rd		-									
460 Pruden Blvd	City of Suffolk	1.47 25000	G 82%	1%	1%	2%	14%	1%	F	0.087	F	0.592	23000	C
~	To:	US 58, BUS US 460; Suff												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	US 58, BUS US 460, Pu							_		_			_
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 <b>50000</b>	<b>G</b> 91%	0%	1%	1%	6%	0%	F	0.083	F	0.585	52000	C
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	SR 10 SR 32 Godwir												
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 61000	G 91%	0%	1%	1%	6%	0%	F	0.084	F	0.562	63000	G
\sim \sim	To:	61-642 Wilroy R	d											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		642 Wilroy R													_
160 (58) (13) Suffolk Bypass	City of Suffolk	2.30	51000	G	91%	0%	1%	1%	6%	0%	F	0.083	F	0.575	53000	G
<del>~ ~ ~</del>	To:		Bus US 58 Mil													
460 \ \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \)	City of Suffolk	XXX Bus US 1 3.46	74000	G	<u>у нуу</u> 91%	0%	1%	1%	6%	0%	F	0.083	F	0.612	77000	G
460 58 13 Military Highway	To:		CL Chesapeak		31/0	0 /0		1 /0	0 /6	0 /6	'	0.003	'	0.012	77000	u
	From:															
Bus 460	City of Suffolk	U 1.11	S 58, US 460		99%	0%	0%	0%	0%	0%	_	0.085	F	0.595	11000	G
160	City of Sulloik	1.11	11000	G	99%	076	0%	0%	070	0%	Г	0.065	Г	0.595	11000	G
Bus	To: From:	S	SR 10, SR 32													
460 10 32	City of Suffolk	1.49	26000	A	99%	0%	0%	0%	0%	0%	С	0.099	Α	0.515	27000	Α
Bus	To: From:	Ol	d NCL Suffoll	k												
(10) Main St	City of Suffolk	0.09	29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	30000	G
Bus Bus Bus	To: From:	US 13,	BUS US 58,S	SR 32												
Bus Bus Bus 460 58 13 Constance Rd	City of Suffolk	0.88	15000	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	16000	G
Bus Bus	To: From:		Pinner St													
Portsmouth Blvd	City of Suffolk	1.60	17000	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
Bus Bus	To: From:	SR 33	37 Washington	n St												
Bus Bus Bus 460 (58 (13 Portsmouth Blvd	City of Suffolk	1.22	24000	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	25000	G
(13) · sitemodal 2.14	To:		US 58		0070	0,0	Ť	. , 0	_,,	0 / 0	Ū	0.000	•	0.000		<b>.</b>
	From:	I 664 V	Vest Exit 9B I	Domn			1									
Ramp	City of Suffolk (Maint: 61)	0.13	6700	G								0.088	F		6700	G
564) Tamp	To:		E, Western Fr									0.000	•		0700	ď
1	From:															
East \$64)Monitor Merrimac Memorial Bridge Tunnel	City of Suffolk (Maint: 61)	3.05	Newport Nev 34000	A A	94%	0%	1%	1%	4%	0%	_	0.105	Α		36000	Α
/				A		0%	1%	1%	4% 4%	0%	'	0.103	A	0.522	74000	A
Combined Trank	c Estimates for 2 Parallel Roadways of				94%	0%	170	170	4%	0%	Г	0.098	А	0.522	74000	А
		East I-664 is	signea as	Souti	11-664											
East	To: From:	SR	135 College I	Or												
664) Hampton Roads Beltway	City of Suffolk (Maint: 61)	1.38	35000	Α	94%	0%	1%	1%	4%	0%	С	0.112	Α		38000	Α
/	c Estimates for 2 Parallel Roadways			A	94%	0%	1%	1%	4%	0%	C	0.1	Α	0.539	76000	Α
Combined Ham	2 = 2 atob for E i diano, i todawayo (	East I-664 is				0 /0	. ,5	. / 0	1,0	0,0	J	0	,,	3.000	, 0000	
	_ F				,, 00-											
East East	To: From:	SR 164	Western Free	eway												
Hampton Roads Beltway	City of Suffolk (Maint: 61)	0.58	30000	G	94%	0%	1%	1%	4%	0%	F	0.101	F		32000	G
	c Estimates for 2 Parallel Roadways	n this Route:	59000	G	94%	0%	1%	1%	4%	0%	F	0.094	F	0.601	65000	G
		East I-664 is													-	
	To		17 Bridge Ro													

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Leng	th <b>AADT</b>	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
East	Fron		US 17 Bridge													
664 Hampton Roads Beltway		, , , , , , , , , , , , , , , , , , ,			94%	0%	1%	1%	4%	0%	F	0.089	F		42000	I
	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	87000	•
		East I-664	is signed a	as Sout	h I-664											
	Te	io:	ECL Chesap	eake												
East	Fron	n:	I-664 Eas	st												
Ramp	City of Suffolk (M	Maint: 61) 0.26	1500	G								0.106	F		1500	
<u> </u>	To	'o: SI	R 135 N, Coll	lege Dr												
East	Fron	n:	I-664 Eas	st												
Ramp	City of Suffolk (M	Maint: 61) 0.21	3900	G								0.122	F		3900	
	Te	io: SI	R 135 S, Coll	ege Dr												
ast	Fron	n:	I-664 Eas	st												
Ramp	City of Suffolk (M	Maint: 61) 0.23										0.088	F		13000	
	T	, T. (1	(4 E+ E:+ 0													
ast	Fron		64 East Exit 9													
Ramp	City of Suffolk (N			G								0.111	F		2300	
<u> </u>	Te	SR 16	64 W, Wester	n Freewa	y											
ast	Fron		64 East Exit 9	A Ramp												
Ramp	City of Suffolk (M	Maint: 61) 0.46	11000	G								0.097	F		11000	
<u> </u>	Te	I-66	4 West Exit 9	B Ramp												
Vest	Fron	n: E	CL Newport	News												
Monitor Merrimac Memor	rial Bridge Tunnel City of Suffolk (M	Maint: 61) 3.46	<b>34000</b>	Α	94%	0%	1%	1%	4%	0%	F	0.104	Α		37000	
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Rout	e: <b>68000</b>	Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.522	74000	
		West I-664	l is signed	as Nort	h I-664											
	Te	io:	SR 135 Colle	ge Dr												
Vest	Fron	m:		_							_					
Hampton Roads Beltway	City of Suffolk (N				94%	0%	1%	1%	4%	0%	С	0.112	Α		39000	
	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	С	0.1	Α	0.539	76000	
		West I-664	l is signed	as Nort	h I-664											
	To	SR SR	164 Western	Freeway												
Vest 664 Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.40	30000	G	94%	0%	1%	1%	4%	0%	F	0.112	Α		32000	
	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	, E	0.112	A	0.539	65000	
	Combined Trainic Estimates for 2 Parallel					0%	1 70	1 70	4 70	0%	Г	0.1	А	0.559	63000	
		West I-664	is signea	as mon	TI 1-664											
Vest	To Fron	o: n:	US 17 Bridge	e Rd												
Hampton Roads Beltway	City of Suffolk (N	Maint: 61) 0.57	41000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		45000	
	Combined Traffic Estimates for 2 Parallel				94%	0%	1%	1%	4%	0%	F	0.089	F	0.589	87000	
		West I-664									-		-			
	To	**************************************	ECL Chesap		507											
Moot	Fron	n:	I-664 We													
West 664)Ramp	City of Suffolk (N	L		G G								0.143	F		2100	

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire	e BusTrucke 2Axle 3+Axle 1Trail 2Trail	(C)C) (C)K	Dir Factor AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.26 4700 G  SR 135 S, College Dr		0.117 F	4700	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION 0.26 370 G I-664-W FROM INSPECTION STATION		0.119 F	370	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 7100 G SR 164 W, Western Freeway		0.089 F	7100	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.11 12000 G		0.078 F	12000	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9C Ramp  0.17 <b>6700 G</b> I-664 East Exit 9B Ramp		0.088 F	6700	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 <b>5400 G</b> US 17 S, Bridge Rd		0.092 F	5400	G

					ivans	emona i	/laintenanc	e Area	a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance	Area	From				110.460	Dd Dld									
690 Ennis Mill Rd	0.20	140	R			US 460	Pruden Blvd				NA			NA		05/17/201
46		To From				46-636 O	ld Suffolk Ro	l								
690 Ennis Mill Rd	0.10	360	R								NA			NA		05/17/201
		То	1			WC	L Suffolk									
City of Suffolk		From				133-603	Everetts Rd									
602 Kirk Rd	0.60	420	G	98%	0%	1%		)%	0%	С	0.119	F	0.655	450	G	2018
1339		То				Isle of Wig	tht County Li	ne								
Cycrete Dd	0.20	From	<u> </u>	000/			tht County Li		00/	NI.	0.116	_	0.714	2000	NI	0010
603 Everets Rd	0.30	1900	N	98%	0%	1%		)%	0%	N	0.116	F	0.714	2000	N	2018
603) Everets Rd	1.97	1900	G	98%	0%	133-604 I 1%	ake Prince D	r )%	0%	С	0.116	F	0.714	2000	G	2018
603 Everets Rd	1.07	1300 To		0070					0 70			•	0.714	2000	u	2010
603) Everets Rd	0.97	1800 From	G	97%	1%	133-742 M	oore Farm La	ne )%	0%	С	0.12	F	0.692	1900	G	2018
603 Everets Rd		То					Godwin Blvd									
		From			JB-NC N	NORTH CA	ROLINA ST	ATE LI	NE							
604 Desert Rd	6.91	240	G								0.106	F	0.786	240	G	2018
<u> </u>		From					hite Marsh F				<u> </u>					
604 Hosier Rd	1.54	460	G	98%	0%	1%	1% (	)%	0%	С	0.114	F	0.741	490	G	2018
C Hasian Dd	4 4 4	From		000/			Skeetertown		00/	_	0 101		0.770	670		0010
604 Hosier Rd	4.11	630		98%	0%	1%	0% (	)%	0%	С	0.101	F	0.778	670	G	2018
604) Factory St	0.06	3000 From	G	96%	0%	133-1105 <b>1</b> %	Mahlon Ave	·  %	0%	С	0.088	F	0.611	2200	G	2010
604 Factory St	0.00	<b>3000</b> To		90 /6	0 /6		uffolk; Gap	/0	0 /6	<u> </u>	0.000	•	0.011	3200	G	2018
$\bigcirc$		From				S 58 Bus; V	VCL Suffolk;	Gap								
604 Pitchkettle Rd	1.30	4300	G	96%	1%	1%	1%	1%	0%	С	0.109	F	0.528	4500	G	2018
<u> </u>	0.55	From		070/	40/		ıffolk Bypass		00/				0.504			
604 Pitchkettle Rd	2.55	2700 To	G	97%	1%	1%	1% ( Kings Fork	)% Pd	0%	С	0.109	F	0.581	2900	G	2018
		From					Kings Fork I									
604 Providence Rd	0.51	1500	G	98%	1%	1%	0% (	)%	0%	С	0.110	F	0.59	1600	G	2018
		From					Pruden Blvd									
604 Lake Prince Dr	0.78	2500	G	97%	1%	2%	0% (	)%	0%	С	0.101	F	0.557	2600	G	2018
O Laba Dásas Da	0.40	From		000/	00/		Girl Scout Ro		00/		0.400		0.000	4500		0010
604 Lake Prince Dr	3.16	1400 _{To}	G	98%	0%	1%	0% ( Everets Rd	)%	0%	С	0.108	F	0.636	1500	G	2018
		From					Deer Path Rd									
607 Milford Lane	1.50	110	G			100 100	2001 1 4411 140				0.133	F	0.581	110	G	2018
133		То	:			133-644 V	V, Indian Tra	1								
		From					, Holland Rd					_				
610 Buckhorn Rd	3.30	420	G	96%	1%	2%	0% (	)%	0%	С	0.119	F	0.527	450	G	2018
Dualda area Del	1 70	From	<u> </u>	000/	10/		Indian Trail	20/	00/		0.100		0.007	050		0010
610 Buckhorn Rd	1.70	330 _{To}	G	96%	1%	2% Isle of Wis	0% ( tht County Li	)% ne.	0%	F	0.126	F	0.607	350	G	2018
		From					Pruden Blvd									
Gardner Lane	1.40	400	G								0.189	F	0.759	400	G	2018
133/		To	·			133-60	6 Exeter Dr									
011/-11-5	4.00	From		0701	001		Vicksburg Ro		001	^	0.007	-	0.700	000		0010
612 O'Kelly Dr	4.90	370 _{To}	G	97%	0%	1%	0% 2 Sap Terminus	2%	0%	С	0.094	F	0.763	390	G	2018
		From					Gap Terminus Gap Terminu	s								
612 Kingsdale Rd	3.20	140	G	96%	0%	0%	2% 2	2%	0%	С	0.135	F	0.546	150	G	2018
		To From					O Carr Lane				_					
(612) Kingsdale Rd	0.20	80	G	96%	1%	1%		1%	0%	С	0.137	F	0.786	90	G	2018
$\overline{}$		To	1			Isle of Wig	tht County Li	ne								

					ivans	emona i	/laintenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk										T					
613) Leafwood Rd	1.50	450	G		13	3-661 W, S	Southwestern Bl	vd		0.118	F	0.615	450	G	2018
613) Leafwood Rd	1.50	45U				ZII	58 West			0.118	Г	0.615	450	G	2018
		From								<u> </u>					
616) Holy Neck Rd	2.20	520	G	98%	0%	1%	JS 58 1% 0%	6 0%	С	0.106	F	0.583	550	G	2018
(616) Holy Neck Rd	2.20	320		30 /6	0 76			0 70		0.100	'	0.505	330	а	2010
O Hala Na ala Bal	0.77	From	<u> </u>	000/	00/		1 S, Ellis Rd					0.5	000		0010
616 Holy Neck Rd	2.77	240	G	96%	0%	2%	1% 0%	6 0%	С	0.114	F	0.5	260	G	2018
		To From					V, Pineview Rd								
616 Vicksburg Rd	1.69	240	G	97%	0%	1%	2% 0%		С	0.095	F	0.577	260	G	2018
<u> </u>		From					Longstreet Lane								
616 Longstreet Lane	0.10	430	G	97%	0%	2%	; Vicksburg Rd 1% 0%	6 0%	С	0.110	F	0.646	460	G	2018
616 Longstreet Lane	0.10	<b>430</b> To	<u> </u>	01 /0			Mineral Spring R				•	0.040	400	ď	2010
		From	:				Longstreet Lane								
616 Mineral Spring Rd	3.43	530	G	97%	0%	1%	1% 0%	6 0%	С	0.097	F	0.561	560	G	2018
133		To	-			133-668 E	reeman Mill Rd								
616) Mineral Spring Rd	1.48	400 From	G	97%	1%	1%	1% 1%	6 0%	С	0.101	F	0.667	430	G	2018
616 Mineral Spring Rd	0	To	<u> </u>	0.70	. /0		haleyville Blvd	- 0,0			•	0.007	.00	<b>-</b>	_0.0
		From					, Great Fork Rd								
616 Wedgewood Rd	2.10	120	G							0.134	F	0.6	120	G	2018
133		То				133-673 N	, Greenway Rd								
		From	1			133-658	Townpoint Rd								
Respass Beach Rd	1.69	6200	G							0.099	F	0.600	6200	G	2018
Respass Beach Rd		To	:			133-654	N, Bay Circle								
		From	- -			SR 337 No	nsemond Pkwy								
626) Shoulders Hill Rd	1.44	8400	G	97%	1%	1%	1% 1%	6 0%	С	0.1	F	0.514	8900	G	2018
626 Shoulders Hill Rd		0400		01 70				0 070		<del></del>	•	0.014	0000	ď	2010
01 11 1111 51	4.00	From	<u> </u>	070/			, Pughsville Rd				_	0.554	1 1000		0010
626 Shoulders Hill Rd	1.63	13000	G	97%	1%	1%	1% 1%	6 0%	F	0.097	F	0.551	14000	G	2018
		10	1			US 17	Bridge Rd								
O 5 5 5		From	<u> </u>				insemond Pkwy			<u> </u>	_			_	
Bennetts Pasture Rd	1.36	5500	G	96%	2%	1%	1% 0%	6 0%	F	0.101	F	0.553	5800	G	2018
<u> </u>		To From	:			SR 125	Kings Hwy								
627 Bennetts Pasture Rd	3.51	9800	G	96%	2%	1%	1% 0%	6 0%	С	0.097	F	0.586	10000	G	2018
133		To				US 17	Bridge Rd								
		From	:			SR 125	Kings Hwy								
628 Crittenden Rd	5.26	2600	G	97%	0%	1%	1% 1%	6 0%	С	0.097	F	0.54	2800	G	2018
133		То				<u>US</u> 17	Bridge Rd								
		From					ght County Line								
632) Old Myrtle Rd	5.70	700	G	97%	0%	2%	0% 1%	6 0%	С	0.128	F	0.693	700	G	2018
(632) Old Myrtle Rd	-	To	Ť				Pruden Blvd								
		From	:				Indian Trail								
634) Kings Fork Rd	2.27	410	G	96%	3%	1%	0% 0%	6 0%	С	0.123	F	0.648	430	G	2018
(634) Kings Fork Rd	,	7.10		2070	3 /0			- 0/0			•	0.010	.50	~	_510
Vings Faul: Dd	4 70	From	<u> </u>	000/	40/		ake Meade Dr	. 00/		0.100		0.740	1700	^	0010
634 Kings Fork Rd	1.70	1600	G	96%	1%	1%	0% 1%	6 0%	С	0.108	F	0.746	1700	G	2018
		From				133-604 W	, Pitchkettle Rd								
634 Kings Fork Rd	0.64	2500	G	94%	3%	1%	1% 1%	6 0%	С	0.114	F	0.632	2600	G	2018
1337		To				US 460	Pruden Blvd								
634) Kings Fork Rd	2.27	5100 From	G	94%	3%	1%	1% 1%	6 0%	F	0.108	F	0.539	5400	G	2018
1337		To		,-			Godwin Blvd								
		From	1				Pitchkettle Rd			ì					
638 Murphys Mill Rd	1.25	630	G			133-004	i iiciikettie Ku			0.123	F	0.660	630	G	2018
133	1.20	To	Ť			Б	R-678				•	0.000	000	G	2010
		From													
639) Lake Cohoon Rd	0.42		G	07%	0%	133-644 2%	Indian Trail 1% 0%	6 0%	С	0.11	F	0.527	1600	G	2018
639 Lake Colloct Nu	0.42	1500 _{To}		97%	U /0			U /0	U	0.11	ı	0.521	1000	G	2010
		10	1			Bus US 5	8 Holland Rd								

					ivans										
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From													
Adams Swamp Rd	3.32	400	L	99%	0%	North Carolina Stat 0% 1%	e Line 0%	0%	С	0.097	F	0.727	430	G	2018
Adams Swamp Rd	0.02	<b>400</b>	┌┷	33 /6	0 /6	SR 32 S, Carolina		0 78		0.037	'	0.727	450	ч	2010
		From			133	3-675 S, Cypress Ch									
White Marsh Rd	1.84	480	G	98%	0%	1% 1%	0%	0%	С	0.123	F	0.761	510	G	2018
133/		To			13	3-604 Hosier Rd; D	esert Rd								
White Marsh Rd	1.95	470 From	G	98%	0%	1% 1%	0%	0%	С	0.11	F	0.655	490	G	2018
		From	12			133-674 Badger				_					
White Marsh Rd	2.80	640	G	99%	0%	0% 0%	0%	0%	С	0.107	F	0.671	680	G	2018
<u> </u>		To From			2.	80 MN 133-674 Ba	dger Rd			$\neg$ —					
White Marsh Rd	0.79	870	G	99%	0%	1% 0%	0%	0%	С	0.097	F	0.708	920	G	2018
133/		To				133-1125 Seminol	le Dr			¬—					
White Marsh Rd	0.84	2700 From	G	99%	0%	1% 0%	0%	0%	С	0.090	F	0.659	2900	G	2018
White Marsh Rd	0.01	To	ı —			L Suffok; SR 337 V			<u> </u>		•	0.000	2000	G	
		From	1:			Bus US 58 Constan									
Wilroy Rd	2.10	5900	G	96%	1%	1% 1%	1%	0%	С	0.098	F	0.512	6300	G	2018
133		To				110 50									
Wilroy Rd	1.77	9300 From	G	94%	1%	US 58 1% 2%	1%	0%	С	0.098	F	0.521	9800	G	2018
642 Wilroy Rd	1.77	To		UT /0		SR 337 Nansemond		J /0			•	0.021	5500	u	2010
		From		-											
Manning Pd	O FC		<u></u>	000/		3-616 E, Mineral S		00/		0114	F	0.705	E00	C	2010
Manning Rd	2.56	490	G	99%	0%	1% 0%	1%	0%	С	0.114	г	0.705	520	G	2018
<u> </u>		From				133-663 Leesville	Rd								
Manning Rd	2.32	660	G	99%	0%	1% 0%	0%	0%	С	0.105	F	0.711	700	G	2018
			-			133-647 Copeland	d Rd			¬—					
Manning Rd	1.30	1100 From	G	98%	0%	1% 0%	1%	0%	С	0.107	F	0.688	1200	G	2018
Manning Rd		To	ı.		1:	33-645 Manning Br	idge Rd								
_		From				133-645 Manning									
Manning Bridge Rd	0.94	860	G							0.112	F	0.656	860	G	2018
1337		То			0.9	94 MN 133-645 Mai	nning Rd								
		From	ı:			133-740 Carr La	ane								
Indian Trail	1.70	220	G	97%	0%	1% 2%	0%	0%	С	0.134	F	0.697	230	G	2018
133'		To				122 (10 P1-1	D.1								
1ndian Trail	3.70	330 From	G	98%	0%	133-610 Buckhorn	0%	0%	С	0.121	F	0.553	350	G	2018
644) Indian Trail	3.70	330		90 /6	0 /0	1/0 1/0	0 /6	0 /6		0.121	'	0.555	330	G	2010
<u> </u>		From	4												
644 Indian Trail	0 00		1:1			133-634 Kings For	rk Rd								
	2.30	450	G	98%	0%	133-634 Kings For 1% 0%	rk Rd 1%	0%	С	0.128	F	0.754	480	G	2018
	2.30	450	G	98%	0%		1%	0%	С	0.128	F	0.754	480	G	2018
	0.60	450 From 940	G	98% 98%	0%	1% 0%	1%	0%	С	0.128	F F	0.754	480 990	G G	
644 Indian Trail		To From	2		0%	1% 0% 133-738 Kenyon 1% 0%	1% Rd 0%			_					
644 Indian Trail	0.60	940 From	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea	1% Rd 0% de Dr	0%	С	0.108	F	0.521	990	G	2018
		To From	2		0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%	1% Rd 0% de Dr 0%			_					2018
10644 Indian Trail	0.60	940 From Prom Prom Prom Prom From Prom From Prom From To	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon	1%  Rd  0%  de Dr  0%  Rd	0%	С	0.108	F	0.521	990	G	2018
Indian Trail  Indian Trail	0.60	940 From 920 From From	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br	1%  Rd 0%  de Dr 0%  Rd  idge Rd	0%	C	0.108	F	0.521	990	G G	2018
1944 Indian Trail	0.60	940 From Prom Prom Prom Prom From Prom From Prom From To	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon	1%  Rd  0%  de Dr  0%  Rd	0%	С	0.108	F	0.521	990	G	2018
Indian Trail  Indian Trail	0.60	940 From 920 From From	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br	1%  Rd 0%  de Dr 0%  Rd  idge Rd 0%	0%	C C	0.108	F	0.521	990	G G	2018
Indian Trail  Indian Trail	0.60	940 From 920 From From	G	98%	0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%	1%  Rd 0%  de Dr 0%  Rd  idge Rd 0%	0%	C	0.108	F	0.521	990	G G	2018 2018 2018
Indian Trail  Indian Trail  Manning Rd	0.60 1.18	940 From 920 To To To From 740	G G G	98%	0% 0% 1. 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar	1%  Rd 0%  de Dr 0%  Rd  idge Rd 0%  ry 0%	0%	C C	0.108 0.106 0.148	F F	0.521 0.603 0.579	990 980 790	G G	2018 2018 2018
Indian Trail  Indian Trail  Manning Rd	0.60 1.18	940 From 920 To To To From 740	G G G	98%	0% 0% 1 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  US 58 Holland	1%  Rd 0%  de Dr 0%  Rd  idge Rd 0%  ry 0%  Rd	0%	C C	0.108 0.106 0.148	F F	0.521 0.603 0.579	990 980 790	G G	2018 2018 2018
Indian Trail Indian Trail Manning Rd Manning Rd	0.60 1.18	940 From 920 To From 740 Table From 740 Table From 740 Table From 740 Table From 7500 To From 7500	G G G	98%	0% 0% 1 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%	1%  Rd 0%  de Dr 0%  Rd  idge Rd 0%  ry 0%  Rd	0%	C C	0.108 0.106 0.148	F F	0.521 0.603 0.579	990 980 790	G G	2018 2018 2018 2018
Indian Trail Indian Trail Manning Rd Manning Rd	0.60 1.18 1.70 1.50	940 Prom 920 To Prom 740 Ta From 740 Ta From 7500 To From 7500 To	G G G	98% 99% 99%	0% 0% 0% 0% 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  US 58 Holland 163-705 Meadow Core	1%  Rd 0% de Dr 0% Rd idge Rd 0% ry 0% Rd untry Rd 0%	0%	C C C	0.108 0.106 0.148 0.099	F F F	0.521 0.603 0.579 0.566	990 980 790 1600	G G G	2018 2018 2018 2018
Indian Trail Indian Trail Manning Rd Manning Rd	0.60 1.18 1.70 1.50	940 Prom 920 To Prom 740 Ta From 740 Ta From 7500 To From 7500 To	G G G G	98% 99% 99%	0% 0% 0% 0% 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  US 58 Holland 1  33-705 Meadow Cor 1% 0%  US 13; SR 32 Carol	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O%	0%	C C C	0.108 0.106 0.148 0.099	F F F	0.521 0.603 0.579 0.566	990 980 790 1600	G G G	2018 2018 2018 2018
Indian Trail India	0.60 1.18 1.70 1.50	940 From Prom 1500 To From 1000 To From 1760	G G G G	98% 99% 99% 99%	0% 0% 0% 0% 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  US 58 Holland 1% 33-705 Meadow Cor 1% 0%  US 58 E, Holland US 58 E, Holland	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O%	0%	C C C	0.108 0.106 0.148 0.099 0.087	F F F	0.521 0.603 0.579 0.566	990 980 790 1600	G G G	2018 2018 2018 2018
Indian Trail India	0.60 1.18 1.70 1.50	940 From 1000 To	G G G G	98% 99% 99%	0% 0% 0% 0% 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  Us 58 Holland  33-705 Meadow Cor 1% 0%  US 58 E, Holland 2% 1%	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O% lina Rd I Rd 2%	0%	C C C	0.108 0.106 0.148 0.099	F F F	0.521 0.603 0.579 0.566	990 980 790 1600	G G G	2018 2018 2018 2018 2018
Indian Trail  Indian Trail  Indian Trail  Manning Rd  Airport Rd  Lummis Rd	0.60 1.18 1.70 1.50 0.40	940  940  From Prom 740  1500  To From 1600  From 1600  To From 1600	G G G G G G G G G G G G G G G G G G G	98% 99% 99% 98% 94%	0%  0%  0%  0%  0%  13  0%  13	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  Us 58 Holland 1% 3-705 Meadow Cor 1% 0%  US 58 E, Holland 2% 1%  133-649 Lummis	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O% lina Rd I Rd 2%	0% 0% 0% 0%	C C C	0.108 0.106 0.148 0.099 0.087 0.093	F F F	0.521 0.603 0.579 0.566 0.532	990 980 790 1600 1100	G G G G	2018 2018 2018 2018 2018
Indian Trail  Indian Trail  Manning Rd  Manning Rd  Airport Rd	0.60 1.18 1.70 1.50	940 From 920 From 1500 To From 1600 To From 1600	G G G G	98% 99% 99% 99%	0% 0% 0% 0% 0%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  Us 58 Holland  33-705 Meadow Cor 1% 0%  US 58 E, Holland 2% 1%	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O% lina Rd I Rd 2%	0%	C C C	0.108 0.106 0.148 0.099 0.087	F F F	0.521 0.603 0.579 0.566	990 980 790 1600	G G G	2018 2018 2018 2018 2018
Indian Trail India	0.60 1.18 1.70 1.50 0.40	940  940  From Prom 740  1500  From 1600  From 1600  To From 1600  To From 1600  To From 1600	G G G G G G	98% 99% 99% 98% 94%	0% 0% 0% 0% 13 0% 13 1%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  US 58 Holland 1  33-705 Meadow Cor 1% 0%  US 58 E, Holland 2% 1%  133-649 Lummis 4% 2%	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O% lina Rd 1 Rd 2% Rd	0% 0% 0% 0%	C C C	0.108 0.106 0.148 0.099 0.087 0.093	F F F	0.521 0.603 0.579 0.566 0.532	990 980 790 1600 1100	G G G G	2018 2018 2018 2018 2018
Indian Trail	0.60 1.18 1.70 1.50 0.40	940  940  From Prom 740  1500  To From 1600  From 1600  To From 1600	G G G G G G	98% 99% 99% 98% 94%	0% 0% 0% 0% 13 0% 13 1%	1% 0%  133-738 Kenyon 1% 0%  133-637 Lake Mea 1% 0%  133-639 Cohoon  33-643 Manning Br 1% 0%  Urban Boundar 1% 0%  Us 58 Holland 1% 3-705 Meadow Cor 1% 0%  US 58 E, Holland 2% 1%  133-649 Lummis	Rd O% de Dr O% Rd idge Rd O% ry O% Rd untry Rd O% lina Rd 1 Rd 2% Rd	0% 0% 0% 0%	C C C	0.108 0.106 0.148 0.099 0.087 0.093	F F F	0.521 0.603 0.579 0.566 0.532	990 980 790 1600 1100	G G G G	2018 2018 2018 2018 2018 2018 2018 2018

							viaintenance r	ii oa							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	1			133-685	5 Jackson Rd			1					
647 Copeland Rd	1.75	710	G	90%	1%	2%	3% 3%	0%	С	0.122	F	0.522	750	G	2018
133		To				US 13 WI	haleyville Blvd								
$\overline{}$		From				133-660 L	ongstreet Lane								
650 Quince Rd	1.90	180	G			100 (10				0.205	F	0.59	180	G	2018
		То					Lummis Rd								
653) Glen Haven Dr	0.13	1200	G	97%	0%	133-612 1%	Kingsdale Rd 1% 0%	0%	С	0.107	F	0.548	1200	G	2018
653 Glen Haven Dr	0.13	1200		31 /0	0 /6			0 /0		0.107	'	0.546	1200	G	2010
653) Dutch Rd	3.12	580	G	93%	0%	US 58 2%	Bus EAST	0%	С	0.12	F	0.722	620	G	2018
653 Dutch Rd	3.12	<b>360</b>		90 /0	0 /6		N, Quaker Dr	0 /0		0.12	'	0.722	020	G	2010
		From					S, Quaker Dr								
653 Holland Corner Rd	2.17	190	G	93%	2%	5%	1% 0%	0%	С	0.129	F	0.692	200	G	2018
1337		To	:		1	133-616 M	ineral Spring Rd								
$\widehat{}$		From	:			133-65	1 Barnes Rd								
Brentwood Rd	0.90	130	G							0.146	F	0.821	130	G	2018
		10					JS 58								
Town Boint Dd	1.06	From	<u> </u>	050/	20/		Pughsville Rd	00/			_	0.506	1200	G	2010
Town Point Rd	1.36	1200	G	95%	2%	2%	0% 0%	0%	С	0.1	F	0.526	1300	G	2018
Taura Balan B.	0.40	From	<u> </u>	0701	101		Plummer Blvd	001				0.50			0010
658 Town Point Rd	0.46	2700 To	G	97%	1%	1%	1% 0%	0%	С	0.088	F	0.53	2800	G	2018
		From					ridge Rd; Gap iew Blvd.; Gap								
Town Point Rd	0.60	11000	G	95%	2%	2%	0% 0%	0%	F	0.088	F	0.527	12000	G	2018
133/						133-2253	Brookwood Dr			<u> </u>					
Town Point Rd	0.18	13000	G	98%	0%	1%	0% 0%	0%	С	0.085	F	0.501	13000	G	2018
133		То	-			SR 135	College Dr								
Town Point Rd	0.68	9900 From	G	99%	0%	0%	0% 0%	0%	С	0.09	F	0.507	11000	G	2018
133		To				WCL	Portsmouth								
		From	:		13	33-626 N, S	Shoulders Hill Rd								
659 Pughsville Rd	1.28	6500	G	98%	0%	1%	0% 0%	0%	С	0.101	F	0.614	6900	G	2018
1337		To	:			WCL	Chesapeake								
$\bigcirc$		From	:	13	3-616 N;	; Mineral S	Spring Rd; Longst	reet Lane							
660 Longstreet Ln	5.50	430	G							0.118	F	0.698	430	G	2018
		10					JS 58								
Box Elder Rd	1 10	From	L			133-759	W, Quaker Dr				_	0.075	40	0	2010
Box Elder Rd	1.10	40 To	G			133-640	Lummis Rd			0.203	F	0.875	40	G	2018
		From			100										
666) Gates Rd	2.10	1200	G	81%	0%	1%	view Rd; Gates R		С	0.101	F	0.634	1300	G	2018
Gates Rd	2.10	1200		0170	0 70			070			•	0.001	1000	ū	2010
666) Gates Rd	3.37	1300 From	G	82%	0%	133-6	61 Ellis Rd 1% 15%	0%	С	0.097	F	0.568	1400	G	2018
666 Gates Rd	0.07	1300		0Z /0	0 70			0 70		0.007	'	0.500	1400	a	2010
Cotoo Pd	0.65	From 1300	_	760/	0%		Wildwood Dr 6% 16%	00/	С	0.003	F	0.646	1400	G	2010
Gates Rd	0.65	1300 To	G	76%	0 /6	1% S	6% 16% R 189	0%		0.092	'	0.646	1400	G	2018
		From	:				E, Pineview Rd								
667) Butler Dr	1.90	70	G			133-7391	z, Filleview Ku			0.130	F	0.591	70	G	2018
Butler Dr		То	:			133-660 L	ongstreet Lane								
		From					S, Short Lane								
668 Pittmantown Rd	0.12	1100	G	81%	0%	1%	1% 17%	0%	С	0.099	F	0.565	1200	G	2018
133/		То					N, Gates Rd								
<u> </u>		From	<u> </u>			133-671 5	Spivey Run Rd			0.118	F	0.750	000	_	0010
Freeze Mill D.	4 50	600								U 118	-	0.756	600	G	2018
668 Freeman Mill Rd	4.50	600 To	G		,	IIC 12 NI V	/holografile Div-1				'	0.700	000		
668 Freeman Mill Rd	4.50	То	G		Ţ		Whaleyville Blvd					0.700			
668 Freeman Mill Rd	4.50 3.60	600 To	G		Ţ		Whaleyville Blvd			0.168		0.524	130	G	2018

					1144110	emond Mainten	ance A	ou							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk						Z/ IXIC OT/ IXIC	, 111an	ZIIGII		1 dotoi		1 doloi			
Liberty Chring Dd North	2.00	From:			133-	759 E, Liberty Sprir	ng Rd Wes	t		0 115	F	0.677	070	<b>C</b>	2010
673 Liberty Spring Rd North	2.00	270	G			133-647 Copeland	d Rd			0.115	Г	0.677	270	G	2018
		From:				133-604 S, Hosie									
674 Badger Rd	1.30	130	G	98%	0%	1% 1%	0%	0%	С	0.15	F	0.526	130	G	2018
133		To:				133-642 White Mar	rsh Rd								
O		From:				US 13 Whaleyville									
675 Cypress Chapel Rd	3.60	140	G	91%	0%	3% 2%	4%	0%	С	0.122	F	0.632	140	G	2018
<u> </u>		To: From:				SR 32 Carolina									
675 Cypress Chapel Rd	0.50	170	G	87%	1%	1% 2%	9%	0%	С	0.111	F	0.524	180	G	2018
		From:				33-642 S, White M									
677) Great Fork Rd	3.60	1600	G	99%	0%	North Carolina Stat 1% 0%	e Line 0%	0%	С	0.1	F	0.734	1700	G	2018
G777 Great Fork Rd	0.00	To:		0070	0 70	US 13 Whaleyville		070		<b>Т</b>		0.701	1700	ŭ	2010
		From:				133-673 Greenwa	v Rd								
678 Cherry Grove Rd	2.60	80	G							0.115	F	0.684	80	G	2018
133		To:			13	3-642 N, Adams Sv	wamp Rd								
O		From:				Dead End					_			_	
683 Benton Rd	1.00	650	G			110 12				0.129	F	0.729	650	G	2018
		10:				US 13				_					
688) Turlington Rd	3.16	2200	G	97%	1%	US 13, SR 32 1% 0%	0%	0%	С	0.104	F	0.637	2300	G	2018
Turlington Rd	5.10	<b>ZZUU</b> To:	<u>u</u>	31 /6		133-1722 Kilby Sho		0 /6		0.104	'	0.007	2300	u	2010
		From:				133-743 Matoaka				1					
Mockingbird Lane	1.25	130	G	97%	1%	1% 1%	1%	0%	С	0.143	F	0.632	130	G	2018
1337		To				Dead End									
		From:				133-646 Airport									
Meadow Country Rd	1.80	520	G	98%	0%	1% 1%	0%	0%	С	0.111	F	0.54	550	G	2018
		10.			13	33-674 Meadow Cor									
715) Nansemond Dr North	0.53	490	G			133-2023 N, Lake	e Rd			0.11	F	0.634	490	G	2018
715 Nansemond Dr North	0.55	<b>430</b>	<u> </u>			133-717 North Sho	ore Dr			1		0.004	430	ч	2010
_		From:				US 13 Carolina									
731) Dill Rd	0.66	4400	G	88%	2%	2% 2%	6%	0%	С	0.083	F	0.539	4700	G	2018
133		To:				133-1111 E, Dill	Rd								
		From:				133-644 W, Indian	Trail								
739 Deer Path Rd	5.20	380	G							0.124	F	0.654	380	G	2018
		To:				133-644 E, Indian									
740) Carr Lane	0.80	From:	G	94%	0%	133-612 Kingsdal	e Rd 2%	0%	С	0.182	F	0.583	70	G	2018
740) Oan Lane	0.00	To:	G	J4 /0	U /0	133-644 Indian T		U /0	U	0.102	1	0.505	70	G	2010
		From:				Dead End									
744) Jasmine Ln	0.93	80	G			Dodd End				0.129	F	0.591	80	G	2018
133/		To:				133-616 Holy Nec	k Rd								
		From:				Dead End									
757 Bennetts Creek Park Ro	d 1.03	5400	G							0.097	F	0.608	5400	G	2018
		To:				133-626 Shoulders 1									
Short Land	0.10	1100		010/		North Carolina Stat		00/		0.007	_	0 F76	1000	C	2010
759 Short Lane	0.12	1100	G	81%	0%	1% 1% 33-668 S, Pittmanto	18%	0%	С	0.097	F	0.576	1200	G	2018
		From:				33-668 N, Pittmant	own Rd								
759 Gates Rd	1.23	1100	G	80%	0%	1% 1%	18%	0%	С	0.095	F	0.612	1200	G	2018
		To: From:				133-666 Pineview									
759 Pineview Rd	3.75	50	G	93%	0%	133-666 Gates 1	0%	0%	С	0.192	F	0.6	60	G	2018
				/ •					_						

					Nans	emond Maintenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk														
$\bigcirc$ 0 1 D	0.55	From	<u> </u>	050/		133-616 E, Vicksburg Rd	201			_	0.700	050	•	0040
759 Quaker Dr	3.55	620	G	95%	1%	4% 0% 0%	0%	С	0.116	F	0.726	650	G	2018
		From				133-653 N, Dutch Rd 133-643 S, Manning Rd								
759 Liberty Spring Rd West	2.28	470	G			100 0 10 0, 111mming 14a			0.143	F	0.627	470	G	2018
(759) Liberty Spring Rd West	_	To			1	US 13 S, Whaleyville Blvd								
		From:				Cul-de-Sac								
785 Burnetts Ct	0.12	120	G			cur de sue			0.159	F	0.615	120	G	2018
785 Burnetts Ct	•	To:				133-780 Burnetts Way							-	
		From:	1			Cul-de-Sac								
Chenaneo Rd	0.14	90	G			Cui-dc-Sac			0.163	F	0.704	90	G	2018
Chenaneo Rd	• • • • • • • • • • • • • • • • • • • •	To:	Ť			133-1034 Fallwater Way				•	00.		О.	_0.0
		From:												
County St	0.62	2900	G	87%	1%	133-1111 Dill Rd 2% 3% 6%	0%	С	0.083	F	0.602	3100	G	2018
1101 County St	0.02	2900 To:	G	07 /6	1 /0		0 /6		0.003	'	0.002	3100	G	2010
		-	1			Old Suffolk Corp Limits								
Dill B4	0.00	From:	<u> </u>	600/	00/	133-731 W, Dill Rd	00/	^	0.155	_	0.500	110	^	0010
1111 Dill Rd	0.39	100	G	62%	3%	3% 8% 24%	0%	С	0.155	F	0.526	110	G	2018
_		10.				133-1101 County St								
		From:	ــــــــــــــــــــــــــــــــــــــ			133-1148 Winterview Dr				_	0 = / =		_	
Summerfield Ct	0.06	330	G			22.11.15.0			0.128	F	0.517	330	G	2018
<u> </u>		To	<u> </u>		1:	33-1145 Springfield Terrace								
$\overline{}$		From:				133-1332 Truman Rd				_			_	
1310 6th St	0.39	5000	G	98%	1%	1% 0% 0%	0%	С	0.09	F	0.605	5300	G	2018
1337		To			S	SR 337; Washington St East			<b>—</b>					
1310) 6th St	0.17	740 From	G	98%	1%	1% 1% 0%	0%	С	0.102	F	0.654	780	G	2018
1310 6th St		To				301 Railroad Ave; Gap Term								
		From:				133-1318 Clary Dr								
Goodman St	0.11	310	G	97%	1%	2% 0% 0%	0%	С	0.110	F	0.703	330	G	2018
1337		To				133-1317 Center Ave								
		From:				133-642 Wilroy Rd								
McAruthur Dr	0.16	40	G						0.2	F	0.75	40	G	2018
133		To			13	33-1319; 133-1323 Myrtle St								
		From:				SR 337 Washington St								
1324 Hollywood Ave	0.06	2500	G	98%	1%	1% 0% 0%	0%	С	0.092	F	0.581	2600	G	2018
133		To				133-1325 Myrick Ave								
		From:				133-1310 Goodman St								
1325 Center Ave	0.39	1700	G	97%	1%	1% 0% 0%	0%	С	0.094	F	0.539	1800	G	2018
1323)		To:				133-1324 Hollywood Ave							-	
		From:				Pinner St			<u> </u>					
1329 Old Pinner St	0.17	2300	G	96%	0%	1% 1% 2%	0%	С	0.113	F	0.947	2500	G	2018
Old Pinner St	0.17	<b>2000</b> To:		3070		US 58 Bus; Constance Rd	0 70			•	0.047	2000	ď	2010
		From:												
1332) Truman Rd	ი აა		<u> </u>	98%		133-642 White Marsh Rd	0%	С	0.082	F	0.506	2000	C	2010
1332 Truman Rd	0.23	2700 To:	G	JO 70	1%	0% 0% 0% 133-1310 6th St	U-/o	U	0.062	Г	0.506	2800	G	2018
			<u> </u>						<u>l</u>					
Niver Dr	0.00	From:	<u> </u>		1	133-1366 Blythewood Lane				_	0.507	000	_	0010
1368 Nixon Dr	0.06	820 To:	G			122 1260 6: 5			0.11	F	0.527	820	G	2018
			<u> </u>			133-1369 Sierra Dr								
<u> </u>		From	لــِــا			Dead End				_			_	
1502 Eclipse Dr	0.19	170	G						0.137	F	0.596	170	G	2018
$\overline{}$		To				133-1505 Cross St								
<u> </u>		From:				Dead End								
1605 Sunset Manor Dr	0.07	50	G						0.365	F	0.587	50	G	2018
130		To				133-1601 Vaughan Ave								
		From:				Bus US 58 Holland Rd								
1722 1333 Kilby Shores Rd	0.03	5700	G	97%	1%	Bus US 58 Holland Rd 1% 1% 0%	0%	С	0.098	F	0.680	6000	G	2018

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Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk															
Finney Ave	0.20	7500	G	00%	0%	Main St 1% 0%	00/	0%	С	0.088	F	0.507	9000	C	2018
Finney Ave	0.20	7 500 To:		99%	076	1% 0% Pinner Ave	0%	0%		0.000	Г	0.507	8000	G	2016
		From:		-				-							
8509) Saratoga St	0.31	2700	G	97%	1%	Carolina Ave	0%	0%	С	0.089	F	0.52	2800	G	2018
Saratoga St	0.01	2100	<u> </u>	37 70	1 70		<u> </u>	0 70		0.000	•	0.52	2000	a	2010
Courate no Ct	0.10	From:	<u> </u>	070/	10/	Washington St	00/	00/	F	0 101		0.514	0.400		0010
Saratoga St	0.12	3200 _{To:}	G	97%	1%	1% 1%	0%	0%	<u> </u>	0.101	F	0.514	3400	G	2018
		From:				Market St				_					
→ Hall Δνα	0.43	3300	G	98%	0%	Saratoga St 1% 1%	0%	0%	С	0.098	F	0.558	3500	G	2018
Hall Ave	0.43	3300 To:		90 /6	0 /6	East Washington		0 /6		0.098	'	0.556	3300	G	2010
		From:					<u> </u>								
Factory St	0.44	2300	G	97%	1%	SCL Suffolk 1% 1%	0%	0%	С	0.092	F	0.515	2400	G	2018
Pactory St	0.44	2300 To:		91 /0	1 /0	Washington St	0 /6	0 /6		0.092	'	0.515	2400	G	2010
		From:	_							_					
S512) Fayette St	0.17	750	G	97%	1%	Carolina Rd	0%	0%	С	0.113	F	0.522	800	G	2018
Payette St	0.17	7 <b>30</b> To:		J1 /0	1 /0	Cedar St	U /0	J /6		0.113	'	0.522	500	u	2010
		From:				Fayette St									
3512 Cedar St	0.04	740	G	97%	2%	1% 0%	0%	0%	С	0.09	F	8.0	780	G	2018
133/		To:				Madison Ave									
<u> </u>		From:	<u> </u>			Cedar St					_			_	
Madison Ave	0.23	840	G	83%	1%	2% 4%	10%	0%	С	0.123	F	0.56	890	G	2018
<u> </u>		To: From:				County St				$\Box$ —					
Madison Ave	0.11	1200	G	93%	1%	2% 2%	2%	0%	С	0.116	F	0.585	1300	G	2018
1337		To	<u> </u>			Factory St									
		From:				North Main St									
Bank St Bank St	0.20	2200	G	98%	0%	1% 1%	0%	0%	С	0.105	F	0.69	2400	G	2018
		To:	Щ_			Pinner St									
		From:				Old Suffolk Corp Li									
G ₃₈₁₃ County St	0.18	3400	G	90%	0%	1% 3%	5%	0%	F	0.093	F	0.648	3600	G	2018
1337		To: From:				Madison Ave				$\neg$ —					
R813 County St	0.27	3800				Madison Avc									
133/		5555	G	90%	0%	1% 3%	5%	0%	С	0.091	F	0.592	4000	G	2018
		To:	G	90%	0%			0%	С	0.091	F	0.592	4000	G	2018
			G 	90%	0%	1% 3%	n St	0%	С	0.091	F	0.592	4000	G	2018
1814) Liberty St / Moore Ave	0.64	To:	G G	90%	1%	1% 3% SR 337 Washington	n St	0%	C	0.091	F F	0.592	4400	G G	
Liberty St / Moore Ave	0.64	To: From:				1% 3% SR 337 Washington SR 337 Washington	n St n St								
Liberty St / Moore Ave	0.64	From: <b>4200</b>				1% 3% SR 337 Washington SR 337 Washington 1% 3%	n St n St 6%								
Liberty St / Moore Ave	0.64	From: <b>4200</b>				1% 3% SR 337 Washington SR 337 Washington 1% 3% Pinner St	n St n St 6%								2018
1337	0.64	From: 4200 From:	G			1% 3% SR 337 Washington SR 337 Washington 1% 3% Pinner St	n St n St 6%			0.099	F	0.586	4400	G	2018
133)	0.64	From: 4200 To: From: 1400	G			1% 3% SR 337 Washingtor SR 337 Washingtor 1% 3% Pinner St Repass Beach Re	n St n St 6%			0.099	F	0.586	4400	G	2018
133)	0.64	4200 To: From: 1400 To:	G			1% 3% SR 337 Washington SR 337 Washington 1% 3% Pinner St Repass Beach Re Wet Marsh Ct	n St n St 6%			0.099	F	0.586	4400	G	2018
Burbage Lake Circle	0.64	From: 4200 To: 1400 To: From: 1400 To: From: 1400 To: From: From: From: From: To: To: To: To: To: To: To: To: To: To	G G			1% 3% SR 337 Washington SR 337 Washington 1% 3% Pinner St Repass Beach Re Wet Marsh Ct	n St n St 6%			0.099	F	0.586	4400 1400	G G	2018
Burbage Lake Circle	0.64	4200 To: 1400 To: 1400 To: 1400 To: 1500 To:	G G			1% 3% SR 337 Washington SR 337 Washington 1% 3% Pinner St Repass Beach Re Wet Marsh Ct Smith Street	n St n St 6%			0.099	F	0.586	4400 1400	G G	2018
Burbage Lake Circle	0.64	From: 4200 To: From: 1400 To: From: 350 To:	G G			1% 3% SR 337 Washington 1% 3% Pinner St Repass Beach Re Wet Marsh Ct Smith Street W. Washington Str	n St n St 6%			0.099	F	0.586	4400 1400	G G	2018
Burbage Lake Circle  James Avenue	0.64	From: 4200 To: From: 1400 To: From: 350 To: From: 570 Fr	G G G	90%	1%	1% 3% SR 337 Washington 1% 3% Pinner St  Repass Beach Re  Wet Marsh Ct  Smith Street  W. Washington Str	n St n St 6% d	0%	С	0.099 0.108 0.098	F F	0.586 0.598 0.629	4400 1400 350	G G	2018
Burbage Lake Circle  James Avenue	0.64	From: 4200 To: From: 3400 To: From: 350 To: From: 6600	G G G	90%	1%	1% 3% SR 337 Washington 1% 3% Pinner St  Repass Beach Re  Wet Marsh Ct  Smith Street  W. Washington Str  Ashford Dr 1% 0%	n St n St 6% d	0%	С	0.099 0.108 0.098	F F	0.586 0.598 0.629	4400 1400 350	G G	2018
Burbage Lake Circle  James Avenue	0.64	From: 4200 To: From: 3400 To: From: 66000 To: To: From: 66000	G G G	90%	1%	1% 3% SR 337 Washingtor 1% 3% Pinner St  Repass Beach Re  Wet Marsh Ct  Smith Street  W. Washington Str  Ashford Dr 1% 0% Godwin Blvd	n St n St 6% d	0%	С	0.099 0.108 0.098	F F	0.586 0.598 0.629	4400 1400 350	G G	2018 2018 2018 2018
Burbage Lake Circle  James Avenue  Kensington Blvd	0.64	4200 To:  4200 To:  1400 To:  From:  350 To:  6600 To:	G G G	90%	1%	1% 3% SR 337 Washington 1% 3% Pinner St  Repass Beach Re  Wet Marsh Ct  Smith Street  W. Washington Str  Ashford Dr 1% 0% Godwin Blvd Pioneer Ave	n St n St 6% d	0%	C	0.099 0.108 0.098 0.098	F F	0.586 0.598 0.629	4400 1400 350 6600	G G G	2018 2018 2018 2018
Burbage Lake Circle  James Avenue  Kensington Blvd	0.64	4200 To:  4200 To:  1400 To:  From:  350 To:  6600 To:	G G G	90%	1%	1% 3% SR 337 Washington 1% 3% Pinner St  Repass Beach R.  Wet Marsh Ct  Smith Street  W. Washington Str  Ashford Dr 1% 0% Godwin Blvd  Pioneer Ave 1% 0% Lummis Rd	n St n St 6% d	0%	C	0.099 0.108 0.098 0.098	F F	0.586 0.598 0.629	4400 1400 350 6600	G G G	2018 2018 2018 2018
Burbage Lake Circle  James Avenue  Kensington Blvd	0.64	From: 1400 To: From: 350 To: From: 1900 To:	G G G	90%	1%	1% 3%  SR 337 Washington  1% 3%  Pinner St  Repass Beach Re  Wet Marsh Ct  Smith Street  W. Washington Str  Ashford Dr  1% 0%  Godwin Blvd  Pioneer Ave  1% 0%	n St n St 6% d	0%	C	0.099 0.108 0.098 0.098	F F	0.586 0.598 0.629	4400 1400 350 6600	G G G	2018 2018 2018 2018 2018 2018