2019

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	
$\overline{}$		

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wve - Wve Route connector

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.

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

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Isle of Wight County												
(10) (32) Godwin Rd	City of Suffolk	1.31 11000	G 95%	0%	1%	1%	2%	0%	F	0.103	F	0.597	12000	G
\bigcirc	To	SR 125 Chuckatu	ıck		<u> </u>									
10 (32) Godwin Blvd	City of Suffolk	0.87 13000	G 95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
	To	133-603 Everets	Rd											
10 (32) Godwin Blvd	City of Suffolk	4.81 12000	G 95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	13000	G
10) (32) 333333	T					.,.	_,,				-			_
10 (32) Godwin Blvd	City of Suffolk	133-634 Kings For		0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	G
10 (32) Godwin Blvd	City of Sulloik	1.36 23000	G 95%	0%	170	170	2%	0%	Г	0.095	Г	0.536	24000	
	To- From	US 58 Suffolk By												
10) (32) Godwin Blvd	City of Suffolk	0.54 20000	G 95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	(
<u> </u>	To: From:	Pruden Blvd US 4												
Bus		Bus US 460 Elephan		0%	10/	00/	00/	00/	С	0.101	۸	0.507	06000	,
10)(460)(32)	City of Suffolk	1.49 25000	A 99%	0%	1%	0%	0%	0%	C	0.101	Α	0.507	26000	P
Bus	From:	Bus US 460, Bus U Bus US 460	18 38											
10) (32) (460) Main St	City of Suffolk	0.09 29000	G 98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	(
10) (32) (400)	To:	Bus US 58	U						-		-			
Bus	From:	Bus US 58, Bus US	S 460											
10) (32) (13) Main St	City of Suffolk	0.68 19000	G 98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	(
	To:	SR 337 Washingto	on St											
	From:	North Carolina State	e Line											
13 Whaleyville Blvd	City of Suffolk	5.37 5400	A 88%	0%	0%	1%	10%	0%	С	0.098	Α	0.66	5200	A
<u>~</u>	To:	133-616 Mineral Spr	ing Rd											
13 Whaleyville Blvd	City of Suffolk	1.28 12000	G 88%	0%	0%	1%	10%	0%	F	0.071	F	0.553	11000	(
,	To	133-677 Great Forl												
13 Whaleyville Blvd	City of Suffolk	0.82 8200	G 88%	0%	0%	1%	10%	0%	F	0.087	F	0.704	8100	(
13) Whaleyville Blvd	Only of Guillon			0 70	0 70	1 /0	10 /6	0 70	'	0.007		0.704	0100	
~~	To: From:	133-675 Cypress Cha									_			
Whaleyville Blvd	City of Suffolk	2.22 8000	G 88%	0%	0%	1%	10%	0%	F	0.082	F	0.706	7900	C
~	To: From:	133-759 S, Liberty Sprin	g Rd West											
13 Whaleyville Blvd	City of Suffolk	1.06 9400	G 88%	0%	0%	1%	10%	0%	F	0.088	F	0.708	9200	(
<i>→</i>	To:	133-759 N, Babbtov	vn Rd											
13 Whaleyville Blvd	City of Suffolk	2.56 9600	G 88%	0%	0%	1%	10%	0%	F	0.082	F	0.738	9400	(
13) ************************************	To:	SR 32 Carolina I		0,0		. , ,	. 0 / 0	0 / 0	•	0.002		000	0.00	•
	From:	SR 32 Whaleyville												
13 (32) Carolina Rd	City of Suffolk	1.64 17000	G 88%	0%	0%	1%	10%	0%	F	0.081	F	0.696	16000	(
<i>9</i>	To:	Bus US 13												
~~ - · · · - · · · · ·	From:	Bus US 13, SR 32 Car												
13) Southwest Suffolk Bypass	City of Suffolk	2.80 13000	G 86%	1%	1%	2%	10%	0%	С	0.087	F	0.647	12000	(
~	To: From:	US 58 Holland F	Rd											
13) (58) Suffolk Bypass	City of Suffolk	Bus US 58	0.0404	40/	10/	10/	1.40/	00/	_	0.000	г	0.570	41000	_
	CITY OF SHITOIK	1.41 43000	G 84%	1%	1%	1%	14%	0%	F	0.082	F	0.579	41000	G

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	61-604 Pitchkitt		2 12 /	121				221	_		_		10000	_
13 (58) Suffolk Bypass	City of Suffolk	1.88 <b>45000</b>	G 8	84%	1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From From	US 460 Pruden		000/	00/		40/	00/	00/	_	0.000		0.505	50000	
13) (58) (460) Suffolk Bypass	City of Suffolk	0.93 51000		92%	0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	G
13 (58) (460 Suffolk Bypass	City of Suffolk	SR 10 SR 32 Godw 1.87 62000		92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
13) (58) (460) Suffolk Bypass	City of Surioik			JZ /0	0 /6	1 /0	1 /0	0 /6	0 /6	'	0.004	'	0.502	03000	C
13 \ \(\sum_{58} \) \(\sum_{460} \) Suffolk Bypass	City of Suffolk	61-642 Wilroy 2.30 52000		92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	(
13) (58) (460) Suffolk Bypass	Oity of Ourion				0 70	170	1 /0	0 70	0 70		0.000	•	0.575	33000	
13 \ \(\sum_{58} \) \(\lambda_{460} \) Military Highway	City of Suffolk	Bus US 13,Bus US 58 N 3.46 76000	-	yy 92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	(
13) (58) (460) Military Highway	To:	Bus US 13	<u> </u>	JE /0	0 70	170	1 /0	0 70	0 70		0.000	•	0.012	73000	`
Bus	From:	US 13 Southwest Suff	olk Bypass												
13) (32) Carolina Rd	City of Suffolk	1.17 12000		88%	0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	(
~	To	Old SCL Suffe	olk			_									
Bus 13) (32) Carolina Rd	City of Suffolk	0.54 11000		88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	(
13 (32) Carolina Rd	City of Surioik	Fayette St	G (00 /6	0 /6		1 /0	10 /6	0 /6	'	0.004	•	0.555	11000	
Bus	From:	US 13; SR 32 Fay													
Bus 13 32 Main St	City of Suffolk	0.34 11000	G 9	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	(
Rue	To: From:	Begin SR 10)												
$\overbrace{13}$ (32) (10) Main St	City of Suffolk	0.68 19000	G 9	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	(
\sim \sim	To:	US 58; Bus US													
Bus Bus Constance Bd	City of Cuffolls	SR 32 Main		070/	00/	10/	10/	20/	00/	F	0.085	F	0.500	17000	(
13) (58) (460) Constance Rd	City of Suffolk	0.88 16000	G S	97%	0%	1%	1%	2%	0%	Г	0.065	Г	0.592	17000	(
Bus Bus	To: From:	Pinner St													
13) (58) (460) Portsmouth Blvd	City of Suffolk	1.60 17000	G 9	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	(
Bus Bus Bus	To: From:	SR 337 Washing	ton St												
13 \ \(\sqrt{58} \) \(\lambda{460} \) Portsmouth Blvd	City of Suffolk	1.22 25000	G 9	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	(
	To:	US 13, US 58, U													
	From:	WCL Chesape	ake												
17) Bridge Rd	City of Suffolk	0.66 24000	G 9	99%	0%	0%	0%	0%	0%	F	0.086	F	0.537	26000	(
~	To: From:	I-664; SR 164 Wester	n Freeway												
17) Bridge Rd	City of Suffolk	1.81 36000	G 9	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	39000	(
~	To: Fron:	133-626 Knots Neck Road;	Shoulders F	Hill Rd											
17) Bridge Rd	City of Suffolk	1.54 28000	G 9	97%	0%	1%	1%	1%	0%	F	0.088	F	0.599	30000	(
~	To: From:	133-627 Bennetts Pa													
17) Bridge Rd	City of Suffolk	2.47 21000	G 9	95%	0%	1%	2%	2%	0%	С	0.093	F	0.554	23000	(
~	To: From:	133-628 Crittend	en Rd												
17 Bridge Rd	City of Suffolk	1.17 16000	N S	97%	0%	1%	1%	1%	0%	Ν	0.096	F	0.542	17000	١
~	To:	Isle of Wight Cour	nty Line												

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

		Nansemond Mainten					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
C Barrer	From:	US 17	_								0.004	_		4.4000	0
17 Ramp	City of Suffolk (Maint: 61)	0.13 14000 I-664 East	G			_					0.084	F		14000	G
North	Fronx	US 17 TO ROUTE 664 E.	A STSC	ITU											
17 Ramp	City of Suffolk (Maint: 61)	0.03 5200	G	UIII							0.092	F		5200	G
	To:	US 17-S034A TO R	OUTE												
South	From:	US 17 TO ROUTE 664 E.	ASTSC	UTH											
(17) Ramp	City of Suffolk (Maint: 61)	0.05 8200	G								0.092	F		8200	G
<u></u>	Τα	US 17-N034A US 17- 34A		DUTE											
(32) Carolina Rd	City of Suffolk	North Carolina State 2.89 3900		93%	1%	1%	1%	5%	0%	С	0.094	F	0.721	4200	G
(32) Carolina Rd	City of Sulloik		G	93%	1 70	1 70	170	3%	0%	C	0.094	Г	0.721	4200	G
32 Carolina Rd	City of Suffolk	133-642 Adams Swa 2.07 4400	ımp Rd G	93%	1%	1%	1%	5%	0%	F	0.088	F	0.703	4600	G
32 Carolina Rd	Oity of Sulloik				1 /0	1 /0	1 /0	J /6	0 /6	'	0.000	'	0.703	4000	u
(32) Carolina Rd	City of Suffolk	133-675 Cypress Cha 1.40 4500	apel Rd G	94%	0%	1%	1%	4%	0%	С	0.095	F	0.764	4800	G
32 Carolina Rd	To			0 1 70	0 70		170	470	0 / 0	Ü	0.000	•	0.704	4000	ŭ
32 Carolina Rd	City of Suffolk	133-759 Babbtows 0.65 4800	n Rd G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.783	5100	G
32) Saronna rio	Tree Tree			0 1 70	0 70		170	470	0 / 0	•	0.001	•	0.700	0100	ŭ
32 Carolina Rd	City of Suffolk	133-647 Copelano 2.45 4700	G	94%	0%	1%	1%	4%	0%	F	0.092	F	0.785	5000	G
(32) 33.3	Тох	US 13 South of Su					.,.	.,,	- , -	-		-	• • • • • • • • • • • • • • • • • • • •		
	From:	Whaleyville Blv													
(32) (13) Carolina Rd	City of Suffolk	1.64 17000	G	88%	0%	0%	1%	10%	0%	F	0.081	F	0.696	16000	G
Bus	To: From:	61-731 Dill Ro	1												
(32) (13) Carolina Rd	City of Suffolk	1.17 12000	G	88%	0%	0%	1%	10%	0%	F	0.080	F	0.566	12000	G
	To: From:	Old SCL Suffol	lk			_									
Bus (32) (13) Carolina Rd	City of Suffolk	0.54 11000	G	88%	0%	0%	1%	10%	0%	F	0.084	F	0.535	11000	G
	Тох	Bus US 58 Constan							-,-						
Bus	From:	Fayette St	_	000/	20/	10/	00/	00/	00/	_	0.070	_	0.500	11000	
(32) (13) Main St	City of Suffolk	0.34 11000	G	98%	0%	1%	0%	0%	0%	С	0.078	F	0.532	11000	G
Bus	To: From:	SR 337 Washingto	on St												
(32) (13) (10) Main St	City of Suffolk	0.68 19000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.508	20000	G
Bus	To: From:	Bus US 58, Bus US	S 460												
32) 460 (10) Main St	City of Suffolk	0.09 29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
	To	Old NCL of Suff													
Bus	City of Suffalls			000/	00/	10/	00/	00/	00/	_	0.101	٨	0.507	26000	٨
(32) (460) (10)	City of Suffolk	1.49 25000 SR 10 Elephant F	A Fork	99%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
	From:	Bus US 460	OIK												
(32) (10) Godwin Blvd	City of Suffolk	0.54 20000	G	95%	0%	1%	1%	2%	0%	F	0.084	F	0.524	21000	G
\smile	Tor	US 58 Suffolk By	pass												

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

В.,				·-· -			Tru	ck			K	014	Dir	AANAIDT	014
Route	Jurisdiction	Length AADT	QA 4	4Tire E	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 58 Suffolk By		252/	00/	101	40/	00/	00/	_	0.005	_	0.500	0.4000	_
32) (10) Godwin Blvd	City of Suffolk	1.36 23000	G S	95% (0%	1%	1%	2%	0%	F	0.095	F	0.536	24000	G
	From	61-634 Kings For										_			_
32) (10) Godwin Blvd	City of Suffolk	4.81 12000	G 9	95%	0%	1%	1%	2%	0%	С	0.095	F	0.536	13000	G
	To: From:	61-603 Everets													
32) (10) Godwin Blvd	City of Suffolk	0.87 13000	G S	95%	0%	1%	1%	2%	0%	F	0.101	F	0.61	14000	G
<u> </u>	To: From:	SR 125 Chucka	tuck												
$_{32})$ $\binom{10}{10}$ Godwin Rd	City of Suffolk	1.31 11000	G S	95% (0%	1%	1%	2%	0%	F	0.103	F	0.597	12000	C
\smile	To:	Isle of Wight Coun	ty Line												
	From:	Southampton Coun													
58) (258) Franklin Bypass	City of Suffolk	1.27 20000	G 8	84%	1%	1%	1%	14%	0%	F	0.075	F	0.556	19000	(
	To: From	US 258													
Franklin Bypass	City of Suffolk	0.18 20000	N 8	84%	1%	1%	1%	14%	0%	Ν	0.074	F	0.552	19000	١
~	To: From:	SR 189													
58) (189) (1β9) Franklin Bypass	City of Suffolk	1.01 20000	G 8	84%	1%	1%	1%	14%	0%	F	0.074	F	0.552	19000	(
30 (100) (180)	To:														
58) (189)(189)S Quay Rd	City of Suffolk	SR 272 South Qu 4.23 22000		84%	1%	1%	1%	14%	0%	F	0.076	F	0.580	21000	(
189 (189) (189) 5 dady 11d	only of danoin			J + 70	1 /0		1 /0	1470	0 70	•	0.070	•	0.000	21000	`
Lolland Dunger	City of Cuffolls	SR 189 S Quay		0.40/	10/	10/	10/	1.40/	00/	F	0.076	F	0.500	21000	(
Holland Bypass	City of Suffolk	1.05 22000	G 8	84%	1%	1%	1%	14%	0%	Г	0.076	Г	0.598	21000	(
~~	To: From:	Bus US 58				_									
Holland Rd	City of Suffolk	1.32 26000	G 8	84%	1%	1%	1%	14%	0%	F	0.078	F	0.595	24000	(
~	To: From:	133-610 W, Buckh													
58	City of Suffolk	2.77 26000		84%	1%	1%	1%	14%	0%	F	0.077	F	0.608	25000	(
~ <u></u>	To:	133-647 E, Lumn													
58 Holland Rd	City of Suffolk	133-647 Lummi 2.05 27000		84%	1%	1%	1%	14%	0%	F	0.076	F	0.593	26000	(
58) Holland Hu	Oity of Guiloik			J+ 70	1 /0	1 /0	1 /0	17/0	0 70	•	0.070	•	0.555	20000	`
Lieller d Dd	Too From	133-643 Manning B		0.40/	10/	10/	40/	4.40/	00/	_	0.000	_	0.507	00000	
Holland Rd	City of Suffolk	0.67 31000	G 8	84%	1%	1%	1%	14%	0%	F	0.083	F	0.567	30000	(
~~ <u> </u>	To: Prom:	133-738 Kenyor													
Holland Rd	City of Suffolk	0.38 35000	G 8	84%	1%	1%	1%	14%	0%	F	0.084	F	0.549	33000	(
~	To: From:	Cove Point R	d												
Holland Rd	City of Suffolk	1.15 35000	G 8	84%	1%	1%	1%	14%	0%	F	0.083	F	0.547	34000	(
~	To:	US 13 Southwest Suffe	olk Bypass												
Suffalls Purpose	City of Cuffells	Bus US 58	•	0.40/	10/	10/	10/	1.40/	00/	F	0.000	F	0.570	41000	(
58 (13) Suffolk Bypass	City of Suffolk	1.41 43000	G 8	84%	1%	1%	1%	14%	0%	Г	0.082	Г	0.579	41000	(
~ ~~	To: From	133-604 Pitchkitt							2						
58) (13) Suffolk Bypass	City of Suffolk	1.88 45000	G 8	84%	1%	1%	1%	14%	0%	F	0.083	F	0.577	43000	(
~ ~	To: From	US 460 Pruden	Blvd												
58) (13) (460) Suffolk Bypass	City of Suffolk	0.93 51000	G S	92% (0%	1%	1%	6%	0%	F	0.083	F	0.585	53000	(
\sim \sim	To	SR 10, SR 32 Godw	vin Blvd												

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

					4			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		SR 32 Gody													
(58) (13) (460) Suffolk Bypass	City of Suffolk	1.87	62000	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From		6-642 Wilro	•	2021				0-1	221			_			
58 (13) (460) Suffolk Bypass	City of Suffolk	2.30	52000	G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
	From:	Bus US 13, Bus US 58														
(58) (13) (460) Military Highway	City of Suffolk	3.46	76000	G	92%	0%	1%	1%	6%	0%	F	0.083	F	0.612	79000	G
\bigcirc	To:	We	CL Chesape	eake												
East	From:		58 TO RTE													_
58 258 Ramp	City of Suffolk	0.17	560	G								0.111	F		560	G
East	To: From:	US 58-E451	B TO RTE	189 SO	JTH											
(58) (258) Ramp	City of Suffolk	0.05	230	G								0.113	F		230	G
	To:	1SR 189-P	FROM RT	E 58 EA	ST											
Bus	From:		Wight Cour													
8 Ruritan Blvd	City of Suffolk	2.65	1800	G	96%	0%	1%	1%	1%	0%	С	0.11	F	0.606	1900	G
Bus	To: From:		SR 189													
58 Holland Rd	City of Suffolk	0.26	2300	G	96%	1%	2%	1%	1%	0%	С	0.098	F	0.683	2400	G
Bus	To: From:	133-653 Dut	ch Rd; Gler	1 Haven	Orive											
(58) Holland Rd	City of Suffolk	0.46	3100	G	96%	1%	2%	1%	1%	0%	С	0.095	F	0.706	3300	G
<u>~</u>	To:		US 58													
Bus 58 Holland Rd	City of Suffolk	US 5 0.05	8 East of H 9800	olland G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.512	10000	G
(58) Holland Rd	City of Surioik				9170	076	1 70	170	1 70	0%	Г	0.065	Г	0.512	10000	G
Bus	To: From:		22 Kilby Sh													
(58) Holland Rd	City of Suffolk	1.79	8900	G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.587	9400	G
Bus	10: From:		37 Constan				-									
58 Constance Rd	City of Suffolk	0.29	8500	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.507	9000	G
\bigcirc	- Toe	WCL S	uffolk Pitch	kettle R												
Bus 58 Constance Rd	City of Suffolk	0.86	9900	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.551	10000	G
(58) Constance Rd	City of Surioik				90%	076	1 70	0%	1 70	0%	C	0.000	Г	0.551	10000	G
Bus Bus Bus	To: From:	S	R 32 Main	St												
(58) (13) (460) Constance Rd	City of Suffolk	0.88	16000	G	97%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	G
Bus Bus Bus	To: From:		Pinner Stree Highland Av													
58 13 460 Portsmouth Blvd	City of Suffolk	1.60	17000	G	97%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
	Too		37 Washing													
Bus Bus Bus	Prom:				000/	00/	10/	10/	00/	00′		0.000		0.500	00000	
58 (13) (460) Portsmouth Blvd	City of Suffolk	1.22	25000 US 58	G	96%	0%	1%	1%	2%	0%	С	0.086	F	0.589	26000	G
	***		US 38													

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

						Tru	ıck			K	a	Dir		
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	Fron:	SR 10; SR 32 Godwin												
125 Kings Hwy	City of Suffolk	0.69 3000	G 96%	0%	1%	1%	2%	0%	С	0.121	F	0.5	3200	G
	To- From:	133-628 Crittenden												
125 Kings Hwy	City of Suffolk	1.09 650	G 97%	0%	1%	0%	1%	0%	С	0.121	F	0.5	690	G
<u> </u>	To:	133-620 Ferry Point	t Rd		\neg \vdash									
125)Kings Hwy	City of Suffolk	0.91 220	G 99%	1%	0%	0%	0%	0%	С	0.143	F	0.667	240	G
\smile	To:	Dead End												
Vingo I hay	City of Cuffolk	Dead End @ Nansemon		0%	1%	00/	00/	00/	С	0.114	F	0.606	610	(
125 Kings Hwy	City of Suffolk	1.34 580	G 99%	0%	1%	0%	0%	0%	C	0.114	г	0.606	610	(
	To: From	133-629 W, Sleepy Ho												
125 Kings Hwy	City of Suffolk	1.22 860	G 99%	0%	1%	0%	0%	0%	С	0.101	F	0.615	910	(
	To: From	133-627 Bennetts Pasti	ure Rd											
125)Kings Hwy	City of Suffolk	0.48 2700	G 98%	0%	1%	1%	0%	0%	С	0.101	F	0.615	2900	(
	To:	SR 337 Nansemond Pa	arkway											
	From:	US 17 Bridge Ro	1											
135)College Dr	City of Suffolk	0.20 23000	G 98%	0%	0%	0%	1%	0%	F	0.082	F	0.52	25000	(
\mathcal{L}	Too	SR 164 Western Free	eway.											
135)College Dr	City of Suffolk	0.65 22000	G 98%	0%	0%	0%	1%	0%	С	0.079	F	0.505	23000	(
100)	T-						.,.		_		-			
135)College Dr	City of Suffolk	133-658 Towne Poin 0.76 23000	G 98%	0%	1%	0%	1%	0%	С	0.077	F	0.505	25000	(
135 College Di	City of Sulfolk		G 90 /0	0 /6	1 /0	0 /6	1 /0	0 /6	O	0.077	'	0.303	23000	
	To: From:	I-664												_
College Dr	City of Suffolk	0.59 8700	G 98%	0%	1%	0%	1%	0%	F	0.093	F	0.633	9300	(
<u> </u>	10.	SR 367 Tidewater Commun												_
North	Front	SR 135 N, College								0.4	_		4000	,
Ramp	City of Suffolk (Maint: 61)	0.37 4300	G		_					0.1	F		4300	(
		I-664 West												
North	Oib and Outfalls (Mariats Od)	SR 135 N, College								0.444	_		4000	,
Ramp	City of Suffolk (Maint: 61)	0.12 4600 I-664 East	G							0.141	F		4600	(
South	Prom:	SR 135 S, College								0.444	_		4.400	,
135)Ramp	City of Suffolk (Maint: 61)	0.16 1400	G							0.114	F		1400	(
		I-664 West												
South	Oib and Outfalls (Mariats Od)	SR 135 S, College								0.440	_		0500	,
135 Ramp	City of Suffolk (Maint: 61)	0.40 2500	G							0.146	F		2500	(
	10.	I-664 East												_
Western Francis	Prom:	US 17 Bridge Roa		00/		401	001	001	_	0.000	_	0.545	0.4000	
Western Freeway	City of Suffolk (Maint: 61)	0.84 30000	G 96%	0%	0%	1%	3%	0%	F	0.092	F	0.545	34000	C
	To- From	I-664			\Box \vdash									
164)Western Freeway	City of Suffolk (Maint: 61)	0.64 55000	G 96%	0%	0%	1%	3%	0%	F	0.092	F	0.577	62000	C
\smile	To:	SR 135 College D)r											

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

				_		Truck	(K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3-				QC	Factor	QK	Factor	AAWDT	QW
	From	SR 135 College Dr	000/	00/	201	40/	201	00/	_	0.404		0.570	22222	
164 Western Freeway	City of Suffolk (Maint: 61)	0.02 59000 A	96%	0%	0%	1%	3%	0%	С	0.104	Α	0.572	66000	Α
	10.	WCL Portsmouth												
East	City of Suffolk (Maint: 61)	SR 164 E, Western Freeway 0.20 2500 G	96%	0%	00/	10/	20/	0%	F	0.134	F		2900	G
164 Ramp	City of Surfork (Maint. 61)	0.20 2500 G I-664 West	90%	0%	0%	1%	3%	0%	Г	0.134	Г		2900	G
W	From													
West 164)Ramp	City of Suffolk (Maint: 61)	SR 164 W, Western Freewa 0.22 6300 G	96%	0%	0%	1% :	3%	0%	F	0.087	F		7100	G
164) 1141111	To:	I-664 East	30 /6	0 70		170	J /0	0 70	•	0.007	•		7100	ч
West	From	SR 164 W, Western Freeway			i									
West 164 Ramp	City of Suffolk (Maint: 61)	0.35 10000 G	96%	0%	0%	1% :	3%	0%	F	0.122	F		11000	G
104)	To:	I-664 West	0070	0,0		. , ,	,,,	0,0	•	01122	•			O .
	From:	Southhampton County Line												
(189)S Quay Rd	City of Suffolk	1.36 1800 G	98%	0%	1%	0%	0%	0%	С	0.106	F	0.663	1900	G
,	To	133-666 Gates Rd												
(189)Great Mill Rd	City of Suffolk	0.82 3400 G	98%	0%	1%	0% (0%	0%	F	0.101	F	0.714	3600	G
199 0.001 1.11	only of building		0070	0 70		0,0	5 70	0 70	•	0.101	•	0.7	0000	Ğ
(189)Great Mill Hwy	City of Suffolk	SR 272 South Quay Rd 0.55 1600 G	83%	0%	1%	1% 1	4%	0%	С	0.092	F	0.642	1700	G
189 Great Willi Tiwy	City of Suriok		00 /6	0 /6	1 /0	1/0 1	4 /0	0 /6	C	0.032	'	0.042	1700	G
Constitution Brown	To: From:	US 58	0.40/	40/	10/	40/ 4	40/	00/	F	0.074	F	0.550	10000	_
189 58 189 Franklin Bypass	City of Suffolk	1.01 20000 G	84%	1%	1%	1% 1	4%	0%	г	0.074	г	0.552	19000	G
	From:	SR 272			<u> </u>									
(189) (58) (189) S Quay Rd	City of Suffolk	4.23 22000 G	84%	1%	1%	1% 1	4%	0%	F	0.076	F	0.580	21000	G
<u> </u>	From:	SR 189 S Quay Rd US 58 Holland Bypass												
(189)S Quay Rd	City of Suffolk	0.37 640 G	95%	0%	2%	1%	1%	0%	С	0.104	F	0.536	670	G
,	Tox	Cumberland Lane												
189)S Quay Rd	City of Suffolk	0.12 770 G	96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	810	G
(189) a day in	To:	Bus US 58	0070	1 70		1 70	. 70	0 70	Ü	0.000	•	0.000	0.10	Ğ
	From:	SR 189-N005A TO RT 58 EA	ST											
(189)	City of Suffolk	0.17 NA	51							NA			NA	
189)	To:	US 258 US 58-E451A FROM RTE	58 EAS											
$\bigcap \bigcap \bigcap$	From:	SR 189												
189 58 189 Franklin Bypass	City of Suffolk	1.01 20000 G	84%	1%	1%	1% 1	4%	0%	F	0.074	F	0.552	19000	G
<u> </u>	To: From:	SR 272 South Quay Rd												
189 (58) (189) S Quay Rd	City of Suffolk	4.23 22000 G	84%	1%	1%	1% 1	4%	0%	F	0.076	F	0.580	21000	G
	To:	SR 189												
~~~	From:	Southampton County Line												
(258) (58) Franklin Bypass	City of Suffolk	1.27 <b>20000 G</b>	84%	1%	1%	1% 1	4%	0%	F	0.075	F	0.556	19000	G
<del></del>	To: From:	US 58 Franklin Bypass												
258 58 Ramp	City of Suffolk	0.17	Sec	e US 5	B for direct	tional tra	ffic vo	lume e	stima	tes for th	اد دو	ament		
[258] [58] Ramp	Only of Surfoin	X X		000					Juna		.5 50	90		

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

		nansemonu mamena	ance Area											
Devite	Lord - disations	Leventh AADT	0.4 4Time	D		Tru	ck		00	K	01/	Dir	AAVAADT	01
Route	Jurisdiction	Length AADT	QA 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 58-E451B TO RTE 18	39 SOUTH											
258 (58) Ramp	City of Suffolk	0.05		e US 58	3 for dire	ectional t	raffic vo	olume e	stima	tes for th	is se	gment.		
	To:	1SR 189-P FROM RTE	58 EAST											
~~~	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	2500	G
<i></i>	To:	NCL Suffolk												
	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
\bigcup	To:	US 58 South Quay	Rd											
	From:	Bus US 58 Constanc	e Rd											
337) Washington St	City of Suffolk	0.34 7100	G 98%	1%	1%	0%	0%	0%	F	0.095	F	0.550	7600	G
307)	-													
Washington Ct	From:	Broad St	000/	10/	10/	00/	00/	00/		0.000	F	0.501	0000	
Washington St	City of Suffolk	0.59 7500	G 98%	1%	1%	0%	0%	0%	С	0.092	г	0.531	8000	(
<u></u>	To: From:	SR 32 Main St												
Washington St	City of Suffolk	0.20 7200	G 97%	1%	2%	0%	0%	0%	С	0.088	F	0.527	7600	C
\smile	Tα	Pinner St												
337)Washington St	City of Suffolk	0.49 13000	G 97%	1%	2%	0%	0%	0%	F	0.081	F	0.519	13000	
557) Wasiinigton et				. , ,		0,0	0,0	0,0	•	0.00.	•	0.0.0	.0000	_
	From	Old ECL Suffolk		40/	20/	00/	00/	00/		0.000		0.500	10000	
Washington St	City of Suffolk	2.38 12000	G 97%	1%	2%	0%	0%	0%	F	0.086	F	0.562	13000	G
<u> </u>	To: From:	Bus US 58 Portsmouth	h Blvd											
Nansemond Parkway	City of Suffolk	3.03 5100	G 97%	1%	1%	1%	0%	0%	С	0.088	F	0.552	5400	G
\smile	Tα	133-642 Wilroy R	Rd											
Nansemond Parkway	City of Suffolk	1.40 13000	G 97%	1%	1%	1%	0%	0%	F	0.094	F	0.588	14000	G
307)	-													
Name and Barlana	From	Whitley Lane	G 97%	1%	10/	10/	00/	0%	F	0.005	F	٥ ٢ ٢ ٢	10000	_
Nansemond Parkway	City of Suffolk	2.01 9800	G 97%	170	1%	1%	0%	0%	Г	0.095	Г	0.555	10000	G
	To: From:	SR 125 Kings Hw	vy											
Nansemond Parkway	City of Suffolk	2.52 14000	G 95%	1%	1%	1%	1%	0%	С	0.095	F	0.604	15000	C
\smile	To:	WCL Chesapeak	ie.											
	From:	Isle of Wight County	Line											
Pruden Blvd	City of Suffolk	3.08 17000	G 82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	15000	C
	To:	133-604 Lake Prince Dr; Pro	ovidanaa Pd											
460 Pruden Blvd	City of Suffolk	0.54 19000	G 82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	18000	C
160 Traderi Biva	Only of Garlone			1 /0		270	10 /0	1 70	•	0.007	•	0.002	10000	
~	To: From:	133-634 Kings Fork												
Pruden Blvd	City of Suffolk	1.47 25000	G 82%	1%	1%	2%	15%	1%	F	0.087	F	0.592	23000	C
~	To:	US 58, BUS US 460; Suffe			_									
Suffalk Bypage	City of Suffalls	US 58, BUS US 460, Pur 0.93 51000		0%	10/	1%	6%	00/	F	0.083	F	0.585	53000	_
460 (58) (13) Suffolk Bypass	City of Suffolk	0.93 51000	G 92%	U%	1%	170	0%	0%	г	0.063	г	0.565	53000	G
	To: From	SR 10 SR 32 Godwin												
460 (58) (13) Suffolk Bypass	City of Suffolk	1.87 62000	G 92%	0%	1%	1%	6%	0%	F	0.084	F	0.562	65000	G
\sim	To:	61-642 Wilroy R	d											
· · · · · · · · · · · · · · · · · · ·														

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT (QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~-	From:															
160 ( 58 ) ( 13 ) Suffolk Bypass	City of Suffolk					0%	1%	1%	6%	0%	F	0.083	F	0.575	55000	G
<del>~ ~ ~</del>	To: Fron:															
Military Highway	City of Suffalk					<b>N</b> 0/	10/	10/	60/	<b>n</b> o/	_	0 003	_	0.612	79000	G
460 (58) (13) Williary Flighway	Oity of Surioik			-	Z /0	0 /6		1 /0	0 /6	0 /6	•	0.000	'	0.012	73000	ч
_	Fa.m.															
Bus	City of Suffalk			<u> </u>	Ω9/	00/	10/	00/	00/	00/	_	0.005	_	0.505	12000	G
460)	City of Sulloik	1.11	11000	G 9	970	076	1 70	0%	076	0%	Г	0.065	Г	0.595	12000	G
	To: From:	S	R 10, SR 32													
160 (10) (32)	City of Suffolk	1.49	25000	<b>A</b> 99	9%	0%	1%	0%	0%	0%	С	0.101	Α	0.507	26000	Α
Rus	To: From:	Old	l NCL Suffolk													
$\sim$ $\sim$	City of Suffolk	0.09	29000	<b>G</b> 98	8%	0%	1%	0%	0%	0%	F	0.081	F	0.502	31000	G
~	To: From:	US 13,1	BUS US 58,SR	R 32			<b>—</b>									
~~ ~~	City of Suffolk	0.88	16000	<b>G</b> 9	7%	0%	1%	1%	2%	0%	F	0.085	F	0.592	17000	G
Pura Bura Bura	To: Front		Pinner St													
~~ ~~	City of Suffolk	1.60	17000	<b>G</b> 9	7%	0%	1%	1%	2%	0%	С	0.088	F	0.539	18000	G
~ ~ ~	To: From:	SR 33	7 Washington	St			$\neg$ —									
	City of Suffolk	1 22	25000	G 9	6°/-	Nº/-	10/-	10/	20/-	<b>0</b> %	C	0.086	E	0.580	26000	G
460) (58) (13) 1 Orisinodin Biva	Oity of Surioik	1.22		<u>u</u> 3	0 /6	0 /6		1 /0	<b>2</b> /0	0 /6	O	0.000	'	0.503	20000	u
	From	Y 664 W														
Roma	City of Cuffolk (Mainty C1)			_								0.000	_		6000	_
664 Ramp	City of Suriok (Maint. 61)											0.000	Г		6900	G
	From:		_		40/	00/	10/	40/	00/	00/	_	0.405			07000	
. /											-				37000	Α
Combined	Traffic Estimates for 2 Parallel Roadways					0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	Α
		East I-664 is	signed as S	South I-	664											
- aat	To: From:	SR	135 College Di	r												
	City of Suffolk (Maint: 61)	1 38	36000	<b>Δ</b> α.	4%	0%	1%	1%	3%	0%	C	0 111	Δ		39000	Α
/	, , ,			_							_			0.542	78000	A
Combined	Traine Estimates for 2 Faraner Moduways					U /0	1 /0	1 /0	4 /0	U /o	U	0.030	^	0.543	70000	А
					004											
Houte   Hout																
	City of Suffolk (Maint: 61)	0.58	30000	<b>G</b> 9	4%	0%	1%	1%	3%	0%	F	0.101	F		33000	G
	· · · · · · · · · · · · · · · · · · ·										F		•	0.601	66000	G
Combined	Traine Estimates for 21 drailer floadways					J /J	1 /0	1 /0	7 /0	0 /0	•	0.007	•	0.001	00000	u
	To			outii i-t	004		_									
	Tα															

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

									Tru	ak			V		Dir		
Route	Jurisdiction	on Ler	ngth	AADT	QA	4Tire	Bus		_	_		QC		QK	Factor	AAWDT	Γ
	From:	c.															
	•	,	-		G	94%	0%	1%	1%	3%	0%	F	0.089	F		43000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	82000	G	94%	0%	1%	1%	4%	0%	F	0.091	F	0.591	89000	
		East I-66	64 is :	signed as	s Souti	h I-664											
	To	c	EC	L Chesapea	ike												
ast	From:			I-664 East													
	City of Suffolk (M	Maint: 61) 0.	26	1500	G								0.106	F		1500	
	To:	c	SR 13	35 N, Colleg	ge Dr												
ast	From	c		I-664 East													
	City of Suffolk (M	Maint: 61) 0.:		4100	G								0.122	F		4100	
	To:		SR 13	35 S, Colleg	ge Dr												
ne†	From			I-664 Fast													
	City of Suffolk (N	Maint: 61) 0.			G								0.088	F		13000	
04)	(	,															
ast_	From	•	-664 E	East Exit 9B	Ramp												
64)Ramp	City of Suffolk (N	Maint: 61) 0.	18	2400	G								0.111	F		2400	
<u> </u>	To	SR	164 V	V, Western	Freeway	7											
ast	From	I-	-664 E	ast Exit 9A	Ramp												
Ramp	City of Suffolk (M	Maint: 61) 0.	46	11000	G								0.097	F		11000	
<u> </u>	To:	· I-	664 W	Vest Exit 9B	Ramp												
/est	From	c	ECL	Newport N	lews												
64 Monitor Merrimac Memori	al Bridge Tunnel City of Suffolk (M	Maint: 61) 3.	46	35000	Α	94%	0%	1%	1%	4%	0%	F	0.103	Α		38000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	70000	Α	94%	0%	1%	1%	4%	0%	F	0.098	Α	0.529	75000	
		West I-6	64 is	signed a	s Norti	h I-664											
East   G64   Hampton Roads Beltway   City of Suffolk (Maint: 61)   0.62   40000   G   94%   0%   1%   1%   3%   0%   F   0.089   F   Combined Traffic Estimates for 2 Parallel Roadways on this Route: 82000   G   94%   0%   1%   1%   3%   0%   F   0.091   F   0.591																	
	From																
/	•	•				94%		1%	1%			С	0.109	Α		39000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	ute:	71000	Α	94%	0%	1%	1%	4%	0%	С	0.098	Α	0.543	78000	
		West I-6	64 is	signed a	s Norti	h I-664											
	To	S	R 164	Western Fr	reeway			$\neg$									
	City of Suffalk (N	(aint: 61)	40	20000	G	0/1%	Nº/-	10/-	10/_	10/	<b>0</b> %	F	0 100	Δ		33000	
,	•	•													0.542	66000	
,	Combined Trainic Estimates for 2 Paraller	•			-		0%	1 70	1 70	470	0%	Г	0.096	А	0.543	00000	
		VVest I-66	64 IS	signea a	s inorti	1 1-664											
est	To: From:		US	17 Bridge l	Rd												
	City of Suffolk (N	Maint: 61) 0.	57	42000	G	94%	0%	1%	1%	4%	0%	F	0.091	F		46000	
	· · ·	•										F		F	0.589	89000	
·	Tambination of the first transfer of the fir				-		0 / 0	. /0	. 70	. 70	3 / 3	•	0.000	•	0.000	22000	
	To	,				004											
/I	From			*													
	City of Suffalls (N	Vaint: 61)											0 142	E		2200	
MI HIGHIU	City of Sulfolk (IV	nann. U I ) U.	10	<b>4400</b>	G								U. 140	17		<b>4400</b>	
	From:	Maint: 61) 0.	]	I-664 West									0.143	F		2200	

4/16/2020 16

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir Factor	AAWDT	QW
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.26 <b>4900 G</b> SR 135 S, College Dr		0.117 F		4900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664-W TO INSPECTION STATION  0.26 380 G  I-664-W FROM INSPECTION STATION		0.119 F		380	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West 0.24 <b>7400 G</b> SR 164 W, Western Freeway		0.089 F		7400	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West  0.11 <b>13000 G</b> I-664 West Exit 9C Ramp		0.078 F		13000	G
West 664 Ramp	City of Suffolk (Maint: 61)	0.17 <b>6900 G</b> I-664 East Exit 9B Ramp		0.088 F		6900	G
West 664 Ramp	City of Suffolk (Maint: 61)	I-664 West Exit 9B Ramp 0.11 <b>5600 G</b> US 17 S, Bridge Rd		0.092 F		5600	G

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nansemond Maintenance A	rea	From				US 460 Prude	n Dlvd								
690 Ennis Mill Rd	0.20	140	R			US 400 Flude	ii bivu			NA			NA		05/17/2017
	0.40	From				46-636 Old Su	ffolk Rd			$\supset$			NIA.		05/47/0047
690 Ennis Mill Rd	0.10	360	R			WCL Suff	olk			NA L			NA		05/17/2017
City of Suffolk															
602 Kirk Rd	0.60	440	G	98%	0%	133-603 Ever		0%	С	0.119	F	0.655	460	G	2019
(1337)		To	0:			Isle of Wight Co	unty Line								
603 Everets Rd	0.30	2000	 N	98%	0%	Isle of Wight Co		0%	N	0.116	F	0.714	2100	N	2019
603 Everets Rd	0.00	Te			0 70	133-604 Lake I		0 70		¬		0.711		.,	
603 Everets Rd	1.97	2000 From	G	98%	0%	1% 0%		0%	С	0.116	F	0.714	2100	G	2019
<u> </u>		Fron		0==/		133-742 Moore l			_						2212
603 Everets Rd	0.97	1800	G	97%	1%	1% 0% SR 10 Godwi		0%	С	0.12	F	0.692	1900	G	2019
		Fron	ı:		JB-NC N	NORTH CAROL		LINE							
604 Desert Rd	6.91	240	G							0.106	F	0.786	240	G	2019
604) Hosier Rd	1.54	480 From	G	98%	0%	133-642 White 1		0%	С	0.114	F	0.741	510	G	2019
Hosier Rd	1.54	Te		30 /6		170 17 133-674 N, Skeet		0 70		— ——		0.741	310	<u> </u>	2013
604 Hosier Rd	4.11	660 From	G	98%	0%	1% 0%		0%	С	0.101	F	0.778	690	G	2019
		From				133-1105 Mah									
604 Factory St	0.06	3100	G	96%	0%	1% 19 SCL Suffolk		0%	С	0.088	F	0.611	3300	G	2019
Distribution Date	4.00	From		000/		S 58 Bus; WCL	Suffolk; Gap	00/		0.400	_	0.500	4700	_	0040
Pitchkettle Rd	1.30	4400 To	G	96%	1%	1% 19		0%	С	0.109	F	0.528	4700	G	2019
604 Pitchkettle Rd	2.55	2800 From	G	97%	1%	US 58 Suffolk 1% 19		0%	С	0.109	F	0.581	2900	G	2019
(133)		From	10			133-634 W, King 133-634 E, King									
604 Providence Rd	0.51	1600	G	98%	1%	1% 0%		0%	С	0.110	F	0.59	1700	G	2019
		T _e From	e.			US 460 Prude				_					
604 Lake Prince Dr	0.78	2500	G	97%	1%	2% 0%	% 0%	0%	С	0.101	F	0.557	2700	G	2019
604 Lake Prince Dr	3.16	1400	G	98%	0%	133-605 Girl S 1% 0%		0%	С	0.108	F	0.636	1500	G	2019
487		To	0:			133-603 Ever									
(607) Milford Lane	1.50	From	G			133-739 Deer	Path Rd			0.133	F	0.581	110	G	2019
Milford Lane	1.50	110				133-644 W, Inc	lian Trail			0.133		0.561	110	G	2019
<u> </u>		From	i:			US 58 W, Hol									
610 Buckhorn Rd	3.30	430	G	96%	1%	2% 0%		0%	С	0.119	F	0.527	460	G	2019
(610) Buckhorn Rd	1.70	340 From	G	96%	1%	133-644 India		0%	F	0.126	F	0.607	360	G	2019
610 Buckhorn Rd		To	00			Isle of Wight Co									
Cordner Lone	1 40	From	_			US 460 Prude	n Blvd			0.100	г	0.750	400		2010
G11 Gardner Lane	1.40	400	G			133-606 Exe	ter Dr			0.189	F	0.759	400	G	2019
O 2014 11 -		Fron	1:			133-616 Vicks	burg Rd								
612 O'Kelly Dr	4.90	380 To	G	97%	0%	1% 0% US 58; Gap T		0%	С	0.094	F	0.763	410	G	2019
<u> </u>		Fron		0051	651	133-653; Gap T	Terminus	0.51			_	0.540	400	_	0010
612 Kingsdale Rd	3.20	150	G	96%	0%	0% 2%		0%	С	0.135	F	0.546	160	G	2019
612 Kingsdale Rd	0.20	90 From	G	96%	1%	133-740 Car 1% 29		0%	С	0.137	F	0.786	90	G	2019
<u></u>		To	00			Isle of Wight Co			•						

				Ivalis	emona iv	namiena	nce Are	<del>t</del> a							
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	F			12	2 ((1 W) C		D1 1								
1 50	450	G		13	3-661 W, S	outhweste	rn Blvd			0 118	F	0.615	450	G	2019
	To				US	58 West					•	0.0.0		<u> </u>	
	From:				I	JS 58				1					
2.20	530	G	98%	0%	1%	1%	0%	0%	С	0.106	F	0.583	570	G	2019
	To				133-661	l S. Ellis R	d								
2.77	250	G	96%	0%	2%	1%	0%	0%	С	0.114	F	0.5	270	G	2019
	To				133-759 W	/ Pineview	/ Rd								
1.69	250 From:	G	97%	0%	1%	2%	0%	0%	С	0.095	F	0.577	270	G	2019
	To			1	33-660 S,	Longstreet	Lane								
0.10		<u> </u>	070/					00/			_	0.040	470	0	0010
0.10	450 To:	<u> </u>	97%					0%	C	0.110	Г	0.646	470	G	2019
	From:														
3.43	550	G	97%	0%	1%	1%	0%	0%	С	0.097	F	0.561	580	G	2019
	To				133-668 Fr	eeman Mil	l Rd								
1.48	410 From:	G	97%	1%	1%	1%	1%	0%	С	0.101	F	0.667	440	G	2019
	To				US 13 Wh	naleyville E	Blvd								
• • •	From:				133-677 N,	Great For	k Rd				_			_	
2.10		G				~				0.134	F	0.6	120	G	2019
4.00		Ļ			133-658	Γownpoint	Rd				_	0.000	0000	_	0040
1.69		G			122 654 1	N. Dov. Cim	ala			0.099	F	0.600	6200	G	2019
1 11		<u></u>	Ω79/					09/			_	0.514	0200	G	2019
1.44	8700	<u> </u>	9770	1 70	170	1 70	170	0%	C	0.1	Г	0.514	9200	G	2018
4.00	From	<u> </u>	070/	40/				00/		0.007	_	0.554	4 4000	_	0040
1.63	13000 To:	<u> </u>	97%	170				0%	Г	0.097	Г	0.551	14000	G	2019
	From:														
1.36		L _G	96%					0%	F	0.101	F	0.553	6000	G	2019
1.00	3700	<u> </u>	0070	270				0 70		0.101	•	0.000	0000	u	2010
2.51	From:	<u> </u>	069/	20/				09/		0.007	Е	0 506	11000	G	2019
3.31	To:		90%	270				0%	C	0.097	Г	0.366	11000	G	2018
	Grom	1													
5 26		G	97%	0%				0%	С	0.097	F	0.54	2900	G	2019
0.20	To:	Ĕ	01 /0	0 70				0 70		0.007	•	0.04	2000	u	2010
	From:									i					
5.70	730	G	97%					0%	С	0.128	F	0.693	730	G	2019
	To														
	From:				133-644	Indian Tra	nil								
2.27	420	G	96%	3%	1%	0%	0%	0%	С	0.123	F	0.648	450	G	2019
	To					ake Meade									
1.70	1700 From:	G	96%	1%	1%	0%	1%	0%	С	0.108	F	0.746	1800	G	2019
	To:														
0.64	2600	G	94%					0%	С	0.114	F	0.632	2700	G	2019
	т							- / •		<del></del>	-		••		_0.0
2 27	From:		0/10/	20/				Ωο/.	F	0 100	F	0 530	5600	C	2019
۷.۷۱	J200		J4 /0	J /0		1 % Godwin Blv		U /0	- 1	0.100	1.	0.008	3000	G	2018
	To:				JI 10 C		-								
	To:				122 (04)		Dd			-					
	From				133-604 I	Pitchkettle	Rd			0.123	F	0.660	630	G	2010
1.25		G				Pitchkettle	Rd			0.123	F	0.660	630	G	2019
	630 To:	G			F	Pitchkettle R-678				0.123	F	0.660	630	G	2019
	630	G G G	97%	0%	F	Pitchkettle		0%	C	0.123	F F	0.660	630	G G	2019
	1.50 2.20 2.77 1.69 0.10 3.43 1.48 2.10 1.69 1.44 1.63 3.51 5.26 5.70 2.27	2.20 530  2.77 250  1.69 250  1.69 250  1.48 410  1.48 410  1.48 8700  1.44 8700  1.44 8700  1.50  1.44 8700  1.50  1.50  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70  1.70	1.50	1.50	Length   AADT   QA   4Tire   Bus   13   1.50   450   G	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus     Continue   Conti	Length   AADT   QA   4Tire   Bus	Length AADT   QA   4Tire   Bus	Carrier   Carr	Length AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus   Carte   C	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail   2Trail   C   K   GK   Factor   C   Fa	Length AADT   QA   4Tire   Bus   Caralle   Truck   Caralle   Car	Length   AADT   QA   4Tire   Bus   2Axide 3-Axide   1Trail   2Trail   C   Factor   QK   Dir   Factor   AAWDT   QW

					ivalis	emona iv	iamiena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk																
Adams Swamp Rd	3.32	420	G	99%	0%	North Caro 0% SR 32 S,	1%	0%	0%	С	0.097	F	0.727	440	G	2019
		From	1.		13	3-675 S, Cy										
White Marsh Rd	1.84	500	G	98%	0%	1%	1%	0%	0%	С	0.123	F	0.761	530	G	2019
(133)		To	Y.		13	33-604 Hosi	er Rd; De	esert Rd			<u> </u>					
White Marsh Rd	1.95	480	G	98%	0%	1%	1%	0%	0%	С	0.11	F	0.655	510	G	2019
White Marsh Rd	2.80	670 From	G	99%	0%	133-674 0%	Badger 1	0%	0%	С	0.107	F	0.671	710	G	2019
-		To From	n:		2	.80 MN 133	8-674 Bac	lger Rd								
White Marsh Rd	0.79	900	G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.708	950	G	2019
White Marsh Rd	0.84	2800 From	G	99%	0%	133-1125 1%	0%	0%	0%	С	0.090	F	0.659	3000	G	2019
White Marsh Rd	0.04	<b>2000</b>	. <u> </u>	33 /6		CL Suffok; S					0.030	•	0.055	3000	ч	2013
		From	1:		Old Ec	Bus US 58			ı ot							
Wilroy Rd	2.10	6100	G	96%	1%	1%	1%	1%	0%	С	0.098	F	0.512	6500	G	2019
Wilroy Rd	1.77	9600 From	G	94%	1%	1%	S 58 2%	1%	0%	С	0.098	F	0.521	10000	G	2019
		To	00			SR 337 Nai	nsemond	Pkwy								
<u> </u>		From		0.5 : :		33-616 E, M			•			_			_	
Manning Rd	2.56	510	G	99%	0%	1%	0%	1%	0%	С	0.114	F	0.705	540	G	2019
		To From	er .			133-663	Leesville	Rd								
Manning Rd	2.32	690	G	99%	0%	1%	0%	0%	0%	С	0.105	F	0.711	730	G	2019
Manning Rd	1.30	1100	G	98%	0%	133-647 (	Copeland 0%	1%	0%	С	0.107	F	0.688	1200	G	2019
Manning Rd	1.50	To	,—	30 /6		.33-645 Mai			0 /6		0.107	•	0.000	1200	G	2013
		From	r		•	133-645										
Manning Bridge Rd	0.94	860	G								0.112	F	0.656	860	G	2019
1337		To	00		0.	94 MN 133-	-645 Mar	ning Rd								
		From	r:				Carr La									
133 Indian Trail	1.70	230	G	97%	0%	1%	2%	0%	0%	С	0.134	F	0.697	240	G	2019
		To	x.			133-610 1	Buckhorn	Rd								
100 Indian Trail	3.70	340	G	98%	0%	1%	1%	0%	0%	С	0.121	F	0.553	360	G	2019
133		To	x.			133-634 K	ings For	k Rd								
644) Indian Trail	2.30	470 From	G	98%	0%	1%	0%	1%	0%	С	0.128	F	0.754	500	G	2019
4337/		To					17									
644) Indian Trail	0.60	970 From	G	98%	0%	1%	Kenyon 0%	0%	0%	С	0.108	F	0.521	1000	G	2019
133 Indian Trail	0.00	310		30 78	0 70				0 70		0.100	•	0.521	1000	ч	2013
Indian Trail	1 10	From		000/	00/	133-637 La			00/		0.106		0.600	1000		2010
133 Indian Trail	1.18	950 To	G	99%	0%	1% 133-639	O%	0% Pd	0%	С	0.106	F	0.603	1000	G	2019
			1													
Manning Pd	1.70	770		99%		33-643 Mai			09/	С	0.149	_	0.570	810	G	2019
Manning Rd	1.70	770	G	99%	0%	1%	0%	0%	0%	C	0.148	F	0.579	010	G	2018
		From		2221	221		Boundar								_	0010
(645) Manning Rd	1.50	1600	G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.566	1700	G	2019
<u> </u>		10					Holland F				J					
Almand Dd	0.40	From	<u> </u>	0001		33-705 Mea			00/			_	0.500	1100	^	0010
Airport Rd	0.40	1100	G	98%	0%	1%	0%	0%	0%	С	0.087	F	0.532	1100	G	2019
		- 10	<u> </u>			US 13; SR										
O Lummia Dd	0.00	From	<u> </u>	0.40/	10/	US 58 E,			001		0.000	_	0.00	1700	_	0010
Lummis Rd	0.20	1600	G	94%	1%	2%	1%	2%	0%	С	0.093	F	0.63	1700	G	2019
<u> </u>		From	n:			133-649	Lummis	Rd								
( ) 0	2.50	560	G	90%	1%	4%	2%	4%	0%	С	0.135	F	0.566	590	G	2019
647 Copeland Rd																
133		To	<u>v.</u>		1	33-643 Mai	nning Bri	dge Rd			<u> </u>					
647 Copeland Rd	0.65	1100 From	G	91%	3%	33-643 Mai 2%	nning Bri 2%	dge Rd 2%	0%	С	0.113	F	0.565	1200	G	2019

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	_			133-685	Jackson R	d			1					
1.75	730	G	90%	1%	2%	3%	3%	0%	С	0.122	F	0.522	770	G	2019
	To				US 13 Wh	naleyville B	lvd								
	From:				133-660 L	ongstreet L	ane								
1.90		G								0.205	F	0.59	180	G	2019
		<u> </u>													
0.12			079/	Λ9/				<b>n</b> º/		0.107	_	0.549	1200	G	2019
0.13	1200		31 /0	0 /6				0 /0	0	0.107	'	0.546	1300	G	2019
3 12	From:		03%	Nº/-				Nº/-		0.12		0.722	640	G	2019
0.12	To:		30 /6	0 /6				0 /6		0.12	'	0.722	040	u	2013
	From:														
2.17	200	G	93%	2%	5%	1%	0%	0%	С	0.129	F	0.692	210	G	2019
	To:	<u> </u>		1	133-616 Mi	neral Sprin	g Rd								
0.00	From:	<u> </u>			133-651	l Barnes Ro	d			0.1.10	_	0.004	400		0010
0.90		G				IC 50				0.146	F	0.821	130	G	2019
							D.1								
1.36		Ŀ	95%	2%				0%	С	0 1	F	0.526	1400	G	2019
1.50	.500		0070	<i>-</i> /0				J /J			•	0.020	1-100	J	_010
0.46	2700 From:	G	97%	1%				N%	C	0.088	F	0.53	2900	G	2019
0.40	<b>2700</b> To:		37 76	1 /0				0 70		0.000	'	0.55	2300	ď	2013
	From				Harbor Vie		_								
0.60	12000	G	95%	2%	2%	0%	0%	0%	F	0.088	F	0.527	12000	G	2019
	To:				133-2253 I	Brookwood	i Dr								
0.18	13000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.501	14000	G	2019
	To: From:				SR 135	College Di	r								
0.68	10000	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.507	11000	G	2019
	To	<u></u>			WCL I	Portsmouth									
1.00	From:		000/					00/	_	0.101	_	0.014	7400	_	0010
1.28		G	98%	0%				0%	C	0.101	F	0.614	/100	G	2019
			- 12	2 (1 ( ))		•		. *							
5 50		G	13,	3-616 N;	Mineral S	pring Rd; I	_ongstree	et Lane		0.118	F	0 698	430	G	2019
0.00	To:	Ť				IC 50					•	0.000	100	G	2010
					U	JS 38									
	From:	<del></del>				US 58 W. Onaker	Dr								
1.10	From: <b>40</b>	G					Dr			0.203	F	0.875	40	G	2019
1.10		<u> </u>			133-759 V					0.203	F	0.875	40	G	2019
1.10		<u> </u>		133	133-759 V	W, Quaker	ld				F	0.875	40	G	2019
2.10	40 To:	<u> </u>	81%	133	133-759 V	W, Quaker Lummis R view Rd; Ga	ld	0%	С	0.203	F	0.875	1300	G G	2019
	40	G	81%		133-759 V 133-649 3-759 Pinev 1%	W, Quaker Lummis R view Rd; Ga	ates Rd	0%	С						
	40 To: 1200	G	81%		133-759 V 133-649 3-759 Pinev 1%	W, Quaker  D Lummis R  view Rd; Ga  1%  61 Ellis Rd	ates Rd	0%	C						
2.10	40 From: 1200 From:	G G		0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1%	W, Quaker  D Lummis R  view Rd; Ga  1%  61 Ellis Rd	ates Rd 17%			0.101	F	0.634	1300	G	2019
2.10	40 From: 1200 From:	G G		0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1% 133-746 V 1%	W. Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6%	ates Rd 17%			0.101	F	0.634	1300	G	2019
2.10	40 To: From: 1200 Tag Tag 1400 Tag From: 1400	G G G	82%	0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1% 133-746 V 1%	W, Quaker  D Lummis R  view Rd; Ga  1%  61 Ellis Rd  1%  Wildwood I	ates Rd 17% 15%	0%	С	0.101	F	0.634 0.568	1300	G G	2019
2.10 3.37 0.65	1200 To: 1200 From: 1400 To: From: 1400 To: From: From	G G G	82%	0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1% 133-746 V 1% SI	W. Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6%	ates Rd 17% 15% Dr 16%	0%	С	0.101	F F	0.634 0.568 0.646	1300 1500 1400	G G	2019 2019 2019
2.10	1200 To: 1200 To: From: 1400 To: From: 1300 To: From: 70	G G G	82%	0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1% 133-746 V 1% SI 133-759 E	W. Quaker D Lummis R view Rd; Gr 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview	ates Rd 17% 15% Dr 16%	0%	С	0.101	F	0.634 0.568	1300	G G	2019
2.10 3.37 0.65	40 To: From: 1200  1400  1400  To: From: 1300  To:  70  To:	G G G	82%	0%	133-759 V 133-649 3-759 Pinev 1% 133-66 1% 133-746 V 1% SI 133-759 E	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview	15% 15% Dr 16% Rd .ane	0%	С	0.101	F F	0.634 0.568 0.646	1300 1500 1400	G G	2019 2019 2019
2.10 3.37 0.65	40 To: From: 1200  1400  Tav From: 1400  To: From: 70  To: From: 70	G G G G	76%	0%	133-759 N 133-649 3-759 Pinev 1% 133-66 1% 133-746 N SI 133-759 E 133-660 L 133-759 S	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview Longstreet L S, Short La	ates Rd 17% 15% Dr 16% Rdaneane	0%	C	0.101 0.097 0.092 0.130	F F F	0.634 0.568 0.646 0.591	1300 1500 1400 70	G G G	2019 2019 2019 2019
2.10 3.37 0.65	40 To: From: 1200  1400  1400  To: From: 1300  To:  70  To:	G G G	82%	0%	133-759 N 133-649 3-759 Pinev 1% 133-66 1% 133-746 N SI 133-759 E 133-660 L 133-759 S 1%	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview congstreet L S, Short La 1%	15% 15% Dr 16% Rd .ane .une 17%	0%	С	0.101	F F	0.634 0.568 0.646	1300 1500 1400	G G	2019 2019 2019
2.10 3.37 0.65	40 To: From: 1200  1400  Tav From: 1400  To: From: 70  To: From: 70	G G G G	76%	0%	133-759 N 133-649 3-759 Pinev 1% 133-660 1% SI 133-759 E 133-660 L 133-759 S 1% 133-759 S	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview Longstreet L S, Short La	15% 15% Dr 16% Rd 2ane 17% Rd	0%	C	0.101 0.097 0.092 0.130	F F F	0.634 0.568 0.646 0.591	1300 1500 1400 70	G G G	2019 2019 2019 2019
2.10 3.37 0.65	1200 To: From: 1400 To: From: 1400 To: From: 1200 To: From: 1200 To: From: 600	G G G G	76%	0%	133-759 N  133-649  3-759 Pinev  1%  133-66  1%  133-746 N  133-759 E  133-660 L  133-759 S  1%  133-759 S	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview Longstreet L S, Short La 1% N, Gates R Spivey Run	ates Rd 17% 15% Dr 16% Rd ane 17% Rd Rd	0%	C	0.101 0.097 0.092 0.130	F F F	0.634 0.568 0.646 0.591	1300 1500 1400 70	G G G	2019 2019 2019 2019
2.10 3.37 0.65 1.90	40 To: From: 1200  1400  Tav From: 1400  To: From: 1300  To: From: 1200  To: From: 1200  To: From:	G G G G	76%	0%	133-759 N 133-649 3-759 Pinev 1% 133-660 1% SI 133-759 E 133-660 L 133-759 S 1% 133-759 S	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview Longstreet L S, Short La 1% N, Gates R Spivey Run	ates Rd 17% 15% Dr 16% Rd ane 17% Rd Rd	0%	C	0.101 0.097 0.092 0.130	F F F	0.634 0.568 0.646 0.591	1300 1500 1400 70	G G G	2019 2019 2019 2019 2019
2.10 3.37 0.65 1.90	1200 To: From: 1400 To: From: 1400 To: From: 1200 To: From: 1200 To: From: 600	G G G G	76%	0%	133-759 N 133-649 3-759 Pinev 1% 133-66 1% SI 133-746 N 18 133-759 E 133-759 S 1% 133-759 S 1% 133-759 S 1% 133-759 S 1% 133-759 S 1% 133-759 S 1% 133-759 S 1%	W, Quaker D Lummis R view Rd; Ga 1% 61 Ellis Rd 1% Wildwood I 6% R 189 E, Pineview Longstreet L S, Short La 1% N, Gates R Spivey Run	ates Rd 17% 15% Dr 16% Rd ane 17% Rd Rd Blvd	0%	C	0.101 0.097 0.092 0.130	F F F	0.634 0.568 0.646 0.591	1300 1500 1400 70	G G G	2019 2019 2019 2019 2019
	1.75  1.90  0.13  3.12  2.17  0.90  1.36  0.46  0.60  0.18	1.75 730 Tree  1.90 180 Tree  1.90 180 Tree  0.13 1200  3.12 6000 Tree  2.17 200 Tree  2.17 200 Tree  Prome 1.36 1300 Tree  1.36 1300 Tree  1.36 13000 Tree  1.36 13000 Tree  1.36 13000 Tree  1.36 13000 Tree  1.37 Tree  1.38 6700 Tree  1.28 6700	1.75 730 G To  1.90 180 G To  1.90 180 G To  1.90 G  3.12 600 G To  From:  2.17 200 G To  From:  1.36 1300 G  1.36 2700 G  0.46 2700 G  To  From:  0.60 12000 G  0.18 13000 G  1.2000 G  1.2000 G  To  To  To  To  To  To  To  To  To  T	1.75	1.75	Carrella	To	1.75	1.75	Company   Comp	Company   Comp	2	Carrell	AAD	AAVI

						ivalis	emona	viairiteria	ance Ai	еа							
F	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of	Suffolk		From:	1		122	750 E 13	C	- D 1 W			-					
973) L	iberty Spring Rd North	2.00	270	G		133-	759 E, Lib	erty Sprin	g Ka wes	st .		0.115	F	0.677	270	G	2019
133			To:				133-647	Copeland	Rd								
$\overline{}$			From:				133-604	S, Hosier	Rd								
674) E	Badger Rd	1.30	130	G	98%	0%	1%	1%	0%	0%	С	0.15	F	0.526	140	G	2019
			From	<u>.                                    </u>				White Mar				_					
675) (	Cypress Chapel Rd	3.60	140	G	91%	0%	3%	haleyville 2%	4%	0%	С	0.122	F	0.632	150	G	2019
675) C			To:					Carolina I	ρd								
675) C	Cypress Chapel Rd	0.50	170 From:	G	87%	1%	1%	2%	9%	0%	С	0.111	F	0.524	180	G	2019
133			To:			1	33-642 S,	White Ma	rsh Rd								
$\bigcirc$			From:				North Car										
677) C	Great Fork Rd	3.60	1700	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.734	1800	G	2019
			From:	<u> </u>				haleyville									
678) (	Cherry Grove Rd	2.60	80	G			133-0/3	Greenway	/ Ku			0.115	F	0.684	80	G	2019
678) C			To:			13	33-642 N,	Adams Sw	amp Rd							-	
			From:				D	ead End									
683) E	Benton Rd	1.00	650	G								0.129	F	0.729	650	G	2019
$\stackrel{\smile}{=}$			To:					US 13									
7 aaa	Furlington Rd	3.16	2300	G	97%	1%	US 1%	13, SR 32 0%	0%	0%	С	0.104	F	0.637	2400	G	2019
388) T	runnigton na	5.10	<b>2300</b> To:		31 /6		133-1722			0 /6		0.104	•	0.007	2400	ч	2013
			From	I				3 Matoaka									
695) N	Mockingbird Lane	1.25	130	G	97%	1%	1%	1%	1%	0%	С	0.143	F	0.632	130	G	2019
133/			To				D	ead End									
$\bigcirc$ .	4 1 0 1 51	4.00	From:		000/	00/		6 Airport		00/				0.54			
705) N	Meadow Country Rd	1.80	540 To:	G	98%	0%	1% 33-674 Me	1%	0%	0%	С	0.111	F	0.54	570	G	2019
			From:	<u> </u>		1,		3 N, Lake									
715 N	Nansemond Dr North	0.53	490	G			133-202	.5 11, Lake	Ru			0.11	F	0.634	490	G	2019
133			To:				133-717	North Sho	re Dr								
$\overline{}$			From:					Carolina I									
731) [[]	Dill Rd	0.66	4600 To:	G	88%	2%	2%	2%	6%	0%	С	0.083	F	0.539	4800	G	2019
			From:	I				11 E, Dill				<u> </u>					
730 F	Deer Path Rd	5.20	380	G			135-644	W, Indian	ı Fall			0.124	F	0.654	380	G	2019
133	· · · · · · ·		To:				133-644	E, Indian	Trail								
			From:				133-612	Kingsdale	Rd								
740) C	Carr Lane	0.80	60	G	94%	0%	0%	4%	2%	0%	С	0.182	F	0.583	70	G	2019
····			To:					4 Indian T	rail								
	lacmino I n	0.00	From:				D	ead End				0.100	_	0 501	00	G	2010
744) J	Jasmine Ln	0.93	80 To:	G			133-616	Holy Necl	k Rd			0.129	F	0.591	80	G	2019
			From:	I				ead End									
757) E	Bennetts Creek Park Ro	1.03	5400	G								0.097	F	0.608	5400	G	2019
133/			То:				133-626 S	houlders F	Iill Rd								
$\overline{}$			From				North Car				-						
	Short Lane	0.12	1200	G	81%	0%	1%	1%	18%	0%	С	0.097	F	0.576	1200	G	2019
759) ⁸	Diloit Laile		T									1					
759) ^E	SHOIT LANC		To: From:				133-668 S, 133-668 N										
133	Gates Rd	1.23	From: <b>1200</b>	G	80%		133-668 N 133-668 N			0%	С	0.095	F	0.612	1200	G	2019
133			1200 _{To:}	G	80%	1	133-668 N 1% 133-666	Pittmanto 1% Pineview	wn Rd 18% Rd	0%	С	0.095	F	0.612	1200	G	2019
759 C				G	80%	1	133-668 N 1% 133-666	Pittmanto	wn Rd 18% Rd	0%	C	0.095	F	0.612	1200 60	G G	2019

					ivans	semond Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk														
O		From				133-616 E, Vicksburg Rd								
759 Quaker Dr	3.55	640	G	95%	1%	4% 0% 0%	0%	С	0.116	F	0.726	670	G	2019
		From				133-653 N, Dutch Rd 133-643 S, Manning Rd								
(759) Liberty Spring Rd West	2.28	470	G			155-045 S, Walling Rd			0.143	F	0.627	470	G	2019
(759) Liberty Spring Rd West	0	To	· -			US 13 S, Whaleyville Blvd				•	0.02		<u>.</u>	_0.0
		From:				Cul-de-Sac			1					
785 Burnetts Ct	0.12	120	G			Cui-uc-sac			0.159	F	0.615	120	G	2019
785 Burnetts Ct	•••	To:				133-780 Burnetts Way							-	
		From:	Ī			Cul-de-Sac			i					
(1035) Chenaneo Rd	0.14	90	G			Cui-de-Sac			0.163	F	0.704	90	G	2019
(1035) Chenaneo Rd	<b></b>	To:	Ť			133-1034 Fallwater Way				•	00		<b>O</b> .	_0.0
		From:				133-1111 Dill Rd								
(1101) County St	0.62	3000	G	87%	1%	2% 3% 6%	0%	С	0.083	F	0.602	3200	G	2019
County St	0.02	To:		01 70	1 /0	Old Suffolk Corp Limits	0 70		0.000	•	0.002	0200	u	2010
		From:							<del>- i</del>					
1111) Dill Rd	0.39	100	G	62%	3%	133-731 W, Dill Rd 3% 8% 24%	6 0%	С	0.155	F	0.526	110	G	2019
(1111) Dill Rd	0.03	To:		UL /0	J /0	133-1101 County St	0 /0		J. 133	•	0.020	110	u	2013
		From:	·			133-1148 Winterview Dr			<u> </u>					
1147) Summerfield Ct	0.06	330	G			155-1146 WINIERVIEW Dr			0.128	F	0.517	330	G	2019
Summerfield Ct	0.00	33U To:	G		1	33-1145 Springfield Terrac	p.		0.120	'	0.517	550	u	2019
		From:			1.				1					
1310) 6th St	0.30	5200	G	98%	1%	133-1332 Truman Rd 1% 0% 0%	Λο/	С	0.09	F	0.605	5500	G	2019
(1310) 6th St	0.39	5200	<u> </u>	JO %	1 70	1% 0% 0%	5 0%		0.09	Ľ	0.005	3300	G	2019
		To: From:				SR 337; Washington St Eas								
1310 6th St	0.17	760	G	98%	1%	1% 1% 0%		С	0.102	F	0.654	810	G	2019
		To: From:			133-13	301 Railroad Ave; Gap Ter	minus		-					
1310) Goodman St	0.11	320	G	97%	1%	133-1318 Clary Dr 2% 0% 0%	0%	С	0.110	F	0.703	340	G	2019
Goodman St	0.11	<b>320</b> To:		31 /6	1 /0	133-1317 Center Ave	0 /6		0.110	•	0.703	340	ч	2013
		From:												
Mo A suthur Dr	0.16		<u> </u>			133-642 Wilroy Rd			0.2	F	0.75	40	G	2019
McAruthur Dr	0.16	40 To:	G		1.0	22 1210, 122 1222 M1-	74		0.2	Г	0.75	40	G	2019
					13	33-1319; 133-1323 Myrtle S	St							
O Hallana ad Assa	0.00	From:	<u> </u>	000/	40/	SR 337 Washington St	00/			_	0.504	0700	0	0040
(1324) Hollywood Ave	0.06	2500	G	98%	1%	1% 0% 0%	0%	С	0.092	F	0.581	2700	G	2019
		10.				133-1325 Myrick Ave								
O	0.00	From:	ᆫ	070/	401	133-1310 Goodman St	201			_	0.500	4000	_	0010
1325 Center Ave	0.39	1700	G	97%	1%	1% 0% 0%	0%	С	0.094	F	0.539	1900	G	2019
		To	<u> </u>			133-1324 Hollywood Ave								
O 011 B1 01	o :-	From:		001	2	Pinner St				_	0.0/=		_	
1329 Old Pinner St	0.17	2400	G	96%	0%	1% 1% 2%	0%	С	0.113	F	0.947	2600	G	2019
		To	<u> </u>			US 58 Bus; Constance Rd								
$\overline{}$		From:				133-642 White Marsh Rd								
1332 Truman Rd	0.23	2800	G	98%	1%	0% 0% 0%	0%	С	0.082	F	0.506	2900	G	2019
<u> </u>		To	<u> </u>			133-1310 6th St								
$\widehat{}$		From:			1	133-1366 Blythewood Lane								
1368 Nixon Dr	0.06	820	G						0.11	F	0.527	820	G	2019
100/		To				133-1369 Sierra Dr								
		From				Dead End								
1502 Eclipse Dr	0.19	170	G						0.137	F	0.596	170	G	2019
133/		To				133-1505 Cross St								
		From:	:			Dead End								
1605) Sunset Manor Dr	0.07	50	G						0.365	F	0.587	50	G	2019
Sunset Manor Dr		To				133-1601 Vaughan Ave								
		From:				Bus US 58 Holland Rd						•		
(1722) Kilby Shores Rd	0.03	5800	G	97%	1%	1% 1% 0%	0%	С	0.098	F	0.680	6200	G	2019
1332	0.00	To:		01/0	1 /0	133-688 Turlington Rd	. 0/0		7.000	•	0.000	3200	J	_010
						133-000 Turington Kd								

					Ivalist	oniona i	hamenanc	Alea								
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		C	C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Suffolk		From	r			133-1718	N, Staley Dr									
Brittle Dr	0.07	70	G			155 1710	711, State y 21				0.122	F	0.6	70	G	2019
1337		Tα	·			De	ad End									
	0.07	From				133-1790	Woods Pkwy						0.500	1.10		0010
1795 Ash Wood Dr	0.27	140 To	G			Cul	l-de-Sac				0.105	F	0.533	140	G	2019
		From					l-de-Sac									
1856 Berkshire Blvd	0.35	450	G			Cui	i-uc-sac				0.111	F	0.588	450	G	2019
133		To				133-185	1 Ashford Dr									
<u> </u>		From				133-19	02 Wren Rd									
1905 Hawk Rd	0.11	250	G								0.099	F	0.546	250	G	2019
		10	1				Beaver Lane									
Poxcroft Rd	0.43	180	G		13	33-627 Be	nnets Pasture	₹d			0.115	F	0.571	180	G	2019
Poxcroft Rd	0.43	To				133-2028	Brittany Lane				0.113	'	0.571	100	G	2018
		From			13		eech Grove La				i					
Carter Ln	0.08	130	G		1.	. 5 2010 D	. sen Grove Le				0.140	F	0.5	130	G	2019
133/		То	c		133	3-2070 Dr	ivers Station V	√ay								
		From				13	3-2143									
Burbage Lake Circle	0.19	540	G								0.107	F	0.636	540	G	2019
		To			133		de Bullocks Ci	rcle								
Draces Balan Was	0.07	From				De	ad End				0.000	_	0.5	0000		001
Breeze Point Way	0.27	2900 _{To}	G			IIC 17	Bridge Rd				0.096	F	0.5	2900	G	2019
		From														
Harbour View Blvd	1.02	20000	G	98%	0%	0%	Bridge Rd 0% 0	% 0	% (	C	0.089	F	0.589	21000	G	2019
Harbour View Blvd		To	Ť	0070	0,0		Point Rd	,,,,,	,,,			•	0.000		<u>.</u>	
O 11 1 1/1 51 1		From		2021			Roads Pkwy			_		_		4=00		2016
Harbour View Blvd	1.44	4400 _{To}	G	98%	0%	0%		% 0	%	F	0.093	F	0.562	4700	G	2019
		From					R 135				_					
Preakness Circle	0.04	110	G			Cul	l-de-Sac				0.167	F	0.667	110	G	2019
2354) Preakness Circle	0.0.	То	Ť		13	33-2350 St	teeplechase La	ne				•	0.007		<u>.</u>	_0.0
		From	c			Cul	l-de-Sac									
Rabey Farm Rd	0.52	940	G								0.114	F	0.69	940	G	2019
1337		To	c		13	3-626 N, S	Shoulders Hill	Rd								
O		From	<u> </u>				nington St									
Pinner St	0.63	7300	G	98%	0%	1%	0% 0	% 0	% (	С	0.098	F	0.571	7800	G	2019
<u> </u>	_	From					ore Ave				_				_	
Pinner St	0.41	10000	G	98%	0%	1%		% 0	%	F	0.092	F	0.538	11000	G	2019
		То					CL Suffolk									
8505) South Broad St	0.15	1300	G	97%	1%	2%	mith St 0% 0	% 0	% (	C	0.100	F	0.549	1400	G	2019
South Broad St	0.13	1300		31 %	1 /0			/0 U	/0		0.100	1"	0.548	1400	G	2018
North Broad St	0.68	790 From	G	98%	1%	Wasl	hington St 0% 0	% 0	% (		0.135	F	0.714	840	G	2019
North Broad St	0.00	1 90		JO 76	1 /0			/0 U	/0		J. 135	I.	0.714	040	G	2018
Western Ave	0.10	1100	G	98%	0%	East Ri	iverview Dr	% 0	% (	C	0.099	F	0.624	1200	G	2019
Western Ave	0.12	To		30%	U ⁻ /0		0% 0 onstance Rd	/0 U	/0		0.099	٢	0.624	1200	G	2018
		From					lby Ave									
Wellons St	0.65	1700	G	96%	1%	2%		% 0	% (	С	0.096	F	0.539	1800	G	2019
Wellons St		To														
Market St	0.43	3200 From	G	97%	0%	1%	Vashington St 1% 0	% 0	% (	С	0.096	F	0.589	3400	G	2019
Market St				- /-	- / -					-						
						Sar	atoga St									
Market St	0.06	5100 From	G	97%	0%	1%		% 0	%	F	0.099	F	0.624	5400	G	2019

Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	F				14:0									
0.20	7700	G	99%	0%	1% 0%	% 0%	0%	С	0.088	F	0.507	8200	G	2019
	From:													
0.31	2700	G	97%	1%	1% 19	% 0%	0%	С	0.089	F	0.52	2900	G	2019
0.12	3300 From:	G	97%	1%	1% 19	% 0%	0%	F	0.101	F	0.514	3500	G	2019
	From:													
0.43	3400 To:	G	98%	0%	1% 19	% 0%	0%	С	0.098	F	0.558	3600	G	2019
	From:				SCL Suff	olk								
0.44	2400	G	97%	1%			0%	С	0.092	F	0.515	2500	G	2019
	To:				Washingto	on St								
a · -	From:	_		4			<b>0</b>			_		0	_	00:-
0.17		G	97%	1%			0%	С	0.113	F	0.522	830	G	2019
	From:													
0.04	760	G	97%	2%			0%	С	0.09	F	8.0	810	G	2019
	To:													
0.00	From:		020/	10/			00/	-	0.100	_	0.56	010	C	2010
0.23	UOB	G	<b>ბ</b> პ%	1%			U%	<u> </u>	0.123	F	0.56	910	G	2019
0.11	From:		0001	401			001				0.505	4000		0010
0.11		G	93%	1%			0%	C	0.116	F	0.585	1300	G	2019
0.20		G	98%	0%			0%	С	0.105	F	0.69	2400	G	2019
0.20	<b>2000</b> To:		30 70	0 70			0 70		0.103	•	0.03	2400	ч	2013
	From													
0.18	3500	G	90%	0%			0%	F	0.093	F	0.648	3700	G	2019
	To:				Madison	Δνε								
0.27		G	90%	0%			0%	С	0.091	F	0.592	4100	G	2019
	To:													
	From:				SR 337 Washi	ngton St								
0.64	4300	G	90%	1%	1% 3%	% 6%	0%	С	0.099	F	0.586	4600	G	2019
	To:				Pinner S	St								
	From:				Repass Bea	ch Rd				_		,	_	
		G			W-434	h Ct			0.108	F	0.598	1400	G	2019
					Smith Str	reet			0.009	_	0 620	350	G	2019
	35U To:	G			W Washington	n Street			0.096	Г	0.029	330	G	2019
		G	98%	1%			0%	С	0.090	F	0.573	6600	G	2019
	To:		/ -											
	From				Pioneer A	Ave						•		
	190	G	98%	0%			0%	С	0.131	F	0.5	190	G	2019
	To				Lummis 1	Rd								
	From:				Ithacha '	Tr								
	280	G							0.131	F	0.638	280	G	2019
	To:				Shoulders H	lill Rd								
	0.20  0.31  0.12  0.43  0.44  0.17  0.04  0.23  0.11  0.20  0.18  0.27	0.31 2700  0.31 2700  0.12 3300  To:  0.43 3400  To:  0.44 2400  To:  0.17 780  To:  From:  0.04 760  To:  From:  0.23 860  0.11 1300  To:  From:  0.20 2300  To:  From:  0.18 3500  To:  From:  0.18 3500  To:  From:  1400  To:  From:  1400	0.20 7700 G Tro    Prosect	0.20	0.20	AADT	Carolina Radia	1	Care	Care	Company   Comp	Column   AADT	Length   AADT   CA	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   QC   Factor   QK   Factor   AAWDT   QW