

2014
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

133

City of Suffolk

Information in this report is included in Report

61

(Nansemond Maintenance Area)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 ALT - Alternate Route
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Isle of Wight County Line															
10 32	City of Suffolk	1.31	9000	G	95%	1%	1%	1%	2%	0%	F	NA		9600	G	
	To: SR 125 Chuckatuck															
10 32	Godwin Blvd	0.87	12000	F	95%	1%	1%	1%	2%	0%	F	0.098	F	0.613	13000	F
	To: 133-603 Everets Rd															
10 32	Godwin Blvd	4.81	11000	F	95%	1%	1%	1%	2%	0%	C	0.097	F	0.571	12000	F
	To: 133-634 Kings Fork Rd															
10 32	Godwin Blvd	1.36	22000	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.510	24000	F
	To: US 58 Suffolk Bypass															
10 32	Godwin Blvd	0.54	19000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.513	20000	F
	To: Pruden Blvd US 460															
	From: Bus US 460 Elephant Fork															
10 460 32	City of Suffolk	1.49	25000	A	99%	0%	0%	0%	0%	0%	C	0.100	A	0.509	26000	A
	To: Bus US 460, Bus US 58															
	From: Bus US 460															
10 32 460	Main St	0.09	27000	G	99%	0%	1%	0%	0%	0%	F	NA		29000	G	
	To: Bus US 58															
	From: Bus US 58, Bus US 460															
10 32 13	Main St	0.68	18000	G	99%	0%	1%	0%	0%	0%	F	NA		19000	G	
	To: SR 337 Washington St															
	From: North Carolina State Line															
13	Whaleyville Blvd	5.37	4800	A	88%	0%	1%	1%	11%	0%	C	0.1	A	0.631	4700	A
	To: 133-616 Mineral Spring Rd															
13	Whaleyville Blvd	1.28	10000	F	88%	0%	1%	1%	11%	0%	F	0.071	F	0.553	10000	F
	To: 133-677 Great Fork Rd															
13	Whaleyville Blvd	0.82	7600	F	88%	0%	1%	1%	11%	0%	F	0.086	F	0.672	7400	F
	To: 133-675 Cypress Chapel Rd															
13	Whaleyville Blvd	2.22	7600	F	88%	0%	1%	1%	11%	0%	F	0.086	F	0.676	7400	F
	To: 133-759 S, Liberty Spring Rd West															
13	Whaleyville Blvd	1.06	8900	F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.676	8800	F
	To: 133-759 N, Babbtown Rd															
13	Whaleyville Blvd	2.56	9500	F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.698	9300	F
	To: SR 32 Carolina Rd															
	From: SR 32 Whaleyville Blvd															
13 32	Carolina Rd	1.64	16000	F	88%	0%	1%	1%	11%	0%	F	0.085	F	0.703	15000	F
	To: Bus US 13															
	From: Bus US 13, SR 32 Carolina Rd															
13	Southwest Suffolk Bypass	2.80	12000	F	86%	1%	1%	2%	10%	0%	C	0.097	F	0.661	11000	F
	To: US 58 Holland Rd															
	From: Bus US 58															
13 58	Suffolk Bypass	1.41	39000	F	85%	1%	1%	1%	13%	0%	F	0.085	F	0.620	37000	F
	To: 61-604 Pitchkittle Rd															

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: 61-604 Pitchkittle Rd To: [Redacted]	City of Suffolk	1.88	41000	F	85%	1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	F
13 58 Suffolk Bypass																
From: US 460 Pruden Blvd To: [Redacted]	City of Suffolk	0.93	47000	G	92%	0%	1%	1%	6%	0%	F	NA		49000	G	
13 58 460 Suffolk Bypass																
From: SR 10 SR 32 Godwin Blvd To: [Redacted]	City of Suffolk	1.87	56000	F	92%	0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	F
13 58 460 Suffolk Bypass																
From: 61-642 Wilroy Rd To: [Redacted]	City of Suffolk	2.30	47000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F
13 58 460 Suffolk Bypass																
From: Bus US 13, Bus US 58 Military Hwy To: [Redacted]	City of Suffolk	3.46	68000	F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F
13 58 460 Military Highway																
From: Bus US 13 To: [Redacted]	City of Suffolk	1.17	10000	F	88%	0%	1%	1%	11%	0%	F	0.082	F	0.676	9900	F
Bus 13 32 Carolina Rd																
From: Old SCL Suffolk To: [Redacted]	City of Suffolk	0.54	10000	F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.602	10000	F
Bus 13 32 Carolina Rd																
From: Fayette St To: [Redacted]	City of Suffolk	0.34	9300	F	99%	0%	1%	0%	0%	0%	C	0.081	F	0.585	9900	F
Bus 13 32 Main St																
From: Begin SR 10 To: [Redacted]	City of Suffolk	0.68	18000	G	99%	0%	1%	0%	0%	0%	F	NA		19000	G	
Bus 13 32 10 Main St																
From: US 58; Bus US 460 To: [Redacted]	City of Suffolk	0.88	16000	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
Bus 13 58 460 Constance Rd																
From: Pinner St To: [Redacted]	City of Suffolk	1.60	16000	F	97%	0%	1%	0%	2%	0%	C	0.084	F	0.525	17000	F
Bus 13 58 460 Portsmouth Blvd																
From: SR 337 Washington St To: [Redacted]	City of Suffolk	1.22	23000	F	96%	0%	1%	1%	2%	0%	C	0.081	F	0.579	24000	F
Bus 13 58 460 Portsmouth Blvd																
From: US 13, US 58, US 460 To: [Redacted]	City of Suffolk	0.66	22000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	23000	F
17 Bridge Rd																
From: I-664; SR 164 Western Freeway To: [Redacted]	City of Suffolk	1.81	34000	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.597	37000	F
17 Bridge Rd																
From: 133-626 Knots Neck Road; Shoulders Hill Rd To: [Redacted]	City of Suffolk	1.54	27000	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.577	28000	F
17 Bridge Rd																
From: 133-627 Bennetts Pasture Rd To: [Redacted]	City of Suffolk	2.47	19000	F	97%	0%	0%	1%	1%	0%	F	0.093	F	0.536	20000	F
17 Bridge Rd																
From: 133-628 Crittenden Rd To: [Redacted]	City of Suffolk	1.17	15000	G	97%	0%	0%	1%	1%	0%	F	0.103	N	0.544	16000	G
17 Bridge Rd																
From: Isle of Wight County Line To: [Redacted]	City of Suffolk															

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
17 Ramp	From:	US 17-S034A TO ROUTE														
	To:	I-664-E FROM ROUTE 17														
City of Suffolk (Maint: 61)		0.13	13000	G							NA			13000	G	
North 17 Ramp	From:	US 17 TO ROUTE 664 EASTSOUTH														
	To:	US 17-S034A TO ROUTE														
City of Suffolk (Maint: 61)		0.03	4900	G							NA			4900	G	
South 17 Ramp	From:	US 17 TO ROUTE 664 EASTSOUTH														
	To:	US 17-N034A US 17- 34A TO ROUTE														
City of Suffolk (Maint: 61)		0.05	7800	G							NA			7800	G	
32 Carolina Rd	From:	North Carolina State Line														
	To:	133-642 Adams Swamp Rd														
City of Suffolk		2.89	3500	F	91%	1%	1%	1%	7%	0%	C	0.1	F	0.788	3700	F
32 Carolina Rd	From:	133-675 Cypress Chapel Rd														
	To:	133-759 Babbtown Rd														
City of Suffolk		1.40	4300	F	91%	1%	1%	1%	7%	0%	C	0.097	F	0.737	4500	F
32 Carolina Rd	From:	133-647 Copeland Rd														
	To:	US 13 South of Suffolk														
City of Suffolk		2.45	4400	F	91%	1%	1%	1%	7%	0%	F	0.096	F	0.737	4700	F
32 13 Carolina Rd	From:	Whaleyville Blvd														
	To:	61-731 Dill Rd														
City of Suffolk		1.64	16000	F	88%	0%	1%	1%	11%	0%	F	0.085	F	0.703	15000	F
32 Bus 13 Carolina Rd	From:	Old SCL Suffolk														
	To:	Bus US 58 Constance Rd														
City of Suffolk		0.54	10000	F	88%	0%	1%	1%	11%	0%	F	0.087	F	0.602	10000	F
32 Bus 13 Main St	From:	SR 337 Washington St														
	To:	Bus US 58, Bus US 460														
City of Suffolk		0.68	18000	G	99%	0%	1%	0%	0%	0%	F	NA		19000	G	
32 Bus 460 10 Main St	From:	Old NCL of Suffolk														
	To:	SR 10 Elephant Fork														
City of Suffolk		1.49	25000	A	99%	0%	0%	0%	0%	0%	C	0.100	A	0.509	26000	A
32 10 Godwin Blvd	From:	Bus US 460														
	To:	US 58 Suffolk Bypass														
City of Suffolk		0.54	19000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.513	20000	F

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From: US 58 Suffolk Bypass																
32 10	Godwin Blvd	City of Suffolk	1.36	22000	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.510	24000	F
	To: 61-634 Kings Fork Rd																
32 10	Godwin Blvd	City of Suffolk	4.81	11000	F	95%	1%	1%	1%	2%	0%	C	0.097	F	0.571	12000	F
	To: 61-603 Everets Rd																
32 10	Godwin Blvd	City of Suffolk	0.87	12000	F	95%	1%	1%	1%	2%	0%	F	0.098	F	0.613	13000	F
	To: SR 125 Chuckatuck																
32 10		City of Suffolk	1.31	9000	G	95%	1%	1%	1%	2%	0%	F	NA			9600	G
	To: Isle of Wight County Line																
	From: Southampton County Line																
58 258	Franklin Bypass	City of Suffolk	1.27	20000	F	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	F
	To: US 258																
58	Franklin Bypass	City of Suffolk	0.18	17000	N	85%	1%	1%	1%	13%	0%	N	0.077	N	0.532	17000	N
	To: SR 189																
58 189 189	Franklin Bypass	City of Suffolk	1.01	17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	F
	To: SR 272 South Quay Rd																
58 189 189	S Quay Rd	City of Suffolk	4.23	19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	F
	To: SR 189 S Quay Rd																
58	Holland Bypass	City of Suffolk	1.05	19000	F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.579	18000	F
	To: Bus US 58																
58	Holland Rd	City of Suffolk	1.32	23000	F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.564	22000	F
	To: 133-610 W. Buckhorn Rd																
	To: 133-647 E. Lummis Rd																
58	Holland Rd	City of Suffolk	2.05	24000	F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.592	23000	F
	To: 133-643 Manning Bridge Rd																
58	Holland Rd	City of Suffolk	0.67	27000	F	85%	1%	1%	1%	13%	0%	F	0.082	F	0.564	25000	F
	To: 133-738 Kenyon Rd																
58	Holland Rd	City of Suffolk	0.38	30000	F	85%	1%	1%	1%	13%	0%	F	0.080	F	0.565	29000	F
	To: Cove Point Rd																
58	Holland Rd	City of Suffolk	1.15	31000	F	85%	1%	1%	1%	13%	0%	F	0.081	F	0.554	30000	F
	To: US 13 Southwest Suffolk Bypass																
	From: Bus US 58																
58 13	Suffolk Bypass	City of Suffolk	1.41	39000	F	85%	1%	1%	1%	13%	0%	F	0.085	F	0.620	37000	F
	To: 133-604 Pitchkittle Rd																
58 13	Suffolk Bypass	City of Suffolk	1.88	41000	F	85%	1%	1%	1%	13%	0%	F	0.084	F	0.626	39000	F
	To: US 460 Pruden Blvd																
58 13 460	Suffolk Bypass	City of Suffolk	0.93	47000	G	92%	0%	1%	1%	6%	0%	F	NA			49000	G
	To: SR 10, SR 32 Godwin Blvd																

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SR 10, SR 32 Godwin Blvd																
58 13 460 Suffolk Bypass	City of Suffolk	1.87	56000	F	92%	0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	F
To: 133-642 Wilroy Rd																
From: 133-642 Wilroy Rd																
58 13 460 Suffolk Bypass	City of Suffolk	2.30	47000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F
To: Bus US 13, Bus US 58 Military Hwy																
From: Bus US 58 Military Hwy Eastbound																
58 13 460 Military Highway	City of Suffolk	3.46	68000	F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F
To: WCL Chesapeake																
From: US 58 TO RTE 189																
East 58 258 Ramp	City of Suffolk	0.17	560	G								NA		560	G	
To: US 58-E451B TO RTE 189 SOUTH																
From: US 58-E451B TO RTE 189 SOUTH																
East 58 258 Ramp	City of Suffolk	0.05	230	G								NA		230	G	
To: ISR 189-P FROM RTE 58 EAST																
From: US 58-E451A TO RTE 189 SOUTH																
East 58 Ramp	City of Suffolk	0.03	240	G								NA		240	G	
To: ISR 189-P FROM RTE 58 EAST																
From: US 58 TO RTE 258 & 189																
West 58 Ramp	City of Suffolk	0.19	440	G								NA		440	G	
To: US 58-W451B TO RTE 258 & 189																
From: US 58-W451B TO RTE 258 & 189																
West 58 189 Ramp	City of Suffolk	0.03	110	G								NA		110	G	
To: US 258 Gap TO																
From: US 58-W451A TO RTE 258 & 189																
West 58 Ramp	City of Suffolk	0.06	320	G								NA		320	G	
To: US 258 US 258-W013A TO & FROM RTE 5																
From: Isle of Wight County Line																
Bus 58 Ruritan Blvd	City of Suffolk	2.65	2200	F	96%	1%	1%	1%	1%	0%	C	0.102	F	0.608	2300	F
To: SR 189																
From: SR 189																
Bus 58 Holland Rd	City of Suffolk	0.26	2500	G	96%	1%	1%	1%	1%	0%	F	NA		2500	G	
To: 133-653 Dutch Rd; Glen Haven Drive																
From: 133-653 Dutch Rd; Glen Haven Drive																
Bus 58 Holland Rd	City of Suffolk	0.46	3200	F	96%	1%	1%	1%	1%	0%	C	0.096	F	0.667	3400	F
To: US 58																
From: US 58 East of Holland																
Bus 58 Holland Rd	City of Suffolk	0.05	9300	F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.569	9900	F
To: 133-1722 Kilby Shores Rd																
From: 133-1722 Kilby Shores Rd																
Bus 58 Holland Rd	City of Suffolk	1.79	8500	F	96%	1%	1%	1%	1%	0%	C	0.094	F	0.647	9100	F
To: SR 337 Constance Rd																
From: SR 337 Holland Rd																
Bus 58 Constance Rd	City of Suffolk	0.29	8300	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.547	8900	F
To: WCL Suffolk Pitchkettle Rd																

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Suffolk Pitchkettle Rd																
Bus 58 Constance Rd	City of Suffolk	0.86	9500	F	98%	0%	1%	0%	1%	0%	C	0.081	F	0.53	10000	F
To: SR 32 Main St																
From: SR 32 Main St																
Bus Bus Bus 58 13 460 Constance Rd	City of Suffolk	0.88	16000	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F
To: Pinner Street																
From: Pinner Street																
Bus Bus Bus 58 13 460 Portsmouth Blvd	City of Suffolk	1.60	16000	F	97%	0%	1%	0%	2%	0%	C	0.084	F	0.525	17000	F
To: SR 337 Washington St																
From: SR 337 Washington St																
Bus Bus Bus 58 13 460 Portsmouth Blvd	City of Suffolk	1.22	23000	F	96%	0%	1%	1%	2%	0%	C	0.081	F	0.579	24000	F
To: US 58																
From: SR 10: SR 32 Godwin Blvd																
125 Kings Hwy	City of Suffolk	0.69	3100	F	96%	1%	2%	1%	1%	0%	C	0.093	F	0.523	3300	F
To: 133-628 Crittenden Rd																
From: 133-628 Crittenden Rd																
125 Kings Hwy	City of Suffolk	1.09	560	F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.696	600	F
To: 133-620 Ferry Point Rd																
From: 133-620 Ferry Point Rd																
125 Kings Hwy	City of Suffolk	0.91	280	F	96%	1%	2%	1%	1%	0%	F	0.108	F	0.608	300	F
To: Dead End																
From: Dead End @ Nansemond River																
125 Kings Hwy	City of Suffolk	1.34	610	F	96%	1%	2%	1%	1%	0%	F	0.102	F	0.623	650	F
To: 133-629 W, Sleepy Hole Rd																
From: 133-629 W, Sleepy Hole Rd																
125 Kings Hwy	City of Suffolk	1.22	810	F	96%	1%	2%	1%	1%	0%	F	0.104	F	0.626	870	F
To: 133-627 Bennetts Pasture Rd																
From: 133-627 Bennetts Pasture Rd																
125 Kings Hwy	City of Suffolk	0.48	2800	F	96%	1%	2%	1%	1%	0%	F	0.1	F	0.632	3000	F
To: SR 337 Nansemond Parkway																
From: US 17 Bridge Rd																
135 College Dr	City of Suffolk	0.20	17000	F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.500	18000	F
To: SR 164 Western Freeway																
From: SR 164 Western Freeway																
135 College Dr	City of Suffolk	0.65	16000	G	98%	1%	0%	0%	0%	0%	C	NA		18000	G	
To: 133-658 Towne Point Rd																
From: 133-658 Towne Point Rd																
135 College Dr	City of Suffolk	0.76	21000	F	98%	0%	1%	0%	1%	0%	C	0.084	F	0.596	22000	F
To: I-664																
From: I-664																
135 College Dr	City of Suffolk	0.59	8000	F	93%	1%	1%	1%	4%	0%	C	0.093	F	0.633	8500	F
To: SR 367 Tidewater Community College																
From: SR 135 TO I-664																
North 135 Ramp	City of Suffolk (Maint: 61)	0.37	4200	G								NA		4200	G	
To: I-664-W FROM RT 135																
From: I-664-W FROM RT 135																
North 135 Ramp	City of Suffolk (Maint: 61)	0.12	3200	G								NA		3200	G	
To: I-664-E FROM RT 135																

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 135 Ramp	From: SR 135 TO I-664 City of Suffolk (Maint: 61) To: I-664-W FROM RT 135	0.16	1100	G								NA		1100	G	
South 135 Ramp	From: TO ROUTE 664 EAST City of Suffolk (Maint: 61) To: I-664-E FROM ROUTE 135 SOUTH	0.40	1600	G								NA		1600	G	
164 Western Freeway	From: US 17 Bridge Road City of Suffolk (Maint: 61) To: I-664	0.84	19000	F	95%	0%	0%	1%	4%	0%	F	0.086	F	0.715	22000	F
164 Western Freeway	From: SR 135 College Dr City of Suffolk (Maint: 61) To: WCL Portsmouth	0.64	38000	F	95%	0%	0%	1%	4%	0%	F	0.091	F	0.580	43000	F
164 Western Freeway	From: SR 164 TO ROUTE 664 WESTNORTH City of Suffolk (Maint: 61) To: I-664-W FROM ROUTE 164 EAST	0.02	46000	A	95%	0%	0%	1%	4%	0%	C	0.104	A	0.557	52000	A
East 164 Ramp	From: SR 164 TO ROUTE 664 EASTSOUTH City of Suffolk (Maint: 61) To: I-664-E FROM ROUTE 165 WEST	0.20	2000	G	95%	0%	0%	1%	4%	0%	F	NA		2000	G	
West 164 Ramp	From: SR 164 TO ROUTE 664 WESTNORTH City of Suffolk (Maint: 61) To: I-664-W FROM ROUTE 164 WEST	0.22	7700	G	95%	0%	0%	1%	4%	0%	F	NA		7700	G	
West 164 Ramp	From: Southhampton County Line City of Suffolk To: 133-666 Gates Rd	1.36	1700	F	98%	0%	1%	0%	0%	1%	C	0.102	F	0.718	1800	F
189 Great Mill Rd	From: SR 272 South Quay Rd City of Suffolk To: US 58	0.82	3500	F	98%	0%	1%	0%	1%	0%	F	0.087	F	0.659	3700	F
189 Great Mill Hwy	From: Ramp To US 58 City of Suffolk To: Ramp to US 58	0.55	2300	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.541	2500	F
189 189 Ramp	From: Ramp From SR 189 City of Suffolk To: US 58	0.08														
189 189 Ramp	From: Ramp From SR 189 City of Suffolk To: SR 272	0.26	600	G								NA		600	G	
189 58 189 Franklin Bypass	From: SR 189 S Quay Rd City of Suffolk To: US 58 Holland Bypass	1.01	17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	F
189 58 189 S Quay Rd	From: US 58 Holland Bypass City of Suffolk To: Cumberland Lane	4.23	19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	F
189 S Quay Rd	From: US 58 Holland Bypass City of Suffolk To: Cumberland Lane	0.37	660	F	90%	1%	2%	3%	3%	0%	C	0.094	F	0.558	710	F





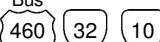

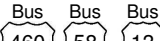
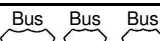




Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
189 S Quay Rd	From: Cumberland Lane															
	City of Suffolk	0.12	860	F	90%	1%	2%	3%	3%	0%	F	0.101	F	0.593	910	F
	To: Bus US 58															
189 Ramp	From: SR 189-S005A TO RTE 58															
	City of Suffolk	0.26	600	G								NA		600	G	
	To: US 58 FROM RTE 189															
North 189 Ramp	From: SR 189; 1SR 189-P TO RT 58 EAST															
	City of Suffolk	0.08	320	G								NA		320	G	
	To: SR 189-S005A TO RTE 58															
South 189 Ramp	From: 1SR 189-P TO RTE 58 EAST															
	City of Suffolk	0.05	280	G								NA		280	G	
	To: SR 189-N005A SR 189- 5A TO RTE 58															
189 58 Ramp	From: US 58-W451B TO RTE 258 & 189															
	City of Suffolk	0.03														
	To: US 258 Gap TO															
189 58 189 Franklin Bypass	From: SR 189															
	City of Suffolk	1.01	17000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.532	17000	F
	To: SR 272 South Quay Rd															
189 58 189 S Quay Rd	From: SR 189															
	City of Suffolk	4.23	19000	F	85%	1%	1%	1%	13%	0%	F	0.077	F	0.6	18000	F
	To: SR 189															
258 58 Franklin Bypass	From: Southampton County Line															
	City of Suffolk	1.27	20000	F	85%	1%	1%	1%	13%	0%	F	0.079	F	0.574	19000	F
	To: US 58 Franklin Bypass															
258 58 Ramp	From: x															
	City of Suffolk	0.17														
	To: x															
258 58 Ramp	From: US 58-E451B TO RTE 189 SOUTH															
	City of Suffolk	0.05														
	To: 1SR 189-P FROM RTE 58 EAST															
258 Great Mill Rd	From: US 58 Franklin Bypass; SR 189															
	City of Suffolk	0.97	2500	F	55%	1%	1%	6%	37%	0%	C	0.084	F	0.515	2600	F
	To: NCL Suffolk															
258 258 Ramp	From: US 258-W013A TO RTE 58															
	City of Suffolk	0.19	350	G								NA		350	G	
	To: US 58 FROM RTE 258 & 189															
East 258 Ramp	From: US 258 Gap TO															
	City of Suffolk	0.04	310	G								NA		310	G	
	To: US 258-W013A TO RTE 58															
West 258 258 Ramp	From: US 258 US 58-W451B TO & FROM RTE 5															
	City of Suffolk	0.07	320	G								NA		320	G	
	To: US 258-E013A US 258- 13A TO RTE 58															

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: US 258-W013A TO RTE 58															
258 258 Ramp	City of Suffolk	0.19	350	G								NA		350	G	
	To: US 58 FROM RTE 258 & 189															
	From: US 258 US 58-W451B TO & FROM RTE 5															
258 258 Ramp	City of Suffolk	0.07														
	To: US 258-E013A US 258- 13A TO RTE 58															
	From: SR 189															
272 South Quay Rd	City of Suffolk	1.24	1400	F	95%	0%	1%	3%	1%	0%	C	0.108	F	0.783	1500	F
	To: US 58 South Quay Rd															
	From: Bus US 58 Constance Rd															
337 Washington St	City of Suffolk	0.34	6600	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.575	7000	F
	To: Broad St															
	From: Broad St															
337 Washington St	City of Suffolk	0.59	6700	F	97%	1%	1%	0%	0%	0%	C	0.088	F	0.57	7200	F
	To: SR 32 Main St															
	From: SR 32 Main St															
337 Washington St	City of Suffolk	0.20	6900	F	97%	1%	1%	0%	0%	0%	C	0.077	F	0.534	7400	F
	To: Pinner St															
	From: Pinner St															
337 Washington St	City of Suffolk	0.49	11000	F	97%	1%	1%	0%	0%	0%	F	0.080	F	0.525	12000	F
	To: Old ECL Suffolk															
	From: Old ECL Suffolk															
337 Washington St	City of Suffolk	2.38	10000	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.562	11000	F
	To: Bus US 58 Portsmouth Blvd															
	From: Bus US 58 Portsmouth Blvd															
337 Nansemond Parkway	City of Suffolk	3.03	3900	F	95%	2%	1%	1%	0%	0%	C	0.099	F	0.547	4200	F
	To: 133-642 Wilroy Rd															
	From: 133-642 Wilroy Rd															
337 Nansemond Parkway	City of Suffolk	1.40	10000	F	95%	2%	1%	1%	0%	0%	F	0.096	F	0.533	11000	F
	To: Whitley Lane															
	From: Whitley Lane															
337 Nansemond Parkway	City of Suffolk	2.01	7900	F	95%	2%	1%	1%	0%	0%	F	0.101	F	0.548	8400	F
	To: SR 125 Kings Hwy															
	From: SR 125 Kings Hwy															
337 Nansemond Parkway	City of Suffolk	2.52	12000	F	96%	1%	1%	1%	1%	0%	C	0.093	F	0.608	13000	F
	To: WCL Chesapeake															
	From: WCL Chesapeake															
	From: Isle of Wight County Line															
460 Pruden Blvd	City of Suffolk	3.08	16000	F	83%	1%	1%	1%	14%	0%	F	0.091	F	0.635	15000	F
	To: 133-604 Lake Prince Dr; Providence Rd															
	From: 133-604 Lake Prince Dr; Providence Rd															
460 Pruden Blvd	City of Suffolk	0.54	18000	F	83%	1%	1%	1%	14%	0%	F	0.09	F	0.620	17000	F
	To: 133-634 Kings Fork Rd															
	From: 133-634 Kings Fork Rd															
460 Pruden Blvd	City of Suffolk	1.47	24000	F	83%	1%	1%	1%	14%	0%	F	0.091	F	0.589	22000	F
	To: US 58, BUS US 460; Suffolk Bypass															
	From: US 58, BUS US 460, Purden Blvd															
460 58 13 Suffolk Bypass	City of Suffolk	0.93	47000	G	92%	0%	1%	1%	6%	0%	F	NA		49000	G	
	To: SR 10 SR 32 Godwin Blvd															
	From: SR 10 SR 32 Godwin Blvd															
460 58 13 Suffolk Bypass	City of Suffolk	1.87	56000	F	92%	0%	1%	1%	6%	0%	F	0.085	F	0.597	58000	F
	To: 61-642 Wilroy Rd															

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	61-642 Wilroy Rd															
 Suffolk Bypass	City of Suffolk	2.30	47000	F	92%	0%	1%	1%	6%	0%	F	0.084	F	0.618	49000	F	
	To:	Bus US 13, Bus US 58 Military Hwy															
	From:	XXX Bus US 13, Bus US 58 Military Hwy															
 Military Highway	City of Suffolk	3.46	68000	F	92%	0%	1%	1%	6%	0%	F	0.086	F	0.621	71000	F	
	To:	WCL Chesapeake															
	From:	US 58, US 460															
 Bus	City of Suffolk	1.11	10000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.630	11000	F	
	To:	SR 10, SR 32															
	From:	SR 10, SR 32															
 Bus	City of Suffolk	1.49	25000	A	99%	0%	0%	0%	0%	0%	C	0.100	A	0.509	26000	A	
	To:	Old NCL Suffolk															
	From:	Old NCL Suffolk															
 Bus	City of Suffolk	0.09	27000	G	99%	0%	1%	0%	0%	0%	F	NA		29000	G		
	To:	US 13, BUS US 58, SR 32															
	From:	US 13, BUS US 58, SR 32															
 Bus	City of Suffolk	0.88	16000	F	97%	0%	1%	0%	2%	0%	F	0.08	F	0.566	17000	F	
	To:	Pinner St															
	From:	Pinner St															
 Bus	City of Suffolk	1.60	16000	F	97%	0%	1%	0%	2%	0%	C	0.084	F	0.525	17000	F	
	To:	SR 337 Washington St															
	From:	SR 337 Washington St															
 Bus	City of Suffolk	1.22	23000	F	96%	0%	1%	1%	2%	0%	C	0.081	F	0.579	24000	F	
	To:	US 58															
	From:	US 58															
 Ramp	City of Suffolk (Maint: 61)	0.13	NA									NA		NA			
	To:	SR 164 FROM ROUTE 664															
	From:	SR 164 FROM ROUTE 664															
	From:	ECL Newport News															
 East	City of Suffolk (Maint: 61)	3.05	30000	A	94%	0%	1%	1%	4%	0%	F	0.120	A		32000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 61000 A 94% 0% 1% 1% 4% 0%																
	<i>East I-664 is signed as South I-664</i>																
	To:	SR 135 College Dr															
	From:	SR 135 College Dr															
 East	City of Suffolk (Maint: 61)	1.38	30000	A	94%	0%	1%	1%	4%	0%	C	0.127	A		32000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 62000 A 94% 0% 1% 1% 4% 0%																
	<i>East I-664 is signed as South I-664</i>																
	To:	SR 164 Western Freeway															
	From:	SR 164 Western Freeway															
 East	City of Suffolk (Maint: 61)	0.58	28000	G	94%	0%	1%	1%	4%	0%	F	NA		30000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 56000 G 94% 0% 1% 1% 4% 0%																
	<i>East I-664 is signed as South I-664</i>																
	To:	US 17 Bridge Rd															

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW			
							2Axle	3+Axle	1Trail	2Trail									
East 664	From: US 17 Bridge Rd City of Suffolk (Maint: 61)	0.62	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F	41000	G				
Hampton Roads Beltway			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			77000	G	94%	0%	1%	1%	4%	0%	F	NA	83000	G		
			<i>East I-664 is signed as South I-664</i>																
East 664	To: ECL Chesapeake																		
East 664	From: I-664-E TO RT 135 City of Suffolk (Maint: 61)	0.26	NA									NA		NA					
Ramp			To: SR 135 FROM I-664																
East 664	From: I-664-E TO RT 135 City of Suffolk (Maint: 61)	0.21	4100	G								NA		4100	G				
Ramp			To: SR 135 FROM I-664																
East 664	From: I-664-E TO ROUTE 164 City of Suffolk (Maint: 61)	0.23	9800	G								NA		9800	G				
Ramp			To: I-664-E009B TO ROUTE 164 EAST																
East 664	From: I-664-E009B TO ROUTE 164 EAST City of Suffolk (Maint: 61)	0.18	NA									NA		NA					
Ramp			To: SR 164 FROM ROUTE 66																
East 664	From: I-664-E009A TO ROUTE 164 EAST City of Suffolk (Maint: 61)	0.46	NA									NA		NA					
Ramp			To: I-664-W009B TO ROUTE																
West 664	From: ECL Newport News City of Suffolk (Maint: 61)	3.46	31000	A	94%	0%	1%	1%	4%	0%	F	0.114	A	33000	A				
Monitor Merrimac Memorial Bridge Tunnel			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	A	94%	0%	1%	1%	4%	0%	F	0.106	A	0.55	65000	A
			<i>West I-664 is signed as North I-664</i>																
West 664	To: SR 135 College Dr																		
West 664	From: SR 135 College Dr City of Suffolk (Maint: 61)	1.04	31000	A	94%	0%	1%	1%	4%	0%	C	0.119	A	34000	A				
Hampton Roads Beltway			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			62000	A	94%	0%	1%	1%	4%	0%	C	0.106	A	0.557	66000	A
			<i>West I-664 is signed as North I-664</i>																
West 664	To: SR 164 Western Freeway																		
West 664	From: SR 164 Western Freeway City of Suffolk (Maint: 61)	0.40	28000	G	94%	0%	1%	1%	4%	0%	F	0.119	N	31000	G				
Hampton Roads Beltway			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			56000	G	94%	0%	1%	1%	4%	0%	F	NA	61000	G		
			<i>West I-664 is signed as North I-664</i>																
West 664	To: US 17 Bridge Rd																		
West 664	From: US 17 Bridge Rd City of Suffolk (Maint: 61)	0.57	39000	G	94%	0%	1%	1%	4%	0%	F	NA		42000	G				
Hampton Roads Beltway			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			77000	G	94%	0%	1%	1%	4%	0%	F	NA	83000	G		
			<i>West I-664 is signed as North I-664</i>																
West 664	To: ECL Chesapeake																		
West 664	From: I-664-W TO RT 135 City of Suffolk (Maint: 61)	0.16	1500	G								NA		1500	G				
Ramp			To: SR 135 RAMP FR I-664 FROM I-664																

Virginia Department of Transportation
 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
West 664 Ramp	From: I-664-W TO RT 135 City of Suffolk (Maint: 61) To: SR 135 FROM RTE 664	0.26	3500	G								NA		3500	G	
West 664 Ramp	From: I-664-W TO INSPECTION STATION City of Suffolk (Maint: 61) To: I-664-W FROM INSPECTION STATION	0.26	360	G								NA		360	G	
West 664 Ramp	From: I-664-W TO ROUTE 164 City of Suffolk (Maint: 61) To: SR 164 FROM ROUTE 664 WESTNORTH	0.24	7300	G								NA		7300	G	
West 664 Ramp	From: I-664-W TO ROUTES 17 SOUTH & 164 EAST City of Suffolk (Maint: 61) To: I-664-W009C TO ROUTE 17 SOUTH	0.11	12000	G								NA		12000	G	
West 664 Ramp	From: I-664-W009C TO ROUTE 17 SOUTH City of Suffolk (Maint: 61) To: I-664-E009B I-664- 9B TO ROUTE	0.17	NA									NA		NA		
West 664 Ramp	From: I-664-W009B TO ROUTE 17 SOUTH City of Suffolk (Maint: 61) To: US 17 FROM ROUTE 664 WESTNORTH	0.11	NA									NA		NA		

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(602) Kirk Rd	0.60	390	F	98%	0%	0%	1%	0%	0%	C	0.126	F	0.667	410	F	2014
(603) Everets Rd	0.30	1900	N	98%	0%	0%	1%	0%	0%	N	0.112	N	0.719	2000	N	2014
(603) Everets Rd	1.97	1900	F	98%	0%	0%	1%	0%	0%	C	0.112	F	0.719	2000	F	2014
(603) Everets Rd	0.97	1700	F	98%	0%	0%	1%	0%	0%	C	0.111	F	0.684	1800	F	2014
(604) Desert Rd	6.91	220	G								NA			220	G	2014
(604) Hosier Rd	1.54	490	F	96%	2%	2%	0%	0%	0%	F	0.115	F	0.743	520	F	2014
(604) Hosier Rd	4.11	650	F	96%	2%	2%	0%	0%	0%	C	0.116	F	0.785	690	F	2014
(604) Factory St	0.06	2900	F	96%	2%	2%	0%	0%	0%	F	0.091	F	0.598	3100	F	2014
(604) Pitchkettle Rd	1.30	3900	F	97%	1%	1%	0%	1%	0%	C	0.114	F	0.597	4100	F	2014
(604) Pitchkettle Rd	2.55	2700	F	97%	1%	1%	0%	1%	0%	F	0.127	F	0.584	2900	F	2014
(604) Providence Rd	0.51	1500	F	97%	1%	1%	0%	1%	0%	C	0.123	F	0.592	1600	F	2014
(604) Lake Prince Dr	0.78	2200	F	97%	1%	1%	0%	1%	0%	C	0.103	F	0.579	2300	F	2014
(604) Lake Prince Dr	3.16	1300	F	97%	1%	1%	0%	1%	0%	F	0.108	F	0.531	1400	F	2014
(607) Milford Lane	1.50	100	G								NA			100	G	2014
(610) Buckhorn Rd	3.30	380	F	95%	1%	2%	2%	0%	0%	C	0.121	F	0.510	400	F	2014
(610) Buckhorn Rd	1.70	300	F	95%	1%	2%	2%	0%	0%	F	0.114	F	0.775	320	F	2014
(611) Gardner Lane	1.40	440	G								NA			440	G	2014
(612) O'Kelly Dr	4.90	360	F	98%	0%	1%	1%	1%	0%	F	0.11	F	0.682	380	F	2014
(612) Kingsdale Rd	3.20	180	F	98%	0%	1%	1%	1%	0%	F	0.110	F	0.568	190	F	2014
(612) Kingsdale Rd	0.20	80	F	98%	0%	1%	1%	1%	0%	C	0.182	F	0.571	90	F	2014
(613) Leafwood Rd	1.50	730	G								NA			730	G	2014
(616) Holy Neck Rd	2.20	710	G	91%	3%	4%	1%	1%	0%	F	NA			760	G	2014

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(616) Holy Neck Rd	2.77	220	F	91%	3%	4%	1%	1%	0%	C	0.099	F	0.52	230	F	2014
						From: 133-661 S, Ellis Rd										
						To: 133-759 W, Pineview Rd										
(616) Vicksburg Rd	1.69	210	F	91%	3%	4%	1%	1%	0%	F	0.109	F	0.556	230	F	2014
						From: 133-660 S, Longstreet Lane										
						To: 133-660 S; Vicksburg Rd										
(616) Longstreet Lane	0.10	440	F	91%	3%	4%	1%	1%	0%	F	0.110	F	0.658	460	F	2014
						From: 133-660 N; Mineral Spring Rd										
						To: 133-660 N, Longstreet Lane										
(616) Mineral Spring Rd	3.43	510	F	91%	3%	4%	1%	1%	0%	F	0.109	F	0.638	550	F	2014
						From: 133-668 Freeman Mill Rd										
						To: US 13 Whaleyville Blvd										
(616) Mineral Spring Rd	1.48	390	G	91%	3%	4%	1%	1%	0%	F	NA			410	G	2014
						From: 133-677 N, Great Fork Rd										
						To: 133-673 N, Greenway Rd										
(616) Wedgewood Rd	2.10	140	G								NA			140	G	2014
						From: 133-658 Townpoint Rd										
						To: 133-654 N, Bay Circle										
(623) Respass Beach Rd	1.69	5300	G								NA			5300	G	2014
						From: SR 337 Nansemond Pkwy										
						To: 133-659 N, Pughsville Rd										
(626) Shoulders Hill Rd	1.44	7900	F	97%	1%	1%	0%	0%	0%	C	0.111	F	0.531	8500	F	2014
						From: 133-659 N, Pughsville Rd										
						To: US 17 Bridge Rd										
(626) Shoulders Hill Rd	1.63	12000	F	97%	1%	1%	0%	0%	0%	F	0.107	F	0.606	13000	F	2014
						From: SR 337 Nansemond Pkwy										
						To: SR 125 Kings Hwy										
(627) Bennetts Pasture Rd	1.36	5000	F	97%	2%	1%	0%	0%	0%	F	0.105	F	0.554	5300	F	2014
						From: SR 125 Kings Hwy										
						To: US 17 Bridge Rd										
(627) Bennetts Pasture Rd	3.51	9300	F	97%	2%	1%	0%	0%	0%	C	0.098	F	0.585	9900	F	2014
						From: US 17 Bridge Rd										
						To: SR 125 Kings Hwy										
(628) Crittenden Rd	5.26	2800	F	96%	1%	2%	1%	1%	0%	C	0.102	F	0.55	3000	F	2014
						From: SR 125 Kings Hwy										
						To: US 17 Bridge Rd										
(632) Old Myrtle Rd	5.70	600	G								NA			600	G	2014
						From: Isle of Wight County Line										
						To: US 460 Pruden Blvd										
(634) Kings Fork Rd	2.27	440	F	97%	1%	1%	0%	0%	0%	F	0.11	F	0.68	460	F	2014
						From: 133-644 Indian Trail										
						To: 133-637 Lake Meade Dr										
(634) Kings Fork Rd	1.70	1600	F	97%	1%	1%	0%	0%	0%	C	0.102	F	0.694	1800	F	2014
						From: 133-604 W, Pitchkettle Rd										
						To: US 460 Pruden Blvd										
(634) Kings Fork Rd	0.64	2300	F	97%	2%	1%	0%	0%	0%	C	0.112	F	0.547	2500	F	2014
						From: US 460 Pruden Blvd										
						To: SR 10 Godwin Blvd										
(634) Kings Fork Rd	2.27	4500	F	97%	2%	1%	0%	0%	0%	F	0.116	F	0.644	4800	F	2014
						From: 133-604 Pitchkettle Rd										
						To: FR-678										
(638) Murphys Mill Rd	1.25	540	G								NA			540	G	2014
						From: 133-644 Indian Trail										
						To: Bus US 58 Holland Rd										
(642) Adams Swamp Rd	3.32	370	F	97%	1%	1%	1%	1%	0%	C	0.114	F	0.696	390	F	2014
						From: North Carolina State Line										
						To: SR 32 S, Carolina Rd										
(642) White Marsh Rd	1.84	480	F	96%	2%	2%	0%	0%	0%	C	0.113	F	0.919	510	F	2014
						From: 133-675 S, Cypress Chappel Rd										
						To: 133-604 Hosier Rd; Desert Rd										

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(642) White Marsh Rd	1.95	450	F	96%	2%	2%	0%	0%	0%	F	0.124	F	0.690	480	F	2014
			From: 133-604 Hosier Rd; Desert Rd													
(642) White Marsh Rd	2.80	580	F	98%	0%	1%	0%	0%	0%	F	0.123	F	0.711	620	F	2014
			To: 133-674 Badger Rd													
(642) White Marsh Rd	0.79	800	F	98%	0%	1%	0%	0%	0%	F	0.109	F	0.670	850	F	2014
			From: 2.80 MN 133-674 Badger Rd													
(642) White Marsh Rd	0.84	2500	F	98%	0%	1%	0%	0%	0%	C	0.101	F	0.588	2600	F	2014
			To: 133-1125 Seminole Dr													
(642) Wilroy Rd	2.10	5100	F	96%	1%	1%	1%	2%	0%	C	0.107	F	0.501	5500	F	2014
			From: Old ECL Suffolk; SR 337 Washington St													
(642) Wilroy Rd	1.77	8100	F	94%	1%	2%	1%	0%	0%	C	0.109	F	0.509	8700	F	2014
			To: Bus US 58 Constance Rd													
			From: SR 337 Nansemond Pkwy													
(643) Manning Rd	2.56	560	G	96%	2%	1%	0%	0%	0%	F	NA			570	G	2014
			From: 133-616 E. Mineral Spring Rd													
(643) Manning Rd	2.32	680	F	96%	2%	1%	0%	0%	0%	F	0.100	F	0.735	730	F	2014
			To: 133-663 Leesville Rd													
(643) Manning Rd	1.30	1000	G	96%	2%	1%	0%	0%	0%	C	NA			1100	G	2014
			From: 133-647 Copeland Rd													
(643) Manning Bridge Rd	0.94	910	G								NA			910	G	2014
			To: 133-645 Manning Bridge Rd													
			From: 133-645 Manning Rd													
			To: 0.94 MN 133-645 Manning Rd													
(644) Indian Trail	1.70	300	F	96%	0%	3%	1%	0%	0%	F	0.124	F	0.663	320	F	2014
			From: 133-740 Carr Lane													
(644) Indian Trail	3.70	380	F	96%	0%	3%	1%	0%	0%	F	0.11	F	0.565	410	F	2014
			To: 133-610 Buckhorn Rd													
(644) Indian Trail	2.30	530	F	96%	0%	3%	1%	0%	0%	C	0.121	F	0.629	560	F	2014
			From: 133-634 Kings Fork Rd													
(644) Indian Trail	0.60	1100	F	96%	0%	3%	1%	0%	0%	F	0.123	F	0.574	1200	F	2014
			To: 133-738 Kenyon Rd													
(644) Indian Trail	1.18	1100	F	96%	0%	3%	1%	0%	0%	F	0.121	F	0.604	1200	F	2014
			From: 133-637 Lake Meade Dr													
			To: 133-639 Cohoon Rd													
(645) Manning Rd	1.70	640	G	94%	2%	1%	1%	1%	0%	C	NA			680	G	2014
			From: 133-643 Manning Bridge Rd													
(645) Manning Rd	1.50	1300	G	96%	1%	1%	1%	0%	0%	C	NA			1400	G	2014
			To: Urban Boundary													
			From: US 58 Holland Rd													
(646) Airport Rd	0.40	930	F	96%	1%	2%	1%	1%	0%	C	0.097	F	0.514	990	F	2014
			From: 133-705 Meadow Country Rd													
			To: US 13; SR 32 Carolina Rd													
(647) Lummis Rd	0.20	1400	G	92%	2%	2%	1%	2%	0%	F	NA			1500	G	2014
			From: US 58 E, Holland Rd													
(647) Copeland Rd	2.50	460	G	92%	2%	2%	1%	2%	0%	F	NA			480	G	2014
			To: 133-649 Lummis Rd													
(647) Copeland Rd	0.65	850	G	92%	2%	2%	1%	2%	0%	C	NA			900	G	2014
			From: 133-643 Manning Bridge Rd													
(647) Copeland Rd	1.75	560	G	92%	2%	2%	1%	2%	0%	F	NA			590	G	2014
			To: 133-685 Jackson Rd													
			From: US 13 Whaleyville Blvd													

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(650) Quince Rd	1.90	120	G			133-660 Longstreet Lane					NA			120	G	2014
						133-649 Lummis Rd										
(653) Glen Haven Dr	0.13	1100	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.64	1200	F	2014
						133-612 Kingsdale Rd										
(653) Dutch Rd	3.12	530	F	95%	1%	2%	2%	1%	0%	C	0.115	F	0.514	570	F	2014
						US 58 Bus EAST										
(653) Holland Corner Rd	2.17	180	G	96%	2%	2%	0%	0%	0%	C	NA			190	G	2014
						133-759 N, Quaker Dr										
						133-759 S, Quaker Dr										
						133-616 Mineral Spring Rd										
(655) Brentwood Rd	0.90	130	G			133-651 Barnes Rd					NA			130	G	2014
						US 58										
(658) Town Point Rd	1.36	1200	F	95%	1%	3%	1%	0%	0%	C	0.093	F	0.557	1300	F	2014
						133-659 Pughsville Rd										
(658) Town Point Rd	0.46	2700	F	95%	1%	3%	1%	0%	0%	F	0.091	F	0.511	2900	F	2014
						133-2276 Plummer Blvd										
(658) Town Point Rd	0.60	9200	F	95%	1%	3%	1%	0%	0%	F	0.089	F	0.514	9800	F	2014
						US 17 Bridge Rd; Gap										
						Harbor View Blvd.; Gap										
(658) Town Point Rd	0.18	11000	F	98%	0%	1%	0%	0%	0%	C	0.084	F	0.566	11000	F	2014
						133-2253 Brookwood Dr										
(658) Town Point Rd	0.68	9300	F	99%	1%	0%	0%	0%	0%	C	0.092	F	0.502	9900	F	2014
						SR 135 College Dr										
						WCL Portsmouth										
(659) Pughsville Rd	1.28	6000	F	98%	0%	1%	0%	0%	0%	C	0.109	F	0.539	6400	F	2014
						133-626 N, Shoulders Hill Rd										
						WCL Chesapeake										
(660) Longstreet Ln	5.50	350	G			133-616 N; Mineral Spring Rd; Longstreet Lane					NA			350	G	2014
						US 58										
(662) Box Elder Rd	1.10	47	G			133-759 W, Quaker Dr					NA			47	G	2014
						133-649 Lummis Rd										
(666) Gates Rd	2.10	1200	F	65%	1%	1%	6%	27%	0%	F	0.094	F	0.583	1300	F	2014
						133-759 Pineview Rd; Gates Rd										
(666) Gates Rd	3.37	1300	F	65%	1%	1%	6%	27%	0%	F	0.092	F	0.635	1400	F	2014
						133-661 Ellis Rd										
(666) Gates Rd	0.65	1300	F	65%	1%	1%	6%	27%	0%	C	0.098	F	0.677	1400	F	2014
						133-746 Wildwood Dr										
						SR 189										
(667) Butler Dr	1.90	90	G			133-759 E, Pineview Rd					NA			90	G	2014
						133-660 Longstreet Lane										
(668) Pittmantown Rd	0.12	1100	F	69%	1%	1%	2%	27%	0%	C	0.094	F	0.595	1200	F	2014
						133-759 S, Short Lane										
(668) Freeman Mill Rd	4.50	550	G			133-759 N, Gates Rd					NA			550	G	2014
						133-671 Spivey Run Rd										
						US-13 N, Whaleyville Blvd										
(672) Little Fork Rd	3.60	120	G			US 13 Whaleyville Blvd					NA			120	G	2014
						North Carolina State Line										
(673) Liberty Spring Rd North	2.00	290	G			133-759 E, Liberty Spring Rd West					NA			290	G	2014
						133-647 Copeland Rd										

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(674) Badger Rd	1.30	110	F	95%	3%	1%	0%	0%	0%	C	0.137	F	0.529	110	F	2014
(675) Cypress Chapel Rd	3.60	110	F	84%	5%	4%	7%	0%	0%	C	0.132	F	0.529	120	F	2014
(675) Cypress Chapel Rd	0.50	160	F	95%	0%	4%	0%	0%	0%	C	0.156	F	0.667	170	F	2014
(677) Great Fork Rd	3.60	1600	F	98%	0%	1%	1%	0%	0%	C	0.106	F	0.708	1700	F	2014
(678) Cherry Grove Rd	2.60	90	G								NA			90	G	2014
(683) Benton Rd	1.00	350	G								NA			350	G	2014
(688) Turlington Rd	3.16	2100	G	97%	1%	1%	0%	0%	0%	C	NA			2200	G	2014
(695) Mockingbird Lane	1.25	100	G								NA			100	G	2014
(705) Meadow Country Rd	1.80	540	F	95%	2%	2%	1%	1%	0%	C	0.097	F	0.535	580	F	2014
(715) Nansemond Dr North	0.53	490	G								NA			490	G	2014
(731) Dill Rd	0.66	4100	F	89%	2%	3%	2%	5%	0%	C	0.091	F	0.576	4400	F	2014
(739) Deer Path Rd	5.20	370	G								NA			370	G	2014
(740) Carr Lane	0.80	70	F	96%	1%	1%	1%	0%	0%	C	0.206	F	0.643	70	F	2014
(744) Jasmine Ln	0.93	100	F								0.164	F	0.563	100	F	2014
(757) Bennetts Creek Park Rd	1.03	3400	G								NA			3400	G	2014
(759) Short Lane	0.12	1600	F	92%	5%	2%	1%	0%	0%	F	0.092	F	0.577	1800	F	2014
(759) Gates Rd	1.23	1100	F	66%	1%	1%	3%	29%	0%	C	0.095	F	0.575	1200	F	2014
(759) Pineview Rd	3.75	60	F	92%	5%	2%	1%	0%	0%	C	0.182	F	0.542	70	F	2014
(759) Quaker Dr	3.55	650	G	92%	5%	2%	1%	0%	0%	F	NA			670	G	2014

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(759) Liberty Spring Rd West	2.28	470	G								NA			470	G	2014
(785) Burnetts Ct	0.12	140	G								NA			140	G	2014
(1035) Chenaneo Rd	0.14	90	G								NA			90	G	2014
(1101) County St	0.62	2700	F	87%	1%	2%	3%	7%	0%	C	0.098	F	0.576	2800	F	2014
(1111) Dill Rd	0.39	110	F	68%	3%	5%	5%	19%	0%	C	0.148	F	0.5	120	F	2014
(1147) Summerfield Ct	0.06	340	G								NA			340	G	2014
(1310) 6th St	0.39	4600	F	98%	1%	1%	1%	0%	0%	C	0.093	F	0.537	4900	F	2014
(1310) 6th St	0.17	730	F	98%	0%	1%	0%	0%	0%	C	0.101	F	0.563	780	F	2014
(1310) Goodman St	0.11	310	F	98%	0%	1%	0%	0%	0%	F	0.12	F	0.658	330	F	2014
(1322) McArthur Dr	0.16	70	G								NA			70	G	2014
(1324) Hollywood Ave	0.06	2500	F	97%	1%	1%	1%	0%	0%	C	0.143	F	0.780	2700	F	2014
(1325) Center Ave	0.39	1500	F	97%	1%	2%	0%	0%	0%	C	0.159	F	0.866	1600	F	2014
(1329) Old Pinner St	0.17	2100	F	97%	1%	1%	1%	1%	0%	C	0.135	F	0.918	2300	F	2014
(1332) Truman Rd	0.23	2700	F	98%	1%	1%	0%	0%	0%	C	0.094	F	0.527	2900	F	2014
(1368) Nixon Dr	0.06	860	G								NA			860	G	2014
(1502) Eclipse Dr	0.19	140	G								NA			140	G	2014
(1605) Sunset Manor Dr	0.07	60	G								NA			60	G	2014
(1722) Kilby Shores Rd	0.03	5300	F	97%	1%	1%	0%	1%	0%	C	0.102	F	0.612	5700	F	2014
(1727) Brittle Dr	0.07	50	G								NA			50	G	2014

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(1795) Ash Wood Dr	0.27	140	G								NA			140	G	2014
(1856) Berkshire Blvd	0.35	450	G								NA			450	G	2014
(1905) Hawk Rd	0.11	310	G								NA			310	G	2014
(2029) Foxcroft Rd	0.43	210	G								NA			210	G	2014
(2073) Carter Ln	0.08	130	G								NA			130	G	2014
(2140) Burbage Lake Circle	0.19	530	G								NA			530	G	2014
(2217) Breeze Point Way	0.27	2900	G								NA			2900	G	2014
(2284) Harbour View Blvd	1.02	18000	F	98%	1%	1%	0%	0%	0%	C	0.089	F	0.589	20000	F	2014
(2284) Harbour View Blvd	1.44	4000	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.562	4300	F	2014
(2354) Preakness Circle	0.04	110	G								NA			110	G	2014
(2450) Rabey Farm Rd	0.52	940	G								NA			940	G	2014
(8501) Pinner St	0.63	5300	F	98%	0%	0%	0%	1%	0%	C	0.111	F	0.653	5600	F	2014
(8501) Pinner St	0.41	8700	F	98%	0%	0%	0%	1%	0%	F	0.096	F	0.578	9300	F	2014
(8505) South Broad St	0.15	1100	F	97%	1%	1%	0%	0%	0%	F	0.104	F	0.559	1200	F	2014
(8505) North Broad St	0.68	820	F	97%	1%	1%	0%	0%	0%	C	0.119	F	0.72	870	F	2014
(8505) Western Ave	0.12	1100	F	97%	1%	1%	0%	0%	0%	F	0.103	F	0.618	1200	F	2014
(8507) Wellons St	0.65	1600	F	97%	1%	1%	1%	0%	0%	F	0.095	F	0.545	1700	F	2014
(8507) Market St	0.43	2700	F	97%	1%	1%	1%	0%	0%	C	0.098	F	0.546	2900	F	2014
(8507) Market St	0.06	5000	F	97%	1%	1%	1%	0%	0%	F	0.096	F	0.579	5300	F	2014
(8508) Finney Ave	0.20	6800	F	99%	1%	1%	0%	0%	0%	C	0.091	F	0.505	7200	F	2014

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Suffolk																
(8509) Saratoga St	0.31	2500	F	97%	1%	2%	1%	0%	0%	C	0.104	F	0.521	2700	F	2014
			From: Carolina Ave													
			To: Washington St													
(8509) Saratoga St	0.12	3300	F	97%	1%	2%	1%	0%	0%	F	0.096	F	0.518	3500	F	2014
			From: Market St													
			To: Saratoga St													
(8510) Hall Ave	0.43	3100	F	98%	0%	1%	1%	0%	0%	C	0.084	F	0.656	3300	F	2014
			From: East Washington St													
			To: SCL Suffolk													
(8511) Factory St	0.44	3100	F	94%	2%	2%	1%	1%	0%	C	0.089	F	0.609	3300	F	2014
			From: Washington St													
			To: Carolina Rd													
(8512) Fayette St	0.17	690	F	86%	1%	1%	4%	9%	0%	F	0.108	F	0.541	740	F	2014
			From: Cedar St													
			To: Fayette St													
(8512) Cedar St	0.04	620	F	86%	1%	1%	4%	9%	0%	F	0.104	F	0.723	660	F	2014
			From: Madison Ave													
			To: Cedar St													
(8512) Madison Ave	0.23	740	F	86%	1%	1%	4%	9%	0%	C	0.109	F	0.604	790	F	2014
			From: County St													
			To: County St													
(8512) Madison Ave	0.11	1300	F	86%	1%	1%	4%	9%	0%	F	0.113	F	0.532	1400	F	2014
			From: Factory St													
			To: North Main St													
(8514) Bank St	0.20	2000	F	98%	0%	1%	1%	0%	0%	C	0.1	F	0.601	2100	F	2014
			From: Pinner St													
			To: Old Suffolk Corp Limits													
(8813) County St	0.18	3400	F	92%	1%	1%	2%	5%	0%	F	0.097	F	0.594	3600	F	2014
			From: Madison Ave													
			To: SR 337 Washington St													
(8814) Liberty St / Moore Ave	0.64	5200	F	92%	1%	1%	2%	4%	0%	C	0.131	F	0.682	5500	F	2014
			From: SR 337 Washington St													
			To: Pinner St													
			From: Repass Beach Rd													
Burbage Lake Circle		1400	F								0.103	F	0.638	1400	F	2014
			To: Wet Marsh Ct													
			From: Smith Street													
James Avenue		340	F								0.119	F	0.5	340	F	2014
			To: W. Washington Street													
			From: Ashford Dr													
Kensington Blvd		6200	F	98%	1%	1%	0%	0%	0%	C	0.105	F	0.608	6200	F	2014
			To: Godwin Blvd													
			From: Pioneer Ave													
Quince Rd		120	G	98%	0%	1%	0%	1%	0%	C	NA			120	G	2014
			To: Lummis Rd													
			From: Ithacha Tr													
Weatherby Way		310	G								NA			310	G	2014
			To: Shoulders Hill Rd													