### 2001

# Virginia Department of Transportation Daily Traffic Volumes Including Vehicle Classification Estimates Where available

Jurisdiction Report 61

City of Suffolk
Town of Holland
Town of Whalevville(Suffolk)

### 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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

### **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's Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the  $30^{th}$  highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

### **Special Routes**

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

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

				I.	variseri		ntenance				Design				
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	Hour	QK	AAWDT	QW	Year
City of Suffolk								TTTGIII	ZIIGII		rioui				
				From:			County Line							_	
(10)	1.31	8300	G	91%	1%	2%	2%	4%	0%	F	850	G	8700	G	2001
				To: From:		SR 125 Ch									
(10) Godwin Blvd	7.04	9500	G	91%	1%	2%	2%	4%	0%	С	NA		9900	G	2001
				To: From:	J	JS 58 Suffo	lk Bypass		]						
( <sub>10</sub> ) Godwin Blvd	0.54	15000	G	91%	1%	2%	2%	4%	0%	F	NA		16000	G	2001
Pure				To: From:		Pruden Blvo		DV							
10 (460)	1.49	27000	В	98%	0%	1%	PHANT FO 0%	1%	0%	Α	2700	В	28000	В	2001
10 (400)				To:					¬			_		_	
10 [22]	0.09	28000	G	From: 98%	0%	T 32 & RT 1%	0%	0%	0%	F	2600	G	29000	G	2001
10 32	0.00	20000	·	T					¬	•	2000	Ū	20000	Ū	2001
	0.68	20000	G	From: 98%	0%	<u>IS 58 &amp; US</u> 1%	460 BUS 0%	0%	0%	F	1800	G	21000	G	2001
10 32	0.00	20000	G	To:	0 /0	BEGIN S		0 70	7 0 /8		1000	G	21000	G	2001
				From:	N				1						
10	5.37	5300	Α	86%	1%	rth Carolina 2%	a State Line 1%	11%	0%	Α	530	Α	5000	Α	2001
13	5.57	5500	^	00 /0				1170	<b>-</b> 0 70	^	330	^	3000	^	2001
~~	4.00		_	From:		61-616 Wh		440/			NI A		5400	_	0004
13	1.28	5700	G	86%	1%	2%	1%	11%	0%	F	NA		5400	G	2001
				From:		61-6			]						
13)	0.82	7000	G	86%	1%	2%	1%	11%	0%	F	NA		6600	G	2001
				To: From:		61-6	75								
13)	2.22	8400	G	86%	1%	2%	1%	11%	0%	F	NA		8000	G	2001
				To		61-75	9 S		<b>—</b>						
13)	1.06	10000	G	86%	1%	2%	1%	11%	0%	F	770	G	9400	G	2001
				To:	6	1-759 Babl	ntown Pd								
13 Whaleyville Blvd	2.56	8800	G	86%	1%	2%	1%	11%	0%	F	NA		8400	G	2001
13)				To:		SR 32 Card		,	٦						
~~				From:		R 32 Whale									
13 Carolina Rd	2.37	15000	G	86%	1%	2%	1%	11%	0%	F	NA		14000	G	2001
<u> </u>				To: From:		61-731 D	ill Rd		<del></del>						
13 Carolina Rd	0.44	15000	G	86%	1%	2%	1%	11%	0%	F	1100	G	15000	G	2001
$\rightarrow$				To		Old SCL	Suffolk								
13 Carolina Rd	0.54	14000	G	86%	1%	2%	1%	11%	0%	F	NA		13000	G	2001
				To:		SR 32 Fay	yette St								
$\sim$				From:		RT 3									
13 \ (32)	0.34	13000	G	98%	0%	1%	0%	0%	0%	F	1000	G	14000	G	2001
~ ~				To: From:		BEGIN S			]						
13) (32)	0.68	20000	G	98%	0%	1%	0%	0%	0%	F	1800	G	21000	G	2001
<del>*</del> •				To: From:	F	RT 58 BUS	& RT 32		$\overline{}$						
Bus 13 58 Constance Roa	0.88	16000	G	92%	0%	2%	2%	4%	0%	F	NA		17000	G	2001
(13) (58) Constance Roa	0.00	10000	3	JZ /0	U /0			<del>-1</del> /0	J /0	'	INA		17000	J	200 I
Bus				From:		PINNE	R ST								
13) (58) Portsmouth Blv	1.60	9700	G	98%	0%	1%	0%	1%	0%	F	NA		10000	G	2001
<del>*</del> * * * * * * * * * * * * * * * * * *				To: From:	SR 3	337 WASH	INGTON S	Γ	7						
Bus 13 58 Portsmouth Blv	1.22	22000	G	92%	0%	2%	2%	4%	0%	С	NA		23000	G	2001
13) (58) Portsmouth Blv	1.22	22000	G	32 /0 To:	0 /0	US 5		4 /0	7 0 /%	C	INA		23000	G	2001
				From:	F	CS 3 RT 58 & RT			+						
13 58 Military Hwy	3.24	25000	G	90%	0%	2%	1%	6%	0%	F	NA		26000	G	2001
				To:	V	VCL CHES									
				From:		WCL Ches	sapeake								
17 Bridge Rd	0.66	17000	G	98%	0%	1%	0%	1%	0%	F	1500	G	17000	G	2001
<u> </u>				To:		I-66									
17 Bridge Rd	3.35	20000	G	From: 93%	0%	2%	2%	2%	0%	F	NA		21000	G	2001
17) Bridge Ma	0.00	2000	-	To:			s Pasture Re		7	•	. 47 1			5	_501
					01-0	,_, Demicil	o i uotuit iX	*							

				1	Nansem	ond Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
City of Suffolk						ZAXIE	3+Axle	Tirali	2Trail		Hour				
~~~				From:		27 Bennetts			J					_	
(17) Carrolton Blvd	2.47	14000	G	93%	0%	2%	2%	2%	0%	F	NA		14000	G	2001
$\sim$	1 17	44000		From:		1-628 Critte		20/		F	NIA		12000		2001
[17]	1.17	11000	G	93% To:	0%	2% of Wight C	2%	2%	0%	г	NA		12000	G	2001
				From:		rth Carolina									
(32)	2.89	3500	G	89%	1%	1%	1%	8%	0%	F	320	G	3500	G	2001
(32)				To:		61-64	.2								
32	2.07	3700	G	89%	1%	1%	1%	8%	0%	F	NA		3700	G	2001
				To:		61-67	'5								
32	1.40	4100	G	88%	1%	3%	0%	7%	0%	С	NA		4100	G	2001
				To: From:		61-75	9		7						
(32)	0.65	4700	G	88%	1%	3%	0%	7%	0%	F	440	G	4700	G	2001
				To		61-64	.7		7						
(32)	2.45	4000	G	88%	1%	3%	0%	7%	0%	F	380	G	4000	G	2001
				To:		S 13 South									
32) \( \int \) Carolina Rd	2.37	15000	G	From: 86%	1%	HALEYVIL 2%	1%	11%	0%	F	NA		14000	G	2001
32 (13) Carolina Rd	2.01	13000	G	T -	1 70			1170	7	'	INA		14000	J	2001
32) 13 Carolina Rd	0.44	15000	G	From: 86%	1%	61-731 D 2%	ill Rd 1%	11%	0%	F	1100	G	15000	G	2001
32 (13) Carolina Rd	0.44	10000	J	T -	1 70			1170	7	'	1100	J	13000	J	2001
32) \( \int \) Carolina Rd	0.54	14000	G	From: 86%	1%	Old SCL S	1%	11%	0%	F	NA		13000	G	2001
32 (13) Carolina Rd	0.04	14000	J	To:	1 70			1170	7	•	147 (		10000	Ü	2001
	0.34	13000	G	From: 98%	0%	OLD U:	8 13 0%	0%	0%	F	1000	G	14000	G	2001
32	0.01	10000		To:					¬ ~~	•	1000	Ū	11000	Ü	2001
[22]	0.68	20000	G	From: 98%	0%	Begin Sl	0%	0%	0%	F	1800	G	21000	G	2001
(32)	0.00	20000		To:				0 70	7	•	1000	Ü	21000	Ü	2001
(32)	0.09	28000	G	From: 98%	0%	<u>IS 58 &amp; US</u> 1%	0%	0%	0%	F	2600	G	29000	G	2001
(32)				To:		Old NCL of			٦						
Bus	4.40			From:				40/	00/		0700		00000		0004
32 460	1.49	27000	В	98%	0%	1%	0%	1%	0%	Α	2700	В	28000	В	2001
	0.54					JS/RT 10 E				_			40000		0004
(32) (10) Godwin Blvd	0.54	15000	G	91%	1%	2%	2%	4%	0%	F	NA		16000	G	2001
On the death of the Physics	7.04			From:		IS 58 Suffol		40/			NIA.		0000		0004
(32) (10) Godwin Blvd	7.04	9500	G	91%	1%	2%	2%	4%	0%	С	NA		9900	G	2001
	4.04			From:		SR 125 Chu		40/		_	050		0700		0004
32 10	1.31	8300	G	91% To:	1%	2% of Wight C	2%	4%	0%	F	850	G	8700	G	2001
				From:											
58 Franklin Bypass	1.20	9500	G	87%	0%	thampton C	1%	10%	0%	F	NA		9100	G	2001
								. 0 /0							
58 Franklin Bypass	1.26	16000	G	From: 87%	0%	SR 189, S 2%	1%	10%	0%	F	NA		16000	G	2001
30)				To	- / 0										
(58)	4.17	13000	G	From: 87%	0%	SR 27 2%	1%	10%	0%	F	NA		13000	G	2001
				To:	- / •			- / •							
58 Holland Bypass	1.11	20000	G	From: 87%	0%	SR 18	1%	10%	0%	F	NA		20000	G	2001
				To:	- / •			- / •							
(58)	1.32	19000	G	From: 87%	0%	US 58 1 2%	1%	10%	0%	F	NA		19000	G	2001
(58)			_	To:				. 0 /0	¬					_	
(59)	2.77	18000	G	From: 87%	0%	61-610 V 2%	Nest 1%	10%	0%	F	NA		18000	G	2001
(58)	2.11	.5000	<b>J</b>	J1 /0				10 /0	7	'	INC		10000	J	2001
58 Holland Road	2.05	19000	G	From: 87%	0%	61-647 Lun <b>2%</b>	nmis Rd 1%	10%	0%	F	NA		19000	G	2001
(58) Holland Road	2.00	13000	G	To:		543 Mannin			7 70	'	INA		19000	J	200 I
					0130		, M								

				ľ	Nansem	ond Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck	OT:	QC	Design	QK	AAWDT	QW	Year
City of Suffolk						ZAXIE	3+Axle	TITAL	2Trail		Hour				
~~~			_	From:			g Bridge Rd							_	
58 Holland Road	0.67	21000	G	87%	0%	2%	1%	10%	0%	F	NA		21000	G	2001
/ I I all a mad Dad	0.00	0.4000		From:		61-738 Ken		400/			NIA		0.4000		0004
58 Holland Rd	0.38	24000	G	87%	0%	2%	1%	10%	0%	F	NA		24000	G	2001
~~	4.00	07000	_	From:	00/	Cove Poi		400/		_	NIA		07000	_	0004
58 Holland Road	1.20	27000	G	87%	0%	2%	1%	10%	0%	F	NA		27000	G	2001
58 Suffolk Bypass	1.41	23000	G	From: 87%	0%	Bus US 2%	3 58 1%	10%	0%	F	NA		23000	G	2001
58 Suffolk Bypass	1.41	23000	G	07 70				10 /0	¬ 0 //0		INA		23000	G	2001
58 Suffolk Bypass	1.88	28000	G	From: 90%	0%	1-604 Pitch 2%	ikittle Rd 1%	6%	0%	F	NA		29000	G	2001
58 Suffolk Bypass	1.00	20000	G	30 70				0 70	¬ 0 /0	'	INA		29000	O	2001
58 Suffolk Bypass	0.93	37000	G	From: 90%	0%	JS 460 Prud 2%	den Blvd 1%	6%	0%	F	NA		38000	G	2001
58 Suffolk Bypass	0.33	37000	G	30 70					¬ 0 /0	'	INA		30000	O	2001
58 Suffolk Bypass	1.87	43000	G	From: 90%	SR 1	10 SR 32 G 2%	odwin Blvd 1%	6%	0%	F	NA		44000	G	2001
58 Suffolk Bypass	1.07	43000	0	30 70				0 70	7	'	IVA		44000	O	2001
58 Suffolk Bypass	2.30	33000	G	From: 90%	0%	61-642 Wil	lroy Rd 1%	6%	0%	F	NA		34000	G	2001
58 Suffolk Bypass	2.50	33000	G	To:		s US 58 Mi		0 70	7 070	'	INA		34000	O	2001
~~~				From:		Bus US									
58 Military Hwy	3.24	25000	G	90%	0%	2%	1%	6%	0%	F	NA		26000	G	2001
~				To:		WCL Ches									
Bus	0.05	0000	_	From:			County Line	20/		_	NIA		2000	0	2004
58	2.65	2900	G	95%	1%	2%	1%	2%	0%	С	NA		2900	G	2001
Bus				To: From:		SR 18	39		_						
58	0.26	3700	G	92%	0%	1%	6%	2%	1%	F	NA		3700	G	2001
<u> </u>				To: From:		61-65	53		]						
Bus	0.46	4000	G	92%	0%	1%	6%	2%	1%	С	NA		4000	G	2001
58	00			To:	0,0	US 5			٦	•			.000		_00.
Bus				From:	U	S 58 East o	f Holland								
58 Holland Road	0.05	18000	G	93%	1%	2%	2%	2%	0%	F	NA		19000	G	2001
<del>~</del>				To: From:	61-	1722 Kilby	Shores Rd		7						
Bus 58 Holland Road	1.79	12000	G	93%	1%	2%	2%	2%	0%	С	NA		12000	G	2001
58) Holland Road	1.75	12000	G	To:		R 337 Cons		2 /0	7 ~	O	IVA		12000	O	2001
Bus				From:		SR 337 Hol	lland Rd								
58 Constance Road	0.29	9300	G	94%	1%	2%	1%	2%	0%	С	NA		9700	G	2001
Bus				To: From:	WCI	L Suffolk Pi	itchkettle Ro	i	]						
Bus 58 Constance Road	0.86	12000	G	95%	1%	2%	2%	1%	0%	С	NA		12000	G	2001
~				To		SR 32 M	ain St		٦						
Bus 58 Constance Road	0.00	46000	•	From:	00/	2%		40/		_	NIA		17000	0	2004
58 Constance Road	0.88	16000	G	92% To:	0%	Pinner S	2%	4%	□ 0%	F	NA		17000	G	2001
Bus				From:		Pinner									
Bus 58 Portsmouth Blvd	1.60	9700	G	98%	0%	1%	0%	1%	0%	F	NA		10000	G	2001
D.::-				To: From:	SF	R 337 Wash	nington St		]						
Bus 58 Portsmouth Blvd	1.22	22000	G	92%	0%	2%	2%	4%	0%	С	NA		23000	G	2001
30)				To:		US 5		.,,							
				From:	SR 1	10 SR 32 G	odwin Blvd								
125)Kings Hwy	6.24	3300	G	92%	1%	4%	2%	1%	0%	С	NA		3400	G	2001
				To:	SR :	337 Nanser	nond Pkwy								
				From:		US 17 Brid									
135 College Dr	0.20	11000	G	97%	0%	1%	1%	1%	0%	С	NA		11000	G	2001
				To: From:	SR	164 Wester	rn Freeway								
135)College Dr	0.65	11000	G	95%	0%	1%	2%	2%	0%	F	NA		11000	G	2001
				To:	61	1-658 Towr	npoint Rd		]						

					vansem	nond Main					Б :				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk								TITAL	ZIIali		rioui				
Callaga Dr	0.75	44000	•	From:		1-658 Town		20/		0	NIA		10000	0	2004
135 College Dr	0.75	11000	G	95%	0%	1%	2%	2%	0%	С	NA		12000	G	2001
105	0.60	5700	G	From: 95%	0%	I-664 1%	2%	2%	0%	F	570	G	5900	G	2001
135	0.00	5700	G	95 76 To:	076	SR 36		270	7 0%	Г	370	G	3900	G	2001
				From:		US 17 Bridge									
164) Western Freeway	0.84	14000	G	96%	0%	1%	1%	2%	0%	F	NA		16000	G	2001
104) setem setma)	0.0.			To:	0,0		. , ,		¬	•					_00.
164) Western Freeway	0.64	21000	G	96%	0%	I-664 1%	1%	2%	0%	F	NA		23000	G	2001
104)	0.0.			To:	• • • • • • • • • • • • • • • • • • • •				¬ ~	•					_00.
164)Western Freeway	0.02	32000	G	From: 94%	0%	SR 135 Coll 1%	ege Dr 2%	3%	0%	F	3000	G	32000	G	2001
164) Western Freeway	0.02	32000	G	To:	0 70	WCL Portsi		370	7 ~~	'	3000	O	32000	J	2001
				From:	Can										
400	1.36	2600	G	76%	0%	thhampton C 1%	5%	17%	0%	F	NA		2600	G	2001
189	1.00	2000	·	. 0 70	070				7	•			2000	Ŭ	2001
)	1.60	2200	G	From: 76%	0%	61-666 1%	5%	17%	0%	С	NA		3200	G	2001
189	1.00	3200	G	70%	076	1 70	5%	17 70	U 76	C	INA		3200	G	2001
				From:		US 58			<del></del>						
189) (58) Franklin Bypas	1.26	16000	G	87%	0%	2%	1%	10%	0%	F	NA		16000	G	2001
<u>~</u> ~				To: From:		SR 272									
(189 <i>)</i> (58)	4.17	13000	G	87%	0%	2%	1%	10%	0%	F	NA		13000	G	2001
$\bigcirc$				To: From:	US 58	SOUTH OF	HOLLA	ND	T						
189)	0.37	910	G	93%	0%	2%	2%	2%	0%	F	110	G	910	G	2001
				To:		Cumberlan	d I a								
189)	0.12	900	G	83%	1%	1%	13%	1%	0%	С	NA		900	G	2001
100)				To:		Bus US			7						
				From:		US 58									
260)	0.91	4200	G	55%	1%	1%	4%	40%	0%	F	370	G	4200	G	2001
200				To:		NCL Suff	folk								
				From:		SR 189	)		1						
272)	1.24	1600	G	94%	0%	1%	1%	4%	0%	F	150	G	1600	G	2001
				To:		US 58									
				From:		Constance	e Rd								
(337) Washington St	0.34	10000	G	97%	1%	1%	0%	1%	0%	F	NA		11000	G	2001
				To		Broad S	St .								
337) Washington St	0.49	8100	G	97%	1%	1%	0%	1%	0%	С	NA		8400	G	2001
331)				To:					_						
337 Washington St	0.10	8900	G	From: 97%	1%	Saratoga 1%	0%	1%	0%	F	NA		9200	G	2001
337 Washington St	0.10	0900	G	To:		S 13; SR 32		1 /0	٦ ٥/٥	'	INA		3200	J	2001
				From:		JS 13, SR 32									
(337) Washington St	0.20	10000	G	95%	1%	1%	2%	1%	0%	С	NA		11000	G	2001
				To		Pinner S	St								
(337) Washington St	0.49	19000	G	95%	1%	1%	2%	1%	0%	F	NA		20000	G	2001
3317				To:					_						
337 Washington St	2.38	18000	G	From: 95%	1%	Old ECL St	лпок 2%	1%	0%	F	1700	G	19000	G	2001
337 Washington St	2.00	.5000	•	T					7	•	. 7 00	J	.5550	J	2001
Nancomeral Devices	2.02	6200		From:		US 58 Portsi				г	E40		6500		2004
Nansemond Parkway	3.03	6300	G	92%	2%	3%	2%	1%	0%	F	540	G	6500	G	2001
				From:		61-642 Wilr									
337 Nansemond Parkway	1.40	11000	G	92%	2%	3%	2%	1%	0%	F	1200	G	12000	G	2001
				To: From:	6	1-629 Sleepy	Hole Rd		<u> </u>						
337 Nansemond Parkway	2.01	5700	G	92%	1%	3%	2%	1%	0%	F	500	G	5900	G	2001
				To		SR 125 King	s Hww		¬						
Nansemond Parkway	2.52	11000	G	89%	1%	3%	3%	3%	0%	F	1000	G	11000	G	2001
, and a second			_	To:		WCL Chesa					<del>-</del>			-	

				-		ond Mair	Trı				Dooign				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk								TTTGII	211411		11001				
	5.00			From:		of Wight C		100/		_			22222		0004
Pruden Blvd	5.09	20000	G	80% To:	1%	2%	2%	16%	0%	F	NA		20000	G	2001
				From:		US 58 Bus RT 5									
460 58 Suffolk Bypass	0.93	37000	G	90%	0%	2%	1%	6%	0%	F	NA		38000	G	2001
				To:	SR 10	SR 32 GOI	DWIN BLV	/D							
460 58 Suffolk Bypass	1.87	43000	G	90%	0%	2%	1%	6%	0%	F	NA		44000	G	2001
100 (00)				To	61	1-642 WILI									
460 58 Suffolk Bypass	2.30	33000	G	90%	0%	2%	1%	6%	0%	F	NA		34000	G	2001
460 58 Suffolk Bypass	2.00	00000	·	To:			TARY HW		٦ ٽ ر	•	1471		04000	Ü	2001
				From:		BUS US									
460 58 Military Hwy	3.24	25000	G	90%	0%	2%	1%	6%	0%	F	NA		26000	G	2001
<del></del>				To:	W	CL CHES	APEAKE								
Bus				From:		US 58, U	S 460								
460 }	1.11	12000	G	98%	0%	1%	0%	1%	0%	F	1100	G	13000	G	2001
				To		SR 10, S	R 32								
Bus	1.49	27000	В	98%	0%	1%	0%	1%	0%	Α	2700	В	28000	В	2001
460}	1.49	27000	В	90 70	076	1 70	076	1 70	U% 	A	2700	Ь	20000	Ь	2001
Bus				From:		Old NCL S	Suffolk								
460 (32)	0.09	28000	G	98%	0%	1%	0%	0%	0%	F	2600	G	29000	G	2001
				To:	рт	13, 58 BUS	S & DT 32								
Bus Bus				From:										_	
460 (58) Constance Roa	0.88	16000	G	92%	0%	2%	2%	4%	0%	F	NA		17000	G	2001
Bus Bus				To: From:		PINNER	R ST								
460 58 Portsmouth Blv	1.60	9700	G	98%	0%	1%	0%	1%	0%	F	NA		10000	G	2001
400 (56) 1 011011104111 211	1.00	0.00							¬ ° ′ °	•			10000	Ü	2001
Bus Bus				From:	SR 3:	37 WASHI	NGTON S	Γ							
460 58 Portsmouth Blv	1.22	22000	G	92%	0%	2%	2%	4%	0%	С	NA		23000	G	2001
<del></del>				To:		US 5	8								
East				From:	F	ECL Newpo	ort News								
664)	3.05	18000	G	92%	1%	2%	1%	4%	0%	F	2500	G	19000	G	2001
Combine	ed Traffic:	38000	G	92%	0%	2%	1%	4%	0%	F	4700	G	41000	G	2001
				To: From:		SR 13	35								
East	1.38	23000	Α	92%	1%	2%	1%	4%	00/	Α	2400	٨	24000	Α	2001
664)			В		0%				0%		3400	A			
Combine	ed Traffic:	46000	ь	92%	0%	2%	1%	4%	0%	В	6300	В	48000	В	2001
East				From:		SR 16	54								
664)	0.58	28000	G	92%	1%	2%	1%	4%	0%	F	3000	G	29000	G	2001
	ed Traffic:	51000	N	92%	0%	2%	1%	4%	0%	Ν	5900	Ν	54000	N	2001
				To:		US 1	7								
East				From:											
664	0.62	28000	N	92%	1%	2%	1%	4%	0%	N	3000	N	29000	N	2001
Combine	ed Traffic:	55000	N	92%	0%	2%	1%	4%	0%	N	5900	N	58000	N	2001
				To:		ECL Ches									
West	0.46		_	From:		ECL Newpo		40/	<b>ل</b> ر ر	_	0.400	_	00000	_	000
664	3.46	21000	G	92%	0%	2%	1%	4%	0%	F	2100	G	22000	G	2001
Combine	ed Traffic:	38000	G	92%	0%	2%	1%	4%	0%	F	4700	G	41000	G	2001
West				To: From:		SR 13	35		]						
664)	1.04	23000	В	92%	0%	2%	1%	4%	0%	В	2900	В	24000	В	2001
	ed Traffic:		В	92%	0%	2%	1%	4%	0%	В	6300	В	48000	В	2001
Combine	Ja manio.	+0000			<b>U</b> /U			770	7	5	0000	5	40000	ט	2001
West				From:		SR 16	54								
664)	0.40	23000	N	92%	0%	2%	1%	4%	0%	Ν	2900	Ν	24000	Ν	2001
	T	51000	N	92%	0%	2%	1%	4%	0%	Ν	5900	Ν	54000	N	2001
Combine	ed Framic:	31000		JZ /0	0 /0	2/0	1 /0	T /0	0 /0	1.4	3300	1.4	34000	1.4	2001

Route	Longth	AADT	QA	4Tire	Bus		Tru	ck		QC	Design	OK	AAWDT	O\^/	Year
	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDI	QVV	rear
City of Suffolk West				From:		US 17									
664)	0.57	27000	G	92%	0%	2%	1%	4%	0%	F	2900	G	29000	G	2001
	Combined Traffic:	55000	N	92%	0%	2%	1%	4%	0%	N	5900	Ν	58000	Ν	2001
N				To:	J	ECL Chesap	eake								
Nansemond Mainten	iance Area			From:	U	S 460 Prude	n Blvd								
690 Ennis Mill Rd	0.20	120	R								NA		NA		1999
	0.40			From:	46-	636 Old Suf	ffolk Rd		]						4000
Ennis Mill Rd	0.10	160	R	To:		WCL Suffe	olk		1		NA		NA		1999
sle of Wight County	v					WOL Built	O.II.								
			_	From:		SR 10									1000
600)	0.13	430	R						_		NA		NA		1999
<u></u>	0.07	440	R	From:		61-1900	)		_		NA		NA		1999
600	0.07	440	IX.	To:	Isle o	of Wight Co	unty Line		7		INA		INA		1999
City of Suffolk				<u> </u>											
	0.40	390	_	From:	Isle o	of Wight Co	unty Line				NA		NA		1993
(600)	0.40	390	R	To:	Isle o	of Wight Co	unty Line		1		INA		INA		1993
sle of Wight County	V														
		440	_	From:	Isle o	of Wight Cou	unty Line				NIA		NIA		4000
600)	0.90	440	R	To:		61-604			7		NA		NA		1999
City of Suffolk				I		01 001									
				From:		61-604									
(600)	2.43	390	R	To:		61-1500	)		7		NA		NA		1993
				From:	Isle (	of Wight Co									
(601)	1.22	190	R	<u> </u>	1510 (	or might co.	any zme		_		NA		NA		1993
				To:		61-603									
O Kink Dal	0.00	440	_	From:	40/	61-603		40/	00/	0	NIA		440	_	0004
602 Kirk Rd	0.60	440	G	81% To:	1%	3% of Wight Co	13%	1%	□ 0%	С	NA		440	G	2001
				From:		of Wight Co									
603) Everetts Rd	2.27	1800	G	91%	1%	4%	2%	2%	0%	С	NA		1900	G	2001
				To: From:		61-742			1—						
603	0.97	1500	G	96%	1%	1%	1%	1%	0%	С	NA		1600	G	2001
				To:		R 10 Godwii									
604	6.91	240	R	From:	Nort	h Carolina S	State Line				NA		NA		1999
604)	0.51	240	IX.	To:		(1, (42			_		IVA		IVA		1000
604)	1.54	580	G	From: 95%	1%	61-642 1%	2%	1%	0%	F	NA		580	G	2001
	-		-	To:		61-674							-		
604) Hosier Rd	4.11	2500	G	95%	1%	61-674 NOF 1%	2%	1%	 0%	С	NA		2600	G	2001
604 Hosier Rd	<del></del>			To:				1 /0							
604) Factory St	0.06	3400	G	From: 95%	1%	-1105 Mahlo 1%	on Ave 2%	1%	0%	F	NA		3600	G	2001
004)				To:	133-85	511, SCL Su	ıffolk, Gaj	)	]					-	
		3100	c	From: 92%		BUS WCL S 2%	Suffolk, Ga	ар 1%	0%	C	NA		3200	G	2001
Ditablattla Da	1 1 20	3100	G	9∠70	0%				J 70	С	IVA		3200	G	2001
604) Pitchkettle Ro	1.30						RVDACC								
			G	From: 98%		SUFFOLK 1%			0%	F	NΑ		1900	G	2001
604 Pitchkettle Ro		1800	G	98% To:	0%	1% 34 W Kings	1%	0%	0%	F	NA		1900	G	2001
	2.55		G G	98%	0% 61-6	1%	1% Fork Rd		0%	F C	NA NA		1900 1200	G G	2001

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk				From:											
604) Lake Prince Dr	0.78	1400	G	93%	1%	US 46 4%	2%	1%	0%	С	NA		1400	G	2001
604) Lake Prince Dr	3.16	1300	G	93% To:	1%	1-605 Girl S 4%	2%	1%	0%	F	NA		1300	G	2001
				From:		61-603 Eve									
605)	3.98	410	R	To:		61-604 SC			_		NA		NA		1999
				From:		6-603; I Ol									
306	1.60	440	R		Isle	of Wight C					NA		NA		1999
				To:		61-60									
607)	1.50	210	R	From:		61-73	9				NA		NA		1999
				To: From:		61-644 W									
607)	2.40	260	R			61-644 E	AST				NA		NA		1999
				To:	Isle	of Wight C	County Line								
$\overline{}$	4.00	200	Г	From:		61-73	9				NIA		NIA		1000
608)	1.30	380	R	To:		61-644 W	/FST		1		NA		NA		1999
				From:		61-644 E									
608)	0.50	240	R						_		NA		NA		1999
				To: From:		61-632 W 61-632 E			+						
608	0.60	260	R			01-032 E	ASI				NA		NA		1999
900)				To:	Isle	of Wight C	County Line	:							
				From:	Isle	of Wight C	ounty Line	:							
609	0.40	100	R								NA		NA		1999
				To:		61-63	2								
$\sim$				From:		61-66	2								4000
610	0.90	140	R	To:		(1 (50 W	/ECT		_		NA		NA		1999
				From:		61-650 W 61-650 E									
610	1.30	210	R								NA		NA		1999
				To: From:		US 58 E.									
610	3.30	350	G	91%	3%	US 58 W 1%	3%	2%	0%	С	NA		350	G	2001
010)	0.00	000	·	To:					7	Ü			000	Ū	2001
610)	1.70	340	G	From: 91%	3%	61-64 1%	3%	2%	0%	F	NA		340	G	2001
010)				To:		of Wight C									
				From:		US 46	50								
611)	1.40	280	R								NA		NA		1999
				To:		61-60	6								
$\bigcirc$				From:		61-61	6								4000
612)	4.90	400	R	To:	T 10	S 58 Gap T	Pi		_		NA		NA		1999
				From:		1-653 Gap 1									
612)	3.20	600	R								NA		NA		1999
				To: From:	7 1	61-74			1						
612)	0.20	100	G	92%	1%	of Wight C 5%	ounty Line 2%	0%	0%	С	NA		100	G	2001
612)	5.20		-	To:	. 70	RT 74		<b>V</b> /0	7	9	. 47 1		.50	9	_001
				From:		61-61									
613)	1.80	160	R						_		NA		NA		1999
				To:		61-661 E									
$\overline{}$	4.50	000	_	From:		61-661 W	/EST				NIA		NI A		1000
613)	1.50	920	R	To:		LIC CO X	TOT		_		NA		NA		1999
				To:		US 58 W	ESI								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tri 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
City of Suffolk				From:											
613)	2.98	270	R	110		US 58 EA	AS1				NA		NA		1999
0.19				To:	Isl	e of Wight Co	ounty Line	)							
$\bigcirc$				From:		61-642	2								
614	0.18	2500	R								NA		NA		1993
	0.00	440		From:		61-134	4				NIA		NIA.		4000
614)	0.62	410	R						_		NA		NA		1993
614)	0.20	2500	R	To: From:		US 58 B	US				NA		NA		1993
614)	0.20	2300	IX.	To:		SR 33	7		7		IVA		IVA		1000
				From:		61-610									
615)	0.90	430	R						_		NA		NA		1999
				To:	Isl	e of Wight Co	ounty Line	)							
$\bigcirc$	4.70	700		From:	Isl	e of Wight Co	ounty Line	)			NIA		NIA		4000
616)	1.70	780	R						_		NA		NA		1999
	2.20	390	G	From: 88%	3%	US 58 3%	4%	3%	0%	F	NA		390	G	2001
(616) (616)	2.20	390	G	00 70	J 70			J /0	7		INA		290	G	200 I
616	2.00	250	G	From: 88%	3%	61-661 SO 2%	4%	3%	0%	С	NA		250	G	2001
010	2.00	200		To:				070	7	Ü	14/1		200	Ü	2001
616	3.36	350	G	From: 88%	3%	61-613 3%	3%	3%	0%	F	NA		350	G	2001
010				To:					~ <u>``</u>	-					
616)	2.63	410	G	From: <b>88%</b>	3%	61-653 <b>2</b> %	3%	3%	0%	F	NA		410	G	2001
				To		61-668									
616)	1.48	320	G	From: <b>88%</b>	3%	3%	3%	3%	0%	F	NA		320	G	2001
				To: From:		US 13	}		<b>—</b>						
616)	0.92	410	R	Piolii.							NA		NA		1999
<u> </u>				To: From:		61-677 SO									
616	2.10	340	R	110		61-677 NC	KIH				NA		NA		1999
010	_			To:		61-673 NC	RTH		1						
	2.02	00	_	From:		61-673 SO	UTH				NIA		NIA		1000
616	2.93	80	R	To:		61-642	,		7		NA		NA		1999
				From:	Isl	e of Wight Co		<b>.</b>							
617)	0.25	120	R	<u> </u>	151	e or wight ex	ounty Eme				NA		NA		1999
				To:		61-74	4								
$\overline{}$				From:	Isl	e of Wight Co	ounty Line	)							
618)	0.69	49	R	To:		61-74	4		_		NA		NA		1999
				From:					1						
619	0.15	190	R			Cul-de-S	sac				NA		NA		1993
019				To:		61-71	1								
619)	0.02	48	R	From:		01-/14	T			· <u> </u>	NA		NA		1993
				To:		0.02 MN 6	1-714								
				From:		SR 12	5								
620 Ferry Point Rd	0.60	30	R								NA		NA		1993
			_	From:		0.60 MN S	R 125		]						
620	2.20	50	R	To:		(1.72	o		_		NA		NA		1993
				From:		61-628			<u> </u>						
(621)	0.85	260	R			61-620	)		_		NA		NA		1993
021)				To:		Dead E	nd		L						
							-								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK AAWDT	QW	Year
City of Suffolk				_		TTTGIII	ZIIGII		rioui			
<u></u>	0.40	100	R	From:	61-634				NA	NA		1999
622	0.40	100	IX.	To:	Dead End		7		INA	INA		1333
				From:	61-658		1					
623	1.69	350	R		01 050		_		NA	NA		1993
				To:	61-654 NORTH		<b></b>					
623	0.08	49	R	From:	01-034 NORTH				NA	NA		1993
020)				To:	Cul-de-Sac							
				From:	61-658							
624)	0.12	350	R						NA	NA		1993
				To:	Dead End							
$\sim$				From:	SR 337 Nansemond Pkwy							
626) Shoulders Hill Rd	1.44	3500	G	93%	0% 2% 3%	2%	0%	С	NA	3700	G	2001
_				From:	61-659 Pughsville Rd							
626) Shoulders Hill Rd	1.63	2800	G	93%	0% 2% 3%	2%	0%	F	NA	2900	G	2001
<u> </u>				To: From:	US 17 Bridge Rd		1					
626	0.38	2700	R						NA	NA		1993
				To: From:	61-621		<b>—</b> —					
626	0.17	400	R	From:	V- V-				NA	NA		1993
				To:	61-2211		<b></b>					
626)	0.58	70	R	From:	01 2211		1		NA	NA		1993
020)				To:	Dead End							
				From:	SR 337 Nansemond Pkwy	7						
627) Bennetts Pasture Rd	1.36	3600	G	97%	1% 1% 0%	0%	0%	F	NA	3800	G	2001
				To	SR 125 Kings Hwy		¬					
627) Bennets Pasture Rd	3.51	6400	G	97%	1% 1% 0%	0%	0%	С	NA	6600	G	2001
<u> </u>				To:	US 17 Bridge Rd							
				From:	SR 125 Kings Hwy							
628) Crittenden Rd	5.26	1900	G	93%	1% 4% 1%	1%	0%	С	NA	1900	G	2001
				To:	US 17 Bridge Rd							
_				From:	SR 337 SOUTH							-
629) Sleepy Hole Rd	3.57	560	R						NA	NA		1993
				To: From:	61-762		]——					
629) Sleepy Hole Rd	0.20	2100	R				<u></u>		NA	NA		1993
				To: From:	61-627		1					
629	1.05	1000	R	From:					NA	NA		1993
				To:	SR 337 NORTH							
				From:	Dead End							
630	0.30	20	R						NA	NA		1999
				To:	SR 32							
<u> </u>				From:	US 58							
631)	0.25	170	R	_			_		NA	NA		1999
				To:	Dead End							-
$\sim$				From:	Isle of Wight County Line; 46	-632						4000
632	5.70	450	R	To	110 470				NA	NA		1999
					US 460		1					
	1.00	240	Б	From:	61-605				NIA	NIA		4000
633	1.00	240	R	To:	Dead End				NA	NA		1999
				From:								
634) Kings Fork Rd	2.27	520	G	95%	2% 2% 0%	0%	┚ ○%	F	NA	540	G	2001
634) Kings Fork Rd	2.21	520	J	93 /0		U /0	0 /0	-	14/4	J <del>4</del> 0	3	200 I
Vings Faul Dal	1.70	4400		From:	61-637 Lake Meade Dr	00/			NI A	4400		2001
634) Kings Fork Rd	1.70	1400	G	95%	2% 2% 0%	0%	0%	С	NA	1400	G	2001
				To:	61-604 West Pitchkettle R	d						

				1	Nansemond M	aintenance	Area							
Route	Length	AADT	QA	4Tire	Rus	Tr			QC	Design	QK	AAWDT	QW	Year
City of Suffolk	-				2Ax	le 3+Axle	1 I rail	21 rail		Hour				
				From:		t Pitchkettle R								
634) Kings Fork Rd	0.64	1600	G	94%	1% 2%	2%	1%	0%	С	NA		1700	G	2001
O 16 . 5 . 5 .	0.07			To: From:		Pruden Blvd	40/					0.400		0004
634) Kings Fork Rd	2.27	2300	G	94% To:	1% 2%	odwin Blvd	1%	0%	F	NA		2400	G	2001
				From:		-638								
635)	0.70	140	R		0.	-036				NA		NA		1993
				To:		60 EAST								
	0.47	200	В	From:	US 46	0 WEST				NIA		NIA		1002
635)	0.47	300	R	To:	6	-634		$\neg$		NA		NA		1993
				From:		-634								
636)	1.60	370	R		0.	-034				NA		NA		1999
				To:	6:	-632								
				From:	6	-644								
637)	1.20	220	R					_		NA		NA		1993
				To: From:		SOUTH NORTH		-						
637)	0.90	220	R		01-03	NORTH				NA		NA		1993
				To:	6:	-634								
				From:	6	-604								
638)	1.25	380	R					_		NA		NA		1993
				To: From:		R-678 IE 61-635		-						
638)	1.36	490	R		0.30 IV	E 01-033				NA		NA		1993
<u> </u>				To:	US 4	60 BUS								
				From:	Dea	nd End								
639	0.30	280	R							NA		NA		1993
				To: From:	61-63	7 WEST								
639	0.02	280	R							NA		NA		1993
				To: From:	61-63	7 EAST		_						
639	1.73	280	R							NA		NA		1993
				To: From:	6:	-640								
639	0.29	900	R					_		NA		NA		1993
				To: From:		-644 ndian Trail								
639) Lake Lohoon	0.42	1900	G	90%	1% 2%		3%	0%	С	NA		2000	G	2001
				To:	US 58 BU	S Holland Rd								
				From:	6:	-639								
640	1.10	1100	R					_		NA		NA		1993
				To:		-604								
	2.30	480	R	From:	6	-686				NA		NA		1999
641)	2.30	400	K	To:	Isle of Wig	nt County Line	a .	$\neg$		INA		INA		1999
				From:		lina State Line								
642) ADAMS SWAMP RD	3.32	370	G	93%	0% 3%		1%	0%	С	NA		370	G	2001
<u> </u>				To:	SR 32	SOUTH								
$\overline{}$	0.40	200	-	From:	SR 32	NORTH				NI A		NIA .		1000
642	0.18	280	R					_		NA		NA		1999
	1 14	240	-	From:	6	-616		_		NIA		NIA.		1000
642	1.41	340	R					_		NA		NA		1999
	0.04	400		To: From:	1.42 N	N 61-616				N. A		NIA.		4000
642	0.04	130	R					_		NA		NA		1999
	4.04	255		To: From:	61-67:	SOUTH				h		040	-	0001
642) White Marsh Rd	1.84	630	G	To:		604		_		NA		640	G	2001
					6.	-604								

Route	Length	AADT	QA	4Tire	Bus	 2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk				From:	6	1-604 Bad									
642) White Marsh Rd	1.95	400	R	<u> </u>		71-00+ Bau	ger rea		_		NA		NA		1999
Mhite March Dd	2.00	F 40		To: From:		61-67	4		]——		NΙΔ		NΙΔ		1000
642) White Marsh Rd	2.80	540	R	To		2.80 MN 6	1 674				NA		NA		1999
642) White Marsh Rd	0.79	830	R	From:	•	2.80 MIN 0	1-0/4				NA		NA		1999
642) White Marsh Rd	0.84	380	G	To: From:	61	-1125 Sem	inole Dr		]		NA		390	G	2001
White Marsh Rd	0.04	300		To:		L Suffolk V			1		INA		390		2001
642) Wilroy Rd	0.07	11000	R	From:	EC	L Suffolk l	Pinner St				NA		NA		1995
O Miller Dd	0.40	0.100		From:			nstance Rd				NIA		0000		0004
Wilroy Rd	2.10	6400	G	91%	1%	2%	5%	1%	0% ¬	С	NA		6600	G	2001
642) Wilroy Rd	1.77	2000	G	From: 91%	1%	US 58 BY 4%	4%	0%	0%	С	NA		2000	G	2001
				To:	SR 3	37 Nansen									
643)	0.20	400	R	From:		US 13	3				NA		NA		1999
				From:		61-668 SC	UTH		]——						
643	0.11	250	R	. —					_		NA		NA		1999
643)	3.51	160	R	From:		61-668 NC	ORTH				NA		NA		1999
				To: From:		61-616 W			1						
643	2.56	480	G	93%	3%	61-616 E. 1%	3%	1%	0%	F	NA		480	G	2001
643)	2.32	710	G	From: 93%	3%	61-66 1%	3%	1%	0%	F	NA		720	G	2001
643) Manning Bridge Rd	1.30	950	G	From: 93%	3%	61-64°	<sup>7</sup> 3%	1%	0%	С	NA		960	G	2001
043)				To: From:		61-64			¬—						
643)	0.94	660	R	From:							NA		NA		1999
	0.81	510	R	From:		0.95 MN 6	1-645		]		NA		NA		1993
643)	0.01	310		To:		US 58	3		1		IVA		IVA		1000
$\overline{}$				From:		US 58 B	US								
644)	1.90	170	R	To:		61.61			_		NA		NA		1999
644)	1.10	200	R	From:		61-61	2				NA		NA		1999
<u> </u>	4.70			To: From:		61-74	0		]——		<b></b>				4000
644)	1.70	220	R	т		61.61	2		_		NA		NA		1999
644)	3.70	450	G	95%	2%	1%	1%	1%	0%	F	NA		450	G	2001
	2.20	FOO		From:	20/	61-63		40/			NI A		E20		2004
644)	2.30	520	G	95% To:	2%	1% 61-73	1% 8	1%	0% ]	С	NA		530	G	2001
644) Indian Trail	0.60	1500	G	95%	2%	1-738 Ken		1%	0%	F	NA		1600	G	2001
				To: From:		637 Lake N			]——						
644) Indian Trail	1.18	1100	G	94% To:	1%	3%	2%	0%	0%	С	NA		1100	G	2001
_				From:	61-	-639 Lake l 61-64			<del></del>						
645) Manning Rd	1.70	1200	G	97%	0%	0%	2%	0%	0%	С	NA		1300	G	2001
				To:	UR	BAN BOU	NDARY								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
City of Suffolk				From:	URBAN BOUNDARY						
(645) Manning Rd	1.50	NA		<u> </u>	UKDAN BOUNDAKT			NA	NA		
				To:	US 58 Holland Rd						
AIRPORT PD (PT 64	0.49	440	_	From:	SR 32 Carolina Rd			NΙΔ	NA		1002
646) AIRPORT RD (RT 64	0.48	410	R			_		NA	NA		1993
646	0.23	410	R	From:	61-647 Copeland Rd			NA	NA		1993
646	0.20			To:	0.23 M FRM 61-647				10.		1000
646)	1.16	410	R	From:	0.23 W FRW 01-04/			NA	NA		1993
				To: From:	61-674	<b>—</b>					
646	1.00	410	R	rioni.				NA	NA		1993
				To: From:	61-705	]					
646	0.40	970	G					NA	1000	G	2001
				To: From:	US 13 SR 32 Carolina Rd						
646)	0.90	410	R	To:	(1.60)	_		NA	NA		1993
				From:	61-688	1					
647)	2.00	220	R		61-610	_		NA	NA		1999
647)			-	To:	US 58 EAST						
647)	0.20	1600	R	From:	00 30 L/101			NA	NA		1999
				To	61-649						
647)	0.25	750	R	From:	****			NA	NA		1999
				From:	0.25 M FRM 61-649	$\neg$ —					
647)	2.25	620	R	T TOME				NA	NA		1999
				To: From:	61-643	]——					
647)	0.65	1000	R					NA	NA		1999
				To: From:	61-685						
647)	1.75	750	R					NA	NA		1999
647)				To: From:	US 13						
647)	1.54	580	R	To:	61-646	_		NA	NA		1993
				From:	61-759						
648)	0.44	110	R	<u> </u>	01-739			NA	NA		1999
9.9				To:	0.45 MN 61-759	<b></b>					
648)	1.56	180	R	From:	0.10 1411 01 757			NA	NA		1999
				To:	61-649						
$\overline{}$				From:	61-759						
649	3.48	710	R	To:	61-647	_		NA	NA		1999
				From:	61-660						
650	1.90	120	R		01-000	_		NA	NA		1999
				To:	61-649						
				From:	61-686						
651)	2.40	200	R					NA	NA		1999
	4.00	445		From:	61-655	]		NIA.	***		4000
651)	1.20	110	R	To:	US 58 BUS	_		NA	NA		1999
				From:	61-1808						
652	0.63	1700	R	<u> </u>	01-1000	_		NA	NA		1993
				To:	61-642						
				From:	Isle of Wight County Line						
653	1.77	230	R	т	**** ***	_		NA	NA		1999
				To:	US 58 BUS WEST						

Route	Length	AADT	QA	4Tire	Bus		uck 1Trail		QC	Design Hour	QK A	AWDT	QW	Year
City of Suffolk				From:	US 58 BUS	S MID		1						
653)	1.47	240	R	<u> </u>	US 36 BU.	3 MID				NA		NA		1999
				To: From:	61-61	2		]						
353	0.13	890	R							NA		NA		1999
	0.24	700		From:	US 58 BUS	EAST		]		NA		700		2001
653	0.24	780	G	To:	HC 50 H	ı		7		INA		780	G	2001
653	2.88	740	R	From:	US 58 Und	lerpass				NA		NA		1995
				To: From:	61-759 NO									
653	2.17	240	G	89%	61-759 SC 0% 3%	6%	2%	0%	С	NA		250	G	2001
033)				To:	61-61									
$\overline{}$				From:	61-623 SC	OUTH								
654)	0.53	310	R	To:	61 622 NG	AD TH		7		NA		NA		1993
				From:	61-623 NO			1						
655	0.90	130	R		01-03	1		_		NA		NA		1999
				To:	US 5	8								
$\overline{}$	0.00	22	-	From:	61-65	8				NIA		NI A		4000
656	0.08	20	R	To:	Dead E	and		7		NA		NA		1999
				From:	61-61									
657)	0.40	30	R					<u>-</u>		NA		NA		1999
				To:	61-68									
658) Townpoint Rd	1.36	1000	G	94%	61-659 Pugh:	sville Rd 2%	1%	⅃ 	С	NA		1100	G	2001
658 Townpoint Rd	1.50	1000	G	34 /0			1 /0	7	C	INA		1100	G	2001
658) Reloc. Townpoint Rd	0.46	740	G	From: 94%	61-2276 Plum 1% 2%	2%	1%	0%	F	NA		780	G	2001
				To:	US 17 Brid	lge Rd								
658) Townpoint Rd	0.51	530	G	94%	Harborview 1% 2%	v Blvd. 2%	1%	┚ ○%	F	NA		550	G	2001
656) TOMILPOINT TO	0.01			To:	61-2253 Brool		170	٦	•			000		2001
658) Townpoint Rd	0.18	4800	G	95%	0% 2%	2%	0%	0%	С	NA		5000	G	2001
				To: From:	SR 135 Col	lege Dr		<b></b>						
658) Townpoint Rd	0.68	2500	R					_		NA		NA		1993
				To:	WCL Ports									
250	1.40	1600	R	From:	Dead E	ind				NA		NA		1993
659	1.40	1000	IX.	To:	61-626 SC	OUTH				IVA		IVA		1555
O Bushauilla Bd	4.00		_	From:	61-626 N Should	ders Hill R		00/	0	NIA		0000	0	0004
659 Pughsville Rd	1.28	2200	G	95% To:	0% 2% WCL CHESA	2% APEAKE	1%	0% 7	С	NA		2300	G	2001
				From:	61-66									
660	3.70	230	R					_		NA		NA		1999
				To: From:	61-616 SC 61-616 NC									
660	5.50	630	R		01-010 NC	л\ 111		_		NA		NA		1999
				To	US 58	8								
$\overline{}$	0.00	255	_	From:	61-66	6								400-
661)	2.30	390	R	To:	61-616 SC	ПТН		7		NA		NA		1999
				From:	61-616 NC									
661)	2.50	380	R	т						NA		NA		1999
				To: From:	61-612 SC 61-612 NC									
661)	1.20	140	R	_	0.2110			_		NA		NA		1999
				To:	61-66	0								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
City of Suffolk				From:		61-643			1						
662	2.40	170	R						<u></u> !		NA		NA		1999
				To: From:		61-759 EA									
662	1.10	50	R								NA		NA		1999
				To:		61-649									
663	1.00	190	R	From:		61-662	2				NA		NA		1999
663				To:		61-643	3								
$\bigcirc$	0.00			From:		61-642	2								4000
665)	0.90	2400	R	To:		SR 33	7		7		NA		NA		1993
				From:		61-759									
666	2.10	960	G	72%	1%	1%	1%	25%	0%	F	NA		970	G	2001
				From:	101	61-661		0=0/	<u> </u>						
666	3.37	1100	G	72%	1%	1%	1%	25%	0%	F	NA	•	1100	G	2001
	0.65	1300	G	72%	1%	61-746 <b>1</b> %	1%	25%	0%	С	NA		1300	G	2001
666				To:	.,,	SR 189									
$\bigcirc$				From:		Dead E	nd								
667	1.10	20	R						_		NA		NA		1999
	4.80	130	R	From:		61-745	5				NA		NA		1999
667)	1.00			То:		61-759 W									
667	1.90	130	R	From:		61-759 EA	AST				NA		NA		1999
667	1.00	100		To:		61-660	)								
				From:	Noi	rth Carolina	State Line	;							
668	1.00	50	R						_		NA		NA		1999
	0.20	60	R	To: From:	No	rth Carolina	State Line	;			NA		NA		1999
668				To		61-759 SO	IITH		7						
668	0.12	510	G	93%	1%	6%	0%	0%	0%	С	NA		520	G	2001
				To: From:		61-759 NO	RTH		]						
668)	4.00	220	R	To:		(1, (12, 00	1 1/D) 1		_		NA		NA		1999
				From:		61-643 SO 61-643 NO									
668)	0.34	190	R	To:		110 12 001			_		NA		NA		1999
				From:		US 13 SOU US 13 M									
668	2.20	170	R						_		NA		NA		1999
	4 50	200		From:	•	61-671	1		]		NΙΛ		NΙΛ		1000
668	4.50	380	R	To:		US 13 NO	RTH		1		NA		NA		1999
				From:	No	rth Carolina		;							
669	0.80	90	R	To:		71 77	)		_		NA		NA		1999
				From:		61-668 US 13 WI			1						
670	3.00	330	R	. [		US 13 WI	ES1				NA		NA		1999
				To:		US 13 EA	AST								
	1.70	120		From:		61-643	3				NA		NΙΛ		1000
671)	1./0	120	R	To:		61-668	3		1		INA		NA		1999
				From:		US 13									
672)	3.60	150	R	_					_		NA		NA		1999
				To:	No	rth Carolina	State Line	:							

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle			QC	Design Hour	QK AAW	DT	QW	Year
City of Suffolk				From:	North Carolina	State Line		1						
673)	1.00	200	R	<u> </u>	TYOTH CHIOTHA	State Ellie		_		NA	NA			1999
				To: From:	61-642 SO									
673)	6.20	120	R		61-642 NC	KIH		_		NA	NA			1999
073)	0.20	0		To:	US 13 W	EST		7						1000
$\bigcirc$				From:	US 13 EA									4000
673	0.06	610	R	To:	(1.750 W	TECT		7		NA	NA	L		1999
				From:	61-759 W 61-759 E									
673)	2.00	450	R					_		NA	NA			1999
				To:	61-64	7								
				From:	61-640	5								
674)	0.50	120	R							NA	NA	i.		1999
				To: From:	0.50 M FRM	61-646		]						
674	0.90	120	R							NA	NA			1999
				From:	61-70:	5								
674)	0.40	540	R					_		NA	NA			1999
				To: From:	61-604 NC									
674)	1.30	160	R		61-604 SO	UTH				NA	NA			1999
674	1.00			To:	61-642	2				10.				1000
				From:	US 13			i						
675	3.60	180	G	86%	2% 2%	8%	2%	1%	С	NA	190	)	G	2001
<u></u>				To:	SR 32									
675)	0.50	190	G	92%	3% 0%	2%	4%	0%	С	NA	190	)	G	2001
013				To:	61-642 SO			1						
$\bigcirc$	4.00			From:	61-642 NC	RTH								4000
675)	1.80	60	R	To:	(1.60			_		NA	NA	i.		1999
				From:	61-604							_		
070	0.65	480	R	rioii.	US 13			_		NA	NA			1999
676	0.03	400	11	To:	61-677 SO	UTH		7		INA	IN			1000
				From:	61-677 NC									
676	0.02	48	R							NA	NA			1999
				From:	0.03 ME 6	1-677								
676)	0.88	70	R					_		NA	NA			1999
				To:	61-610	5								
$\bigcirc$				From:	North Carolina			]						
677	3.60	1100	G	95% To:	1% 2%	1%	2%	0%	С	NA	110	0	G	2001
					US 13							_		
	2.60	90	R	From:	61-67	3		_		NA	NA			1999
678)	2.00	90	ĸ	To:	61-642 NC	DRTH		7		INA	INA	•		1998
				From:	61-642 SO									
678	3.30	60	R					_		NA	NA			1999
				To:	61-604	1								
$\bigcirc$				From:	SR 27	2								
679)	2.90	370	R	т				_		NA	NA	i.		1999
				To:	61-610			1						
	1.60	440		From:	61-612	2		_		NA	N I A			1000
680	1.60	140	R	To:	61-66	1		7		NA	NA	1		1999
				From:				<del>                                     </del>						
601	0.40	100	R		61-639	<u>,                                      </u>				NA	NA			1993
681)	0.40	100	.,	To:	Dead E	nd		7		13/7	11/			1990
				From:	61-604			1						
682)	0.94	480	R		01-004	r				NA	NA			1999
682				To:	Cul-de-S	Sac		7		• •• •				. 550

					Nansemond Maintenance Area		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(C	Hour	QK AAWDT QW	Year
City of Suffolk				From:					
683)	1.00	260	R	riom.	Dead End		NA	NA	1993
003)				To:	US 13				
				From:	61-672				
684	1.70	40	R	т			NA	NA	1999
				To: From:	North Carolina State Line				
605	3.20	600	R	rioiii.	61-647		NA	NA	1999
685)	0.20	000		To:	61-688		147.	14/1	1000
				From:	0.10 MS 61-616 W				
686	0.10	40	R			_	NA	NA	1999
				To: From:	61-616 WEST 61-616 MID				
686	1.00	170	R		01-010 MID		NA	NA	1999
000				To	US 58				
686	0.73	120	R	From:	05 36		NA	NA	1999
				To:	61-616 EAST				
$\overline{}$				From:	US 460 BUS				
687	0.31	210	R	To:	(1.1010		NA	NA	1993
				From:	61-1810	1			
688) Turlington Rd	3.16	NA		From:	US 13 Carolina Rd		NA	NA	2001
688) Turnington rtd	0.10	NA.		To:	61-1722 Kilby Shores Rd	7	147.	14/1	2001
				From:	61-673				
689	0.79	30	R			_	NA	NA	1999
				To:	Dead End				
	0.40	200	_	From:	US 460 BUS		NIA	NIA	4000
690	0.18	300	R	To:	61-687	7	NA	NA	1993
				From:	61-1810	<u> </u>			
691)	0.06	200	R		01-1810		NA	NA	1993
				To:	61-690	<b>—</b>			
691)	0.06	30	R	From:	01 050		NA	NA	1993
				To:	61-687				
$\bigcirc$				From:	61-628				
692)	0.78	180	R	Ter	D IF I		NA	NA	1993
				To: From:	Dead End				
603	0.14	380	R	r routi.	Dead End		NA	NA	1993
693)	U. 17			To:	61-628				
				From:	Dead End				
694)	0.23	80	R			_	NA	NA	1993
				To:	61-628				
$\bigcirc$	4.05	000	_	From:	61-743		N14	NIA.	4000
695	1.25	380	R	To:	Dead End		NA	NA	1999
				From:	61-697				
696)	0.18	180	R		01-07/		NA	NA	1993
				To:	61-701				
				From:	61-2023				
697)	1.28	500	R			- -	NA	NA	1993
				To:	Dead End	<u> </u>			
	4.00	400	_	From:	61-628		NIA	NIA	4000
698)	1.03	460	R	To:	Dead End		NA	NA	1993
					Dead End				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT (	QW Y	'ear
City of Suffolk				From:	Dead End						
699)	0.09	300	R		Dead End			NA	NA	1	993
				To:	61-635						
$\overline{}$				From:	61-693						
700	0.20	170	R	To:	(1.639)	_		NA	NA	1	993
				From:	61-628						_
701)	0.60	2300	R		61-627			NA	NA	1	993
(01)				To:	US 17						
				From:	Dead End						
702	0.58	30	R					NA	NA	1	993
				From:	61-732	]					
702	0.12	280	R	To:	0.00	_		NA	NA	1	993
				From:	61-626						_
703	0.45	70	R	From:	US 17; 61-627			NA	NA	1:	993
703	0.40	70		To:	Dead End			14/1	10.0		
				From:	Dead End						
704)	0.10	110	R			_		NA	NA	1	999
				To:	61-616						
Mandau Occide Dd	0.00	400	•	From:	61-646 Airport Rd	00/	0	NIA	400	0 0	004
705 Meadow Country Rd	0.89	480	G	94%	2% 3% 1% 1%	0%	С	NA	480	G 2	001
	0.04	400		From:	0.90 ME 61-646			NIA	NIA	4	000
705	0.91	460	R	To:	61-674	7		NA	NA	11:	993
				From:	61-1750						_
706)	1.30	80	R		01-1730	_		NA	NA	1	993
				To:	Dead End						
<u> </u>				From:	61-628						
707)	0.24	220	R			_		NA	NA	1	993
				To:	Dead End						_
700	0.30	80	R	From:	Dead End			NA	NA	1	993
708)	0.00	00		To:	US 460 BUS			147.	100		
				From:	Dead End						
709	0.10	140	R			_		NA	NA	19	993
				To:	US 460 BUS						
$\bigcirc$	0.00			From:	61-1813						
710	0.22	290	R	To:	US 460 BUS	7		NA	NA	1	993
				From:	Dead End	1					
711)	0.11	180	R		Deau Eliu			NA	NA	1	999
		-		To:	61-738						
				From:	Dead End						
712)	0.14	130	R			_		NA	NA	1	993
				To:	SR 125						
_	0.00	400	В	From:	Dead End			NIA	NIA	4	000
713)	0.08	100	R	To:	61-658			NA	NA	13	993
				From:	US 460 BUS						_
714)	0.07	140	R	<u> </u>	00 TOU DOO	_		NA	NA	1	993
				To:	61-619						
				From:	61-2022 EAST						
5) 1.	1.34	60	R	_		=		NA	NA	1	993
$\sim$				To:	61-627						

Route	Length	AADT	QA	4Tire	Nansemond Maintenance AreaTruck Bus		(.)(:	esign	QK AAWDT QW	/ Year
	Longui	AADI	Q/A	41110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIVIDI QVI	Tour
City of Suffolk				From:	61-715 SOUTH					
716)	0.24	140	R	To:	61 700	7		NA	NA	1993
				From:	61-728	1				
717)	0.33	250	R		61-728			NA	NA	1993
				To	61-2018	7				
717)	0.14	590	R	From:	01 2010			NA	NA	1993
				To:	61-715					
$\overline{}$				From:	61-720					
718)	0.17	430	R	To:	US 17	7		NA	NA	1993
				From:						
719	0.30	220	R		61-718	_		NA	NA	1993
719				To:	Dead End					
_				From:	61-1535					
720	0.91	250	R			_		NA	NA	1993
				To:	61-719					
	0.11	100	R	From:	61-642			NA	NA	1993
721)	0.11	100	ĸ	To:	Dead End			INA	INA	1993
				From:	Cul-de-Sac					
722	0.14	180	R		cui de sue			NA	NA	1993
				To: From:	61-723 SOUTH	7				
722	0.32	750	R	r tom:				NA	NA	1993
				To:	US 58					
$\overline{}$	0.05	440	_	From:	61-722 NORTH			NI A	NIA	4000
723)	0.25	110	R	To:	61-722 SOUTH	7		NA	NA	1993
				From:	Dead End					
724)	0.16	260	R	<u> </u>	Dette Ene	_		NA	NA	1993
				To: From:	61-725	7				
724)	0.05	400	R	FIOIII.		_		NA	NA	1993
				To:	61-626					
$\bigcirc$	0.40			From:	61-724					4000
725	0.13	100	R	To:	61-702	$\neg$		NA	NA	1993
				From:	US 58 BUS					
726	0.10	70	R	<u>L</u>	03 36 B03			NA	NA	1993
				To:	Dead End					
				From:	61-624					
727)	0.17	30	R	т		_		NA	NA	1999
				To: From:	61-658	1				
728)	0.36	170	R	rioni.	Dead End			NA	NA	1993
720)				To:	61-2018					
				From:	61-730					
729	0.11	90	R			_		NA	NA	1993
				To:	61-626					
500	0.13	110	R	From:	US 17			NA	NA	1993
730	0.13	110	ĸ	To:	Dead End			INA	INA	1993
				From:	US 13 Carolina Rd	1				
731) Dill Rd	0.29	5000	G	79%	1% 2% 9% 9%	0%	С	NA	5200 G	2001
				To: From:	61-1111 WEST	7				
731)	0.37	50	R			_		NA	NA	1999
				To:	61-1111 E; 61-1116					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-724	1				
732)	0.14	80	R		01-/2-			NA	NA	1993
				To:	61-702					
$\overline{}$				From:	Dead End					
733)	0.12	80	R	To:	(1.500	_		NA	NA	1993
				1	61-732					
724	0.51	360	R	From:	61-760 SOUTH			NA	NA	1999
734	0.51	300		To:	SR 10	7		INA	IVA	1000
				From:	61-610					
735)	0.23	NA						NA	NA	
				To:	Dead End					
				From:	61-636					
736)	1.60	330	R	To:	0.01	_		NA	NA	1999
				From:	61-634					
727	1.30	160	R	From:	61-632			NA	NA	1999
737)	1.50	100	11	To:	61-634	1		INC	I V/A	1998
				From:	US 58; 61-9215					
738	0.08	2100	R	<u> </u>	22 23, 22 3 2 3 2			NA	NA	1993
				To	61-711					
738)	0.72	2100	R	From:	02.722			NA	NA	1993
				To: From:	0.72 MN 61-711	¬——				
738)	0.40	1200	R	Piolii.				NA	NA	1993
				To	61-644					
<u> </u>				From:	61-644 WEST					
739	5.20	330	R			_		NA	NA	1999
				To:	61-644 EAST					
	0.00	70	•	From:	61-612		0	NΙΔ	70 0	2004
740	0.80	70	G	91% To:	3% 3% 4% 1% 61-644	0%	С	NA	70 G	2001
				From:	SR 10; 61-9271					
741)	1.90	60	R		SK 10, 01-72/1			NA	NA	1993
				To:	Dead End					
				From:	61-603					
742)	1.30	460	R			_		NA	NA	1993
				To:	SR 10					
$\bigcirc$	4.70		_	From:	61-634			NI A	NIA .	4000
743)	1.78	560	R	To:	61-605	_		NA	NA	1999
				From:	Dead End	<u> </u>				
744)	0.93	60	R		Dean thin	_		NA	NA	1999
		-		To:	61-616					
				From:	North Carolina State Line					
745	4.67	160	R			_		NA	NA	1999
				To:	61-666					
<u>—</u> —	4.40	400		From:	SR 189			NI A	NIA .	4000
746	1.13	120	R	To:	61-666	_		NA	NA	1999
				From:	Dead End	] ]				
747)	1.16	40	R		Dead end	_		NA	NA	1999
				To:	SR 189					
				From:	61-629					
749	0.29	470	R			_ <del>_</del>		NA	NA	1993
				To:	Dead End	7				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
City of Suffolk				From:	Dead End	1					
750)	0.17	110	R	<u> </u>	D Will Dilli	1		NA	NA		1999
				To:	SR 10						
				From:	SR 10						
751)	0.14	240	R			_		NA	NA		1993
				To:	61-753						
$\sim$				From:	61-751						
752	0.09	110	R	To:		_		NA	NA		1993
					Dead End						
	0.10	50	R	From:	Dead End	_		NA	NA		1993
753)	0.10	50	K	To:	61-751			INA	INA		1993
				From:							
754)	0.21	80	R		Dead End	_		NA	NA		1993
754)	J	•	••	To:	US 13						
				From:	61-643	Ī					
755	0.50	80	R		0. 0.0	_		NA	NA		1999
				To:	Dead End						
				From:	61-759					-	
756	0.33	40	R					NA	NA		1993
				To:	Dead End						
<u> </u>				From:	Dead End						
757	1.03	30	R	_		_		NA	NA		1993
				To:	61-626						
				From:	Dead End						4000
758)	0.57	580	R	To:	110.50	_		NA	NA		1993
					US 58						
	0.12	3100	G	From:	North Carolina State Line			NA	3100	G	2001
759	0.12	3100	G	To:	61-668 SOUTH			INA	3100	O	2001
				From:	Pittmantown Rd						
759	1.23	2100	G					NA	2100	G	2001
				To: From:	61-666	1					
759	3.75	100	G	110411.		<u> </u>		NA	100	G	2001
				To: From:	61-616 WEST	<b>—</b>					
759	3.39	260	R	From:				NA	NA		1999
				To	61-653 SOUTH	<b></b>					
759	0.16	1300	G	From:	01 033 500 111			NA	1400	G	2001
				To:	61-653 NORTH						
759	3.18	200	R	From:	01-033 NORTH			NA	NA		1999
739				To:	61-643 NORTH						
$\bigcirc$				From:	61-643 SOUTH						
759	2.28	650	R	т	110 10 00 1991	_		NA	NA		1999
				To: From:	US 13 SOUTH US 13 NORTH						
759	2.12	500	R					NA	NA		1993
				To:	SR 32						
759	1.58	500	R	From:	510.52			NA	NA		1993
				To:	61-642	<b></b>					
				From:	61-734 SOUTH						
760	0.10	110	R			_		NA	NA		1999
				To:	61-734 NORTH						
_				From:	SR 125						
761)	0.41	140	R			_		NA	NA		1993
				To:	Dead End						

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
			From:	61-629					
1.31	290	R			<b>-</b>		NA	NA	1993
			To:						
0.24	40		From:	0.24 MN 61-606	_		NΑ	NΔ	1999
0.24	40	IX	To:	(1.60)	_		IVA	INA	1000
0.20	40	R	From:	61-606	_		NA	NA	1999
			To:	Cul-de-Sac					
			From:	61-765					
0.07	20	R	To:	61.761	_		NA	NA	1993
0.07	40		<u> </u>	Dead End	_		NA	NA	1993
			To:	61-764					
			From:	SR 10					
0.03	90	R					NA	NA	1993
2 2 2			To: From:	61-767	]			A1A	4000
0.04	80	R	To:	Dead End	_		NA	NA	1993
			From:						
0.06	40	R	<u> </u>	01-700	_		NA	NA	1993
			To:	Cul-de-Sac					
			From:	Cul-de-Sac					
0.24	20	R	To:	LIC 4CO DUC	_		NA	NA	1993
0.40	210		<u> </u>	Dead End			NA	NA	1999
			To:	61-604					
			From:	61-745					
0.51	6	R	т		_		NA	NA	1999
0.37	220		Piolii.	SR 10	_		NA	NA	1993
0.0.			To:	61 772					
0.13	30	R	From:	01-772	_		NA	NA	1993
			To:	Dead End					
			From:	61-771					
0.13	120	R	To:	D1E-1	_		NA	NA	1993
0.24	NA		<u> </u>	SK 10	_		NA	NA	
			To:	Cul-de-Sac					
			From:	US 58 Fairfield Ave					
0.15	NA		To:	D1F 1	_		NA	NA	
					1				
0.04	50			Dead End	_		NA	NA	1999
			To:	SR 272					
			From:	SR 10 FR-675					
0.91	110	R			_		NA	NA	1993
0 0.91	NA		From:	61-780	┙		NA	NA	
0.13									
	1.31 0.24 0.20 0.07 0.07 0.03 0.04 0.06 0.24 0.40 0.51 0.37 0.13 0.13 0.13 0.15 0.04 0.91	1.31 290  0.24 40  0.20 40  0.07 20  0.07 40  0.03 90  0.04 80  0.06 40  0.24 20  0.40 210  0.51 6  0.37 220  0.13 30  0.13 120  0.24 NA  0.15 NA  0.04 50  0.91 110	1.31 290 R  0.24 40 R  0.20 40 R  0.07 20 R  0.07 40 R  0.03 90 R  0.04 80 R  0.06 40 R  0.24 20 R  0.40 210 R  0.51 6 R  0.37 220 R  0.13 30 R  0.13 30 R  0.13 120 R  0.14 NA  0.15 NA  0.04 50 R  0.91 110 R	1.31   290   R	1.31   290   R	1.31   290   R	1.31   290   R	1.31   290   R	1.31   290   R   100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   1100   11000   11000   11000   11000   11000   11000   11000   11000   11000   11000   11000   11000

					Nansemond Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail Q0	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-781				
(782)	0.10	NA				_	NA	NA	
				To:	61-783				
	0.14	NIA		From:	61-780		NA	NΙΔ	
783	0.14	NA		To:	Cul-de-Sac	7	INA	NA	
				From:	61-780				
784)	0.10	NA			01 700		NA	NA	
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				1000
785	0.12	30	R	To:	61-780	7	NA	NA	1999
				From:	61-780				
786	0.28	40	R		01-780	_	NA	NA	1999
<u> </u>				To:	Cul-de-Sac				
				From:	61-786				
787	0.15	20	R	To:	C-11 C	7	NA	NA	1999
				From:	Cul-de-Sac	1			
788	0.04	10	R	Fioli.	61-786		NA	NA	1999
(766)	0.0.			To:	Cul-de-Sac				
				From:	61-786				
789	0.10	20	R			_	NA	NA	1999
				To:	Cul-de-Sac				
	0.03	110	R	From:	61-762		NA	NΙΔ	1993
790	0.03	110	K	To:	Cul-de-Sac	7	INA	NA	1993
				From:	61-780; 61-785				
792	0.04	10	R				NA	NA	1999
				To: From:	61-794	1			
792)	0.13	110	R	110111.			NA	NA	1999
				To: From:	61-793	]			
792	0.06	20	R				NA	NA	1999
				From:	61-795	]			
792	0.09	80	R				NA	NA	1999
				To: From:	61-796				
792	0.18	100	R	To:	Cul-de-Sac	7	NA	NA	1999
				From:					
793)	0.04	60	R		61-792		NA	NA	1999
				To:	61-794	¬			
793)	0.07	90	R	From:	VI 1/7T	_	NA	NA	1999
				To:	Cul-de-Sac				
$\bigcirc$			_	From:	61-792				
794)	0.11	100	R	To:	61 702	7	NA	NA	1999
				From:	61-793	1			
795)	0.12	80	R	1 cond.	61-792	_	NA	NA	1999
(193)	J.12			To:	Cul-de-Sac				
				From:	61-792				
796	0.12	80	R			_	NA	NA	1999
				To:	Cul-de-Sac				
$\overline{}$	0.04			From:	SR 135		NI A	NIA	
799	0.34	NA		To:	Cul-de-Sac	7	NA	NA	
					Cui-uc-Sac	1			

					Nansemo	ond Mainter									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			 2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
City of Suffolk															
605	0.12	50	R	From:		SR 337					NA		NA		1999
805)	0.12	30		To:		Dead End			٦		11/5		INA		1000
				From:		SR-00135(B)	)/								
810	0.71	NA							_ _		NA		NA		
				To:		Cul-de-Sac/	1								
	0.20	00	_	From:		Dead End					NIA		NIA		4000
815	0.30	80	R	To:		SR 337			1		NA		NA		1999
				From:		61-2250 SOU	ГН		I						
(820)	0.18	100	R						_		NA		NA		1999
(820) (820) (820)				To: From:		61-2252			<del></del>						
(820)	0.26	180	R	110111					_		NA		NA		1999
				To: From:		61-2250 NOR	TH		]						
(820)	0.05	60	R	_					_		NA		NA		1999
				To:		Dead End			1						
(021)	0.09	80	R	From:		US 17			_		NA		NA		1999
821)				To:		Dead End							. 4/ \		
				From:		US 17									
822	0.07	10	R						<del>-</del>		NA		NA		1999
				To:		Dead End									
	0.46	NIA		From:		Dead End			╛		NA		NIA		
823)	0.46	NA		To		61-658; 61-22	53		7		INA		NA		
				From:		Dead End	-								
(1001)	0.19	NA				Dead End			_1		NA		NA		
				To: From:		61-1010			7						
1001)	0.10	460	R	rioii.							NA		NA		1986
				To: From:		61-1009			]						
1001)	0.22	440	R						_		NA		NA		1986
				To: From:		61-1007			]						
(1001)	0.09	470	R	т	*****				_		NA		NA		1986
				To:	WCL	URBAN BOU	NDARY		1						
(1002)	0.33	150	R	From:		Dead End			_		NA		NA		1986
(1002)				To		61-1010									
1002	0.10	320	R	From:		01-1010					NA		NA		1986
				To:		61-1009			7						
1002	0.11	540	R	From:		0. 100)			_		NA		NA		1986
				To: From:		61-1008			<u> </u>						
1002	0.11	620	R	. IOIII.					_		NA		NA		1986
				To: From:		61-1007			]						
(1002)	0.09	760	R						_		NA		NA		1986
				To:	WCL	URBAN BOU	NDARY	,	<u> </u>						
(100)	0.06	40	R	From:		Dead End					NA		NA		1986
1003	0.00	-70	N	Tar		(1.10.0			⊣		INA		INA		1300
(1002)	0.10	190	R	From:		61-1010					NA		NA		1986
1003				To		(1.1000									
(1003)	0.11	290	R	From:		61-1009					NA		NA		1986
				To		61-1008			¬						
(1003)	0.11	380	R	From:		01-1000					NA		NA		1986
				To:		61-1007									
						61-1007/			1						

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWE	T QW	Year
City of Suffolk				From:	61-100	)7	$\overline{}$					
1003)	0.10	720	R				_		NA	NA		1986
				To: From:	WCL URBAN B							
1004)	0.04	60	R	Pioni.	Dead E	nd	_		NA	NA		1986
				To: From:	Dead End Ga	p Termin	¬—					
1004	0.07	70	R	From:		<u> </u>	_		NA	NA		1986
				To: From:	61-100	)9						
1004	0.05	320	R				_		NA	NA		1986
_	0.05	420	R	From:	61-101	1			NA	NA		1986
1004	0.03	420	K	To:	(1.100	20	_		INA	INA		1900
1004)	0.12	500	R	From:	61-100	)8			NA	NA		1986
00-7				To:	61-100	)7						
004	0.11	780	R	From:			<u>-</u>		NA	NA		1986
				To:	WCL URBAN B		<u></u>					
	0.05	220	R	From:	61-100	)8	_		NA	NA		1986
1005	0.00	220		To	Z1 101	12	_		11/7	INA		1900
1005	0.07	360	R	From:	61-101	.3			NA	NA		1986
				To:	61-100	)7						
005	0.06	360	R	From:	01 100	<u>, , , , , , , , , , , , , , , , , , , </u>	_		NA	NA		1986
				To: From:	61-100	)6						
005)	0.05	520	R				_		NA	NA		1986
				To:	WCL URBAN B		<del>                                     </del>					
000	0.10	160	R	From:	61-100	15	_		NA	NA		1986
1006				To:	Dead E	ind	<u> </u>					
				From:	61-100	)1						
007	0.05	150	R						NA	NA		1986
	0.05	400		From:	61-100	)2			NIA	NIA		4000
1007	0.05	160	R	. —			_		NA	NA		1986
1007	0.05	180	R	From:	61-100	13			NA	NA		1986
1007)				To	61-100	)4	<b></b>					
1007	0.07	160	R	From:	01-100	<u></u>			NA	NA		1986
				To: From:	61-100	)5						
1007	80.0	140	R				_		NA	NA		1986
				To: From:	Dead E							
1008	0.05	160	R	riom.	61-100	)2	_		NA	NA		1986
				To:	61-100	)3						
1008	0.05	210	R	From:		-			NA	NA		1986
				To: From:	61-100	)4						
1008	0.04	180	R	To:	<u> </u>	25	_		NA	NA		1986
				From:	61-100							
1009	0.10	220	R		61-100	<u>)1</u>	_		NA	NA		1986
			-	To:	61-100	)3				•		
1009	0.05	280	R	From:	51 100		_		NA	NA		1986
				To:	61-100		<u></u>					
$\widehat{}$	0.03	110	R	From:	Dead E	nd	]		NA	NA		1995
1010)										INIA		1995

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
City of Suffolk				From:	61-1001						
1010)	0.05	260	R	<u> </u>	01 1001			NA	NA		1986
<u> </u>	0.05	400		To: From:	61-1002	]		NΙΔ	NIA		1006
1010	0.05	160	R	To:	(1.1002	_		NA	NA		1986
1010	0.04	140	R	From:	61-1003			NA	NA		1986
				To:	61-1004						
1011)	0.07	310	R	From:	61-1004			NA	NA		1986
				To: From:	61-1012						
1011)	0.04	300	R	To:	D IF I	7		NA	NA		1986
				From:	Dead End	<u> </u>					
1012	0.05	40	R		Dead End	_		NA	NA		1986
				To:	61-1011						
			_	From:	61-1005						
1013	0.08	70	R	To:	Dead End	7		NA	NA		1986
				From:	US 13	1					
1020	0.55	20	R	<u> </u>	US 13	_		NA	NA		1999
				To:	End Loop	1					
$\sim$				From:	Cul-de-Sac/						
1021	0.05	NA		To:	61-01020(B)/61-01022(U)/	7		NA	NA		
				From:	61-01020(B)/61-01022(U)/						
1022	0.05	NA			61-01020(B)/61-01021(U)/			NA	NA		
				To:	Cul-de-Sac/						
				From:	61-00780(B)/						
1030	0.68	NA		To:	0.11.0./	<b>-1</b>		NA	NA		
				From:	Cul-de-Sac/						
1031)	0.05	NA		Tioni	61-01030(B)/			NA	NA		
1031)				То:	Cul-de-Sac/						
				From:	Cul-de-Sac/						
1032	0.05	NA				_		NA	NA		
				To: From:	61-01030(B)/61-01033(U)/						
4000	0.05	NA		From:	61-01030(B)/61-01032(U)/			NA	NA		
1033	0.00			To:	Cul-de-Sac/						
				From:	61-01030(B)/						
1034	0.11	NA		_		_		NA	NA		
				To:	Cul-de-Sac/	<u> </u>					
(1005)	0.14	NA		From:	Cul-de-Sac/			NA	NA		
1035	U.17			To:	61-01034(B)/	1		14/-1	INC		
				From:	61-1111 Dill Rd						
(1101) County St	0.62	3900	G	73%	1% 2% 5% 18%	1%	С	NA	4100	G	2001
				To:	OLD SUFFOLK CORP LIMITS	<u> </u>					
<u> </u>	0.09	270	P	From:	61-1101			NA	NA		1986
(1102)	0.09	270	R	т.	, <u>.</u>	_		INA	INA		1900
(1102)	0.05	850	R	From:	61-1115			NA	NA		1986
1102	0.03			To:	(1.11)4			11/7	INC		1300
1102	0.05	970	R	From:	61-1114			NA	NA		1986
1102				To:	61-1113						
						_					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
City of Suffolk				From:	61-1113	1					
1102)	0.05	1100	R		01 1113	_		NA	NA		1986
				To: From:	61-1112						
1102	0.05	1200	R					NA	NA		1986
	0.07	4400		From:	61-1103	]		NA	NIA		1006
1102	0.07	1400	R	To:	SCL URBAN BOUNDARY	7		INA	NA		1986
				From:	61-1115						
1103	0.05	290	R					NA	NA		1986
				From:	61-1114	_					
1103	0.05	250	R			_		NA	NA		1986
	0.05	240	R	From:	61-1113			NA	NA		1986
1103	0.05	240	ĸ	т		_		INA	NA		1900
1103	0.19	220	R	From:	61-1112			NA	NA		1986
1103)				To:	61-1102						
				From:	61-1115						
1104	0.05	120	R	_				NA	NA		1986
	0.05	400		From:	61-1114			NI A	NIA		1000
1104	0.05	100	R	_				NA	NA		1986
	0.02	5	R	From:	61-1113			NA	NA		1986
1104	0.02			To:	Dead End			11/-3	IVA		1300
				From:	61-604						
1105)	0.11	70	R			_		NA	NA		1986
				To: From:	Dead End						
1106	0.11	140	R	From:	61-604			NA	NA		1986
1106	<b>3</b>			To:	Dead End						.000
				From:	61-604						
1107)	0.11	260	R			_		NA	NA		1986
				To: From:	Dead End						
1108)	0.11	150	R	rioni.	61-604			NA	NA		1986
1100)				To:	Dead End						
				From:	61-604						
1109	0.11	300	R	To:	D1E-1	_		NA	NA		1986
				From:	Dead End	+					
1110	0.05	200	R		61-1101			NA	NA		1986
				To:	Dead End						
$\bigcirc$				From:	61-731 WEST					_	
1111	0.39	90	G			_		NA	90	G	2001
	0.07	360	R	From:	61-1101	_		NA	NA		1986
1111)	0.07	300	ĸ	To:	(1.1117	_		INA	INA		1900
1111)	0.05	260	R	From:	61-1116			NA	NA		1986
1111)				To:	61-1120	¬					
1111)	0.04	460	R	From:	01-1120			NA	NA		1986
				To: From:	61-1119	<del>_</del>					
1111	0.04	510	R	r tom.	·			NA	NA		1986
				To: From:	61-1118	]					
1111)	0.05	660	R			_		NA	NA		1986
$\overline{}$				To:	61-1117						

Route	Length	AADT	QA	4Tire	Rus	QC	Design	QK AAWDT QW	Year
City of Suffolk	Longar	,,,,,	٠,٠	110	2Axle 3+Axle 1Trail	2Trail	Hour	QIC /UNDI QI	1001
			_	From:	61-1117				4000
1111)	0.07	540	R	To:	61-1115	$\neg$	NA	NA	1986
				From:	Dead End				
1112	0.08	60	R				NA	NA	1986
_				To: From:	61-1103				
1112	0.14	190	R	To:	61-1102	_	NA	NA	1986
				From:	61-1104				
1113)	0.12	220	R		01 1101		NA	NA	1986
				To: From:	61-1103				
1113	0.14	300	R	. —		_	NA	NA	1986
				To: From:	61-1102				
1114	0.12	220	R	rioni.	61-1104		NA	NA	1986
				To	61-1103	<b></b>			
1114	0.14	380	R	From:	01 1103		NA	NA	1986
				To: From:	61-1102	<u> </u>			
1114	0.07	460	R			_	NA	NA	1986
				To: From:	61-1101				
1115	0.12	120	R	rioni.	61-1104		NA	NA	1986
				To:	61-1103	<b></b>			
1115	0.08	360	R	From:	01 1103		NA	NA	1986
_				To: From:	61-1111				
1115)	0.04	230	R	т	C1 1102	_	NA	NA	1986
				To: From:	61-1102				
1116	0.07	20	R	rioni.	61-1111		NA	NA	1986
				To:	61-1101				
$\sim$				From:	Dead End				
1117)	0.06	3	R				NA	NA	1987
	0.11	200	R	From:	61-1111		NA	NA	1986
1117	0.11	200	K	To	(1.1101	_	INA	IVA	1300
1117)	0.17	1700	R	From:	61-1101		NA	NA	1986
				To:	61-604				
1117	0.09	90	R	From:		<b>_</b>	NA	NA	1986
				To: From:	Dead End Gap Terminus Collier				
1117)	0.15	40	R		Gap Terminus Comer		NA	NA	1999
				To:	61-1393				
$\overline{}$				From:	Dead End				
1118	0.08	40	R				NA	NA	1986
	0.10	150	R	From:	61-1111		NA	NA	1986
1118	0.10	190	ĸ	To:	61-1101 Gap Terminus	$\neg$	INA	INA	1900
	0.44	465	_	From:	61-1122 Gap Terminus		N/A	NIA	4000
1118	0.11	400	R	To:	61-604	$\neg$	NA	NA	1986
				From:	Dead End				
1119	0.11	160	R	<u> </u>	Doug Eng	<b>-</b>	NA	NA	1986
				To: From:	61-1111	<del></del>			
1119	0.10	100	R			<u> </u>	NA	NA	1986
				To:	61-1101				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End				
1120	0.04	100	R		D vad End		NA	NA	1986
				To: From:	61-1111	]			
1120	0.13	70	R	To:	61-1101	٦	NA	NA	1986
				From:	61-604				
1121	0.11	260	R			<u> </u>	NA	NA	1986
				To:	Dead End				
	0.10	320	R	From:	61-1140		NA	NA	1986
1122	0.10	020	.,	To:	61-1118			1471	1000
				From:	Cul-de-Sac				
1123	0.13	40	R				NA	NA	1986
	0.40			From:	61-1124				4000
1123	0.12	160	R	To:	US 13	7	NA	NA	1986
				From:	61-1123				
1124	0.06	130	R			_	NA	NA	1986
				To:	61-1129				
1425	0.15	80	R	From:	Cul-de-Sac		NA	NA	1999
1125	0.10			To:	61-1128		1471	14/1	1000
1125	0.05	140	R	From:	01-1128		NA	NA	1999
				To: From:	61-1127	1			
1125)	0.08	230	R	rioiii <u></u>		<u> </u>	NA	NA	1999
				To: From:	61-1126	]———			
1125	0.06	320	R	To:	(1.642	7	NA	NA	1999
				From:	61-642 0.08 MS 61-1125				
1126	0.08	20	R		0.06 WIS 01-1123	_	NA	NA	1999
				To: From:	61-1125	7			
1126	0.04	70	R				NA	NA	1999
				To:	Dead End				
1127	0.06	20	R	From:	Cul-de-Sac		NA	NA	1999
1127				To:	61-1125				
				From:	Cul-de-Sac				
1128	0.06	60	R	To:	61-1125	7	NA	NA	1999
				From:	Dead End	<u> </u>			
1129	0.15	300	R		Dead Fild	_	NA	NA	1986
				To: From:	61-1124	]———			
1129	0.10	240	R			_	NA	NA	1986
				To:	US 13	<u> </u>			
1130)	0.08	90	R	From:	Cul-de-Sac	_	NA	NA	1986
				To:	61-1131	7			
1130)	0.34	240	R	From:	01 1131	_	NA	NA	1986
				To:	61-688				
$\overline{}$	0.00	200	-	From:	61-1130		NIA	NIA	1000
	0.08	200	R				NA	NA	1986
1131)						_			
1131)	0.22	320	R	From:	61-1132	]	NA	NA	1986

1132   0.07   60   R     61-1131   NA     1132   0.08   460   R     61-688   NA     1135   0.09   280   R   NA     1135   0.37   70   R     END LOOP     1136   0.06   80   R   NA     1136   0.06   120   R   NA     1136   0.04   30   R       1136   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04     1136   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04   0.04	NA NA NA NA NA NA NA	1986 1986 1986 1986
1132	NA NA NA	1986 1986 1986
Te   Cul-de-Sac	NA NA NA	1986 1986 1986
1135 0.08 460 R NA  1136 0.09 280 R NA  1137	NA NA NA	1986 1986 1986
1135 0.09 280 R NA  To BEGIN LOOP  1136 0.06 80 R NA  1136 0.06 120 R NA  To END LOOP  1136 0.06 120 R NA  To Gl-1135 NA  NA  To END LOOP  1136 0.06 MW 61-1135 NA  To Gl-1137 NA  NA  To Cul-de-Sac	NA NA NA	1986 1986 1986
1135 0.09 280 R NA  To BEGIN LOOP  1136 0.06 80 R NA  1136 0.06 120 R NA  To END LOOP  1136 0.06 120 R NA  To Gl-1135 NA  NA  To END LOOP  1136 0.06 MW 61-1135 NA  NA  To Gl-1137 NA  NA  To Gl-1137 NA	NA NA	1986
1135 0.37 70 R NA  To END LOOP  1136 0.06 80 R NA  To 61-1135  NA  1136 0.04 30 R  To Cul-de-Sac	NA NA	1986
1135  0.37  70  R  Te  END LOOP  1136  0.06  80  R  0.06 MW 61-1135  NA  136  0.06  120  R  NA  Tag  From  61-1137  NA  NA  Tag  From  Cul-de-Sac	NA NA	1986
1136 0.06 80 R 0.06 MV 61-1135 NA  1136 0.06 120 R NA  1136 0.04 30 R  To Cul-de-Sac	NA NA	1986
1136) 0.06 80 R NA  1136) 0.06 120 R NA  1136) 0.04 30 R  To Cul-de-Sac	NA	
1136 0.06 80 R NA  1136 0.06 120 R NA  1136 0.04 30 R  To Cul-de-Sac	NA	
1136) 0.06 120 R NA  To Cul-de-Sac NA		1986
1136 0.06 120 R NA  1136 0.04 30 R 61-1137  NA  Cul-de-Sac		1986
1136 0.04 <b>30 R</b> NA NA To Cul-de-Sac	NA	
1136 0.04 <b>30 R</b> NA  Τα Cul-de-Sac	NA 	
		1986
From: 61-1136		
		400
1137) 0.08 <b>70 R</b> NA	NA	1986
eur de bae		
SCE CREATIVE CONTRACT	NA	1986
0.05 <b>500 R</b> NA	10.1	100
From: Dead End		
0.05 <b>50 R</b> NA	NA	199
То: 61-1122		
From: 61-645		
1145 0.06 <b>20 R</b> NA	NA	199
0.22 <b>20 R</b> NA	NA	1999
To 61-1147		
1145 0.01 <b>10 R</b> NA To Cul-de-Sac	NA	1999
011115	NA	1999
1146) 0.06 <b>50 R</b> NA		
From: Cul-de-Sac		
0.13 <b>20 R</b> NA	NA	1999
T <sub>ro</sub> 61-1148		
0.06 <b>30 R</b> NA	NA	1999
То 61-1145		
From: Cul-de-Sac		400
0.08 <b>60 R</b> NA	NA	199
To Front 61-1147		
0.15 <b>50 R</b> NA	NA	1999
To. 61-1149		
0.09 <b>20 R</b> NA	NA	1999
Cit. de Sue		
Cui-de-buc	NA	
0.07 <b>NA</b> NA NA NA	1 17 1	
Front SR 189		
0.04 <b>260 R</b> NA	NA	199
SK 107	NA	

					Nansem	ond Mair									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
City of Suffolk				From:		61-120	02								
(1201)	0.20	260	R						_		NA		NA		1999
				To: From:		0.21 ME 6	1-1202		]						
(1201)	0.20	160	R						_		NA		NA		1999
				To:		61-65	3								
	0.00	40	_	From:		61-120	01				<b>N</b> 1.0		N.1.0		4000
1202	0.06	40	R	To:		Dead F	and		_		NA		NA		1999
				From:		US 58 E									
(1203)	0.09	60	R			US 38 E	503				NA		NA		1999
1203				To:		(1.12)	0.7								
1202	0.07	20	R	From:		61-120	J/				NA		NA		1999
1203				To:		(1.12)	0.4								
1202	0.06	80	R	From:		61-120	J4				NA		NA		1999
1203	0.00		•••	To:		61.10	2.5		_						
1000	0.06	9	R	From:		61-120	05				NA		NA		1999
1203	0.00	·		To:		Dead E	End		7						1000
				From:		Dead E									
1204	0.10	60	R	<u> </u>		Doug I					NA		NA		1999
				To		61-120	03								
1204	0.06	80	R	From:		01 120	33				NA		NA		1999
				To:		US 58 E	BUS								
				From:		61-120	03								
1205)	0.06	80	R	-					_		NA		NA		1999
				To:		US 58 E	BUS								
$\bigcirc$				From:		Dead E	End								
1206	0.09	6	R	To:		110 50 F	NI IO		_		NA		NA		1999
						US 58 E									
	0.13	60	R	From:		Dead E	End				NA		NA		1999
1207	0.10	00	11						_		14/3		IVA		1000
	0.06	80	R	From:		61-120	03				NA		NA		1999
1207	0.00	80	K	To:		US 58 E	BUS		1		INA		INA		1333
				From:		Dead E									
1208	0.23	40	R	<u> </u>		Dead L	and .				NA		NA		1999
				To		0.24 ME De	and End								
1208	0.10	60	R	From:		0.24 NIL DO	ad End		1		NA		NA		1999
				To:		SR 18	39								
				From:		Dead F	End								
1209	0.05	20	R								NA		NA		1999
				To:		61-65	3								
$\bigcirc$				From:		US 58 E	BUS								
1210	0.05	30	R	To:		61.10			_		NA		NA		1999
						61-12									
	0.08	40	R	From:		61-12	12				NA		NA		1999
1211)	0.00	40	ri	To:		61-12	10				INA.		INC		1999
				From:		US 58 E									
1212	0.05	20	R			03 30 E	,00		_		NA		NA		1999
				To:		61-12	11								
				From:		Cul-de-									
1230	0.30	90	R						_		NA		NA		1999
				To:	_	61-63	4								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\cap$	Design Hour	QK AAWDT QW	Year
City of Suffolk						ZITAII	rioui		
(1231)	0.16	45	R	From:	Cul-de-Sac		NA	NA	1999
(1231)				To:	61-1230	1			
$\bigcirc$				From:	61-635				1000
(1232)	0.48	80	R	To:	61-634	_	NA	NA	1999
				From:	ECL URBAN BOUNDARY				
(1301)	0.05	740	R	<u> </u>	Bel erbier beerbier		NA	NA	1986
				To: From:	61-1305	]			
(1301)	0.07	1100	R				NA	NA	1986
	0.07	1200	R	From:	61-1306		NA	NA	1986
1301)	0.07	1200	K	To	(1.1207	_	INA	IVA	1900
1301)	0.06	1000	R	From:	61-1307		NA	NA	1986
				To:	61-1308	¬			
(1301)	0.05	850	R	From:			NA	NA	1986
				To: From:	61-1309				
1301	0.05	580	R	To:	(1.1210	7	NA	NA	1986
				From:	61-1310 ECL URBAN BOUNDARY	1			
1302	0.05	400	R		ECL URBAN BOUNDAR I		NA	NA	1986
				To: From:	61-1305				
1302	0.07	540	R	Tron.		<u> </u>	NA	NA	1986
				From:	61-1306				
1302	0.07	420	R	_		_	NA	NA	1986
(1202)	0.06	420	R	From:	61-1307		NA	NA	1986
1302			.`	To	61-1308				
1302	0.05	470	R	From:	01-1300		NA	NA	1986
				To: From:	61-1309				
1302	0.05	680	R				NA	NA	1986
	0.05			From:	61-1310		NIA	NIA	4000
1302	0.05	820	R			_	NA	NA	1986
1302)	0.04	1000	R	From:	61-1311		NA	NA	1986
1002)			••	To:	SR 337				
				From:	61-1310				
1303	0.05	1400	R			_	NA	NA	1986
	0.08	530	R	From:	61-1311		NA	NA	1986
(1303)	0.00			To	61-1312		11/7	INA	1900
(1303)	0.05	360	R	From:	01-1312		NA	NA	1986
				To: From:	61-1313				
1303	0.05	380	R	. 10011.		<del></del>	NA	NA	1986
				To: From:	61-1314				
(1303)	0.05	350	R			_	NA	NA	1986
	0.05	180	R	From:	61-1315		NA	NA	1986
(1303)	0.03	100		To:	61 1217		INA	IVA	1300
(1303)	0.04	40	R	From:	61-1316		NA	NA	1986
				To:	Dead End				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1312					
(1304)	0.05	50	R		01 1312	_		NA	NA	1986
$\frac{\circ}{\circ}$				To: From:	61-1313	]——				
(1304)	0.05	90	R					NA	NA	1986
	0.05	80	R	From:	61-1315	_		NA	NA	1986
(1304)	0.05	80	K	To:	61-1316	1		INA	INA	1900
				From:	Dead End					
1305	0.07	120	R					NA	NA	1986
	2.22			To: From:	61-1351	]				4000
1305	0.09	380	R			_		NA	NA	1986
	0.07	600	R	From:	61-1363			NA	NA	1986
1305	0.07	000	IX.	To:	OD 227	_		INA	IVA	1300
1305)	0.12	460	R	From:	SR 337			NA	NA	1986
(1505)				To:	61-1302	<b></b>				
1305	0.13	380	R	From:	V1-1JV2			NA	NA	1986
				To: From:	61-1318					
(1305)	0.06	100	R			_		NA	NA	1986
				To:	Dead End					
	0.09	150	R	From:	Dead End			NA	NA	1986
1306	0.09	130	IX	To	(1.10/2	_		INA	INA	1300
(1306)	0.07	460	R	From:	61-1363			NA	NA	1986
1306				To	SR 337					
(1306)	0.11	400	R	From:	5K 337	_		NA	NA	1986
				To: From:	61-1302	<del></del>				
1306	0.13	370	R			<u> </u>		NA	NA	1986
				To: From:	61-1318					
1306	0.12	130	R			_		NA	NA	1986
				To:	Dead End					
(1307)	0.14	130	R	From:	Dead End			NA	NA	1986
(1307)				To:	SR 337					
(1307)	0.10	650	R	From:	5K 337			NA	NA	1986
				To: From:	61-1302	7——				
(1307)	0.13	640	R	From:				NA	NA	1986
				To: From:	61-1301	]				
(1307)	0.02	680	R					NA	NA	1986
<u> </u>				To: From:	61-1318	]				
(1307)	0.13	100	R	To:	Dead End	1		NA	NA	1986
				From:	Dead End	<u> </u>				
(1308)	0.17	150	R		Dead Ellid	_		NA	NA	1986
				To: From:	SR 337	<b>—</b>				
(1308)	0.09	280	R	riom:				NA	NA	1986
				To: From:	61-1302					
(1308)	0.13	280	R			_		NA	NA	1986
				To: From:	61-1301 Gap Terminus 61-1318 Gap Terminus					
(1308)	0.13	130	R	<u> </u>	or 1510 Sup reminus			NA	NA	1986
				To:	Dead End	<u> </u>				

Route	Length	AADT	QA	4Tire	RHE	Axle 3+A				QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk				From:		Dead End			1						
1309)	0.16	350	R			- vuu Liiu			_		NA		NA		1986
$\frac{\circ}{\circ}$				To: From:		SR 337									4000
1309	0.07	420	R	_					_		NA		NA		1986
1309)	0.12	400	R	From:		61-1302					NA		NA		1986
1309				To:		8 Gap Termi									
(1300)	0.12	1500	R	From:	61-130	1 Gap Termi	nus				NA		NA		1986
(1309)				To:		61-1317			1						
1309	0.18	2100	R	From:		01 1317					NA		NA		1986
	0.05	400		To: From:		61-1321			]		NIA		NIA		4000
1309	0.05	180	R	To:		61-1320			1		NA		NA		1986
				From:		Dead End									
1310	0.07	280	R			-			_		NA		NA		1986
				To: From:		61-1365									
(1310)	0.05	3500	R	To:		61-1332			7		NA		NA		1986
				From:		332 Truman I									
1310	0.39	5600	G	94% To:	1%	2% 2º	%	1%	0%	С	NA		5800	G	2001
				From:	SR 33	SR 337 7 E. Washing	ton								
1310) 6TH ST	0.05	710	G	93%	1%	0% 49	%	1%	0%	F	NA		740	G	2001
	0.12	880	G	From: 93%		02 Bank St. I 0% 5°		1%	0%	С	NA		910	G	2001
(1310)	0.12	000		To:	61-1301 Gap						14/1		010		2001
Goodman St	0.11	E20	•	93%		1318 Clary D 0% 5°		1%	0%	F	NA		550	G	2001
(1310) Goodman St	0.11	530	G	To:		317 Center A		1 /0	7 0 /%	ŗ	INA		330	G	2001
$\bigcirc$	0.04	4000	_	From:		61-1317					NIA		NIA		4000
(1310)	0.01	1200	R	_					_		NA		NA		1986
(1)	0.05	120	R	From:	0.01	MN 61-131	7				NA		NA		1986
1310	0.00	120	.``	To:		Dead End									1000
				From:		Dead End									
(1311)	0.13	100	R								NA		NA		1986
	0.00	F00		From:		61-1303		•			NIA		NIA		1000
(1311)	0.06	500	R	T.		an			_		NA		NA		1986
(1311)	0.11	150	R	From:		SR 337					NA		NA		1986
	<b></b>			To:		Dead End									
_				From:		61-1304									
1312	0.05	80	R						_		NA		NA		1986
	0.05	350	R	From:		61-1303					NA		NA		1986
(1312)	0.05	330	ĸ	To:		GD 227			<b>-</b> i		INA		INA		1900
(1312)	0.10	120	R	From:		SR 337					NA		NA		1986
	-			To:		Dead End									
$\overline{}$				From:		61-1304									
(1313)	0.05	120	R						_		NA		NA		1986
	0.05	380	R	To: From:		61-1303					NA		NA		1986
(1313)	0.05	300	_ ĸ	To		CD 227					INA		INA		1900
(1313)	0.08	120	R	From:		SR 337					NA		NA		1986
1515				To:	Dead E	nd Gap Term	inus								

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
	Lengui	AADI	QЛ	41116	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC AANDI QII	i cai
City of Suffolk				From:	Dead End Gap Terminus					
(1313)	0.10	110	R					NA	NA	1986
	0.10	100	R	To: From:	61-1325	_		NA	NA	1986
(1313)	0.10	100	K	To:	Dead End	_		INA	INA	1900
				From:	Dead End					
(1314)	0.03	50	R					NA	NA	1986
				To: From:	61-1304					1000
(1314)	0.05	120	R					NA	NA	1986
	0.05	420	R	From:	61-1303			NA	NA	1986
(1314)	0.00	420	IX.	To:	CD 227	_		INA	INA	1300
(1314)	0.05	120	R	From:	SR 337			NA	NA	1986
(1014)				To:	Dead End Gap Terminus					
(1314)	0.10	120	R	From:	Dead End Gup Terminus			NA	NA	1986
				To:	61-1325					
$\bigcirc$	0.03	20	Б	From:	Dead End			NIA	NIA	1000
(1315)	0.03	30	R			_		NA	NA	1986
(1245)	0.05	170	R	From:	61-1304			NA	NA	1986
(1315)	0.00	170		To:	61-1303				107	1000
(1315)	0.05	490	R	From:	01-1303			NA	NA	1986
				To:	SR 337					
$\bigcirc$			_	From:	Dead End					
1316	0.08	80	R					NA	NA	1986
	0.05	240	R	From:	61-1304			NA	NA	1986
(1316)	0.03	240	K	To	(1.1202	_		INA	IVA	1900
(1316)	0.05	460	R	From:	61-1303			NA	NA	1986
(1010)				To:	SR 337					
				From:	61-1309					
(1317)	0.05	1400	R	To:	61-1310; 61-1325	_		NA	NA	1986
				From:	ECL URBAN BOUNDARY					
(1318)	0.07	200	R		ECL ORBAN BOONDART			NA	NA	1986
				To: From:	61-1305					
1318	0.06	320	R	rioin.				NA	NA	1986
				To: From:	61-1306					
1318	0.05	480	R					NA	NA	1986
_	0.06	1000	D	From:	61-1307	_		NΙΛ	NIA	1006
1318	0.06	1900	R	To				NA	NA	1986
(1318)	0.05	1900	R	From:	61-1308			NA	NA	1986
(1318)	3.00			To:	61-1309	¬				
(1318)	0.05	820	R	From:	01-1307			NA	NA	1986
				To:	61-1310					
$\bigcirc$	2.12	40-	_	From:	US 58 BUS					4000
1319	0.13	490	R					NA	NA	1986
	0.09	190	R	To: From:	61-642	_		NA	NA	1986
(1319)	0.09	190	ĸ	To:	61-1322; 61-1323	_		INA	INA	1900
				From:	ECL URBAN BOUNDARY					
1320	0.10	150	R			<u> </u>		NA	NA	1986
$\overline{}$				To:	61-1309					

Route	Length	AADT	QA	4Tire	Nansemond Maintenance Area Truck Bus		- QC	Design	QK AAWDT QW	Year
City of Suffolk	_0g				2Axle 3+Axle 1Trail	2Trail	40	Hour	Q. ( ) J. ( ) Q. (	. • • •
	0.10	90	Ъ	From:	61-1309			NIA	NIA	1006
1320)	0.10	80	R	To:	Dead End	$\neg$		NA	NA	1986
				From:	ECL URBAN BOUNDARY					
1321)	0.13	2000	R			<b></b>		NA	NA	1986
				To:	61-1309					
$\bigcirc$	0.00	40	_	From:	BUS US 58			NIA	NIA	4000
1322	0.06	49	R					NA	NA	1986
	0.16	120	R	From:	61-642			NA	NA	1986
1322	0.10	120	K	т	(1.1010.(1.1000	_		INA	INA	1900
	0.24	120	R	From:	61-1319; 61-1323			NA	NA	1986
1322	0.21	120		To:	Dead End			1471		1000
				From:	US 58 BUS					
1323	0.18	580	R					NA	NA	1986
				To: From:	61-642	<u> </u>				
1323	0.14	50	R			_		NA	NA	1986
				To:	61-1319; 61-1322					
1324) Hollywood Ave	0.06	2600	G	83%	SR 337 Washington St 0% 1% 15% 0%	0%	С	NA	2700 G	2001
Hollywood Ave	0.00	2000	G	0370		U%	C	INA	2700 G	2001
	0.13	2200	R	From:	61-1325 Center Ave			NA	NA	1986
1324	0.10	2200	IX	To:	(1.100)	_		IVA	IVA	1300
1224	0.05	1900	R	From:	61-1326			NA	NA	1986
1324	0.00			To:	61 1252			101		1000
1324	0.06	1700	R	From:	61-1352			NA	NA	1986
1324				To:	61-1333					
1324	0.05	1600	R	From:	01-1333			NA	NA	1986
				To	61-1341	<b></b>				
1324	0.08	740	R	From:	0. 15.1			NA	NA	1986
				To: From:	61-1342	<b>¬</b> —				
1324	0.06	640	R	rioii.				NA	NA	1986
				To: From:	61-1345					
1324)	0.03	150	R			_		NA	NA	1986
				To:	61-1386					
1325) Center Ave	0.39	4000	•	91%	61-1310 Goodman St 1% 0% 6% 1%	 0%	С	NA	1900 G	2001
Center Ave	0.39	1800	G	9 1 70 To:	61-1324 Hollywood Ave	7 0%	C	INA	1900 G	2001
				From:	Dead End					
1326	0.06	90	R	<u> </u>	Dette Ent			NA	NA	1986
				To: From:	61-1324					
1326	0.09	100	R	From:				NA	NA	1986
				To:	Dead End					
$\bigcirc$			_	From:	61-1328					1000
1327	0.11	240	R	To:	Dead End	$\neg$		NA	NA	1986
				From:	Dead End  Dead End					
1328	0.15	940	R		Deau Ellu			NA	NA	1986
				To	61-1327					
1328	0.05	1300	R	From:	01-132/			NA	NA	1986
				To:	61-642					
	<u> </u>			From:	Pinner St					
01d Pinner St	0.17	20	R			_		NA	NA	1999
				To:	US 58 Bus Constance Rd					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:		1				
(1330)	0.10	120	R	Troni.	0.10 MS 61-1325			NA	NA	1986
<u> </u>				To:	61-1325	<u> </u>				
1330	0.14	260	R			_		NA	NA	1986
				To: From:	Dead End					
(1221)	0.12	120	R	Pioni.	0.12 MN 61-1325			NA	NA	1986
1331)				To:	61-1325					
1331)	0.10	180	R	From:	V1 1320			NA	NA	1986
				To:	Dead End					
	0.17	2000	В	From:	61-642			NA	NA	1096
1332	0.17	2900	R	. —		_		INA	NA	1986
(1222)	0.06	3000	R	From:	61-1339			NA	NA	1986
1332	0.00			To:	61-1310					.000
1332	0.17	1800	R	From:	01-1310			NA	NA	1986
				To: From:	61-1334					
1332	0.17	1200	R	From:				NA	NA	1986
				From:	61-1354					
1332	0.07	480	R					NA	NA	1986
				To: From:	61-1355					
1332	0.06	390	R					NA	NA	1986
$\overline{}$	0.12	180	R	From:	61-1356			NA	NA	1986
1332	0.12	100	ĸ	To:	Dead End			INA	INA	1900
				From:	Dead End	ĺ				
1333)	0.14	140	R					NA	NA	1986
				To:	61-1324					
	0.05	110	R	From:	61-1335			NA	NA	1986
1334	0.03	110	K	т				INA	IVA	1900
1334	0.04	1300	R	From:	61-1332			NA	NA	1986
1334)				To	61-1365					
1334)	0.11	1200	R	From:	01-1303			NA	NA	1986
				To:	61-1366					
	0.05	4.400	_	From:	61-1310			NIA	NIA	4000
1335	0.05	1400	R					NA	NA	1986
	0.06	1500	R	From:	61-1337			NA	NA	1986
1335	0.00	1300	IX	To:	(1.122)	_		IVA	IVA	1300
1335	0.06	840	R	From:	61-1336			NA	NA	1986
				To:	61-1334	<b></b>				
1335	0.04	830	R	From:	0. 1001	_		NA	NA	1986
				To: From:	61-1353	<u> </u>				
1335	0.12	700	R			<u> </u>		NA	NA	1986
				To:	61-1354					
	0.03	70	R	From:	61-1335			NA	NA	1986
1336	0.03	70	N	To:	Dead End	ī		14/4	INC	1900
				From:	61-1335					
1337	0.08	160	R			<u>-</u>		NA	NA	1986
				To:	Cul-de-Sac	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End					
(1338)	0.03	90	R	<u> </u>				NA	NA	1986
<u> </u>				To: From:	61-1339					
(1338)	0.06	380	R	To	(1.1010	_		NA	NA	1986
				To: From:	61-1310	1				
(1220)	0.08	330	R	Pioni.	61-1338			NA	NA	1986
(1339)	0.00			To:	61-1340					
1339	0.10	110	R	From:	01-1340	_		NA	NA	1986
				То:	61-1332					
				From:	Dead End					
(1340)	0.03	70	R	т	C. 1000	_		NA	NA	1986
				To:	61-1339					
	0.20	340	R	From:	0.20 MW 61-1324			NA	NA	1986
1341)	0.20	340	ĸ	т		_		INA	IVA	1900
	0.08	80	R	From:	61-1324			NA	NA	1986
1341)	0.00	00	Λ.	To:	Dead End	1		INC	IVA	1300
				From:	0.14 MW 61-1324					
1342	0.14	180	R			_		NA	NA	198
				To: From:	61-1324	7				
1342	0.11	120	R	Pioni.		_		NA	NA	1986
				To:	Dead End					
$\sim$				From:	0.10 MS 61-1325					
1343	0.10	130	R					NA	NA	198
				From:	61-1325	]				
1343)	0.05	100	R	To:	D 15.1	_		NA	NA	1986
					Dead End					
	0.08	100	R	From:	0.08 MS 61-1348			NA	NA	1986
1344	0.00	100	11	To	(1.1040	_		14/1	14/1	1000
	0.06	340	R	From:	61-1348			NA	NA	1986
1344	0.00	040	• • • • • • • • • • • • • • • • • • • •	To:	61-614	7			147.	100
				From:	0.06 MW 61-1324					
1345	0.06	110	R			_		NA	NA	198
				To: From:	61-1324	<b>7</b> ——				
1345)	0.17	220	R	rion:		<u>-</u>		NA	NA	1986
				To:	Dead End	1				
$\bigcirc$	0.00			From:	0.08 MS 61-1325					400
1346	0.08	200	R					NA	NA	1986
	2.25			From:	61-1325			N/ A	NIA.	400
1346	0.05	140	R	To:	Dead End	7		NA	NA	1986
				From:	61-1357	1				
1347)	0.13	150	R		01-1337	_		NA	NA	1986
				To:	SR 337	<u></u>				
				From:	0.08 M NW 61-1344					
1348)	0.08	60	R			_		NA	NA	1986
				To: From:	61-1344	]——				
1348	0.07	170	R			_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	2.12		_	From:	Dead End					400
1349	0.10	100	R	To:	(1.1305 (1.1305	7		NA	NA	1986
					61-1325; 61-1387					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
	Lengin	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	real
City of Suffolk				From:	61-1357					
1350)	0.08	190	R			<del>-</del>		NA	NA	1986
				To:	SR 337					
	0.05	200	R	From:	61-642			NA	NA	1986
1351	0.00	200	IX.	To:	61-1305			IVA	INA	1300
				From:	0.09 MW 61-1324					
1352	0.09	80	R	' <u>-</u>				NA	NA	1986
				To: From:	61-1324	]——				
1352	0.05	40	R	To:	Dead End	7		NA	NA	1986
				From:	Cul-de-Sac					
1353	0.05	140	R	<u> </u>	Cui-uc-sac	_		NA	NA	1986
				To:	61-1335					
$\overline{}$				From:	Dead End					1000
1354	0.04	47	R			_		NA	NA	1986
	0.05	740	R	From:	61-1335			NA	NA	1986
1354	0.00	/40		To:	(1.1000			11/7	INC	1300
1354	0.05	1100	R	From:	61-1332			NA	NA	1986
1334				To:	61-1365	1				
1354	0.05	610	R	From:	01 1300	_1		NA	NA	1986
				To: From:	61-1382	]				
1354	0.11	520	R			_		NA	NA	1986
				To:	61-1366					
2055	0.04	100	R	From:	Cul-de-Sac			NA	NA	1986
1355	0.04	100		To:	61-1332	]		1471	14/1	1000
_				From:	Cul-de-Sac					
1356	0.05	180	R	To:	(1.1000	-		NA	NA	1986
				From:	61-1332	1				
1357)	0.04	120	R	rion.	61-1358	_		NA	NA	1986
.1337)				To:	61-1350	1				
1357)	0.06	120	R	From:	01 1300			NA	NA	1986
				To:	61-1347					
$\bigcirc$	0.04	50		From:	Cul-de-Sac			NA	NA	1986
1358	0.04	50	R	-		-		INA	INA	1900
1358	0.10	300	R	From:	61-1364			NA	NA	1986
1358				To:	61-1357	1				
1358)	0.06	360	R	From:	01-1337	_		NA	NA	1986
				To:	SR 337					
$\bigcirc$	0.40	400		From:	61-614			NIA	NIA	4000
1359	0.19	120	R	To	Dead End	1		NA	NA	1986
				From:	Cul-de-Sac	ì				
1360)	0.06	80	R			<del>-</del>		NA	NA	1986
				To:	SR 337					
<u> </u>	0.13	40	В	From:	Dead End			NA	NA	1999
1361)	0.13	10	R	Tai	(1.100)	-		INA	INA	1999
1361)	0.11	30	R	From:	61-1393			NA	NA	1999
Lata III	U. 1 1							1 47 1	1111	, 500

					Nansem						Declara				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk								iiiali	LIIAII		i ioui				
1361)	0.34	80	R	From:		61-139	92				NA		NA		1986
(1361)	0.01		.`	To:		61-130	62								
1361	0.02	170	R	From:		01 150	02		_		NA		NA		1986
				To:		61-64									
	0.14	NA		From:		Dead E	End				NA		NA		
1362	0.14	NA		To:		61-130	61		7		INA		INA		
				From:		61-130									
1363	0.05	120	R								NA		NA		1986
				From:		61-130	06		]						
1363	0.04	70	R	To:		Dead E	and and		7		NA		NA		1986
				From:		Cul-de-			<u> </u>						
1364)	0.02	40	R			Cui-ue-	Sac				NA		NA		1986
				To:		61-135	58								
				From:		Dead E	End								4
1365	0.07	100	R						_		NA		NA		1986
	0.05	340	R	From:		61-138	85				NA		NA		1986
(1365)	0.03	340	K	т		(1.10)	10		_		INA		INA		1900
1365	0.04	3600	R	From:		61-13	10				NA		NA		1986
1365				To:		61-130	66								
1365	0.12	460	R	From:		01-130	00		_		NA		NA		1986
				To: From:		61-133	34								
1365	0.18	450	R								NA		NA		1986
				To: From:		61-135	54								
1365	0.09	780	R								NA		NA		1986
_	0.00	200		From:		61-138	81				NIA		NIA		4000
1365	0.09	380	R						_		NA		NA		1986
1365	0.09	140	R	From:		61-13	79				NA		NA		1986
(1365)			.``	To:		Dead E	End								
				From:		61-130	65								
1366	0.11	2200	R								NA		NA		1986
	2.22	4000		To: From:		61-138	84		]		N/ A		NI A		4000
(1366)	0.09	1900	R	_					_		NA		NA		1986
(1266)	0.14	3300	R	From:		61-133	34				NA		NA		1986
1366	U. 1 <del>1</del>	3300		To		(1.12)	02						1 1/71		1500
1366)	0.05	1700	R	From:		61-138	0.3			_	NA		NA		1986
				To		61-135	54		7						
(1366)	0.09	2900	R	From:		3.2.20			_		NA		NA		1986
				To: From:		61-13	79		]						
1366	0.17	3500	R								NA		NA		1986
				To: From:		61-13	78								
1366	0.05	2000	R								NA		NA		1986
	0.10	4400		To: From:		61-1367 V	WEST				NIA		NIA		1000
1366	0.12	1400	R						_		NA		NA		1986
4266	0.06	480	R	To: From:		61-136	68				NA		NA		1986
1366				To:		61-13	76								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
ity of Suffolk				From:	61-1376					
366)	0.16	640	R			_		NA	NA	1986
				To: From:	61-1367 EAST	1				
1367	0.04	80	R	rioin.	Dead End			NA	NA	1986
				To: From:	61-1369	7				
1367	0.06	890	R	FIGHT.				NA	NA	1986
				To: From:	61-1366 WEST	]——				
1367	0.29	660	R			_		NA	NA	1986
	0.10	240		From:	61-1377			NΙΔ	NIA	1006
1367	0.19	310	R	To:	61-1366 EAST			NA	NA	1986
				From:	61-1366	1				
1368)	0.06	910	R					NA	NA	1986
				To: From:	61-1369					
1368	0.10	620	R					NA	NA	1986
				To: From:	61-1374					1000
1368	0.09	280	R			_		NA	NA	1986
	0.12	200	R	From:	61-1375			NA	NA	1986
1368	0.12	200	K	To:	Dead End			INA	IVA	1900
				From:	Dead End					
1369	0.09	140	R					NA	NA	1986
				To: From:	61-1367					
1369	0.06	380	R					NA	NA	1986
				To: From:	61-1370	]				
1369	0.07	340	R			_		NA	NA	1986
	0.07	540	R	From:	61-1368			NA	NA	1986
1369	0.07	540	K	т		_		INA	IVA	1900
1369	0.06	480	R	From:	61-1371			NA	NA	1986
1503)				To: From:	61-1372					
1369)	0.03	130	R	From:	01 1372	_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	0.04		_	From:	Cul-de-Sac			NIA	NIA	4000
1370	0.04	70	R	To:	61-1369	1		NA	NA	1986
				From:	Cul-de-Sac					
1371)	0.05	120	R					NA	NA	1986
				To:	61-1369					
$\frown$	0.07	260	R	From:	61-1373			NA	NA	1986
1372	0.07	200	K	To:	61-1369	1		INA	IVA	1900
				From:	61-1372	1				
1373	0.12	240	R			_		NA	NA	1986
				To:	Cul-de-Sac					
(274)	0.06	160	R	From:	Cul-de-Sac			NA	NA	1986
1374	0.00	100	^	To:	61-1368	1		14/7	I W.T.	1300
				From:	Cul-de-Sac					
1375)	0.07	80	R			_		NA	NA	1986
				To:	61-1368					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1366					
1376	0.03	120	R	т	0.1.1.0	_		NA	NA	1986
				To: From:	Cul-de-Sac	<u> </u>				
1377)	0.07	180	R	110.11.	Cul-de-Sac			NA	NA	1986
1371)				To:	61-1367					
				From:	Cul-de-Sac					
1378	0.11	190	R			_		NA	NA	1986
				To:	61-1366					
$\frown$	0.04	300	R	From:	61-1366			NA	NA	1986
1379	0.04	300	ĸ	_		_		INA	INA	1900
$\overline{}$	0.16	360	R	From:	61-1380			NA	NA	1986
1379	0.16	360	ĸ	To:	61-1365	1		INA	INA	1900
				From:	Cul-de-Sac					
1380	0.05	180	R		Cur-uc-Suc			NA	NA	1986
				To:	61-1379					
				From:	61-1365					
1381	0.06	150	R			_		NA	NA	1986
				To:	Cul-de-Sac					
	0.00	440	_	From:	61-1354			NIA	NIA	4000
1382	0.03	140	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:		1				
1383)	0.26	100	R	110.11.	BEGIN LOOP			NA	NA	1986
1383	5.25		••	To:	END LOOP	_				
1383	0.03	350	R	From:	END LOOP			NA	NA	1991
1303)	0.00		••	To:	61-1366	1				
				From:	61-1366					
1384	0.07	180	R	<u> </u>				NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac					
1385	0.03	80	R	To:	(1.12/5	_		NA	NA	1986
				From:	61-1365	<u> </u>				
	0.12	20	R	Pioni.	61-1324	_		NA	NA	1986
1386	0.12	20	IX.	To:	Dead End	1		INA	IVA	1500
				From:	61-1325; 61-1349					
1387	0.04	1900	R	<u> </u>				NA	NA	1987
				To:	Dead End					
$\sim$				From:	61-642					
1388	0.38	90	R	To	D 15.	_		NA	NA	1995
				To:	Dead End	1				
	0.31	NA		From:	61-1117			NA	NA	
1390	0.31	1474		To:	61-1361	1		INA	INA	
				From:	61-1390	1				
1391)	0.04	NA			J1 15/V	_		NA	NA	
				To:	Cul-de-Sac					
				From:	61-1361					
1392	0.04	10	R			_		NA	NA	1999
				To:	Cul-de-Sac	<u> </u>				
$\overline{}$				From:	61-1361			N. A.		4000
1393	0.05	10	R	To:	(1 1117	<b>-</b> 1		NA	NA	1999
					61-1117					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:		1				
(1393)	0.08	20	R	rioni.	61-1117			NA	NA	1999
				To:	Cul-de-Sac					
				From:	61-1329					
1394	0.14	5800	R	To:	US 58 BUS	_		NA	NA	1995
				From:	61-1329	1				
1395	0.07	90	R	<u> </u>	01-1327	_		NA	NA	1995
				To:	Dead End					
$\bigcirc$				From:	BEGIN LOOP					
1396	0.43	40	R					NA	NA	1999
$\overline{}$	0.17	20	R	From:	END LOOP			NA	NA	1999
1396	0.17	20	ĸ	To:	SR 337	1		INA	INA	1999
				From:	Dead End					
1401)	0.14	40	R					NA	NA	1986
				To: From:	61-1404					
1401)	0.10	140	R			_		NA	NA	1986
				To:	61-604					
(1402)	0.26	120	R	From:	Dead End			NA	NA	1986
(1402)	0.20	120	• • • • • • • • • • • • • • • • • • • •	To:	61 1404	_		1471	14/1	1000
(1402)	0.10	410	R	From:	61-1404			NA	NA	1986
1.102				To:	61-604					
				From:	Dead End					
(1403)	0.07	70	R					NA	NA	1986
$\overline{\bigcirc}$				From:	61-1404					1000
1403	0.10	190	R	To:	61-604	_		NA	NA	1986
				From:	61-1401					
(1404)	0.06	170	R	<u> </u>	01-1401			NA	NA	1986
				To: From:	61-1402	1				
(1404)	0.05	150	R					NA	NA	1986
				To:	61-1403					
	0.15	100	R	From:	Dead End			NA	NA	1986
(1410)	0.15	100	ĸ			_		INA	IVA	1900
(1410)	0.22	340	R	From:	61-1413			NA	NA	1986
(1410)				To:	61-1412					
(1410)	0.20	500	R	From:	U1-1412			NA	NA	1986
				To: From:	61-1411	<b>—</b>				
1410	0.13	530	R					NA	NA	1986
				To:	61-604					
	0.04	40	В	From:	61-1410			NA	NIΛ	1006
1411)	0.04	40	R	To	Dead End	1		INA	NA	1986
				From:	61-1410					
1412	0.14	120	R			_		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.40	440	_	From:	61-1410			N/A	NIA	1006
1413)	0.18	440	R	To:	61-1414	1		NA	NA	1986
				From:	61-1415					
1414)	0.08	190	R			_		NA	NA	1986
				To:	61-1413					

					Nansemond Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
City of Suffolk										
	0.10	190	R	From:	61-1413			NA	NA	1986
(1414)	0.10	130	IX	To:	Cul-de-Sac	7		INA	INA	1300
				From:	61-1414					
(1415)	0.38	NA			·	_		NA	NA	
				To:	61-1410					
$\bigcirc$				From:	61-604					
1420	0.25	280	R					NA	NA	1986
	0.07	400		To: From:	61-1421	_		NIA	NIA	4000
(1420)	0.07	120	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	61-1420					
1421)	0.05	120	R		01-1420			NA	NA	1986
$\bigcup$				To:	Cul-de-Sac					
				From:	61-604					
1430	0.20	670	R	To	(1.110)	_		NA	NA	1995
				To:	61-1431					
	0.21	190	R	From:	0.21 MW 61-1430			NA	NA	1995
(1431)	0.21	130	IX	т	51.1120	_		IVA	INA	1000
(1424)	0.34	210	R	From:	61-1430			NA	NA	1995
(1431)	0.01	0		To:	Cul-de-Sac			1471	177	1000
				From:	Cul-de-Sac					
1440	0.19	20	R					NA	NA	1999
				To:	US 460 BUS					
$\bigcirc$	0.07		_	From:	61-600					4000
1500	0.27	140	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:		+				
(1501)	0.15	1800	R		US 17	_		NA	NA	1986
(1501)				To	61-1504					
(1501)	0.03	1500	R	From:	01-130-			NA	NA	1986
				To	61-1503	<b></b>				
(1501)	0.30	1100	R	From:	01 1303	_		NA	NA	1986
				To	61-1508	_				
(1501)	0.33	1400	R	From:				NA	NA	1986
				To: From:	61-1502	<b>—</b>				
(1501)	0.06	720	R	1 IOIII.				NA	NA	1986
				To: From:	61-1507					
(1501)	0.11	560	R			<u>_</u>		NA	NA	1986
				To: From:	61-1509	_				
1501	0.09	460	R			_		NA	NA	1986
				To: From:	61-1506					
(1501)	0.03	100	R					NA	NA	1986
$\sim$				To: From:	61-1505					
(1501)	0.15	130	R			_		NA	NA	1986
				To:	Dead End					
$\cap$	0.10	200		From:	Dead End			NIA	NA	1000
(1502)	0.19	200	R			_		NA	NA	1986
$\overline{}$	0.20	200		To: From:	61-1505			NIA	NIA.	1000
(1502)	0.20	280	R	To:	61-1501	_		NA	NA	1986
					01-1301					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End	T				
1503)	0.17	340	R			_		NA	NA	1986
				To:	61-1501					
	0.30	190	R	From:	Dead End	_		NA	NA	1986
1504	0.30	190	K	To:	61-1501	7		INA	INA	1300
				From:	61-1502					
1505	0.11	80	R	-		_ _		NA	NA	1986
				To:	61-1501					
	0.25	220	R	From:	61-1501	_		NA	NA	1986
1506	0.20	220	IX.	To:	Dead End	٦		147.	14/1	1000
				From:	61-1501					
1507	0.40	160	R			_		NA	NA	1986
				To:	Dead End					
$\overline{}$	0.00	60	Б	From:	61-1501			NIA	NIΛ	100/
1508	0.09	60	R	To:	Dead End	1		NA	NA	1986
				From:	61-1501					
1509	0.14	70	R		01 1301	_1		NA	NA	1986
				To:	Bell Street					
$\bigcirc$			_	From:	Dead End					400
1510	0.19	130	R	To:	61-720	7		NA	NA	198
				From:	61-628					
1511	0.10	240	R		01-028			NA	NA	198
				To: From:	61-1512					
1511	0.08	200	R	From:		<b>_</b>		NA	NA	1986
				To:	61-1513					
$\bigcirc$	0.40	4.5	_	From:	61-1511			NIA	NIA	400/
1512	0.16	45	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	61-1511					
1513	0.14	80	R		0.7 10.7			NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$				From:	61-628					400
1514)	0.07	300	R					NA	NA	1986
	0.14	400		From:	61-1515 NORTH			NA	NIΛ	100
1514	0.14	100	R		21.487=	7		NA	NA	1986
1514)	0.04	220	R	From:	61-1517			NA	NA	1986
1514				To:	61 1515 GOLUTU					
1514)	0.06	100	R	From:	61-1515 SOUTH			NA	NA	1986
				To:	61-1518	1				
1514)	0.07	40	R	From:	01 1510	_		NA	NA	1986
				To:	Cul-de-Sac					
$\overline{}$			_	From:	61-1514 NORTH					
1515	0.12	45	R			_		NA	NA	1986
	0.40			To: From:	61-1516			N I A	A I A	400
1515	0.13	30	R	To:	61-1514 SOUTH	1		NA	NA	1986
				From:	Cul-de-Sac	1				
1516)	0.05	20	R		Curuc-Dat	_		NA	NA	1986
				To:	61-1515	<u></u>				

					Nansemo	ond Mainten	ance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
City of Suffolk				From:		61-1514									
(1517)	0.04	30	R						_		NA		NA		1986
				To:		Cul-de-Sac									
	0.04	40	R	From:		61-1514					NA		NA		1986
1518	0.04	40	K	To:		Cul-de-Sac					INA		INA		1300
				From:		61-698									
1519	0.08	200	R						_ <del>-</del>		NA		NA		1986
				To: From:		61-1520									
1520	0.02	20	R	From:		Cul-de-Sac					NA		NA		1999
1520	0.02		• • • • • • • • • • • • • • • • • • • •	To:		61-1532									
1520	0.20	45	R	From:		01-1332					NA		NA		1999
				To: From:		61-1519									
1520	0.07	150	R	From:					_		NA		NA		1986
				To: From:		61-1521			]						
1520	0.10	100	R								NA		NA		1986
				To: From:		61-1522									
1520	0.11	60	R	To:		C-1 1- C			7		NA		NA		1986
				From:		Cul-de-Sac 61-1520									
1521	0.08	48	R			01-1320			_		NA		NA		1986
				To:		Cul-de-Sac									
$\overline{}$				From:		61-1520									
1522	0.06	80	R	To:		Cul-de-Sac			7		NA		NA		1986
				From:		US 17									
1523	0.02	800	R			0317					NA		NA		1986
				To		61-1528			1						
1523	0.23	790	R	rioii.							NA		NA		1986
				To: From:		61-1524			]						
1523	0.21	370	R						7		NA		NA		1986
				To: From:		Cul-de-Sac									
1524	0.15	430	R	rioin.		61-1523					NA		NA		1986
1524)				To:		61-1525									
1524	0.12	80	R	From:		01-1323			_		NA		NA		1986
				To:		Cul-de-Sac									
$\bigcirc$	0.45		_	From:		Cul-de-Sac									1000
1525	0.45	70	R	To:		61-1524			1		NA		NA		1999
				From:		61-1525									
1526	0.05	47	R						_		NA		NA		1986
				To:		Cul-de-Sac									
$\bigcirc$	0.12	70	_	From:		61-1525					NIA		NIA		4000
1527	0.13	70	R	To:		Cul-de-Sac			7		NA		NA		1986
				From:		61-1523			1						
1528	0.76	190	R	<u> </u>					_		NA		NA		1986
_				To: From:		61-1530			]						
1528	0.88	160	R		-				7		NA		NA		1986
				To:		Dead End			1						
1520	0.25	60	R	From:		61-628					NA		NA		1986
1529	3.20			To:		61-698									
	· · · · · · · · · · · · · · · · · · ·							_							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1528	1				
1530	0.15	80	R		01-1320	_		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.05			From:	Cul-de-Sac			NIA	NIA	4000
1532	0.05	30	R	To:	61-1520	7		NA	NA	1999
				From:	61-628					
1533	0.04	270	R		01 020	_		NA	NA	1986
				To: From:	61-720	<del>_</del>				
1533	0.08	60	R			_		NA	NA	1986
				To:	Cul-de-Sac					
	0.00	40		From:	Cul-de-Sac			NIA	NIA	4000
1534	0.09	46	R	To:	61-720	7		NA	NA	1986
				From:	61-720					
1535	0.15	60	R		01-720	_		NA	NA	1986
				To:	Cul-de-Sac					
$\overline{}$				From:	Dead End					
1538	0.11	NA		To:	(1.150/	7		NA	NA	
				From:	61-1506	1				
1539	0.37	70	R	110	61-1506	_		NA	NA	1999
(1539)	0.0.			To:	Cul-de-Sac	1				
				From:	61-600					
1540	0.69	70	R			_		NA	NA	1986
				To:	61-1541					
	0.11	40	_	From:	Dead End	_		NIA	NIA	1000
1541	0.11	40	R			_		NA	NA	1986
	0.06	40	R	From:	61-1540			NA	NA	1986
1541)	0.00	40	K	To:	Cul-de-Sac	7		INA	IVA	1900
				From:	61-1543					
1542	0.06	NA						NA	NA	
				To:	61-1540					
$\bigcirc$	2.42			From:	Cul-de-Sac					
1543)	0.12	NA		To:	61-1542	7		NA	NA	
				From:	Dead End					
1601)	0.03	8	R		Dead End	_		NA	NA	1999
				To	61-1605	7				
1601)	0.07	30	R	From:				NA	NA	1999
				To: From:	61-1602					
1601)	0.06	70	R			_		NA	NA	1999
				To:	61-676	<u> </u>				
$\bigcap$	0.40	400	_	From:	US 13			NIA.	N1A	4000
1602	0.19	180	R	To:	61-1601	7		NA	NA	1999
				From:	US 13 WEST	<del>†                                     </del>				
1603	0.18	40	R			_		NA	NA	1999
				To:	US 13 EAST					
$\widehat{}$				From:	61-9270					
1604	0.08	210	R	To:	(1.(1)	7		NA	NA	1999
				From:	61-616	+				
1605	0.07	20	R		Dead End	_		NA	NA	1999
1605	0.0.		••	To:	61-1601	7			•	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(:	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End	1			
(1701)	0.05	60	R	<u> </u>			NA	NA	1986
$\frac{\circ}{\circ}$				To: From:	61-1721	]			
(1701)	0.08	120	R			_	NA	NA	1986
	0.06	880	R	From:	61-1702		NA	NA	1006
(1701)	0.06	000	ĸ	т	21.1=0.1	<b>-</b> 1	NA	NA	1986
(1701)	0.06	940	R	From:	61-1704		NA	NA	1986
				To:	61-1703 SOUTH				
(1701)	0.05	60	R	From:	61-1703 NORTH	_	NA	NA	1986
(1701)	0.00		.,	To:	61-1714			100	1000
_				From:	61-1720 WEST				
1702	0.17	260	R				NA	NA	1986
				To: From:	61-1720 EAST				
1702	0.01	460	R			_	NA	NA	1986
	0.18	860	R	From:	61-1707		NA	NA	1986
(1702)	0.16	000	K	To:	61-1701	7	INA	IVA	1900
				From:	61-1709				
1703	0.15	200	R			_	NA	NA	1986
_				To: From:	US 58	]			
(1703)	0.13	1700	R				NA	NA	1986
	0.12	4200		From:	61-1721		NIA	NIA	1006
(1703)	0.12	1300	R			_	NA	NA	1986
4700	0.02	570	R	From:	61-1701 SOUTH		NA	NA	1986
(1703)	0.02	070	.,	To:	61-1701 NORTH	7	14/1	14/1	1000
(1703)	0.10	310	R	From:	01-1/01 NOKIH		NA	NA	1986
				To: From:	61-1715				
(1703)	0.12	170	R	From:		_	NA	NA	1986
				To: From:	61-1735	]			
1703	0.09	80	R	Tax	D. IE I	_	NA	NA	1986
				To: From:	Dead End				
(1704)	0.13	140	R	rioin.	61-1701	_	NA	NA	1986
				To:	61-1715				
				From:	US 58				
1705	0.11	90	R				NA	NA	1986
$\overline{\bigcirc}$	0.05			From:	61-1706		NIA	NIA	4000
1705	0.05	60	R	To:	Dead End	٦	NA	NA	1986
				From:	61-1705				
1706	0.06	49	R			<b>_</b>	NA	NA	1986
				To	Dead End				
<u> </u>	0.02	20	R	From:	Dead End		NA	NA	1000
1707	0.03	20	ĸ	т	(1.100)	7	INA	NA	1986
(1707)	0.24	100	R	From:	61-1720		NA	NA	1986
				To:	61-1702	1			
				From:	Cul-de-Sac				
1708	0.05	80	R	To:	(1.151)	<b>-</b>	NA	NA	1986
				To:	61-1711	1			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End					
1709)	0.09	20	R		Dyna Dina			NA	NA	1986
<u> </u>	0.04	000		To: From:	61-1712			NIA	NIA	4000
1709	0.01	220	R	Tax	0.00 NEC (1.1710			NA	NA	1986
1709	0.23	230	R	From:	0.02 ME 61-1712			NA	NA	1986
				To: From:	61-1703					
1709	0.06	110	R	To:	61-645	_		NA	NA	1986
				From:	61-645					
1710	0.10	340	R	P				NA	NA	1986
	0.00	•••		To: From:	61-1716				NIA.	4000
1710	0.20	380	R	To:	61-1718			NA	NA	1986
				From:	Dead End					
1711	0.02	10	R					NA	NA	1986
_	0.06	80	R	From:	61-1708	_]		NA	NA	1986
1711)	0.00			To:	61-1721 EAST			11/-3	INA	1300
1711	0.15	70	R	From:				NA	NA	1986
				To: From:	61-1721 WEST					
1712)	0.09	210	R	Piolii.	61-1709			NA	NA	1986
				To:	US 58					
$\bigcirc$	0.06	48	R	From:	61-639			NA	NA	1986
1713	0.00	40	K	To:	Dead End			INA	IVA	1900
				From:	US 58					
1714	0.23	760	R	_				NA	NA	1986
1714)	0.12	740	R	From:	61-1701			NA	NA	1986
				To	61-1735	<b>—</b>				
1714)	0.07	620	R	From:				NA	NA	1986
<u> </u>	0.00			From:	61-1736	]		NIA.		4000
1714	0.06	540	R	Tax	(1.1540 WEGT	_		NA	NA	1986
1714)	0.16	NA		From:	61-1740 WEST			NA	NA	
				To: From:	61-1740 EAST					
1714	0.13	NA		To:	0.1.1.0	_		NA	NA	
				From:	Cul-de-Sac 61-1704					
1715	0.07	70	R					NA	NA	1986
				To:	61-1703					
1716	0.06	40	R	From:	Dead End			NA	NA	1986
				To:	61-1710					
$\bigcirc$	0.40	200	-	From:	US 58 BUS			NΙΛ	NIA	1000
1717)	0.10	320	R	To:	Dead End			NA	NA	1986
				From:	61-1727 SOUTH					
1718)	0.05	100	R					NA	NA	1986
	0.00	420	Б	From:	61-1727 NORTH			NΙΛ	NIA	1000
1718)	0.08	430	R	To:	61-1719			NA	NA	1986
-				•		•				

Route	Length	AADT	QA	4Tire	Rue	True 3+Axle			QC	Design Hour	QK AA	WDT	QW	Year
ity of Suffolk				From:	61-171	19		1						
1718	0.06	550	R							NA		NA		1986
$\overline{}$	0.03	900	R	To: From:	61-171	0				NA		NA		1986
1718)				To: From:	61-172	28		<b>7</b>						
1718)	0.16	1100	R					- -		NA		NA		1986
				To: From:	US 58			1						
1719	0.08	110	R					<b>-</b>   -		NA		NA		1986
				To: From:	61-171			1						
1720	0.06	130	R		01-1/0	17				NA		NA		1986
				To: From:	61-1702 V	VEST		]						
1720	0.27	110	R	To:	61-1702 E	EAST		¬		NA		NA		1986
				From:	61-170									
1721	0.08	100	R					_		NA		NA		1986
	0.12	190	R	From:	61-1711 V	VEST				NA		NA		1986
1721	Ų. 1Z	100	11	To	61-1711 E	EAST		<b>—</b>		14/7		. */ `		1000
1721)	0.07	400	R	From:				<u>-</u> 1		NA		NA		1986
				To: From:	61-170			1						
Kilby Shores Rd	0.03	7200	G	91%	US 58 BUS H	6%	1%	0%	F	NA	7	7500	G	2001
				To: From:	61-688 Turlir	ngton Rd		]——						
1722	0.50	1200	R					_		NA		NA		1986
1722	0.02	940	R	From:	61-173	33		_		NA		NA		1986
1722		0.10		To:	61-1724 N	ORTH		1						
1722	0.04	900	R	From:	01 1/2111	<u> </u>		<b>_</b>		NA		NA		1986
	0.00			To: From:	61-172	23				NIA		NIA.		4000
1722	0.06	620	R	To:	(1.1704.6)	OLUTII		7		NA		NA		1986
1722	0.06	200	R	From:	61-1724 SC	JUTH				NA		NA		1986
				To:	61-172	25								
	0.09	170	R	From:	Dead E	nd				NA		NA		1986
1723	0.09	170	K	To:	61-172	22				INA		INA		1900
				From:	Dead E	nd								
1724	0.09	110	R					_		NA		NA		1986
	0.03	800	R	From:	61-1722 SC	DUTH		_		NA		NA		1986
1724				To:	61-173	37		1						. 500
1724	0.04	300	R	cioni:				_		NA		NA		1986
	0.00	400		From:	61-173	31				NA		NA		1000
1724	0.08	180	R	To:	(1.17)	22				INA		INA		1986
1724	0.27	190	R	From:	61-173					NA		NA		1986
				To:	61-1722 No			<u></u>						
	0.03	30	R	From:	Dead E	nd				NA		NA		1986
1725	0.03	30	ri	To:	61-172	26		٦		I NZA		14/7		1300
1725	0.05	140	R	From:				_		NA		NA		1986
				To:	61-172	22								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Dead End					
1726)	0.06	80	R			_		NA	NA	1986
				To: From:	61-1725	<u> </u>				
1727	0.15	90	R	rioin.	61-1718 SOUTH	_		NA	NA	1986
1121)				To:	61-1718 NORTH	¬				
1727)	0.07	70	R	From:	01-1716 NORTH	_		NA	NA	1986
				To:	Dead End					
				From:	61-1718					
1728	0.12	980	R	To:	61-688	7		NA	NA	1986
				From:	Dead End	1				
1729	0.08	60	R		Dead End	_		NA	NA	1986
				To:	US 58 BUS	1				
<u> </u>				From:	Dead End					
1730	0.08	60	R	To	TIC CO DATO	7		NA	NA	1986
				To: From:	US 58 BUS	1				
1731)	0.08	250	R	1 IOIII.	61-1724	_		NA	NA	1986
1/31)	0.00	200	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac			101	101	1000
				From:	61-1724					
1732	0.05	40	R			_		NA	NA	1986
				To:	Cul-de-Sac					
	0.10	130	R	From:	Dead End	_		NA	NA	1986
1733	0.10	130	ĸ	To:	61-1722	7		INA	INA	1900
				From:	Dead End	Ī				
1734	0.12	60	R					NA	NA	1986
				To:	61-688					
	0.07	400	_	From:	61-1714					4000
1735	0.07	130	R	To:	61-1703	7		NA	NA	1986
				From:	61-1714					
1736	0.12	140	R	-	01-1/14	_		NA	NA	1986
				To:	Dead End					
				From:	61-1724					
1737	0.26	180	R	To:	Col. de Co.	7		NA	NA	1986
				From:	Cul-de-Sac	1				
1740	0.27	NA		110.11.	61-1714 WEST	_		NA	NA	
				To:	61-1714 EAST					
				From:	Dead End					
1741	0.36	NA		т	***	_		NA	NA	
				To:	US 58					
1742	0.30	NA		From:	61-1741	_		NA	NA	
1742)				To:	Dead End	1				
				From:	61-1722					
1743	0.06	20	R			_		NA	NA	1999
				To: From:	61-1744	]——				
1743	0.05	20	R			<b>-</b> -1		NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$	0.10	20	R	From:	Cul-de-Sac		_	NA	NA	1999
1744	0.10	20	ĸ	To:	61-1745	7		INA	INA	1999
					U1-1/TU					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1745	1				
1744)	0.05	10	R			_		NA	NA	1999
				To:	61-1743					
	0.09	30	R	From:	61-1744			NA	NA	1999
1745	0.09	30	K	To:	61-1746			INA	IVA	1999
				From:	Cul-de-Sac					
1746	0.11	40	R					NA	NA	1999
				To: From:	61-1745	]——				
1746	0.04	20	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.56	NA		From:	SR-00010(B)/			NA	NA	
1750	0.30	NA.		То:	SR-00010(B)/			IVA	IVA	
				From:	61-01750(B)/					
1751	0.08	NA						NA	NA	
				To:	Dead End/					
$\bigcirc$	0.00	N/ A		From:	US-00058(B)/61-01741(U)/	_		NIA	NIA.	
1770	0.09	NA		To:	61-01772(B)/	1		NA	NA	
				From:	61-01770(B)/					
1771	0.04	NA		<u> </u>	01-01770(B)/			NA	NA	
				То:	Cul-de-Sac/					
				From:	Cul-de-Sac/					
1772	0.35	NA		To:	0.11.0.7			NA	NA	
				From:	Cul-de-Sac/					
1772	0.11	NA		Pioni.	61-01772(B)/			NA	NA	
1773	• • • • • • • • • • • • • • • • • • • •			To:	Cul-de-Sac/					
				From:	Cul-de-Sac/					
1774	0.04	NA				_ _		NA	NA	
				To:	61-01773(B)/					
	0.16	400	ь	From:	US 58 BUS			NA	NA	1006
1801	0.10	400	R			_		INA	INA	1986
	0.06	210	R	From:	61-1803			NA	NA	1986
(1801)	0.00	210	K			_		INA	INA	1300
1991	0.05	10	R	From:	61-1802			NA	NA	1999
(1801)	0.00		• • •	To	(1 19/2 NODTH	_				
1801)	0.15	20	R	From:	61-1863 NORTH			NA	NA	1999
				To:	61-1860					
_				From:	61-1801					
1802	0.08	130	R			_		NA	NA	1986
				To:	61-1804					
	0.08	120	R	From:	61-1801			NA	NA	1986
1803)	0.06	120	K	To:	61-1804	7		INA	IVA	1900
				From:	Dead End	Ī				
1804)	0.04	20	R			_		NA	NA	1986
				To: From:	61-1803	<del></del>				
1804)	0.06	100	R	. TOILL		_		NA	NA	1986
				To: From:	61-1802					
1804)	0.04	30	R			_		NA	NA	1986
				To:	Dead End					

Pouto	Lonath	AADT	Ο^	4Tiro	BusTruck		QC	Design	QK AAWDT QW	Voor
Route	Length	AADT	QA	4Tire	2Axle 3+Axle 1Trail	2Trail	ŲС	Hour	WN AAWDI WW	Year
City of Suffolk				From:	61-1806					
(1805)	0.17	220	R		01 1000			NA	NA	1986
$\bigcup$				To:	61-652					
$\bigcirc$	0.44	400	_	From:	61-1808			NIA	NIA	4000
(1806)	0.14	100	R					NA	NA	1986
	0.40	270		From:	61-1807			NIA	NIA	4000
(1806)	0.10	370	R			_		NA	NA	1986
	0.06	200	R	From:	61-1805			NA	NA	1986
1806	0.00	200	K	To:	61-652	$\neg$		INA	IVA	1300
				From:	Dead End					
1807	0.09	60	R					NA	NA	1986
				To: From:	61-1808	$\neg$ —				
1807)	0.24	120	R	FIOII.		<u> </u>		NA	NA	1986
				To:	61-1806					
	0.04	400	_	From:	61-1807			NIA.		4000
(1808)	0.01	120	R					NA	NA	1986
	0.47	040		From:	61-1806			NIA	NIA.	4000
(1808)	0.17	310	R					NA	NA	1986
	0.00	200		From:	61-652			NIA	NIA	4000
1808	0.23	360	R					NA	NA	1986
	0.31	150	R	From:	61-1827			NA	NA	1986
1808)	0.31	150	K	To:	Dead End			INA	INA	1900
				From:	61-1810 SOUTH					
(1809)	0.22	60	R		01 1010 500 111			NA	NA	1986
				To:	61-1810 NORTH					
				From:	61-691					
(1810)	0.04	170	R					NA	NA	1986
				To: From:	61-1809 SOUTH					
(1810)	0.05	100	R					NA	NA	1986
				From:	61-687					1000
1810	0.09	70	R	To:	(1 1000 NODTH	_		NA	NA	1986
				From:	61-1809 NORTH	1				
(1811)	0.07	180	R	110	61-614			NA	NA	1986
(1811)				To	61-1812					
(1811)	0.23	160	R	From:	01-1012			NA	NA	1986
				To:	Dead End					
				From:	61-1811					
1812	0.09	140	R			_ _		NA	NA	1986
				To:	SR 337					
_	0.04	20	В	From:	Dead End			NIA	NIA	1000
1813	0.04	20	R			_		NA	NA	1986
	0.03	140	R	To: From:	61-1818			NA	NA	1006
(1813)	0.03	140				_		INA	NA	1986
(1813)	0.07	140	R	From:	61-1814			NA	NA	1986
1813)	0.07	140	ĸ	To:	61-710	$\neg$		INA	INA	1900
				From:	Dead End	<del>-                                    </del>				
(1814)	0.07	60	R	<u> </u>	Dodd Diid	<b>—</b>		NA	NA	1986
				To:	61-1813					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	SR 337	1				
(1815)	0.32	150	R		SK 33/			NA	NA	1986
(10.10)				To:	Dead End	]				
				From:	61-652					
1816	0.05	490	R					NA	NA	1986
				To: From:	61-1817	]				
1816)	0.29	220	R	To:	D. I.E. I	-		NA	NA	1986
				To: From:	Dead End					
(1817)	0.03	80	R	rioin.	Dead End			NA	NA	1986
(1817)	0.00	00		To:	61-1816	1		1471		1000
				From:	61-1813					
1818	0.02	210	R			_		NA	NA	1986
				To: From:	0.03 MN 61-1813	Ī				
1818)	0.21	210	R			_		NA	NA	1995
				To:	US 460 BUS					
	0.00			From:	US 58 BUS			NIA	NIA	4000
1819	0.20	70	R	To:	Dead End	7		NA	NA	1986
				From:	Cul-de-Sac	1				
1820	0.10	45	R		Cui-de-Sac	_		NA	NA	1986
(1020)				To:	61-708	1				
				From:	SR 337					
(1821)	0.07	150	R					NA	NA	1986
				To:	Dead End					
	0.05			From:	SR 337			NIA	NIA	4000
1822	0.05	70	R	To:	Dead End	7		NA	NA	1986
				From:	Dead End	1				
(1823)	0.18	220	R		Dead End			NA	NA	1986
1020				To:	61-642					
_				From:	Dead End					
(1824)	0.14	60	R			_		NA	NA	1986
				To:	SR 337					
	0.12	440	В	From:	Cul-de-Sac	_		NΙΔ	NA	1986
(1825)	0.13	140	R	To:	US 460 BUS	7		NA	IVA	1900
				From:	61-652					
1826	0.23	220	R		01 032			NA	NA	1986
				To:	61-1827	1				
1826	0.02	20	R	From:	01 102,	<b>-</b> J		NA	NA	1986
				To:	Cul-de-Sac	1				
				From:	61-1808					
(1827)	0.06	100	R			_		NA	NA	1986
				To:	61-1826					
	0.13	260	R	From:	61-642			NA	NA	1986
1828	0.13	200	11	To:	Cul-de-Sac	1		INA.	INU	1900
				From:	61-652					
1829	0.17	100	R		v- v			NA	NA	1986
$\bigcirc$				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1830	0.04	40	R					NA	NA	1986
				To: From:	61-1835	]				
1830	0.08	170	R	т		7		NA	NA	1986
				To:	61-1834	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1834	T				
1830	0.05	220	R			_		NA	NA	1986
				To: From:	61-1832	}——				
1830	0.05	400	R					NA	NA	1986
_				From:	61-1831					
1830	0.07	480	R	To:	SR 337	7		NA	NA	1986
				From:		l				
1831)	0.04	80	R		61-1830	_		NA	NA	1986
1031)				To:	Cul-de-Sac					
				From:	Dead End					
1832	0.08	45	R			<u> </u>		NA	NA	1986
				To: From:	61-1830					
1832	0.07	160	R					NA	NA	1986
				To: From:	61-1833					
1832	0.05	40	R			_		NA	NA	1986
				To:	Dead End	<u> </u>		_		
$\cap$	0.05	E0		From:	Cul-de-Sac			NIA		1000
1833	0.05	50	R	To:	61-1832	7		NA	NA	1986
				From:	Cul-de-Sac	l l				
1834)	0.04	60	R		Cui-de-Sac			NA	NA	1986
1834)			•••	To:	61-1830	1				
				From:	Cul-de-Sac					
1835	0.05	45	R					NA	NA	1986
				To:	61-1830					
$\bigcirc$				From:	SR 337 SOUTH					
1837	0.40	NA		To:	SR 337 NORTH APPROX. LOCATION	7		NA	NA	
				From:						
1838)	0.10	150	R	r tom.	SR 337			NA	NA	1995
1636)	51.15	.00	••	To:	Dead End					
				From:	SR 337					
1839	0.10	200	R					NA	NA	1995
				To:	Dead End					
$\overline{}$				From:	Cul-de-Sac					
1841)	0.06	20	R					NA	NA	1986
				From:	61-1843					
1841)	0.06	70	R					NA	NA	1986
				To: From:	61-1842					
1841)	0.07	90	R	т	07 AAF	_		NA	NA	1986
				To:	SR 337					
	0.08	20	R	From:	61-1841			NA	NA	1986
1842	0.00	20	K	To:	Cul-de-Sac	7		INA	INA	1300
				From:	61-1841	i				
1843)	0.04	30	R		vv'*	_		NA	NA	1986
				To:	Cul-de-Sac					
				From:	61-642	]				
1844)	0.04	220	R			_		NA	NA	1987
				To:	61-1845	<u> </u>				
$\bigcirc$	0.00	400		From:	Dead End			N1A	NIA	400
1845	0.02	160	R	To:	Z1 1044	7		NA	NA	1987
$\smile$				To:	61-1844					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1844					
1845)	0.04	90	R	<u> </u>	01-1044	_		NA	NA	1987
				To:	Cul-de-Sac					
				From:	SR 337					
1847	0.03	20	R					NA	NA	1999
				From:	61-1848	]				
1847)	0.08	20	R	To:	(1.1040	_		NA	NA	1999
				From:	61-1849					
1848)	0.04	10	R	rioni.	61-1847			NA	NA	1999
1646)				To:	Cul-de-Sac	1				
				From:	Cul-de-Sac					
1849	0.03	10	R					NA	NA	1999
				From:	61-1847	1				
1849	0.08	20	R			_		NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.44			From:	Dead End			NIA	NIA	
1850	0.41	NA		To:	SR 10	1		NA	NA	
				From:						
1851	0.54	NA			Dead End	_		NA	NA	
1001)				To:	61-1850					
				From:	Cul-de-Sac					
1852	0.04	NA						NA	NA	
				To	61-1851					
	0.00			From:	61-1851			NIA	NIA	
1853	0.09	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	61-1851					
1854	0.11	NA			01-1631			NA	NA	
				To:	Cul-de-Sac					
				From:	61-1851 WEST					
1855	0.19	NA				_		NA	NA	
				To:	61-1851 EAST					
	0.25	NA		From:	Cul-de-Sac	_		NIA	NIA	
1856)	0.35	NA		To:	61-1851	7		NA	NA	
				From:	61-1850; 61-1851					
1857)	0.03	NA		<u> </u>	01-1650, 01-1651	_		NA	NA	
				To:	61-1858; 61-1859					
				From:	61-1857; 61-1859					
1858	0.18	NA				_		NA	NA	
				To:	61-1859					
	0.04	NI A		From:	61-1857; 61-1858			NIA	NIΛ	
1859	0.21	NA		To:	61-1858	7		NA	NA	
				From:	SR 337					
1860	0.10	20	R		SIX JJ /	_		NA	NA	1999
				To:	61-1861	1				
1860	0.10	20	R	From:	V1-1001			NA	NA	1999
				To: From:	61-1801	1				
1860	0.13	20	R	From:	V. 1001			NA	NA	1999
				To:	61-1863					
<u> </u>				From:	61-1860					
1861)	0.07	20	R			_		NA	NA	1999
				To:	61-1862					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1862					
1861)	0.03	10	R		01-1002			NA	NA	1999
				To:	Cul-de-Sac					
	0.08	20	R	From:	Cul-de-Sac			NA	NA	1999
1862	0.00	20	K	To:	61-1861			INA	INA	1999
				From:	61-1801 SOUTH					
1863	0.20	20	R			<u> </u>		NA	NA	1999
	0.02			To: From:	61-1865			NIA	NIA	4000
1863	0.03	4	R			_		NA	NA	1999
1963	0.04	8	R	From:	61-1864			NA	NA	1999
1863			.``	To:	61-1801 NORTH					
1863)	0.05	10	R	From:	01-1801 NORTH			NA	NA	1999
				To: From:	61-1860	T				
1863	0.05	10	R					NA	NA	1999
				To:	Cul-de-Sac					
	0.07	20	R	From:	Cul-de-Sac			NA	NA	1999
1864	0.07	20		To:	61 1962	7		IVA	INA	1000
1864	0.06	10	R	From:	61-1863			NA	NA	1999
				To:	Cul-de-Sac					
$\sim$				From:	61-1863					
1865	0.08	10	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	Cul-de-Sac					
1866	0.06	NA			Cui-uc-Sac	_		NA	NA	
				To:	61-1856					
				From:	61-1856					
1867	0.04	NA		To:	Cul-de-Sac	1		NA	NA	
				From:	Cul-de-Sac					
1868	0.09	NA			Cur de Bue	_		NA	NA	
				To:	61-1856					
$\bigcirc$	0.40			From:	Cul-de-Sac					
1869	0.12	NA		To:	61-1856	1		NA	NA	
				From:	Cul-de-Sac					
1870)	0.02	20	R		Cur de Bue	_		NA	NA	1999
				To: From:	61-1871					
1870	0.03	10	R			_		NA	NA	1999
				To:	61-642					
	0.10	20	R	From:	61-1872			NA	NA	1999
1871	0.10	20	K	To	(1.1070	_		INA	IVA	1333
1871)	0.06	10	R	From:	61-1870			NA	NA	1999
				To:	Cul-de-Sac					
				From:	BEGIN LOOP					
1872	0.15	20	R					NA	NA	1999
				To: From:	END LOOP					
1872	0.10	20	R			_		NA	NA	1999
	0.05			From:	61-1871			NIA	NIA	1000
1872	0.05	8	R	To:	Cul-de-Sac	1		NA	NA	1999
					Cui de bue					

Route	Length	AADT	QA	4Tire	BusTruck  2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:		1				
1873)	0.06	NA		T TOME.	Cul-de-Sac			NA	NA	
				To:	61-1856					
$\bigcirc$	0.40	N1.0		From:	Cul-de-Sac/			NIA	NIA	
1874	0.12	NA		To:	61-01885(B)/	1		NA	NA	
				From:	SR 337 NORTH					
1875)	0.60	NA			on our months	_1		NA	NA	
				To:	SR 337 SOUTH					
	0.21	NA		From:	Cul-de-Sac			NΙΔ	NΔ	
1876	0.21	NA		To:	61-1875	٦		NA	NA	
				From:	61-1876	1				
1877	0.14	NA				_		NA	NA	
				To:	61-1875					
	0.05	NA		From:	Cul-de-Sac	_		NA	NA	
1878	0.05	NA		To:	61-1877	7		INA	INA	
				From:	61-1876					
1879	0.07	NA				<b>=</b>		NA	NA	
				To:	61-1875					
$\bigcirc$	0.62	NIA		From:	61-01881(L)/			NIA	NIA	
1880	0.63	NA		To:	61-00642(B)/RAMP FROM RT 58(L)/	٦		NA	NA	
				From:	61-01880(B)/					
1881)	0.35	NA						NA	NA	
				To:	61-01880(L)/					
$\bigcirc$	0.00	NIA		From:	Cul-de-Sac/			NIA	NIA	
1882	0.08	NA		To:	61-01881(B)/	7		NA	NA	
				From:	Cul-de-Sac/	1				
1883)	0.11	NA			Cui de Suo	_1		NA	NA	
$\bigcup$				To:	61-01881(B)/					
$\bigcirc$	0.07			From:	Cul-de-Sac/					
1884	0.07	NA		To:	61-01874(B)/	7		NA	NA	
				From:	Cul-de-Sac	1				
1885)	0.65	NA			Cui de Sue	<b>_1</b>		NA	NA	
				To:	SR 337					
	0.00	NIA		From:	Cul-de-Sac			NIA	NIA	
1886	0.22	NA		To:	61-1885	7		NA	NA	
				From:	61-1885	1				
1887)	0.09	NA				<b>-</b>		NA	NA	
				To:	Cul-de-Sac					
	0.00	N/ 2		From:	61-1885			NI A	NIA	
1888	0.08	NA		To:	61-1893	1		NA	NA	
				From:	Cul-de-Sac	1				
1889	0.13	NA		<u> </u>	car do bue	_		NA	NA	
				To:	61-1893					
$\bigcirc$	A			From:	Cul-de-Sac					
1890	0.07	NA		To:	61 1990	7		NA	NA	
				From:	61-1889 Cul-de-Sac	1				
1891	0.18	NA		<u> </u>	Cui-ue-Sac	_		NA	NA	
(33.)				To:	61-1893	7				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:						
1892)	0.05	NA		rioii.	Cul-de-Sac	_		NA	NA	
				To:	61-1891					
$\sim$				From:	Cul-de-Sac					
1893	0.04	NA						NA	NA	
	2.25			From:	61-1891					
1893	0.25	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	Cul-de-Sac	1				
1894	0.45	NA			car de bae			NA	NA	
				To:	SR 337					
$\bigcirc$	0.40			From:	Cul-de-Sac					
1895	0.13	NA		To:	Cul-de-Sac	_		NA	NA	
				From:	61-1894					
1896)	0.05	NA			01-1074			NA	NA	
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1897)	0.05	NA		To:	(1.1004	_		NA	NA	
				From:	61-1894					
1898)	0.39	NA			SR-00337(B)/61-01885(U)/	_		NA	NA	
1000				To:	Dead End/					
				From:	61-01898(B)/					
1899	0.06	NA				_		NA	NA	
				To: From:	Dead End/					
4994	0.09	210	R	From:	SR 10			NA	NA	1986
1901	0.00	210		To:	(1.1005	_		1471	10.0	1000
1901)	0.08	30	R	From:	61-1905			NA	NA	1986
1901)				To:	Dead End					
				From:	SR 10					
1902	0.09	700	R					NA	NA	1986
_				To: From:	61-1905					
1902	0.05	30	R	To:	Dead End	_		NA	NA	1987
				From:	SR 10					
1903)	0.11	200	R		SK IV			NA	NA	1986
				To:	Dead End					
				From:	Dead End					
1904	0.12	200	R	т	an 10	_		NA	NA	1986
				To: From:	SR 10	1				
(1905)	0.16	220	R	. IOIII.	61-1901			NA	NA	1986
1905				To:	61-1902					
1905)	0.11	810	R	From:	01-1702			NA	NA	1986
		-		To:	61-1907	7				
1905)	0.15	250	R	From:	V1-1707	_		NA	NA	1986
$\bigcup_{i=1}^{n}$				To:	Dead End					
$\overline{}$				From:	Dead End					
1906	0.12	50	R	To:	CD 10	_		NA	NA	1986
				From:	SR 10					
1007	0.09	60	R	. IOIII.	61-1905	_		NA	NA	1986
1907				To:	Cul-de-Sac					
				-		-				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-1905	1				
1908)	0.10	110	R		V1 1700	_		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.17	90	R	From:	Cul-de-Sac			NA	NA	1986
1915	0.17	80	ĸ	т	CD 144 COVIEW	_		INA	INA	1900
1015	0.63	60	R	From:	SR 125 SOUTH			NA	NA	1986
1915)	0.00			To:	61-1916				101	1000
1915)	0.18	90	R	From:	01-1910	_		NA	NA	1986
				To: From:	SR 125 NORTH					
1915	0.05	70	R	rioni.		_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	2.22		_	From:	61-1915				<b>.</b>	4000
1916	0.09	60	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	Cul-de-Sac	1				
1917)	0.15	50	R		Cur-uc-gat	_		NA	NA	1986
				To:	SR 125					
$\sim$				From:	Cul-de-Sac					
1918)	0.12	30	R	To:	GD 125	7		NA	NA	1986
				From:	SR 125	1				
1025	0.33	NA		rioni.	Cul-de-Sac	_		NA	NA	
1925				To:	61-1926					
1925	0.33	40	R	From:	01-1920			NA	NA	1999
				To:	61-771					
				From:	61-01925(B)/					
1926	0.11	NA		To:		_		NA	NA	
				From:	Cul-de-Sac/					
1927)	0.05	NA		rioni.	61-01925(B)/			NA	NA	
1927)				To:	Cul-de-Sac/	1				
				From:	61-628					
1930)	0.13	160	R			_		NA	NA	1995
				To:	Cul-de-Sac					
	0.04	70	R	From:	Dead End			NA	NA	1986
2001)	0.04	70	IX.	т	51.000	_		INA	IVA	1300
2001)	0.10	490	R	From:	61-2003			NA	NA	1986
2001)	0			To:	61 2002					
2001)	0.23	330	R	From:	61-2002			NA	NA	1986
				To	61-2004	<b></b>				
2001)	0.06	220	R	From:	01 2007	_		NA	NA	1986
				To	61-2005	1				
2001)	0.07	140	R	From:				NA	NA	1986
				To: From:	61-2006					
2001)	0.27	50	R			_		NA	NA	1986
				To:	Dead End	<u> </u>				
$\overline{}$	0.00	000	_	From:	61-627			NA	NIA	1000
2002	0.08	820	R	To:	61-2001	7		INA	NA	1986
				From:	61-2001	†				
2003)	0.07	440	R		01-2001	_		NA	NA	1986
				To:	61-2004	1				

					Nansemond Maintenance Ar					
Route	Length	AADT	QA	4Tire	BusTruck		- QC	Design	QK AAWDT QW	Year
	-23			•	2Axle 3+Axle 1	1Trail 2Trail		Hour		. 30.
City of Suffolk				From:	61-2004					
2003	0.07	290	R	, <u> </u>				NA	NA	1986
				To: From:	61-2005					
2003	0.14	160	R	. —				NA	NA	1986
				To:	Dead End					
	0.05	40	В	From:	Dead End			NΙΔ	NIA	1006
2004)	0.05	40	R					NA	NA	1986
$\bigcirc$	0.25	80	R	From:	61-2001			NA	NA	1986
2004)	0.23	80	ĸ	To:	61-2003			INA	INA	1900
				From:	61-2001					
2005	0.13	100	R	<u> </u>	01-2001			NA	NA	1986
2003)				To	61-2006					
2005	0.10	150	R	From:	01-2000			NA	NA	1986
2003)				To:	61-2003					
				From:	61-2001					
2006)	0.04	90	R					NA	NA	1986
				To: From:	61-2008					
2006	0.08	46	R	. 10111.				NA	NA	1986
				To: From:	61-2007	<b>——</b>				
2006	0.13	80	R					NA	NA	1986
				To:	61-2005					
				From:	61-2006					
2007)	0.05	40	R	To:	D 15 1			NA	NA	1986
					Dead End					
	0.11	50	R	From:	61-2006			NA	NA	1986
2008	0.11	30	K	To:	Dead End			INA	INA	1900
				From:	61-627	I				
2009	0.16	270	R	<u> </u>	01-027			NA	NA	1986
				To:	Cul-de-Sac					
				From:	Cul-de-Sac/					
2011)	0.09	NA						NA	NA	
				To:	61-02025(L)/61-02012(U)/					
$\bigcirc$	0.00			From:	61-02025(L)/61-02011(U)/					
2012	0.08	NA		To:	Cul-de-Sac/	1		NA	NA	
				From:		l l				
2013	0.05	20	R		61-2039			NA	NA	1999
2013				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
2014	0.09	20	R	-				NA	NA	1999
				To:	61-2036					
$\bigcirc$				From:	61-2017					
2015)	0.05	600	R					NA	NA	1986
				To: From:	61-2016					
2015	0.06	480	R	To:	(1.005			NA	NA	1986
				To:	61-627					
	0.10	170	P	From:	61-2019			NA	NIA	1006
2016)	0.10	170	R	_				NA	NA	1986
2016	0.00	240		From:	61-2020			NIA	NIA	1986
2016)	0.08	340	R					NA	NA	1980
$\overline{}$	0.07	222		From:	61-2018			NI A	NIA	4000
2016)	0.07	380	R	To:	61 2017			NA	NA	1986
					61-2017					

Route	Length	AADT	QA		Bus 200 a 200 at 4 Tabil		OC	Design	QK AAWDT QW	Year
City of Suffolk	9				2Axle 3+Axle 1Trail	2Trail		Hour	<b></b>	
	0.15	240	R	From:	61-2017			NA	NA	1986
2016)	0.13	240	IX.	To:	61-2015	7		INA	IVA	1900
				From:	61-2016					
2017)	0.08	620	R			_		NA	NA	1986
				To: From:	61-2015					
2018)	0.05	290	R	Tioni.	61-715	_		NA	NA	1986
2010				To:	61-728					
2018)	0.05	340	R	From:	01 720			NA	NA	1986
				To: From:	61-717	]—				
2018)	0.06	170	R					NA	NA	1986
				To: From:	61-2016	]—				
(2018)	0.22	220	R	To:	61-2019	_		NA	NA	1986
				From:	61-2016	1				
2019	0.20	80	R	<u> </u>	01-2010	_		NA	NA	1986
				To:	61-2018					
				From:	61-2016					
2020	0.09	90	R	To:	C-1 1- C	_		NA	NA	1986
				From:	Cul-de-Sac					
2021)	0.07	450	R		61-2022	_		NA	NA	1986
2021)				To:	61-697					
2021)	0.11	80	R	From:	01-097	<u> </u>		NA	NA	1986
				To:	61-715					
				From:	61-715 WEST					
2022	0.22	240	R					NA	NA	1986
	0.00			To: From:	61-716			NIA	NIA .	4000
2022	0.03	620	R			_		NA	NA	1986
	0.20	280	R	From:	61-715 EAST			NA	NA	1986
2022	0.20	200	IX.	To:	61-2021	7		IVA	IVA	1300
				From:	61-715 SOUTH					
2023	0.08	110	R					NA	NA	1986
				To: From:	61-697					
2023	0.05	190	R			_		NA	NA	1986
				To:	61-715 NORTH					
2024)	0.12	NA		From:	61-2044			NA	NA	
2024	J.12			To:	Cul-de-Sac	Ī				
				From:	61-627					
2025	0.12	NA						NA	NA	
				To: From:	61-2026					
2025)	0.10	NA		To	61 2011: 61 2012	_		NA	NA	
				From:	61-2011; 61-2012 Cul-de-Sac	<del></del>				
2026	0.24	NA		<u> </u>	Cui-ue-Sac			NA	NA	
				To:	61-2027					
				From:	Cul-de-Sac					
2027)	0.11	NA						NA	NA	
				To: From:	61-2026	]			N/A	
2027	0.08	NA		To:	Cul-de-Sac	<b>=</b>		NA	NA	
					Cui-ue-sac	ı				

Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:						
2028)	0.77	1300	R	. rom.	61-627	_		NA	NA	1995
2020)				To:	Cul-de-Sac	]				
				From:	61-627					
2029	0.43	400	R					NA	NA	1995
				To: From:	61-2028	]				
2029	0.11	NA		To:	0.11.0	_		NA	NA	
				From:	Cul-de-Sac	1				
2000	0.18	220	R	Pioni.	SR 337			NA	NA	1986
2030	51.15			To:	61-2031	7				
				From:	61-2030					
2031)	0.04	120	R			<u> </u>		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$		465	_	From:	SR 337			N14	N/A	4000
2032	0.24	100	R	To:	Dead End	¬		NA	NA	1986
				From:		1				
2033	0.18	70	R	<u> </u>	61-2039	_		NA	NA	1999
				To	61-2036			·		
2033	0.12	80	R	From:	01-2030			NA	NA	1999
				To:	61-627					
				From:	61-2035					
2034)	0.42	280	R					NA	NA	1986
				To: From:	Cutty Sark Lane	]——				
2034	0.24	290	R					NA	NA	1986
_				To: From:	61-2035	]				
2034)	0.07	560	R	_		_		NA	NA	1986
				To:	61-627					
	0.14	90	R	From:	61-2034 NORTH			NA	NA	1999
2035	0.14	30	K	. —		_		INA	IVA	1333
	0.17	90	R	From:	61-2034 WEST	_		NA	NA	1999
2035	0.17	30	IX	To:	61-2034 EAST	7		IVA	IVA	1000
				From:	61-2039					
2036)	0.10	40	R	<u> </u>	2. 200	_		NA	NA	1999
				To: From:	61-2038	7				
2036)	0.05	40	R			_		NA	NA	1999
				To: From:	61-2037	]——				
2036	0.10	40	R	-				NA	NA	1999
				To: From:	61-2033	]				
2036	0.15	30	R					NA	NA	1999
<u> </u>				To: From:	61-2014					
2036)	0.05	30	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.08	60	R	From:	Cul-de-Sac	_		NA	NIA	1999
2037	0.06	90	ĸ	To:	61-2036	٦		INA	NA	1999
				From:	61-2036	<u> </u>				
2038	0.07	60	R		01-2030	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	61-629					
2039	0.04	20	R			_		NA	NA	1999
				To:	61-2049					

Route	Length	AADT	QA	4Tire	Bus		Trı		·····	QC	Design	QK	AAWDT	QW	Year
City of Suffolk						2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		61-20	49								
2039	0.06	40	R						_		NA		NA		1999
	0.07	80	R	To: From:		61-20	48				NA		NA		1999
2039	0.07	00		To:		61-20	47				INA		IVA		1000
2039	0.07	80	R	From:		01-20	4/				NA		NA		1999
				To: From:		61-20	36								
2039	0.15	110	R								NA		NA		1999
	0.11	400	_	From:		61-20	33				NIA		NIA		4000
2039	0.11	100	R	т							NA		NA		1999
2039	0.17	100	R	From:		61-20	13				NA		NA		1999
2039)				To:			o Terminus		]						
2020	0.06	40	R	From:	Cul-	de-Sac; Ga	ap Terminus	<u> </u>			NA		NA		1999
2039				To		61-20	64		7						
2039	0.12	100	R	From:							NA		NA		1999
				To:		61-20									
2040)	0.07	220	R	From:		SR 1:	25				NA		NA		1986
2040				To		61-2041 S	OUTH		<b>—</b>						. 550
2040	0.14	100	R	From:		01 2011 5	00111				NA		NA		1986
				To: From:		61-2041 N	IORTH		]						
2040	0.08	60	R	To:		Cul da	Caa				NA		NA		1986
				From:		Cul-de- 61-2040 S									
2041)	0.25	40	R			01-2040 3	00111				NA		NA		1986
				To: From:		61-2040 N	ORTH								
2041)	0.23	60	R	To:		(1.2040.0	OLUTIA		_		NA		NA		1986
				From:		61-2040 S SR 1									
2042)	0.05	60	R	<u>I</u>		SK 1.	23				NA		NA		1986
				To:		Cul-de-	-Sac								
$\bigcirc$	0.04	<b>5</b> 0	R	From:		SR 1:	25				NA		NA		1986
2043	0.04	50	r <b>x</b>	To:		Cul-de-	-Sac_		1_		INA		INA		1900
			,	From:		Cul-de-									•
2044)	0.59	NA		To:			20		7		NA		NA		
				From:		61-62									
2045)	0.18	NA				61-20	44				NA		NA		
				To:		Cul-de-	-Sac								
	0.00	<b>5</b> 0		From:		Cul-de-	-Sac				A I A		NIA		4000
2046	0.20	50	R	To:		61-62	29		1		NA		NA		1999
				From:		61-20									
2047)	0.10	120	R						_		NA		NA		1999
				To:		Cul-de-									
2048	0.05	60	R	From:		61-20	39				NA		NA		1999
2048)	0.00			To:		Cul-de-	-Sac				INA		1 1/71		1000
				From:		61-20	39								
2049	0.04	40	R	т							NA		NA		1999
				To:		Cul-de-	-Sac								

					Nansem	nond Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longar	, , , ,	٠.,	110	Buo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q, t	, , , , , , ,	Q.	1001
City of Suffolk				From:		US	17								
2050	0.11	NA					- '				NA		NA		
				To: From:		61-20	051		7						
2050	0.22	NA							_		NA		NA		
				To:		61-20	)56								
	0.04			From:		61-20	)50				NIA		NIA		
2051)	0.34	NA		To:		61-20	)55		$\neg$		NA		NA		
				From:		Cul-de									
2052	0.18	NA				our de	Suc				NA		NA		
				To:		Cul-de	-Sac								
$\sim$				From:		Cul-de	-Sac								
2053	0.08	NA									NA		NA		
				From:		61-20	)51								
(2053)	0.08	NA		To:		D 1	Г. 1		_		NA		NA		
				From:		Dead									
2054)	0.08	NA		rioni.		Cul-de	-Sac		_		NA		NA		
2054)				To		61-20	) £ 1								
2054	0.06	NA		From:		01-20	131				NA		NA		
				To:		Dead	End								
				From:		Cul-de	-Sac								
2055	0.24	NA							_		NA		NA		
				To:		Dead									
	0.24	NA		From:		Dead	End				NA		NA		
2056	0.24	NA		To:		61-20	)50		_		INA		INA		
				From:		Dead									
2057)	0.20	NA				Deud	Liid		_		NA		NA		
				To:		61-20	)50								
				From:		Dead	End								
2058)	0.11	NA		To:					_		NA		NA		
				From:		61-20									
(2060)	0.07	60	R	rion.		Cul-de	-Sac				NA		NA		1999
(2060)	0.07	00		To:		61-20	)34								1000
				From:		61-20	)34								
(2061)	0.07	60	R						_		NA		NA		1999
				To:		Cul-de	-Sac								
$\bigcirc$	0.04			From:		Cul-de	-Sac				NI A		N1A		1000
2062	0.04	60	R	To:		61-20	13.4		1		NA		NA		1999
				From:		Cul-de			1						
2063	0.08	190	R			Cui-de	-Sac				NA		NA		1999
				To:		61-20	)39								
				From:		Cul-de	-Sac								
2064	0.05	180	R						_		NA		NA		1999
				To:		61-20									
	0.16	NA		From:		61-0062	26(B)/				NA		NA		
2065	0.10	NA		To:		61-0206	57(B)/		1		INA		INA		
				From:		61-0206									
2066	0.14 <b>NA</b>		ı		0.0200	- (-)		_		NA		NA			
				To:		61-0206	57(B)/								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	Cul-de-Sac/	1			
(2067)	0.30	NA				<b>-</b>	NA	NA	
				To:	Cul-de-Sac/				
	0.50	NA		From:	SR 337		NA	NA	
2068	0.50	NA		To:	Cul-de-Sac	7	INA	IVA	
				From:	61-2068				
2069	0.06	NA				<del>-</del> <b>-</b> i	NA	NA	
				To:	Cul-de-Sac				
	0.21	NA		From:	61-2074	_	NA	NA	
2070	0.21	NA.		To:	(1 (20	7	14/3	IVA	
2070	0.16	NA		From:	61-629		NA	NA	
2070				To:	Dead End				
				From:	61-2070				
2071)	0.09	NA		т	(1.005)	<b>-</b>	NA	NA	
				To:	61-2072	<u> </u>			
2072	0.10	NA		From:	61-2071	_	NA	NA	
2012)	0.10			To:	Dead End	<u> </u>			
				From:	61-2075				
2073)	0.08	NA				_	NA	NA	
				To:	61-2070				
	0.06	NA		From:	61-2075		NA	NA	
2074)	0.00	NA		To:	61-2070	7	INA	NA .	
				From:	61-627	1			
2075	0.25	NA				_	NA	NA	
$\bigcirc$				To:	Cul-de-Sac	1			
$\bigcirc$	0.50			From:	61-00629(B)/61-02081(U)/		NIA	NIA	
2080	0.52	NA		To:	61-00629(B)/61-02081(U)/	7	NA	NA	
				From:	61-00629(B)/61-02080(U)/				
2081	0.32	NA			01 00025(B); 01 02000(C);		NA	NA	
				To:	61-00629(B)/61-02080(U)/				
$\bigcirc$				From:	Cul-de-Sac/				
2082	0.08	NA		To:	61-02081(B)/	7	NA	NA	
				From:	Cul-de-Sac/	1			
2083)	0.12	NA			Cui-ue-Sac/		NA	NA	
				To:	61-02080(B)/				
$\overline{}$				From:	Cul-de-Sac/				
2084	0.08	NA		To:	61-02080(B)/	7	NA	NA	
				From:	61-02080(B)/	1			
2085	0.18	NA		L	01-02U0U(D)/	_	NA	NA	
				To:	Cul-de-Sac/				
				From:	Cul-de-Sac				
2100	0.37	90	R	To:	(1 (0-	_	NA	NA	1999
				To:	61-605	1			
2404	0.06	180	R	From:	61-604	_	NA	NA	1999
2101	0.00			To:	61 2102				
				From:	61-2103				
2101)	0.19	40	R	rioni.			NA	NA	1999

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-2102	T				
2101)	0.14	60	R			<u> </u>		NA	NA	1999
				To:	US 460					
	0.05	00	_	From:	61-2101			NIA	NIA	1000
2102	0.05	80	R			_		NA	NA	1999
	0.06	140	R	From:	61-2103			NA	NA	1999
2102	0.06	140	K	To:	61-604	_		INA	INA	1998
				From:	61-2101					
2103	0.14	40	R		0. 2.0.			NA	NA	1999
				To:	61-2102					
				From:	Cul-de-Sac					
2110	0.21	760	R	_		_		NA	NA	1999
				To:	US 460					
$\bigcirc$	0.48	400	_	From:	61-633			NA	NIA	1000
2115)	0.48	120	R	To:	61-2116	7		NA	NA	1999
				From:						
2116	0.07	20	R	<u> </u>	61-2115	_		NA	NA	1999
2110				To:	Cul-de-Sac					
				From:	61-682					
2120	0.18	60	R					NA	NA	1999
				To:	Cul-de-Sac					
$\widehat{}$				From:	61-682					
2121	0.03	30	R	To:	0.1.1.0	_		NA	NA	1999
				From:	Cul-de-Sac					
	0.03	40	R	Piolii.	61-682			NA	NA	1999
2122	0.00	40	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac			147 (	107	1000
				From:	Dead End					
2126	0.31	360	R		D that Ente			NA	NA	1999
				To:	61-604					
				From:	61-2128					
2127	0.12	290	R			_		NA	NA	1999
				To:	61-604					
	0.47		_	From:	0.17 MS 61-2127			NIA	NIA	4000
2128	0.17	200	R					NA	NA	1999
$\overline{}$	0.10			From:	61-2127	_		NIA	NIA	4000
2128	0.19	60	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	61-623; 61-2140 SOUTH					
2130	0.36	NA			01-023, 01-2140 300 1 H			NA	NA	
2130)				To:	61-2155	7				
				From:	61-2130 EAST					
2131	0.27	NA						NA	NA	
				To:	61-2130 WEST					
$\sim$				From:	61-2131					
2132	0.05	NA		Tar	0.1.1.0	_		NA	NA	
				To:	Cul-de-Sac					
	0.04	N/ A		From:	61-2131			NIA	NIA	
2133	0.04	NA		To:	Cul-de-Sac	_		NA	NA	
				From:		+				
2124	0.07	NA			61-2130	_		NA	NA	
2134	5.01	11/1		To:	Cul-de-Sac	7		14/1	1 7/1	
					Cui-uc-sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-2130					
2135)	0.21	NA			01-2130			NA	NA	
				To:	61-2155					
$\overline{}$				From:	61-2130					
2136	0.14	NA		To:	61-2135	_		NA	NA	
				From:	SCOTTSFIELD DRIVE					
2137	0.15	NA			SCOTTSFIELD DRIVE			NA	NA	
				To:	61-2130					
				From:	61-623					
2140	0.12	100	R					NA	NA	1999
				To: From:	61-2141					
2140	0.07	80	R					NA	NA	1999
	0.40			From:	61-2143			NIA	NIA	4000
2140)	0.19	60	R					NA	NA	1999
$\overline{}$	0.00	20		From:	61-2145	_		NΙΛ	NΛ	1000
2140)	0.09	20	R	т		_		NA	NA	1999
2140) 2140) 2140)	0.05	20	R	From:	61-2145 SOUTH			NA	NA	1999
2140)	0.00	20		Tar	(1.2142	_		IVA	IVA	1000
2140	0.62	NA		From:	61-2143			NA	NA	
2140)	0.02			To:	61-623; 61-2130 SOUTH 2140					
				From:	61-2140					
2141)	0.06	20	R	-				NA	NA	1999
				To: From:	61-2142	<u> </u>				
2141)	0.10	50	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.10	50	R	From:	61-2141			NA	NA	1999
2142	0.10	50	ĸ	To:	Cul-de-Sac	1		INA	IVA	1999
_				From:	61-2140					
2143	0.17	120	R					NA	NA	1999
				To: From:	61-2144	<b>—</b>				
2143)	0.08	70	R	rion.				NA	NA	1999
				To: From:	61-2140	_				
2143	0.10	100	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.10	120		From:	61-2143			NA	NA	1999
2144	0.10	120	R	To:	Cul-de-Sac	1		INA	INA	1999
				From:	61-2140					
2145	0.30	150	R			_		NA	NA	1999
				To:	61-2140 SOUTH					
$\bigcirc$	A = :		_	From:	61-2140					10
2146	0.04	30	R	To	Cul-de-Sac	7		NA	NA	1999
				From:						
2147)	0.04	NA			Cul-de-Sac	_		NA	NA	
				To:	61-2140					
				From:	61-2140					
2148)	0.11	NA				_		NA	NA	
				To:	Cul-de-Sac					
2149)	0.04	N/A		From:	61-2140			NIA .	N/A	
2149)	0.04	NA			Cul-de-Sac			NA	NA	

					Nansemond Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus OANT ON ANT ATTACK		QC	Design	QK AAWDT QW	Year
City of Suffolk					2Axle 3+Axle 1Trail	21rail		Hour		
	0.00			From:	Cul-de-Sac			NIA	NIA	
2150	0.08	NA		To:	61-2140	7		NA	NA	
				From:	Cul-de-Sac					
(2151)	0.07	NA				_		NA	NA	
				To:	61-2140					
	0.03	NA		From:	Cul-de-Sac			NA	NA	
2152	0.03	NA.		To:	61-2140			INA	IVA	
				From:	Cul-de-Sac					
2153	0.07	NA				_		NA	NA	
				To: From:	61-2140					
2454)	0.10	NA		From:	61-2140			NA	NA	
2154	00			To:	Cul-de-Sac					
				From:	61-2130					
2155	0.20	NA		т		_		NA	NA	
				To:	61-623					
2156	0.13	NA		From:	61-2155	_		NA	NA	
(2130)	00			To:	Cul-de-Sac					
				From:	61-2156					
2157	0.06	NA		To:		_		NA	NA	
				From:	Cul-de-Sac					
2158	0.24	NA			61-2155	_		NA	NA	
2130				To:	61-623; 61-2162					
				From:	61-2158					
2159	0.15	NA		To:	0.1.1.0			NA	NA	
				From:	Cul-de-Sac					
2160	0.18	NA			61-2158	_		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$				From:	61-2160					
2161	0.05	NA		To:	Cul-de-Sac	_		NA	NA	
				From:	61-623; 61-2158					
2162	0.49	NA		<u> </u>	01-025, 01-2138	_		NA	NA	
				To:	61-623					
	0.11	A1.4		From:	Cul-de-Sac			N 1 A	NIA	
2163	0.14	NA		To:	Cul-de-Sac	_		NA	NA	
				From:	Cul-de-Sac	+				
2164	0.12	NA				<b>-</b>		NA	NA	
				To:	Cul-de-Sac	<u> </u>				
$\bigcap$	0.40	AI A		From:	Cul-de-Sac			NA	NIA	
2165	0.12	NA		To:	Cul-de-Sac	ī		INA	NA	
				From:	Cul-de-Sac	i				
2166	0.04	NA				_		NA	NA	
				To:	61-2162					
$\bigcirc$	0.46	AL A		From:	61-2162			NA	NIA	
(2167)	0.16	NA		To:	Cul-de-Sac	7		INA	NA	
				From:	61-2167					
2168	0.04	NA				<u>-</u> -		NA	NA	
				To:	Cul-de-Sac					

Davita	1 - 0	445-	٠.	4.7:	Truck		~~	Design	OK AMAIDT OM	\/-
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
City of Suffolk				From:	Cul-de-Sac					
2169	0.16	NA		_		=		NA	NA	
				To:	Cul-de-Sac					
2170	0.11	NA		From:	Cul-de-Sac			NA	NA	
2170	• • • • • • • • • • • • • • • • • • • •			To:	Cul-de-Sac					
_				From:	Cul-de-Sac					
2171	0.09	NA				<b>-</b> 1		NA	NA	
				To: From:	61-2162					
2172	0.18	NA		Piolii.	61-00623(B)/			NA	NA	
2172				To:	Cul-de-Sac/					
				From:	61-02172(B)/					
2173	0.19	NA		т	211.2	¬		NA	NA	
				To: From:	Cul-de-Sac/	1				
2174	0.07	NA		Piolii.	Cul-de-Sac/			NA	NA	
		- 22 -		To:	61-02172(B)/				·	
				From:	61-623					
2175	0.28	NA		To:	C-1.1. C	7		NA	NA	
				From:	Cul-de-Sac	1				
2176	0.12	NA		T TOM.	61-2175	_		NA	NA	
2176				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
2177	0.08	NA		т		_		NA	NA	
				To: From:	61-2178; 61-2175	1				
2179)	0.08	NA		rioiii.	61-2177; 61-2175			NA	NA	
2178	0.00			To:	Cul-de-Sac					
				From:	61-623					
2180	0.11	NA				_		NA	NA	
				To:	61-2182	1				
2181)	0.10	NA		From:	61-2183			NA	NA	
2101)				To:	61-2180	1				
				From:	Cul-de-Sac					
2182	0.26	NA		. —		_		NA	NA	
				To:	61-2180	1				
2183	0.07	NA		From:	61-623	J		NA	NA	
2183	0.07			To:	61-2182	1				
				From:	Cul-de-Sac					
2185	0.40	NA		т	(1.62)	_		NA	NA	
				To: From:	61-623	1				
2186	0.06	NA		A TOHIL	Cul-de-Sac	_		NA	NA	
2100)				To:	61-2187; 61-2185	1		· ·		
				From:	61-2186; 61-2185					
2187	0.06	NA		Tax	0.11.6	_		NA	NA	
				To:	Cul-de-Sac	<u> </u>				
2100	0.05	NA		From:	61-2185	J		NA	NA	
2188				To:	Cul-de-Sac	1				
				From:	Cul-de-Sac				<u> </u>	
2189	0.21	NA				-		NA	NA	
				To:	61-2185					

					Nansemoi	nd Maint	tenance	Area							
Route	Length	AADT	QA	4Tire	Rue		Tru			QC	Design	OK	AAWDT	ΟW	Year
	Lengui	AADI	Q,A	71110	Баз	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV I	ANDI	QVV	i cai
City of Suffolk				From:		61-218	9		1						
2190)	0.07	NA				01 210	,		_		NA		NA		
				To:		Cul-de-S	Sac								
				From:		61-218	5								
2191	0.05	NA							_		NA		NA		
				To:		61-219									
	0.13	NIA		From:		Cul-de-S	Sac				NIA		NIA		
2192	0.13	NA		To:		Cul-de-S	lac .		7		NA		NA		
				From:		61-218									
2193	0.04	NA		<u> </u>		01-210	<u> </u>		_		NA		NA		
				To:		Cul-de-S	Sac								
				From:		Cul-de-S	Sac								
2194	0.11	NA							_		NA		NA		
				To:		61-218									
$\bigcirc$	0.00			From:		Cul-de-S	Sac				NIA		NIA		
2195	0.06	NA		To:		61-219	4		_		NA		NA		
				From:					1						
2196	0.05	NA				Cul-de-S	sac		_		NA		NA		
2190)				To:		61-218	5		1						
				From:		61-658									
2201	0.05	790	R								NA		NA		1986
				To: From:		61-220	2		<b>—</b>						
2201)	0.10	120	R						<u> </u>		NA		NA		1986
				To:		Dead Er	nd								
$\bigcirc$	0.00			From:		Dead Er	nd								1000
2202	0.03	30	R								NA		NA		1986
$\overline{}$				From:		61-220	4								4000
2202	0.07	160	R								NA		NA		1986
	0.07			From:		61-220	3								4000
2202	0.07	370	R	To:		61-220	1		_		NA		NA		1986
				From:		61-220			1						
2203)	0.05	80	R			01-220.	2		_		NA		NA		1986
2203)				To:		Dead Er	nd								
				From:		61-220	2								
2204)	0.03	60	R								NA		NA		1986
				To:		Dead Er	nd								
				From:		61-626	6								
2210	0.08	420	R	_					_		NA		NA		1986
		200		From:		61-221	2								100-
2210	0.06	320	R						_		NA		NA		1986
		<b>A</b>		To: From:		61-221	3								100-
2210	0.07	270	R	_					_		NA		NA		1986
	0.10	645	_	From:		61-221	4				NIA.		NIA.		4000
2210	0.12	210	R	To:		61 621	ı		_		NA		NA		1986
				From:		61-621			1						
2241	0.07	270	R	. rom.		61-626	)		_		NA		NA		1986
2211)	0.01	210		To:		(1.221	2		7		14/7		11/1		1000
2211)	0.15	180	R	From:		61-221	<u> </u>				NA		NA		1986
2211)	0.10	.50	11	To:		61-221	4		7						.500

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
City of Suffolk						ZIIGII		Tioui		
	0.08	49	R	From:	61-2210			NA	NA	1986
(2212)	0.00	43		To:	61-2211			IVA	IVA	1300
				From:	61-2210					
2213	0.04	80	R			_		NA	NA	1986
				To:	Cul-de-Sac					
	0.08	100	R	From:	61-2210	_		NA	NA	1986
2214	0.00	100	IX	To:	(1.2211	_		INA	INA	1900
(2214)	0.11	90	R	From:	61-2211			NA	NA	1986
22.14)				To:	Dead End					
				From:	61-621					
2215)	0.06	80	R			_		NA	NA	1986
				To:	Cul-de-Sac					
2216)	0.29	150	R	From:	US 17			NA	NA	1986
(2216)	0.20	100		To:	Cul-de-Sac	7		1471	10.1	1000
				From:	Cul-de-Sac					
2220	0.20	110	R					NA	NA	1986
				To: From:	61-2226	]				
2220	0.15	280	R	·				NA	NA	1986
				To: From:	61-2225	]——				
2220	0.11	390	R					NA	NA	1986
				To: From:	61-2221	]				
2220	0.03	430	R					NA	NA	1986
	2.24	400	_	From:	61-2222					1000
(2220)	0.04	480	R	To:	61-626	_		NA	NA	1986
				From:	Cul-de-Sac					
(2221)	0.03	40	R		Cui-uc-gac			NA	NA	1986
				To:	61-2220	<b></b>				
				From:	61-2220					
2222	0.04	90	R					NA	NA	1986
	2.22			From:	61-2223	_				1000
2222	0.09	90	R					NA	NA	1986
	0.04	130	R	From:	61-2224			NA	NA	1986
2222	0.04	130	ĸ	To:	61-626			INA	INA	1900
				From:	Cul-de-Sac					
2223	0.03	30	R			_		NA	NA	1986
				To:	61-2222					
	0.05		_	From:	61-2222			A.I.A.		4000
2224	0.05	40	R	To:	Cul-de-Sac			NA	NA	1986
				From:	61-2220					
2225	0.08	160	R		V1-222V	_		NA	NA	1986
				To: From:	61-2226	<b>—</b>				
2225	0.30	270	R	riom:	•	_		NA	NA	1986
				To:	61-626					
$\bigcirc$	0.00	400	_	From:	61-2220			A.I.A.	A.I.A.	4000
2226	0.22	120	R	To:	61-2225			NA	NA	1986
				From:	GRANT ST					
(2230)	0.23	80	R		OWAINI 91	_		NA	NA	1986
こう こう				To:	61-658	7				

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT QW	Year
City of Suffolk	ŭ		-		ZAXIE 3+AXIE TITAII	2Trail		Hour		
	0.10	100	R	From:	61-658			NΑ	NA	1006
2230	0.18	100	ĸ	To:	WCL CHESAPEAKE	7		NA	NA	1986
				From:	61-658					
2231)	0.21	350	R		01 000			NA	NA	1986
$\bigcirc$				To:	WCL CHESAPEAKE					
				From:	61-2246					
(2232)	0.12	40	R					NA	NA	1986
				To: From:	61-658	]				
2232	0.12	80	R	To:	Dead End	_		NA	NA	1986
				From:		1				
(2222)	0.11	80	R	Troni.	61-658			NA	NA	1986
2233	<b>5</b>		.,	To:	0.12 MT (1.750					.000
2233	0.09	70	R	From:	0.12 ME 61-658			NA	NA	1986
(2233)				To:	Dead End	7				
				From:	61-658					
2234)	0.17	80	R			_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	0.40			From:	61-658					1000
2235)	0.12	30	R	To:	Dead Find	_		NA	NA	1986
				From:	Dead End					
(2226)	0.24	140	R	r toni.	61-658	_		NA	NA	1986
2236	<b>0.</b> ⊒ .			To	Dead End					.000
				From:	61-2231 WCL Chesapeake					
(2237)	0.15	140	R					NA	NA	1986
				To:	61-2238					
$\bigcirc$				From:	Dead End					
2238)	0.11	40	R	To:	61-2237	_		NA	NA	1986
				From:						
2239)	0.04	20	R		Dead End	_		NA	NA	1987
(2239)				To:	61-658					
(2239)	0.15	260	R	From:	01-038			NA	NA	1986
2233)				To:	WCL Chesapeake					
				From:	61-623					
(2240)	0.06	100	R					NA	NA	1986
				To: From:	61-2241					
(2240)	0.07	60	R					NA	NA	1986
				To: From:	61-2242	]				
(2240)	0.10	50	R			_		NA	NA	1986
				To:	61-654	<u> </u>				
(a)	0.11	140	R	From:	61-654	_		NA	NA	1986
(2241)	0.11	140	Λ.	To:	61-2240	1		14/7	IVA	1000
				From:	61-654					
(2242)	0.09	80	R					NA	NA	1986
				To:	61-2240					
				From:	Dead End					
2243)	0.09	2	R	To:	(1 (50 (1 004)	_		NA	NA	1987
				From:	61-658; 61-2244	<del> </del>				
2244	0.24	30	R	110111.	61-658; 61-2243	_		NA	NA	1987
(2244)	J. <u>L</u> ¬	-	.,	To:	Dead End	7				. 501
				-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-658	1				
2245	0.10	5	R		01-038	_		NA	NA	1987
				To:	Dead End					
$\bigcirc$	0.05	40	_	From:	61-2247			NIA	NIA	4007
2246	0.05	40	R	To:	61-2232	7		NA	NA	1987
				From:	Dead End					
2247)	0.04	30	R		D vid Did	_		NA	NA	1987
				To:	61-2246					
$\bigcirc$	0.00		_	From:	SR 135 SOUTH					4000
2250	0.06	850	R			_		NA	NA	1986
$\overline{}$	0.08	600	R	From:	61-2254 SOUTH	_		NA	NA	1986
2250	0.06	690	ĸ			_		INA	INA	1900
	0.07	560	R	From:	61-2253 SOUTH	_		NA	NA	1986
2250	0.01	300		To:	(1.2051	7		1471	14/1	1000
2250)	0.18	500	R	From:	61-2251			NA	NA	1986
		<del>-</del>		To	61-2252					
2250	0.05	320	R	From:	U1-2232	_		NA	NA	1986
				To	61-2255	<b>—</b>				
2250	0.29	260	R	From:	**			NA	NA	1986
				To:	61-2253 NORTH	т——				
2250	0.06	290	R	rioii.		_		NA	NA	1995
				From:	61-2254 NORTH					
2250	0.06	320	R			_		NA	NA	1995
				To:	SR 135 NORTH					
	0.11	30	R	From:	61-2250			NA	NA	1986
2251	0.11	30	K	To:	61-2252	7		INA	INA	1300
				From:	Cul-de-Sac					
2252	0.21	90	R	•		_		NA	NA	1999
				To: From:	61-2250	]				
2252	0.11	170	R					NA	NA	1986
				To: From:	61-2251	]				
2252	0.06	340	R					NA	NA	1986
<u> </u>				To: From:	61-2253					
2252	0.06	800	R					NA	NA	1986
$\overline{}$	0.06	000	_	From:	61-2254	_		NA	NIA	1006
2252	0.06	960	R	_		_		INA	NA	1986
	0.06	40	R	From:	61-820	_		NA	NA	1999
2252	0.00	40	IX	To:	SR 135	7		INA	INA	1999
				From:	61-2250 SOUTH					
2253	0.13	170	R	•				NA	NA	1986
				To: From:	61-2252	<del></del>				
2253	0.06	750	R			_		NA	NA	1986
				To: From:	61-2255	]				
2253)	0.21	830	R		4 00	_		NA	NA	1995
				To: From:	61-823; 61-658 S 61-2250 NORTH	1				
2253	0.18	830	R	L		_		NA	NA	1995
				To: From:	61-823; 61-658 SOUTH					
2252	0.06	40	R	1 10III.	61-823; 61-658 S	_		NA	NA	1999
2253	0.00	70	- 11	To:	61-658 NORTH	-		14/1	13/3	1000

					Nansem	nond Maii	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
City of Suffolk								IIIali	ZIIali		Houl				
(2254)	0.17	220	R	From:		61-22	50				NA		NA		1986
				To		61-22	:52		T						
2254	0.10	120	R	From:							NA		NA		1986
				To: From:		0.10 MN 6	51-2252								
(2254)	0.17	110	R	To:		Cul-de-	Saa		_		NA		NA		1995
				From:		61-2250 N									
2254	0.12	110	R						_		NA		NA		1995
				To:		Cul-de-									
	0.06	00	_	From:		61-22	:50				NIA		NIA		1006
2255	0.06	90	R						_		NA		NA		1986
	0.10	240	R	From:		61-22	.56				NA		NA		1986
2255	0.10	210	ĸ	To:		61-22	53		$\neg$		INA		INA		1900
				From:		61-22									
2256	0.20	170	R			01-22	.55		_		NA		NA		1995
				To:		61-22	253								
				From:		Cul-de-	-Sac								
2257	0.05	90	R						_		NA		NA		1995
				To:		61-22									
	0.07	400	ъ.	From:		61-22	153				NIA		NIA		1005
2258	0.07	100	R	To:		Cul-de-	-Sac		<b>–</b>		NA		NA		1995
				From:		61-22			<del></del>						
2259	0.09	80	R	<u> </u>		01-22	.52				NA		NA		1999
2233				To:		Dead l	End								
				From:		61-63	59								
2265	0.14	110	R	'							NA		NA		1999
				To: From:		61-22	.66								
2265)	0.16	120	R						_		NA		NA		1999
				To:		Cul-de-									
	0.10	400	_	From:		Cul-de-	-Sac				NA		NA		1999
2266	0.10	100	R	To:		61-22	65		$\neg$		INA		INA		1999
				From:		61-22			1						
2275)	0.13	200	R	l .		01-22	.70		_		NA		NA		1995
				To:		61-65	58								
				From:		61-65	58								
2276)	0.42	300	R	_					_		NA		NA		1995
				To:		Cul-de-									
	0.45	00	_	From:		Cul-de-	-Sac				NIA		NIA		1005
2277	0.15	60	R	To:		61-22	76		<b>–</b>		NA		NA		1995
				From:		61-22									
2278)	0.15	120	R			01-22	.01				NA		NA		1995
				To		61-22	.76								
				From:		0.12 MW 6	61-2278								
2279	0.12	70	R								NA		NA		1995
				To: From:		61-22	.78								
2279	0.12	80	R	-					<b>-</b>		NA		NA		1995
				To:		Dead l			<u> </u>						
$\cap$	0.40	00	_	From:		0.12 MW 6	61-2278				NIA		NIA		1005
2280	0.12	90	R	To:		61-22	78		1		NA		NA		1995
						01-22	. 10								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
City of Suffolk				From:	61-2278					
2280	0.12	70	R	<u> </u>	01 2270			NA	NA	1995
				To:	Dead End					
$\bigcirc$	0.40		_	From:	0.12 MW 61-2278			NIA	NIA	400
2281	0.12	90	R			_		NA	NA	1995
	0.12	100	R	From:	61-2278			NA	NA	1995
2281	0.12	100	K	To:	Dead End			INA	IVA	1990
				From:	US-00017(B)/					
2284	1.02	NA				_		NA	NA	
				To:	61-02286(L)/					
	0.09	NA		From:	Dead End/			NA	NA	
2285	0.09	INA		To:	61-02284(B)/			INA	IVA	
Nansemond Maintenau	nce Area				, , ,					
				From:	61-2295					
2286	0.52	NA		To:	61-2284	_		NA	NA	
				From:	Cul-de-Sac					
2287	0.03	NA		<u> </u>	Cui-uc-sac			NA	NA	
				To:	61-2286; 61-2288					
$\overline{}$				From:	61-2286; 61-2287					
2288	0.17	NA		To:	Dead End	_		NA	NA	
				From:	61-2290	_				
2289	0.08	NA		<u> </u>	01-2290			NA	NA	
				To:	61-2288					
$\overline{}$				From:	61-2286					
2290	0.28	NA		To:	Cul-de-Sac	_		NA	NA	
				From:	Cul-de-Sac	1				
2291)	0.24	NA		<u> </u>	Cur-uc-sac			NA	NA	
				To:	61-2286; 61-2294					
$\overline{}$				From:	61-2291					
2292	0.03	NA		To:	Cul-de-Sac			NA	NA	
				From:	61-02291(B)/					
2293)	0.04	NA		<u> </u>	01-02291(B)/	_		NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$				From:	61-02286(B)/61-02291(U)/					
(2294)	0.04	NA		To:	Cul-de-Sac/			NA	NA	
				From:	Cul-de-Sac/					
2295)	0.08	NA		<u> </u>	Cui-uc-sac/	_		NA	NA	
$\bigcirc$				To:	61-02286(R)/					
City of Suffolk				Eram:	(1.00004/70)/					
2300)	1.40	NA		From:	61-02284(B)/			NA	NA	
2300)				To:	Shadow of:730828/RT 2302(R)/					
				From:	Cul-de-Sac/					
2301)	0.05	NA				_		NA	NA	
				To:	61-02300(B)/					
0000	0.05	NA		From:	Cul-de-Sac/	_		NA	NA	
2302	0.00	147		To:	61-02300(B)/RT 2300(R)/	$\neg$		14/7	1 1/7	
				•		•				

Route	Length	AADT	QA	4Tire	Bus 2440 3+440 1Trail		QC	Design	QK AAWDT QW	Year	
City of Suffolk					2Axle 3+Axle 1Trail	21raii		Hour			
2202	0.18	NA		From:	Cul-de-Sac/			NA	NA		
2303)				To:	61-02300(B)/						
$\overline{}$				From:	61-02303(B)/						
2304	0.05	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	61-02303(B)/	<u> </u>					
2305	0.05	NA			01-02303(B)/	_		NA	NA		
				To:	Cul-de-Sac/						
$\bigcirc$	0.11	N1.0		From:	61-02300(B)/			NIA	NIA		
2306	0.11	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	61-02300(B)/						
2307)	0.08	NA			, ,	_		NA	NA		
				To:	Cul-de-Sac/						
	0.05	NA		From:	Cul-de-Sac/			NA	NA		
2308	0.05	NA		To:	61-02300(B)/61-02309(U)/	1		19/4	1971		
				From:	61-02300(B)/61-02308(U)/						
2309	0.10	NA				<u>-</u>		NA	NA		
				To:	Cul-de-Sac/						
	0.09	NA		From:	Cul-de-Sac/			NA	NA		
2310	0.09	NA.		To:	61-02300(B)/			INA	IVA		
				From:	Cul-de-Sac/						
2311)	0.04	NA				_		NA	NA		
				To:	61-02300(B)/61-02312(U)/	<u> </u>					
	0.05	NA		From:	61-02300(B)/61-02311(U)/		NA	NA			
2312)	0.00	11/2		To:	Cul-de-Sac/			101			
_				From:	61-02300(B)/						
2313)	0.16	NA				_		NA	NA		
				To: From:	61-02300(B)/61-02315(R)/	<u> </u>					
2314)	0.11	NA			61-02313(B)/			NA	NA		
2314)				To:	Cul-de-Sac/						
$\widehat{}$				From:	61-02300(B)/61-02313(R)/						
2315)	0.13	NA		To:	(1.0221(T))/	_		NA	NA		
				From:	61-02316(B)/	<u> </u>					
2316)	0.12	NA			61-02300(B)/			NA	NA		
				To:	Cul-de-Sac/						
	<b>^</b>			From:	61-02300(B)/						
2317)	0.05	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	Cul-de-Sac/	1					
2350)	0.93	NA			Carac-bac/	_		NA	NA		
				To:	61-00757(L)/						
$\bigcirc$	0.00	116		From:	61-02350(B)/			NIA	NIA		
2351	0.03	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	Cul-de-Sac/	1					
2352	0.05	NA				<b>_</b>		NA	NA		
				To:	61-02350(B)/61-02353(U)/						
	0.07	NI A		From:	61-02350(B)/61-02352(U)/			NIA	NIA		
2353	0.07	0.07	NA		To:	Cul-de-Sac/	7		NA	NA	
					Cur-uc-bac/						

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year	
City of Suffolk	-291	•	··		2Axle 3+Axle 1Trail	2Trail		Hour		. 301	
	0.04	NA		From:	Cul-de-Sac/			NA	NA		
2354	0.04	NA		To:	61-02350(B)/61-02355(U)/	1		INA	IVA		
_				From:	61-02350(B)/61-02354(U)/						
2355	0.15	NA		To:	44 000 (4 m) /	_		NA	NA		
				From:	61-02361(B)/	1					
2356	0.05	NA			Cul-de-Sac/			NA	NA		
				To:	61-02350(B)/						
$\bigcirc$	0.00			From:	61-02350(B)/			NIA	NIA		
2357	0.08	NA		To:	Cul-de-Sac/	1		NA	NA		
				From:	Cul-de-Sac/						
2358)	0.15	NA						NA	NA		
				To:	61-02350(B)/61-02359(U)/						
2359	0.05	NA		From:	61-02350(B)/61-02358(U)/			NA	NA		
2009		107		То:	Cul-de-Sac/	]					
				From:	Cul-de-Sac/						
2360	0.04	NA		To:	61-02350(B)/	_		NA	NA		
				From:	61-02350(B)/	<u> </u>					
2361)	0.62	NA			01-02330(B)/			NA	NA		
				To:	61-00757(L)/						
$\bigcirc$	0.02	NIA		From:	Cul-de-Sac/			NIA	NIA		
2362	0.03	NA		To:	61-02361(B)/	1		NA	NA		
				From:	Cul-de-Sac/						
2363	0.07	NA						NA	NA		
				To:	61-02361(B)/61-02364(U)/						
2364	0.04	NA		From:	61-02361(B)/61-02363(U)/			NA	NA		
2304)				To:	Cul-de-Sac/						
<u> </u>				From:	61-02361(B)/61-02366(U)/						
2365	0.06	NA		To:	Cul-de-Sac/	_		NA	NA		
				From:	Cul-de-Sac/	<u> </u>					
2366)	0.03	NA			Cui-ue-Sac/			NA	NA		
				To:	61-02361(B)/61-02365(U)/						
$\overline{}$	0.04	NA		From:	61-02361(B)/			NIA	NA		
2367	0.04	NA		To:	Cul-de-Sac/	1		NA	NA		
				From:	Cul-de-Sac/						
2368)	0.20	NA		_		_		NA	NA		
				To:	61-02350(B)/	<u> </u>					
2369)	0.10	NA		From:	Cul-de-Sac/			NA	NA		
2309)				To:	61-02368(B)/	1			•		
				From:	61-02350(B)/						
2370	0.03	NA		To:	Cv1 1- C/	_		NA	NA		
				From:	Cul-de-Sac/	<u> </u>					
2371)	0.03	NA			61-02350(B)/61-02372(U)/			NA	NA		
				To:	Cul-de-Sac/						
$\overline{}$				From:	Cul-de-Sac/						
2372	0.03	0.03	NA		To:	61 02250(D)/61 02271/JD/	1		NA	NA	
					61-02350(B)/61-02371(U)/						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		( )( :	Design Hour	QK AAWDT QW	Year
City of Suffolk				r		1				
2373)	0.03	NA		From:	Cul-de-Sac/			NA	NA	
23/3)	0.00			To:	61-02350(B)/					
				From:	Cul-de-Sac/					
2374)	0.07	NA						NA	NA	
				To:	61-02361(B)/					
	0.04	NIA		From:	61-02361(B)/			NIA	NIA	
2375)	0.04	NA		To:	Cul-de-Sac/			NA	NA	
				From:	FOREST GLEN HS					
9215	0.55	1200	R		TOTAL DE CALLETTE			NA	NA	1986
				To:	US 58; 61-738					
				From:	JOHN YEATES HS					
9217	0.18	580	R	т				NA	NA	1986
				To:	61-627					
	0.31	780	R	From:	ELEPHANTS FORK ELE	M		NA	NA	1999
9218	0.51	700	11	To:	SCH FR-676			14/7	IVA	1999
				From:	JOHN F KENNEDY HIGI	Η Ι				
9220	0.24	1400	R		VOTIL (TIED (TIED TIED TIED TIED TIED TIED TIED TIED	···		NA	NA	1986
				To:	SCH SR 337					
				From:	KILBY SHORES ELEM					
9224	0.05	180	R	To:	CON A SOLDING LE L			NA	NA	1986
				From:	SCH; 0.50MN Dead End 0.05 MN Dead End					
9224	0.16	550	R	-				NA	NA	1986
				To:	61-1722					
$\sim$				From:	HOLLAND ELEM SCH					
9266	0.09	220	R	To:	D 1F 1			NA	NA	1986
				From:	Dead End					
0260	0.03	20	R	T TOMA	SITE OF KINGS FORK			NA	NA	1999
9268	0.00		• • • • • • • • • • • • • • • • • • • •	To:	SCH; 61-635; 00634					
				From:	ROBERTSON MID SCH					
9270	0.12	120	R					NA	NA	1999
				To:	61-1604					
$\bigcirc$	2.22			From:	OAKLAND ELEM SCH					4000
9271)	0.06	200	R	To:	SR 10; 61-741			NA	NA	1986
				From:	SW MIDDLE SCH					
9272	0.10	140	R		SW MIDDLE SCH			NA	NA	1999
9212)				To:	61-613					
				From:	NANSEMOND PKWY ELF	EM				
9273	0.25	500	R					NA	NA	1986
				To:	SCH SR 337					
	0.40	4=0	_	From:	F BOWSER ELEM SCH			NIA	NIA	4000
9280	0.10	150	R	To:	SR 337			NA	NA	1986
				From:	MT ZION MIDDLE SCH	r I				
9281)	0.09	300	R	L	MI ZION MIDDLE SCH			NA	NA	1986
				To:	US 460					
				From:	DRIVER MIDDLE SCH					
9627	0.20	120	R					NA	NA	1986
				To: From:	0.20 ME 61-629					
9627	0.09	80	R					NA	NA	1986
<u> </u>				To:	61-629					

Route	Length	AADT	QA	4Tire	Bus			ıck		QC	Design	QK AAW	DT QW	Yea
ity of Suffolk	ŭ					2Axle	3+Axle	1Trail	21 rail		Hour			
C Sulloik				From:		Washingt								
Pinner St	0.63	7300	G	97%	1%	1%	0%	0%	0%	С	NA	770	0 G	200
<u> </u>	0.41	13000	G	From: 97%	1%	Moore 1	Ave 0%	0%	0%	F	NA	1400	0 G	200
3501 Pinner St	0.41	13000	G	91 70 To:	1 70	Old CL S		0 %	7 0%	Г	INA	1400	10 G	200
				From:		Smith								
South Broad St	0.15	1400	G	96%	1%	2%	0%	1%	0%	F	NA	140	0 G	200
133				To:		Washingt	on St		¬					
North Broad St	0.68	1000	G	96%	1%	2%	0%	1%	0%	С	NA	100	0 G	200
133/				To: From:		East Rivery	iew Dr							
Western Ave	0.12	1300	G	96%	1%	2%	0%	1%	0%	F	NA	140	0 G	200
(33)				To:		West Const	ance Rd							
				From:		Kilby A								
Wellons St	0.65	1900	G	94%	2%	1%	1%	2%	0%	С	NA	190	0 G	200
<u> </u>				To: From:		Washingt	ton St		]					
Market St	0.43	4500	G	96%	0%	2%	0%	1%	0%	С	NA	470	0 G	200
				To: From:		Saratog	a St							
Market St	0.06	6400	G	96%	0%	2%	0%	1%	0%	F	NA	670	0 G	200
1337				To:		Main	St							
				From:		Main								
Finney Ave	0.20	3400	G	93%	2%	2%	2%	2%	0%	С	NA	350	0 G	200
				To:		Pinner A	Ave							
	2.24			From:	40/	Carolina		101						
Saratoga St	0.31	3700	G	95%	1%	2%	1%	1%	0%	С	NA	390	0 G	200
				From:		Washingt								
Saratoga St	0.12	4200	G	95%	1%	2%	1%	1%	0%	F	NA	440	0 G	200
				To:		Market								
<u> </u>			_	From:	401	Saratog		101		_				
Hall Ave	0.43	5600	G	96% To:	1%	1%	1%	1%	0%	С	NA	590	0 G	200
						East Washii								
C ====================================	0.07	2200	_	From:	10/	SCL Sut		10/		0	NIA	240		200
Factory St	0.87	3300	G	94% To:	1%	2%	1%	1%	□ 0%	С	NA	340	0 G	200
				From:		Washingt								
Favette St	0.17	1100	G	86%	2%	Carolina 3%	4%	5%	0%	С	NA	120	0 G	200
8512 Fayette St	0.17	1100	G	To:	2 /0	Cedar		370	٦ ٥/٥	C	INA	120	0	200
				From:		Fayette								
8512 Cedar St	0.04	1000	G	95%	0%	2%	1%	1%	0%	F	NA	100	0 G	200
1337				To: From:		Madison								
Madison Ave	0.33	540	G	95%	0%	Cedar 2%	1%	1%	0%	С	NA	570	) G	200
Madison Ave	0.55	340	G	9570	0 70			1 /0	<b>-</b> 0 70	C	INA	570	, 0	200
Madison Ava	0.11	2400	^	From:	Ω0/	County 20/		10/	00/	Г	NΙΛ	220	n c	200
Madison Ave	0.11	2100	G	95% To:	0%	2% Factory	1%	1%	0% 7	F	NA	220	0 G	200
				From:					<u> </u>					
8514) Bank St	0.20	1400	G	98%	0%	North Ma	0%	0%	0%	С	NA	150	0 G	200
Bank St 8133	0.20	. 400	•	70 /0	U /0	Pinner		J /0	7 70	J	11/7	130		200
				From:	0	ld Suffolk C								
8813) County St	0.18	4100	G	75%	1%	3%	4%	16%	0%	F	NA	420	0 G	200
B <sub>813</sub> County St	5.10		_	T	. 70			. 0 /0	7	•		720	. 0	_00
S813) County St	0.27	4800	G	From: 75%	1%	Madison 3%	Ave 4%	16%	0%	С	NA	500	0 G	200
County St	0.27	4000	G	7 5 % To:	ı 70	Washingt		1070	7	C	INA	300	U G	200
				From:					<u> </u>					
Moore Ave	0.64	5800	G	78%	1%	Washingt 2%	4%	14%	1%	С	NA	600	0 G	200
133	0.04	5500	3	To:	1 /0	Pinner		1-7 /0	7 ' '	9	14/1	000		200

Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Suffolk															
County Street		NA	1	From: Polk Street											
	9.10										NA		NA		
				To:	E. Washington Street										
Finney Avenue		NA	1	N. Main Street											
	9.10										NA	NA			
				To:		Hill St	reet								
James Avenue			1	From:		Smith S	treet								
	9.10	NA									NA		NA		
				To:	V	V. Washing	ton Street								