

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Special Locality Report

133

City of Suffolk

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---------------------------------------|--------|-------|------|------|
| City of Suffolk | | | | |
| From: Isle of Wight County Line | | | | |
| (10) 1.31 | 9900 | G | 2003 | |
| To: SR 125 Chuckatuck | | | | |
| From: Godwin Blvd | 7.04 | 10000 | G | 2003 |
| To: US 58 Suffolk Bypass | | | | |
| From: Godwin Blvd | 0.54 | 18000 | G | 2003 |
| To: Pruden Blvd US 460 | | | | |
| From: Bus US 460 Elephant Fork | 1.49 | 28000 | A | 2003 |
| From: Bus US 460, Bus US 58 | | | | |
| From: Bus US 460 | | | | |
| (10) (32) Main St | 0.09 | 31000 | G | 2003 |
| To: Bus US 58 | | | | |
| From: Bus US 58, Bus US 460 | | | | |
| (10) (32) Main St | 0.68 | 22000 | G | 2003 |
| To: SR 337 Washington St | | | | |
| From: North Carolina State Line | | | | |
| (13) Whaleyville Blvd | 5.37 | 5500 | A | 2003 |
| To: 61-616 Mineral Spring Rd | | | | |
| From: Whaleyville Blvd | 1.28 | 6300 | G | 2003 |
| To: 61-677 Great Fork Rd | | | | |
| From: Whaleyville Blvd | 0.82 | 7900 | G | 2003 |
| To: 61-675 Cypress Chapel Rd | | | | |
| From: Whaleyville Blvd | 2.22 | 7800 | G | 2003 |
| To: 61-759 S, West Liberty Spring Rd | | | | |
| From: Whaleyville Blvd | 1.06 | 8900 | G | 2003 |
| To: 61-759 Babbtown Rd | | | | |
| From: Whaleyville Blvd | 2.56 | 9300 | G | 2003 |
| To: SR 32 Carolina Rd | | | | |
| From: SR 32 Whaleyville Blvd | | | | |
| (13) Carolina Rd | 1.64 | 15000 | G | 2003 |
| To: BUS US 13 | | | | |
| From: BUS US 13, SR 32 Carolina Rd | | | | |
| (13) Southwest Suffolk Bypass | 2.80 | 8100 | F | 2003 |
| To: US 58 Holland Rd | | | | |
| From: Bus US 58 | | | | |
| (13) (58) Suffolk Bypass | 1.41 | 29000 | G | 2003 |
| To: 61-604 Pitchkittle Rd | | | | |
| From: Suffolk Bypass | 1.88 | 31000 | G | 2003 |
| To: US 460 Pruden Blvd | | | | |
| From: Suffolk Bypass | 0.93 | 40000 | G | 2003 |
| To: SR 10 SR 32 Godwin Blvd | | | | |
| From: Suffolk Bypass | 1.87 | 47000 | G | 2003 |
| To: 61-642 Wilroy Rd | | | | |
| From: Suffolk Bypass | 2.30 | 38000 | G | 2003 |
| To: Bus US 13, Bus US 58 Military Hwy | | | | |
| From: Military Hwy | 3.24 | 54000 | G | 2003 |
| To: WCL Chesapeake | | | | |
| From: US 13 Southwest Suffolk Bypass | | | | |
| (13) Carolina Rd | 1.17 | 12000 | F | 2003 |
| To: Old SCL Suffolk | | | | |
| From: Carolina Rd | 0.54 | 15000 | G | 2003 |
| To: Fayette St | | | | |
| From: US 13; SR 32 Fayette St | | | | |
| (13) (32) Main St | 0.34 | 14000 | G | 2003 |
| To: Begin SR 10 | | | | |

| Route | Length | AADT | QA | Year |
|-------------------------------------|--------|-------|----|------|
| City of Suffolk | | | | |
| From: Begin SR 10 | | | | |
| Bus (13) (32) Main St | 0.68 | 22000 | G | 2003 |
| To: US 58; Bus US 460 | | | | |
| From: SR 32 Main St | | | | |
| Bus (13) (58) Constance Road | 0.66 | 15000 | G | 2003 |
| To: OLD ECL Suffolk | | | | |
| From: Pinner St | | | | |
| Bus (13) (58) Portsmouth Blvd | 1.60 | 19000 | G | 2003 |
| To: SR 337 Washington St | | | | |
| From: Portsmouth Blvd | 1.22 | 24000 | G | 2003 |
| To: US 13, US 58, US 460 | | | | |
| From: WCL Chesapeake | | | | |
| (17) Bridge Rd | 0.66 | 20000 | G | 2003 |
| To: I-664 | | | | |
| From: Bridge Rd | 3.35 | 24000 | G | 2003 |
| To: 61-627 Bennetts Pasture Rd | | | | |
| From: Carrolton Blvd | 2.47 | 16000 | G | 2003 |
| To: 61-628 Crittenden Rd | | | | |
| From: 17 | 1.17 | 12000 | G | 2003 |
| To: Isle of Wight County Line | | | | |
| From: North Carolina State Line | | | | |
| (32) Carolina Rd | 2.89 | 3800 | G | 2003 |
| To: 61-642 Adams Swamp Rd | | | | |
| From: Carolina Rd | 2.07 | 4000 | G | 2003 |
| To: 61-675 Cypress Chapel Rd | | | | |
| From: Carolina Rd | 1.40 | 4400 | G | 2003 |
| To: 61-759 Babbtown Rd | | | | |
| From: Carolina Rd | 0.65 | 4400 | G | 2003 |
| To: 61-647 Copeland Rd | | | | |
| From: Carolina Rd | 2.45 | 4700 | G | 2003 |
| To: US 13 South of Suffolk | | | | |
| From: Whaleyville Blvd | | | | |
| (32) (13) Carolina Rd | 1.64 | 15000 | G | 2003 |
| To: 61-731 Dill Rd | | | | |
| From: Carolina Rd | 1.17 | 12000 | F | 2003 |
| To: Old SCL Suffolk | | | | |
| From: Carolina Rd | 0.54 | 15000 | G | 2003 |
| To: Bus US 58 Constance Rd | | | | |
| From: Main St | 0.34 | 14000 | G | 2003 |
| To: SR 337 Washington St | | | | |
| From: Main St | 0.68 | 22000 | G | 2003 |
| To: Bus US 58, Bus US 460 | | | | |
| From: Main St | 0.09 | 31000 | G | 2003 |
| To: Old NCL of Suffolk | | | | |
| From: Bus (32) (460) | 1.49 | 28000 | A | 2003 |
| To: Bus US 460; SR 10 Elephant Fork | | | | |
| From: Godwin Blvd | 0.54 | 18000 | G | 2003 |
| To: US 58 Suffolk Bypass | | | | |
| From: Godwin Blvd | 7.04 | 10000 | G | 2003 |
| To: SR 125 Chuckatuck | | | | |
| From: 32 (10) | 1.31 | 9900 | G | 2003 |
| To: Isle of Wight County Line | | | | |

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Suffolk

| Route | Length | AADT | QA | Year |
|---|--------|-------|----|------|
| City of Suffolk | | | | |
| From: Southampton County Line 58 Franklin Bypass | 1.20 | 18000 | G | 2003 |
| To: SR 189, SR 260 From: SR 189, SR 260 58 Franklin Bypass | 1.26 | 17000 | G | 2003 |
| To: SR 272 From: SR 272 58 | 4.17 | 19000 | G | 2003 |
| To: SR 189 From: SR 189 58 Holland Bypass | 1.11 | 19000 | G | 2003 |
| To: Bus US 58 From: Bus US 58 58 | 1.32 | 23000 | G | 2003 |
| To: 61-610 West From: 61-610 West 58 | 2.77 | 23000 | G | 2003 |
| To: 61-647 Lummis Rd From: 61-647 Lummis Rd 58 Holland Road | 2.05 | 24000 | G | 2003 |
| To: 61-643 Manning Bridge Rd From: 61-643 Manning Bridge Rd 58 Holland Road | 0.67 | 23000 | G | 2003 |
| To: 61-738 Kenyon Rd From: 61-738 Kenyon Rd 58 Holland Road | 0.38 | 29000 | G | 2003 |
| To: Cove Point Rd From: Cove Point Rd 58 Holland Road | 1.15 | 29000 | G | 2003 |
| To: US 13 From: US 13 58 Suffolk Bypass | 1.41 | 29000 | G | 2003 |
| To: Bus US 58 From: Bus US 58 58 Suffolk Bypass | 1.41 | 29000 | G | 2003 |
| To: 61-604 Pitchkittle Rd From: 61-604 Pitchkittle Rd 58 Suffolk Bypass | 1.88 | 31000 | G | 2003 |
| To: US 460 Pruden Blvd From: US 460 Pruden Blvd 58 Suffolk Bypass | 0.93 | 40000 | G | 2003 |
| To: SR 10 SR 32 Godwin Blvd From: SR 10 SR 32 Godwin Blvd 58 Suffolk Bypass | 1.87 | 47000 | G | 2003 |
| To: 61-642 Wilroy Rd From: 61-642 Wilroy Rd 58 Suffolk Bypass | 2.30 | 38000 | G | 2003 |
| To: Bus US 13, Bus US 58 Military Hwy From: Bus US 13, Bus US 58 Military Hwy 58 Military Hwy | 3.46 | 54000 | G | 2003 |
| To: WCL Chesapeake From: WCL Chesapeake 58 | | | | |
| From: Isle of Wight County Line Bus 58 | 2.65 | 3200 | G | 2003 |
| To: SR 189 From: SR 189 Bus 58 | 0.26 | 3600 | G | 2003 |
| To: 61-653 From: 61-653 Bus 58 | 0.46 | 4100 | G | 2003 |
| To: US 58 From: US 58 Bus 58 | | | | |
| From: US 58 East of Holland 58 Holland Road | 0.05 | 15000 | G | 2003 |
| To: 61-1722 Kilby Shores Rd From: 61-1722 Kilby Shores Rd 58 Holland Road | 1.79 | 13000 | G | 2003 |
| To: SR 337 Constance Rd From: SR 337 Constance Rd Bus 58 Constance Road | 0.29 | 10000 | G | 2003 |
| To: SR 337 Holland Rd From: SR 337 Holland Rd Bus 58 Constance Road | | | | |
| To: WCL Suffolk Pitchkittle Rd From: WCL Suffolk Pitchkittle Rd Bus 58 Constance Road | 0.86 | 11000 | G | 2003 |
| To: SR 32 Main St From: SR 32 Main St Bus 58 Constance Road | | | | |

| Route | Length | AADT | QA | Year |
|--|--------|-------|----|------|
| City of Suffolk | | | | |
| From: SR 32 Main St Bus 58 Constance Road | 0.88 | 15000 | G | 2003 |
| To: Pinner Street From: Pinner Street Bus 58 | | | | |
| From: Pinner St 58 Portsmouth Blvd | 1.60 | 19000 | G | 2003 |
| To: SR 337 Washington St From: SR 337 Washington St Bus 58 | | | | |
| From: SR 337 Washington St 58 Portsmouth Blvd | 1.22 | 24000 | G | 2003 |
| To: US 58 From: US 58 125 Kings Hwy | 6.24 | 2700 | G | 2003 |
| To: SR 337 Nansemond Pkwy From: SR 337 Nansemond Pkwy 125 Kings Hwy | | | | |
| From: US 17 Bridge Rd 135 College Dr | 0.20 | 13000 | G | 2003 |
| To: SR 164 Western Freeway From: SR 164 Western Freeway 135 College Dr | 0.65 | 16000 | G | 2003 |
| To: 61-658 Towne Point Rd From: 61-658 Towne Point Rd 135 College Dr | 0.75 | 20000 | G | 2003 |
| To: I-664 From: I-664 135 | 0.60 | 8200 | G | 2003 |
| To: SR 367 From: SR 367 135 | | | | |
| From: US 17 Bridge Road 164 Western Freeway | 0.84 | 9500 | G | 2003 |
| To: I-664 From: I-664 164 Western Freeway | 0.64 | 19000 | G | 2003 |
| To: SR 135 College Dr From: SR 135 College Dr 164 Western Freeway | 0.02 | 32000 | F | 2003 |
| To: WCL Portsmouth From: WCL Portsmouth 164 Western Freeway | | | | |
| From: Southampton County Line 189 | 1.36 | 2100 | G | 2003 |
| To: 61-666 Gates Rd From: 61-666 Gates Rd 189 | 1.60 | 3500 | G | 2003 |
| To: US 58 From: US 58 189 58 Franklin Bypass | 1.26 | 17000 | G | 2003 |
| To: SR 272 From: SR 272 189 58 | 4.17 | 19000 | G | 2003 |
| To: US 58 SOUTH OF HOLLAND From: US 58 SOUTH OF HOLLAND 189 | 0.37 | 810 | G | 2003 |
| To: Cumberland La From: Cumberland La 189 | 0.12 | 1100 | G | 2003 |
| To: Bus US 58 From: Bus US 58 189 | | | | |
| From: US 58 260 | 0.91 | 3600 | G | 2003 |
| To: NCL Suffolk From: NCL Suffolk 260 | | | | |
| From: SR 189 272 | 1.24 | 1500 | G | 2003 |
| To: US 58 From: US 58 272 | | | | |
| From: Constance Rd 337 Washington St | 0.34 | 9800 | G | 2003 |
| To: Broad St From: Broad St 337 Washington St | 0.49 | 10000 | G | 2003 |
| To: Saratoga St From: Saratoga St 337 Washington St | 0.10 | 8600 | G | 2003 |
| To: US 13; SR 32 Main St From: US 13; SR 32 Main St 337 Washington St | | | | |

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 City of Suffolk

| Route | Length | AADT | QA | Year |
|---------------------------------------|--------|-------|----|------|
| City of Suffolk | | | | |
| From: US 13; SR 32 Main St | | | | |
| 337 Washington St | 0.20 | 11000 | G | 2003 |
| To: Pinner St | | | | |
| 337 Washington St | 0.49 | 14000 | G | 2003 |
| To: Old ECL Suffolk | | | | |
| 337 Washington St | 2.38 | 9400 | G | 2003 |
| To: Bus US 58 Portsmouth Blvd | | | | |
| 337 Nansemond Parkway | 3.03 | 4500 | G | 2003 |
| To: 61-642 Wilroy Rd | | | | |
| 337 Nansemond Parkway | 1.40 | 9500 | G | 2003 |
| To: 61-629 Sleepy Hole Rd | | | | |
| 337 Nansemond Parkway | 2.01 | 6300 | G | 2003 |
| To: SR 125 Kings Hwy | | | | |
| 337 Nansemond Parkway | 2.52 | 11000 | G | 2003 |
| To: WCL Chesapeake | | | | |
| From: Isle of Wight County Line | | | | |
| 460 Pruden Blvd | 5.09 | 14000 | G | 2003 |
| To: US 58, BUS US 460; Suffolk Bypass | | | | |
| From: US 58, BUS US 460, Purden Blvd | | | | |
| 460 58 Suffolk Bypass | 0.93 | 40000 | G | 2003 |
| To: SR 10 SR 32 Godwin Blvd | | | | |
| 460 58 Suffolk Bypass | 1.87 | 47000 | G | 2003 |
| To: 61-642 Wilroy Rd | | | | |
| 460 58 Suffolk Bypass | 2.30 | 38000 | G | 2003 |
| To: Bus US 13, Bus US 58 Military Hwy | | | | |
| 460 58 Military Hwy | 3.24 | 54000 | G | 2003 |
| To: WCL Chesapeake | | | | |
| From: US 58, US 460 | | | | |
| Bus 460 | 1.11 | 14000 | G | 2003 |
| To: SR 10, SR 32 | | | | |
| Bus 460 | 1.49 | 28000 | A | 2003 |
| To: Old NCL Suffolk | | | | |
| Bus 460 32 Main St | 0.09 | 31000 | G | 2003 |
| To: US 13, BUS US 58, SR 32 | | | | |
| Bus 460 58 Constance Road | 0.66 | 15000 | G | 2003 |
| To: OLD ECL Suffolk | | | | |
| From: Pinner St | | | | |
| Bus 460 58 Portsmouth Blvd | 1.60 | 19000 | G | 2003 |
| To: SR 337 Washington St | | | | |
| Bus 460 58 Portsmouth Blvd | 1.22 | 24000 | G | 2003 |
| To: US 58 | | | | |
| From: ECL Newport News | | | | |
| East 664 | 3.05 | 24000 | G | 2003 |
| Combined Traffic: | | 49000 | G | |
| To: SR 135 | | | | |
| East 664 | 1.38 | 25000 | A | 2003 |
| Combined Traffic: | | 50000 | A | |
| To: SR 164 | | | | |
| East 664 | 0.58 | 22000 | G | 2003 |
| Combined Traffic: | | 42000 | G | |
| To: US 17 | | | | |

| Route | Length | AADT | QA | Year |
|--|--------|-------|----|------------|
| City of Suffolk | | | | |
| From: US 17 | | | | |
| East 664 | 0.62 | 32000 | G | 2003 |
| Combined Traffic: | | 65000 | G | |
| To: ECL Chesapeake | | | | |
| From: ECL Newport News | | | | |
| West 664 | 3.46 | 26000 | G | 2003 |
| Combined Traffic: | | 49000 | G | |
| To: SR 135 | | | | |
| West 664 | 1.04 | 26000 | A | 2003 |
| Combined Traffic: | | 50000 | A | |
| To: SR 164 | | | | |
| West 664 | 0.40 | 20000 | G | 2003 |
| Combined Traffic: | | 42000 | G | |
| To: US 17 | | | | |
| West 664 | 0.57 | 33000 | F | 2003 |
| Combined Traffic: | | 65000 | G | |
| To: ECL Chesapeake | | | | |
| From: Isle of Wight County Line | | | | |
| 600 81 | 0.40 | 420 | R | 02/05/2002 |
| To: Isle of Wight County Line | | | | |
| From: 61-604 | | | | |
| 600 81 | 2.43 | 420 | R | 02/05/2002 |
| To: 61-1500 | | | | |
| From: Isle of Wight County Line | | | | |
| 601 81 | 1.22 | 190 | R | 02/05/2002 |
| To: 61-603 Everetts Rd | | | | |
| From: 61-603 Everetts Rd | | | | |
| 602 81 Kirk Rd | 0.60 | 450 | G | 2003 |
| To: Isle of Wight County Line | | | | |
| From: Isle of Wight County Line | | | | |
| 603 81 Everetts Rd | 2.27 | 1800 | G | 2003 |
| To: 61-742 | | | | |
| 603 81 | 0.97 | 1900 | G | 2003 |
| To: SR 10 Godwin Blvd | | | | |
| From: North Carolina State Line | | | | |
| 604 81 | 6.91 | 230 | R | 02/05/2002 |
| To: 61-642 White Marsh Rd | | | | |
| 604 81 | 1.54 | 620 | G | 2003 |
| To: 61-674 NORTH | | | | |
| 604 81 Hosier Rd | 4.11 | 730 | G | 2003 |
| To: 61-1105 Mahlon Ave | | | | |
| 604 81 Factory St | 0.06 | 2600 | G | 2003 |
| To: SCL Suffolk, Gap Terminus | | | | |
| From: US 58 BUS; WCL Suffolk, Gap Terminus | | | | |
| 604 81 Pitchkettle Rd | 1.30 | 3000 | G | 2003 |
| To: US 58 Suffolk Bypass | | | | |
| 604 81 Pitchkettle Rd | 2.55 | 1800 | G | 2003 |
| To: 61-634 W; Kings Fork Rd | | | | |
| From: 61-634 E; Kings Fork Rd | | | | |
| 604 81 Providence Rd | 0.51 | 1200 | G | 2003 |
| To: US 460 | | | | |
| 604 81 Lake Prince Dr | 0.78 | 1900 | G | 2003 |
| To: 61-605 Girl Scout Rd | | | | |
| 604 81 Lake Prince Dr | 3.16 | 1300 | G | 2003 |
| To: 61-603 Everetts Rd | | | | |

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-604 SOUTH | | | | |
| 605 61 | 3.98 | 430 | R | 02/05/2002 |
| To: 46-603; I of W CL | | | | |
| From: Isle of Wight County Line | | | | |
| 606 61 | 1.60 | 450 | R | 1999 |
| To: 61-604 | | | | |
| From: 61-739 | | | | |
| 607 61 | 1.50 | 240 | R | 02/05/2002 |
| To: 61-644 WEST | | | | |
| From: 61-644 EAST | | | | |
| 607 61 | 2.40 | 270 | R | 02/05/2002 |
| To: Isle of Wight County Line | | | | |
| From: 61-739 | | | | |
| 608 61 | 1.30 | 400 | R | 02/05/2002 |
| To: 61-644 WEST | | | | |
| From: 61-644 EAST | | | | |
| 608 61 | 0.50 | 270 | R | 02/05/2002 |
| To: 61-632 WEST | | | | |
| From: 61-632 EAST | | | | |
| 608 61 | 0.60 | 280 | R | 02/05/2002 |
| To: Isle of Wight County Line | | | | |
| From: Isle of Wight County Line | | | | |
| 609 61 | 0.40 | 90 | R | 02/05/2002 |
| To: 61-632 | | | | |
| From: 61-662 | | | | |
| 610 61 | 0.90 | 160 | R | 02/05/2002 |
| To: 61-650 WEST | | | | |
| From: 61-650 EAST | | | | |
| 610 61 | 1.30 | 220 | R | 02/05/2002 |
| To: US 58 EAST | | | | |
| From: US 58 WEST | | | | |
| 610 61 | 3.30 | 490 | G | 2003 |
| To: 61-644 Indian Trail | | | | |
| From: 61-644 Indian Trail | | | | |
| 610 61 | 1.70 | 400 | G | 2003 |
| To: Isle of Wight County Line | | | | |
| From: US 460 | | | | |
| 611 61 | 1.40 | 280 | R | 02/05/2002 |
| To: 61-606 | | | | |
| From: 61-616 | | | | |
| 612 61 | 4.90 | 380 | R | 02/05/2002 |
| To: US 58 Gap Terminus | | | | |
| From: 61-653 Gap Terminus | | | | |
| 612 61 | 3.20 | 580 | R | 02/05/2002 |
| To: 61-740 | | | | |
| From: 61-740 | | | | |
| 612 61 | 0.20 | 90 | G | 2003 |
| To: Isle of Wight County Line | | | | |
| From: 61-616 | | | | |
| 613 61 | 1.80 | 160 | R | 02/05/2002 |
| To: 61-661 EAST | | | | |
| From: 61-661 WEST | | | | |
| 613 61 | 1.50 | 930 | R | 02/05/2002 |
| To: US 58 WEST | | | | |
| From: US 58 EAST | | | | |
| 613 61 | 2.98 | 240 | R | 02/05/2002 |
| To: Isle of Wight County Line | | | | |
| From: 61-642 Wilroy Rd | | | | |
| 614 61 | 0.18 | 2700 | R | 07/07/2002 |
| To: Suburban Dr | | | | |
| From: 61-1344 Beaton St | | | | |
| 614 61 | 0.62 | 2900 | F | 2003 |
| To: US 58 BUS | | | | |

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: US 58 BUS | | | | |
| 614 61 | 0.20 | 2700 | R | 07/07/2002 |
| To: Suburban Dr | | | | |
| From: SR 337 | | | | |
| 615 61 | 0.90 | 430 | R | 02/05/2002 |
| To: 61-616 | | | | |
| From: Isle of Wight County Line | | | | |
| 616 61 | 1.70 | 790 | R | 02/05/2002 |
| To: US 58 | | | | |
| From: US 58 | | | | |
| 616 61 | 2.20 | 610 | G | 2003 |
| To: 61-661 SOUTH | | | | |
| From: 61-661 SOUTH | | | | |
| 616 61 | 2.00 | 250 | G | 2003 |
| To: 61-613 | | | | |
| From: 61-613 | | | | |
| 616 61 | 3.36 | 230 | G | 2003 |
| To: 61-653 | | | | |
| From: 61-653 | | | | |
| 616 61 | 2.63 | 380 | G | 2003 |
| To: 61-668 | | | | |
| From: 61-668 | | | | |
| 616 61 | 1.48 | 390 | G | 2003 |
| To: US 13 | | | | |
| From: US 13 | | | | |
| 616 61 | 0.92 | 410 | R | 02/05/2002 |
| To: 61-677 SOUTH | | | | |
| From: 61-677 NORTH | | | | |
| 616 61 | 2.10 | 370 | R | 02/05/2002 |
| To: 61-673 NORTH | | | | |
| From: 61-673 SOUTH | | | | |
| 616 61 | 2.93 | 100 | R | 02/05/2002 |
| To: 61-642 | | | | |
| From: Isle of Wight County Line | | | | |
| 617 61 | 0.25 | 130 | R | 02/05/2002 |
| To: 61-744 | | | | |
| From: 61-744 | | | | |
| 618 61 | 0.69 | 40 | R | 02/05/2002 |
| To: Isle of Wight County Line | | | | |
| From: Isle of Wight County Line | | | | |
| 619 61 | 0.15 | 220 | R | 02/05/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 619 61 | 0.02 | 60 | R | 02/05/2002 |
| To: 61-714 | | | | |
| From: 61-714 | | | | |
| 619 61 | 0.02 | 60 | R | 02/05/2002 |
| To: 0.02 MN 61-714 | | | | |
| From: SR 125 | | | | |
| 620 61 | 0.60 | 90 | R | 02/05/2002 |
| To: Ferry Point Rd | | | | |
| From: 0.60 MN SR 125 | | | | |
| 620 61 | 2.20 | 50 | R | 02/05/2002 |
| To: 61-628 Crittenden Rd | | | | |
| From: 61-628 Crittenden Rd | | | | |
| 621 61 | 0.85 | 310 | R | 02/05/2002 |
| To: 61-626 | | | | |
| From: 61-626 | | | | |
| 621 61 | 0.85 | 310 | R | 02/05/2002 |
| To: Dead End | | | | |
| From: 61-634 Kings Fork Rd | | | | |
| 622 61 | 0.40 | 80 | R | 07/07/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 623 61 | 1.69 | 420 | R | 07/07/2002 |
| To: 61-658 | | | | |
| From: 61-658 | | | | |
| 623 61 | 0.08 | 60 | R | 07/07/2002 |
| To: 61-654 NORTH | | | | |
| From: 61-654 NORTH | | | | |
| 623 61 | 0.08 | 60 | R | 07/07/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 624 61 | 0.12 | 150 | R | 07/07/2002 |
| To: 61-658 | | | | |
| From: 61-658 | | | | |
| 624 61 | 0.12 | 150 | R | 07/07/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From SR 337 Nansemond Pkwy 626/81 Shoulders Hill Rd | 1.44 | 4700 | G | 2003 |
| To 61-659 Pughsville Rd 626/81 Shoulders Hill Rd | 1.63 | 4900 | G | 2003 |
| From US 17 Bridge Rd 626/81 Knots Neck Road | 0.38 | 1600 | G | 2003 |
| To 61-621 626/81 | 0.17 | 1100 | R | 07/07/2002 |
| From 61-2211 626/81 | 0.58 | 100 | R | 07/07/2002 |
| To Dead End | | | | |
| From SR 337 Nansemond Pkwy 627/81 Bennetts Pasture Rd | 1.36 | 3500 | G | 2003 |
| To SR 125 Kings Hwy 627/81 Bennetts Pasture Rd | 3.51 | 7100 | G | 2003 |
| To US 17 Bridge Rd | | | | |
| From SR 125 Kings Hwy 628/81 Crittenden Rd | 5.26 | 1700 | G | 2003 |
| To US 17 Bridge Rd | | | | |
| From SR 337 SOUTH 629/81 Sleepy Hole Rd | 3.57 | 970 | R | 07/07/2002 |
| To 61-762 629/81 Sleepy Hole Rd | 0.20 | 1900 | R | 07/07/2002 |
| From 61-627 629/81 Sleepy Hole Road | 1.05 | 2400 | G | 2003 |
| To SR 337 NORTH | | | | |
| From Dead End 630/81 | 0.30 | 20 | R | 02/05/2002 |
| To SR 32 | | | | |
| From US 58 631/81 | 0.25 | 160 | R | 02/05/2002 |
| To Dead End | | | | |
| From Isle of Wight County Line 632/81 | 5.70 | 460 | R | 02/05/2002 |
| To US 460 | | | | |
| From 61-605 633/81 | 1.00 | 230 | R | 02/05/2002 |
| To Dead End | | | | |
| From 61-644 Indian Trail 634/81 Kings Fork Rd | 2.27 | 570 | G | 2003 |
| To 61-637 Lake Meade Dr 634/81 Kings Fork Rd | 1.70 | 1100 | G | 2003 |
| From 61-604 West Pitchkettle Rd 634/81 Kings Fork Rd | 0.64 | 2000 | G | 2003 |
| To US 460 Pruden Blvd 634/81 Kings Fork Rd | 2.27 | 2900 | G | 2003 |
| To SR 10 Godwin Blvd | | | | |
| From 61-638 635/81 | 0.70 | 120 | R | 02/12/2002 |
| To US 460 EAST | | | | |
| From US 460 WEST 635/81 | 0.47 | 450 | R | 02/12/2002 |
| To 61-634 Kings Fork Rd | | | | |
| From 61-634 Kings Fork Rd 636/81 | 1.60 | 370 | R | 02/12/2002 |
| To 61-632 | | | | |

| Route | Length | AADT | QA | Year |
|---|--------|-------|----|------------|
| City of Suffolk | | | | |
| From 61-644 Indian Trail 637/81 | 1.20 | 400 | R | 02/12/2002 |
| To 61-639 SOUTH | | | | |
| From 61-639 NORTH 637/81 | 0.90 | 250 | R | 02/12/2002 |
| To 61-634 Kings Fork Rd | | | | |
| From 61-604 638/81 | 1.25 | 220 | R | 02/12/2002 |
| To FR-678 | | | | |
| From 61-638 638/81 | 1.36 | 210 | R | 02/12/2002 |
| To US 460 BUS | | | | |
| From Dead End 639/81 | 0.30 | 120 | R | 02/12/2002 |
| To 61-637 WEST | | | | |
| From 61-637 EAST 639/81 | 0.02 | 560 | R | 02/12/2002 |
| To 61-637 EAST | | | | |
| From 61-640 639/81 | 1.73 | 540 | R | 02/12/2002 |
| To 61-640 | | | | |
| From 61-640 639/81 | 0.29 | 1300 | R | 02/12/2002 |
| To 61-644 Indian Trail | | | | |
| From 61-644 Indian Trail 639/81 Lake Lohoon | 0.42 | 1900 | G | 2003 |
| To US 58 BUS; Holland Rd | | | | |
| From 61-639 Lake Lohoon 640/81 | 1.10 | 1100 | R | 02/12/2002 |
| To 61-604 | | | | |
| From 61-686 641/81 | 2.30 | 420 | R | 02/05/2002 |
| To Isle of Wight County Line | | | | |
| From North Carolina State Line 642/81 Adams Swamp Rd | 3.32 | 450 | G | 2003 |
| To SR 32 SOUTH | | | | |
| From SR 32 NORTH 642/81 | 0.18 | 240 | R | 02/05/2002 |
| To Dead End | | | | |
| From 61-616 642/81 | 1.41 | 370 | R | 02/05/2002 |
| To 1.41 MN 61-616 | | | | |
| From 61-675 SOUTH 642/81 | 0.04 | 120 | R | 02/05/2002 |
| To 61-675 SOUTH | | | | |
| From 61-604 642/81 White Marsh Rd | 1.84 | 540 | G | 2003 |
| To 61-604 Badger Rd | | | | |
| From 61-674 642/81 White Marsh Rd | 1.95 | 400 | R | 02/05/2002 |
| To 61-674 | | | | |
| From 2.80 MN 61-674 642/81 White Marsh Rd | 2.80 | 520 | R | 02/05/2002 |
| To 2.80 MN 61-674 | | | | |
| From 61-1125 Seminole Dr 642/81 White Marsh Rd | 0.79 | 810 | R | 02/05/2002 |
| To 61-1125 Seminole Dr | | | | |
| From ECL Suffolk; Walnut St 642/81 White Marsh Rd | 0.84 | 7300 | G | 2003 |
| To ECL Suffolk; Pinner St | | | | |
| From 61-632 642/81 Wilroy Rd | 0.07 | 10000 | R | 02/12/2002 |
| To US 58 BUS; Constance Rd | | | | |
| From 61-632 642/81 Wilroy Rd | 2.10 | 7600 | G | 2003 |
| To US 58 BYPASS | | | | |
| From 61-632 642/81 Wilroy Rd | 1.77 | 8000 | G | 2003 |
| To SR 337 Nansemond Pkwy | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|-------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From US 13 | 0.20 | 400 | R | 02/12/2002 |
| To 61-668 SOUTH | 0.11 | 260 | R | 02/12/2002 |
| From 61-668 NORTH | 3.51 | 180 | R | 02/12/2002 |
| To 61-616 WEST | 2.56 | 520 | G | 2003 |
| From 61-616 EAST | 2.32 | 790 | G | 2003 |
| To 61-663 | 1.30 | 1000 | G | 2003 |
| From Manning Bridge Rd | 0.94 | 650 | R | 02/12/2002 |
| To 61-645 Manning Rd | 0.81 | 560 | R | 02/12/2002 |
| From 0.94 MN 61-645 | 1.90 | 150 | R | 02/12/2002 |
| To US 58 | 1.10 | 220 | R | 02/12/2002 |
| From US 58 BUS | 1.70 | 350 | G | 2003 |
| To 61-612 | 3.70 | 500 | G | 2003 |
| From 61-740 | 2.30 | 590 | G | 2003 |
| To 61-610 | 0.60 | 1200 | G | 2003 |
| From 61-634 Kings Fork Rd | 1.18 | 1100 | G | 2003 |
| To 61-738 | 0.60 | 1200 | G | 2003 |
| From 61-738 Kenyon Rd | 1.18 | 1100 | G | 2003 |
| To Indian Trail | 1.70 | 800 | G | 2003 |
| From 61-637 Lake Meade Dr | 1.50 | 1500 | G | 2003 |
| To 61-639 Lake Kilby Rd | 1.70 | 800 | G | 2003 |
| From 61-643 Manning Bridge Rd | 1.70 | 800 | G | 2003 |
| To Urban Boundary | 1.50 | 1500 | G | 2003 |
| From Manning Rd | 0.48 | 130 | R | 07/09/2002 |
| To SR 32 Carolina Rd | 0.23 | 140 | R | 07/09/2002 |
| From 61-647 Copeland Rd | 1.16 | 120 | R | 07/09/2002 |
| To 0.23 M FRM 61-647 | 1.00 | 250 | R | 07/09/2002 |
| From 61-674 | 0.40 | 1000 | G | 2003 |
| To 61-705 Meadow Country Rd | 0.90 | 200 | R | 07/09/2002 |
| From US 13; SR 32 Carolina Rd | 0.90 | 200 | R | 07/09/2002 |
| To 61-688 Turlington Rd | 2.00 | 230 | R | 07/09/2002 |
| From 61-610 | 2.00 | 230 | R | 07/09/2002 |
| To US 58 EAST | | | | |

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From US 58 EAST | 0.20 | 1400 | R | 07/09/2002 |
| To 61-649 | 0.25 | 760 | R | 07/09/2002 |
| From 0.25 M FRM 61-649 | 2.25 | 660 | R | 07/09/2002 |
| To 61-643 Manning Bridge Rd | 0.65 | 990 | R | 07/09/2002 |
| From 61-685 | 1.75 | 720 | R | 07/09/2002 |
| To US 13 | 1.54 | 720 | R | 07/09/2002 |
| From 61-646 AIRPORT RD (RT 646) | 0.44 | 120 | R | 07/09/2002 |
| To 61-759 | 1.56 | 190 | R | 07/09/2002 |
| From 0.44 MN 61-759 | 3.48 | 120 | R | 07/09/2002 |
| To 61-649 | 1.90 | 130 | R | 07/09/2002 |
| From 61-759 | 2.40 | 210 | R | 07/09/2002 |
| To 61-647 | 1.20 | 120 | R | 07/09/2002 |
| From 61-660 | 0.63 | 1900 | R | 07/09/2002 |
| To 61-649 | 0.63 | 1900 | R | 07/09/2002 |
| From 61-686 | 1.77 | 210 | R | 07/09/2002 |
| To 61-655 | 1.47 | 240 | R | 07/09/2002 |
| From 61-655 | 0.13 | 900 | R | 07/09/2002 |
| To US 58 BUS | 0.34 | 580 | G | 2003 |
| From 61-1808 | 2.78 | 530 | G | 2003 |
| To 61-642 | 2.17 | 230 | G | 2003 |
| From Isle of Wight County Line | 0.53 | 400 | R | 02/14/2002 |
| To US 58 BUS WEST | 0.90 | 140 | R | 02/14/2002 |
| From US 58 BUS MID | 0.08 | 30 | R | 02/14/2002 |
| To US 58 BUS EAST | 0.08 | 30 | R | 02/14/2002 |
| From 61-1201 | 0.90 | 140 | R | 02/14/2002 |
| To 61-759 NORTH | 0.90 | 140 | R | 02/14/2002 |
| From 61-759 SOUTH | 0.08 | 30 | R | 02/14/2002 |
| To 61-616 | | | | |
| From 61-623 SOUTH | | | | |
| To 61-623 NORTH | | | | |
| From 61-651 | | | | |
| To US 58 | | | | |
| From 61-658 | | | | |
| To Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-616 | | | | |
| (657) ₈₁ | 0.40 | 40 | R | 02/14/2002 |
| To 61-686 | | | | |
| From 61-659 Pughsville Rd | | | | |
| (658) ₈₁ Townpoint Rd | 1.36 | 1100 | G | 2003 |
| To 61-2276 Plummer Blvd | | | | |
| From 61-2276 Plummer Blvd | | | | |
| (658) ₈₁ Reloc. Townpoint Rd | 0.46 | 2200 | G | 2003 |
| To US 17 Bridge Rd | | | | |
| From Harborview Blvd. | | | | |
| (658) ₈₁ Townpoint Rd | 0.51 | 3100 | G | 2003 |
| To 61-2253 Brookwood Dr | | | | |
| From 61-2253 Brookwood Dr | | | | |
| (658) ₈₁ Townpoint Rd | 0.18 | 5400 | G | 2003 |
| To SR 135 College Dr | | | | |
| From SR 135 College Dr | | | | |
| (658) ₈₁ Townpoint Rd | 0.68 | 7800 | G | 2003 |
| To WCL Portsmouth | | | | |
| From Dead End | | | | |
| (659) ₈₁ | 1.40 | 1700 | R | 02/14/2002 |
| To 61-626 SOUTH | | | | |
| From 61-626 N; Shoulders Hill Rd | | | | |
| (659) ₈₁ Pughsville Rd | 1.28 | 3200 | G | 2003 |
| To WCL Chesapeake | | | | |
| From 61-668 | | | | |
| (660) ₈₁ | 3.70 | 230 | R | 02/14/2002 |
| To 61-616 SOUTH | | | | |
| From 61-616 NORTH | | | | |
| (660) ₈₁ | 5.50 | 630 | R | 02/14/2002 |
| To US 58 | | | | |
| From 61-666 | | | | |
| (661) ₈₁ | 2.30 | 370 | R | 02/14/2002 |
| To 61-616 SOUTH | | | | |
| From 61-616 NORTH | | | | |
| (661) ₈₁ | 2.50 | 370 | R | 02/14/2002 |
| To 61-612 SOUTH | | | | |
| From 61-612 NORTH | | | | |
| (661) ₈₁ | 1.20 | 160 | R | 02/14/2002 |
| To 61-660 | | | | |
| From 61-643 Manning Bridge Rd | | | | |
| (662) ₈₁ | 2.40 | 200 | R | 02/14/2002 |
| To 61-759 EAST | | | | |
| From 61-759 WEST | | | | |
| (662) ₈₁ | 1.10 | 60 | R | 02/14/2002 |
| To 61-649 | | | | |
| From 61-662 | | | | |
| (663) ₈₁ | 1.00 | 200 | R | 02/14/2002 |
| To 61-643 Manning Bridge Rd | | | | |
| From 61-642 | | | | |
| (665) ₈₁ | 0.90 | 3800 | R | 02/14/2002 |
| To SR 337 | | | | |
| From 61-759 | | | | |
| (666) ₈₁ | 2.10 | 1300 | G | 2003 |
| To 61-661 | | | | |
| From 61-661 | | | | |
| (666) ₈₁ | 3.37 | 1300 | G | 2003 |
| To 61-746 | | | | |
| From 61-746 | | | | |
| (666) ₈₁ | 0.65 | 1600 | G | 2003 |
| To SR 189 | | | | |
| From Dead End | | | | |
| (667) ₈₁ | 1.10 | 30 | R | 02/14/2002 |
| To 61-745 | | | | |

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-745 | | | | |
| (667) ₈₁ | 4.80 | 130 | R | 02/14/2002 |
| To 61-759 WEST | | | | |
| From 61-759 EAST | | | | |
| (667) ₈₁ | 1.90 | 130 | R | 02/14/2002 |
| To 61-660 | | | | |
| From North Carolina State Line | | | | |
| (668) ₈₁ | 1.00 | 70 | R | 02/14/2002 |
| To North Carolina State Line | | | | |
| From North Carolina State Line | | | | |
| (668) ₈₁ | 0.20 | 48 | R | 02/14/2002 |
| To 61-759 SOUTH | | | | |
| From 61-759 SOUTH | | | | |
| (668) ₈₁ | 0.12 | 1300 | G | 2003 |
| To 61-759 NORTH | | | | |
| From 61-759 NORTH | | | | |
| (668) ₈₁ | 4.00 | 220 | R | 02/14/2002 |
| To 61-643 SOUTH | | | | |
| From 61-643 NORTH | | | | |
| (668) ₈₁ | 0.34 | 210 | R | 02/14/2002 |
| To US 13 SOUTH | | | | |
| From US 13 MID | | | | |
| (668) ₈₁ | 2.20 | 170 | R | 02/14/2002 |
| To 61-671 | | | | |
| From 61-671 | | | | |
| (668) ₈₁ | 4.50 | 380 | R | 02/14/2002 |
| To US 13 NORTH | | | | |
| From North Carolina State Line | | | | |
| (669) ₈₁ | 0.80 | 100 | R | 02/14/2002 |
| To 61-668 | | | | |
| From US 13 WEST | | | | |
| (670) ₈₁ | 3.00 | 320 | R | 02/18/2002 |
| To US 13 EAST | | | | |
| From 61-643 Manning Bridge Rd | | | | |
| (671) ₈₁ | 1.70 | 130 | R | 02/18/2002 |
| To 61-668 | | | | |
| From US 13 | | | | |
| (672) ₈₁ | 3.60 | 140 | R | 02/18/2002 |
| To North Carolina State Line | | | | |
| From North Carolina State Line | | | | |
| (673) ₈₁ | 1.00 | 220 | R | 02/18/2002 |
| To 61-642 SOUTH | | | | |
| From 61-642 NORTH | | | | |
| (673) ₈₁ | 6.20 | 130 | R | 02/18/2002 |
| To US 13 WEST | | | | |
| From US 13 EAST | | | | |
| (673) ₈₁ | 0.06 | 590 | R | 02/18/2002 |
| To 61-759 WEST | | | | |
| From 61-759 EAST | | | | |
| (673) ₈₁ | 2.00 | 430 | R | 02/18/2002 |
| To 61-647 | | | | |
| From 61-646 AIRPORT RD (RT 646) | | | | |
| (674) ₈₁ | 0.50 | 120 | R | 1999 |
| To 0.50 M FRM 61-646 | | | | |
| From 0.50 M FRM 61-646 | | | | |
| (674) ₈₁ | 0.90 | 120 | R | 02/18/2002 |
| To 61-705 Meadow Country Rd | | | | |
| From 61-705 Meadow Country Rd | | | | |
| (674) ₈₁ | 0.40 | 530 | R | 02/18/2002 |
| To 61-604 NORTH | | | | |
| From 61-604 SOUTH | | | | |
| (674) ₈₁ | 1.30 | 180 | R | 02/18/2002 |
| To 61-642 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From: US 13 (675) 61 | 3.60 | 160 | G | 2003 |
| To: SR 32 | | | | |
| From: SR 32 (675) 61 | 0.50 | 170 | G | 2003 |
| To: 61-642 SOUTH | | | | |
| From: 61-642 NORTH | 1.80 | 70 | R | 02/18/2002 |
| To: 61-604 | | | | |
| From: US 13 (676) 61 | 0.65 | 460 | R | 02/18/2002 |
| To: 61-677 SOUTH | | | | |
| From: 61-677 NORTH | 0.02 | 40 | R | 02/18/2002 |
| To: 0.02 ME 61-677 | | | | |
| From: 0.88 | 0.88 | 90 | R | 02/18/2002 |
| To: 61-616 | | | | |
| From: North Carolina State Line (677) 61 | 3.60 | 1400 | G | 2003 |
| To: US 13 | | | | |
| From: 61-673 | 2.60 | 100 | R | 02/18/2002 |
| To: 61-642 NORTH | | | | |
| From: 61-642 SOUTH | 3.30 | 70 | R | 02/18/2002 |
| To: 61-604 | | | | |
| From: SR 272 (679) 61 | 2.90 | 380 | R | 02/18/2002 |
| To: 61-616 | | | | |
| From: 61-612 | 1.60 | 150 | R | 02/18/2002 |
| To: 61-661 | | | | |
| From: 61-639 Lake Lohoon (681) 61 | 0.40 | 130 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: 61-604 | 0.94 | 480 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Dead End | 1.00 | 630 | R | 02/18/2002 |
| To: US 13 | | | | |
| From: 61-672 | 1.70 | 60 | R | 02/18/2002 |
| To: North Carolina State Line | | | | |
| From: 61-647 | 3.20 | 610 | R | 02/18/2002 |
| To: 61-688 Turlington Rd | | | | |
| From: 0.10 MS 61-616 W | 0.10 | 30 | R | 02/18/2002 |
| To: 61-616 WEST | | | | |
| From: 61-616 MID | 1.00 | 160 | R | 02/18/2002 |
| To: US 58 | | | | |
| From: US 58 (686) 61 | 0.73 | 120 | R | 02/18/2002 |
| To: 61-616 EAST | | | | |
| From: US 460 BUS (687) 61 | 0.31 | 190 | R | 02/18/2002 |
| To: 61-1810 | | | | |

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------------|
| City of Suffolk | | | | |
| From: US 13 Carolina Rd (688) 61 | 3.16 | 5600 | G | 2003 |
| To: 61-1722 Kilby Shores Rd | | | | |
| From: 61-673 | 0.79 | 47 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: US 460 BUS (690) 61 | 0.18 | 370 | R | 02/18/2002 |
| To: 61-687 | | | | |
| From: 61-1810 | 0.06 | 220 | R | 02/18/2002 |
| To: 61-690 | | | | |
| From: 0.06 | 0.06 | 50 | R | 02/18/2002 |
| To: 61-687 | | | | |
| From: 61-628 Crittenden Rd (692) 61 | 0.78 | 250 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.14 | 150 | R | 02/18/2002 |
| To: 61-628 Crittenden Rd | | | | |
| From: Dead End | 0.23 | 130 | R | 02/18/2002 |
| To: 61-628 Crittenden Rd | | | | |
| From: 61-743 | 1.25 | 370 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: 61-697 | 0.18 | 200 | R | 02/18/2002 |
| To: 61-701 | | | | |
| From: 61-2023 | 1.28 | 490 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: 61-628 Crittenden Rd (698) 61 | 1.03 | 520 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.09 | 250 | R | 02/18/2002 |
| To: 61-635 | | | | |
| From: 61-693 | 0.20 | 130 | R | 02/18/2002 |
| To: 61-628 Crittenden Rd | | | | |
| From: 61-627 | 0.60 | 3500 | R | 02/18/2002 |
| To: US 17 | | | | |
| From: Dead End | 0.58 | 40 | R | 02/18/2002 |
| To: 61-732 | | | | |
| From: 61-732 | 0.12 | 350 | R | 02/18/2002 |
| To: 61-626 | | | | |
| From: US 17; 61-627 | 0.45 | 210 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.10 | 130 | R | 02/18/2002 |
| To: 61-616 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-646 Airport Rd (705) Meadow Country Rd | 0.89 | 550 | G | 2003 |
| To: 0.89 ME 61-646 | | | | |
| From: 61-674 | 0.91 | 520 | G | 2003 |
| To: 61-674 | | | | |
| From: 61-1750 | 1.30 | 420 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: 61-628 Crittenden Rd | 0.24 | 260 | R | 02/18/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.30 | 200 | R | 02/18/2002 |
| To: US 460 BUS | | | | |
| From: Dead End | 0.10 | 100 | R | 02/18/2002 |
| To: US 460 BUS | | | | |
| From: 61-1813 | 0.22 | 150 | R | 02/18/2002 |
| To: US 460 BUS | | | | |
| From: Dead End | 0.11 | 180 | R | 02/18/2002 |
| To: 61-738 | | | | |
| From: Dead End | 0.14 | 110 | R | 02/20/2002 |
| To: SR 125 | | | | |
| From: Dead End | 0.08 | 80 | R | 02/20/2002 |
| To: 61-658 | | | | |
| From: US 460 BUS | 0.07 | 100 | R | 02/20/2002 |
| To: 61-619 | | | | |
| From: 61-2022 EAST | 1.34 | 440 | R | 02/20/2002 |
| To: 61-627 | | | | |
| From: 61-715 SOUTH | 0.24 | 170 | R | 02/20/2002 |
| To: 61-728 | | | | |
| From: 61-728 | 0.33 | 250 | R | 02/20/2002 |
| To: 61-2018 | | | | |
| From: 61-2018 | 0.14 | 480 | R | 02/20/2002 |
| To: 61-715 | | | | |
| From: 61-720 | 0.17 | 340 | R | 02/20/2002 |
| To: US 17 | | | | |
| From: 61-718 | 0.30 | 130 | R | 02/20/2002 |
| To: Dead End | | | | |
| From: 61-1535 | 0.91 | 190 | R | 02/20/2002 |
| To: 61-719 | | | | |
| From: 61-642 | 0.11 | 80 | R | 02/20/2002 |
| To: Dead End | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | 0.14 | 390 | R | 02/20/2002 |
| To: 61-723 SOUTH | | | | |
| From: 61-723 SOUTH | 0.32 | 830 | R | 02/20/2002 |
| To: US 58 | | | | |
| From: 61-722 NORTH | 0.25 | 180 | R | 02/20/2002 |
| To: 61-722 SOUTH | | | | |
| From: Dead End | 0.16 | 380 | R | 02/20/2002 |
| To: 61-725 | | | | |
| From: 61-725 | 0.05 | 340 | R | 02/20/2002 |
| To: 61-626 | | | | |
| From: 61-724 | 0.13 | 120 | R | 02/20/2002 |
| To: 61-702 | | | | |
| From: US 58 BUS | 0.10 | 100 | R | 02/20/2002 |
| To: Dead End | | | | |
| From: 61-624 | 0.17 | 45 | R | 02/20/2002 |
| To: 61-658 | | | | |
| From: Dead End | 0.36 | 300 | R | 02/20/2002 |
| To: 61-2018 | | | | |
| From: 61-730 | 0.11 | 100 | R | 02/20/2002 |
| To: 61-626 | | | | |
| From: US 17 | 0.13 | 100 | R | 02/20/2002 |
| To: Dead End | | | | |
| From: US 13 Carolina Rd | 0.29 | 4600 | G | 2003 |
| To: 61-1111 WEST | | | | |
| From: 61-1111 WEST | 0.37 | 50 | R | 02/20/2002 |
| To: 61-1111 E; 61-1116 | | | | |
| From: 61-724 | 0.14 | 110 | R | 02/20/2002 |
| To: 61-702 | | | | |
| From: Dead End | 0.12 | 110 | R | 02/20/2001 |
| To: 61-732 | | | | |
| From: 61-760 SOUTH | 0.51 | 290 | R | 02/20/2002 |
| To: SR 10 | | | | |
| From: 61-610 | 0.23 | NA | | 03/04/2002 |
| To: Dead End | | | | |
| From: 61-636 | 1.60 | 340 | R | 03/04/2002 |
| To: 61-634 Kings Fork Rd | | | | |
| From: 61-632 | 1.30 | 160 | R | 03/04/2002 |
| To: 61-634 Kings Fork Rd | | | | |
| From: US 58; 61-9215 | 0.08 | 1300 | R | 03/04/2002 |
| To: 61-711 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-711 | 0.72 | 890 | R | 03/04/2002 |
| To: 0.72 MN 61-711 | | | | |
| From: 61-644 Indian Trail | 0.40 | 1300 | R | 03/04/2002 |
| To: 61-644 WEST | | | | |
| From: 61-612 | 0.80 | 70 | G | 2003 |
| To: 61-644 Indian Trail | | | | |
| From: SR 10; 61-9271 | 1.90 | 170 | R | 03/04/2002 |
| To: Dead End | | | | |
| From: 61-603 Everetts Rd | 1.30 | 350 | R | 03/04/2002 |
| To: SR 10 | | | | |
| From: 61-634 Kings Fork Rd | 1.78 | 540 | R | 03/04/2002 |
| To: 61-605 | | | | |
| From: Dead End | 0.93 | 48 | R | 03/04/2002 |
| To: 61-616 | | | | |
| From: North Carolina State Line | 4.67 | 170 | R | 03/04/2002 |
| To: 61-666 | | | | |
| From: SR 189 | 1.13 | 130 | R | 03/04/2002 |
| To: 61-666 | | | | |
| From: Dead End | 1.16 | 40 | R | 03/04/2002 |
| To: SR 189 | | | | |
| From: 61-629 | 0.29 | 500 | R | 03/04/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.17 | 140 | R | 03/04/2002 |
| To: SR 10 | | | | |
| From: SR 10 | 0.14 | 150 | R | 03/04/2002 |
| To: 61-753 | | | | |
| From: 61-751 | 0.09 | 70 | R | 03/04/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.10 | 49 | R | 03/04/2002 |
| To: 61-751 | | | | |
| From: Dead End | 0.21 | 120 | R | 03/04/2002 |
| To: US 13 | | | | |
| From: 61-643 Manning Bridge Rd | 0.50 | 70 | R | 03/04/2002 |
| To: Dead End | | | | |
| From: 61-759 | 0.33 | 100 | R | 03/04/2002 |
| To: Dead End | | | | |

| Route | Length | AADT | QA | Year |
|---------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Dead End | 1.03 | 1600 | R | 03/04/2002 |
| To: 61-626 | | | | |
| From: Dead End | 0.57 | 630 | R | 03/04/2002 |
| To: US 58 | | | | |
| From: North Carolina State Line | 0.12 | 1400 | G | 2003 |
| To: 61-668 SOUTH | | | | |
| From: 61-668 NORTH | 1.23 | 1800 | G | 2003 |
| To: 61-666 | | | | |
| From: 61-616 WEST | 3.75 | 80 | G | 2003 |
| To: 61-616 WEST | | | | |
| From: 61-653 SOUTH | 3.39 | 260 | R | 1999 |
| To: 61-653 SOUTH | | | | |
| From: 61-653 NORTH | 0.16 | 690 | G | 2003 |
| To: 61-653 NORTH | | | | |
| From: 61-643 NORTH | 3.18 | 200 | R | 1999 |
| To: 61-643 SOUTH | | | | |
| From: 61-643 SOUTH | 2.28 | 640 | R | 04/16/2002 |
| To: US 13 SOUTH | | | | |
| From: US 13 NORTH | 2.12 | 300 | R | 04/16/2002 |
| To: SR 32 | | | | |
| From: SR 32 | 1.58 | 60 | R | 04/16/2002 |
| To: 61-642 | | | | |
| From: 61-734 SOUTH | 0.10 | 130 | R | 04/16/2002 |
| To: 61-734 NORTH | | | | |
| From: SR 125 | 0.41 | 100 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-629 | 1.31 | 750 | R | 04/16/2002 |
| To: End of Loop | | | | |
| From: 0.24 MN 61-606 | 0.24 | 40 | R | 04/16/2002 |
| To: 61-606 | | | | |
| From: 61-606 | 0.20 | 40 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-765 | 0.07 | 20 | R | 04/16/2002 |
| To: 61-761 | | | | |
| From: Dead End | 0.07 | 10 | R | 04/16/2002 |
| To: 61-764 | | | | |
| From: SR 10 | 0.03 | 30 | R | 04/16/2002 |
| To: 61-767 | | | | |
| From: 61-767 | 0.04 | 20 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-766 | 0.06 | 30 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | | | | |
| (768) 61 | 0.24 | 200 | R | 04/16/2002 |
| To: US 460 BUS | | | | |
| From: Dead End | | | | |
| (769) 61 | 0.40 | 220 | R | 04/16/2002 |
| To: 61-604 | | | | |
| From: 61-745 | | | | |
| (770) 61 | 0.51 | 10 | R | 04/16/2002 |
| To: 61-745 | | | | |
| From: SR 10 | | | | |
| (771) 61 | 0.37 | 280 | R | 04/16/2002 |
| To: 61-772 | | | | |
| From: 61-772 | | | | |
| (771) 61 | 0.13 | 70 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-771 | | | | |
| (772) 61 | 0.13 | 130 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: SR 10 | | | | |
| (774) 61 | 0.24 | 770 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: US 58 | | | | |
| (777) 61 | 0.15 | 140 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (779) 61 | 0.04 | 40 | R | 04/16/2002 |
| To: SR 272 | | | | |
| From: SR 10; FR-675 | | | | |
| (780) 61 | 0.91 | 1600 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-780 | | | | |
| (781) 61 | 0.13 | 240 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-781 | | | | |
| (782) 61 | 0.10 | 110 | R | 04/16/2002 |
| To: 61-783 | | | | |
| From: 61-780 | | | | |
| (783) 61 | 0.14 | 200 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-780 | | | | |
| (784) 61 | 0.10 | 390 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (785) 61 | 0.12 | 40 | R | 04/16/2002 |
| To: 61-780 | | | | |
| From: 61-780 | | | | |
| (786) 61 | 0.28 | 40 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-786 | | | | |
| (787) 61 | 0.15 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-786 | | | | |
| (788) 61 | 0.04 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-786 | | | | |
| (789) 61 | 0.10 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-762 | | | | |
| (790) 61 | 0.03 | 90 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-780; 61-785 | | | | |
| (792) 61 | 0.04 | 20 | R | 04/16/2002 |
| To: 61-794 | | | | |
| From: 61-794 | | | | |
| (792) 61 | 0.13 | 130 | R | 04/16/2002 |
| To: 61-793 | | | | |
| From: 61-793 | | | | |
| (792) 61 | 0.06 | 30 | R | 04/16/2002 |
| To: 61-795 | | | | |
| From: 61-795 | | | | |
| (792) 61 | 0.09 | 80 | R | 04/16/2002 |
| To: 61-796 | | | | |
| From: 61-796 | | | | |
| (792) 61 | 0.18 | 100 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-792 | | | | |
| (793) 61 | 0.04 | 60 | R | 04/16/2002 |
| To: 61-794 | | | | |
| From: 61-794 | | | | |
| (793) 61 | 0.07 | 100 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-792 | | | | |
| (794) 61 | 0.11 | 100 | R | 04/16/2002 |
| To: 61-793 | | | | |
| From: 61-793 | | | | |
| (795) 61 | 0.12 | 80 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-792 | | | | |
| (796) 61 | 0.12 | 80 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: SR 135 | | | | |
| (799) 61 | 0.34 | 1300 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: SR 337 | | | | |
| (805) 61 | 0.12 | 40 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: SR-00135(B)/ | | | | |
| (810) 61 | 0.71 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Dead End | | | | |
| (815) 61 | 0.30 | 70 | R | 04/16/2002 |
| To: SR 337 | | | | |
| From: 61-2250 SOUTH | | | | |
| (820) 61 | 0.18 | 110 | R | 04/16/2002 |
| To: 61-2252 | | | | |
| From: 61-2252 | | | | |
| (820) 61 | 0.26 | 170 | R | 04/16/2002 |
| To: 61-2250 NORTH | | | | |
| From: 61-2250 NORTH | | | | |
| (820) 61 | 0.05 | 45 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: US 17 | | | | |
| (821) 61 | 0.09 | 80 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: US 17 | | | | |
| (822) 61 | 0.07 | 20 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (823) 61 | 0.46 | 100 | R | 04/16/2002 |
| To: 61-658; 61-2253 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Dead End | | | | |
| (1001/61) | 0.19 | 200 | R | 04/16/2002 |
| To: 61-1010 | | | | |
| (1001/61) | 0.10 | 490 | R | 04/18/2002 |
| To: 61-1009 | | | | |
| (1001/61) | 0.22 | 470 | R | 04/18/2002 |
| To: 61-1007 | | | | |
| (1001/61) | 0.09 | 450 | R | 04/18/2002 |
| To: WCL Urban Boundary | | | | |
| From: Dead End | | | | |
| (1002/61) | 0.33 | 180 | R | 04/18/2002 |
| To: 61-1010 | | | | |
| (1002/61) | 0.10 | 360 | R | 04/18/2002 |
| To: 61-1009 | | | | |
| (1002/61) | 0.11 | 540 | R | 04/18/2002 |
| To: 61-1008 | | | | |
| (1002/61) | 0.11 | 730 | R | 04/18/2002 |
| To: 61-1007 | | | | |
| (1002/61) | 0.09 | 800 | R | 04/18/2002 |
| To: WCL Urban Boundary | | | | |
| From: Dead End | | | | |
| (1003/61) | 0.06 | 60 | R | 04/18/2002 |
| To: 61-1010 | | | | |
| (1003/61) | 0.10 | 220 | R | 04/18/2002 |
| To: 61-1009 | | | | |
| (1003/61) | 0.11 | 210 | R | 04/18/2002 |
| To: 61-1008 | | | | |
| (1003/61) | 0.11 | 280 | R | 04/18/2002 |
| To: 61-1007 | | | | |
| (1003/61) | 0.10 | 690 | R | 04/18/2002 |
| To: WCL Urban Boundary | | | | |
| From: Dead End | | | | |
| (1004/61) | 0.04 | 40 | R | 04/18/2002 |
| To: Dead End; Gap Terminus | | | | |
| (1004/61) | 0.07 | 50 | R | 04/18/2002 |
| To: 61-1009 | | | | |
| (1004/61) | 0.05 | 250 | R | 04/18/2002 |
| To: 61-1011 | | | | |
| (1004/61) | 0.05 | 390 | R | 04/18/2002 |
| To: 61-1008 | | | | |
| (1004/61) | 0.12 | 510 | R | 04/18/2002 |
| To: 61-1007 | | | | |
| (1004/61) | 0.11 | 710 | R | 04/18/2002 |
| To: WCL Urban Boundary | | | | |
| From: 61-1008 | | | | |
| (1005/61) | 0.05 | 240 | R | 04/18/2002 |
| To: 61-1013 | | | | |
| (1005/61) | 0.07 | 340 | R | 04/18/2002 |
| To: 61-1007 | | | | |
| (1005/61) | 0.06 | 360 | R | 04/18/2002 |
| To: 61-1006 | | | | |
| (1005/61) | 0.05 | 500 | R | 04/18/2002 |
| To: WCL Urban Boundary | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1005 | | | | |
| (1006/61) | 0.10 | 150 | R | 04/18/2002 |
| To: Dead End | | | | |
| From: 61-1001 | | | | |
| (1007/61) | 0.05 | 150 | R | 04/18/2002 |
| To: 61-1002 | | | | |
| (1007/61) | 0.05 | 130 | R | 04/18/2002 |
| To: 61-1003 | | | | |
| (1007/61) | 0.05 | 150 | R | 04/18/2002 |
| To: 61-1004 | | | | |
| (1007/61) | 0.07 | 170 | R | 04/18/2002 |
| To: 61-1005 | | | | |
| (1007/61) | 0.08 | 110 | R | 04/18/2002 |
| To: Dead End | | | | |
| From: 61-1002 | | | | |
| (1008/61) | 0.05 | 190 | R | 04/18/2002 |
| To: 61-1003 | | | | |
| (1008/61) | 0.05 | 210 | R | 04/18/2002 |
| To: 61-1004 | | | | |
| (1008/61) | 0.04 | 180 | R | 04/18/2002 |
| To: 61-1005 | | | | |
| From: 61-1001 | | | | |
| (1009/61) | 0.10 | 200 | R | 04/18/2002 |
| To: 61-1003 | | | | |
| (1009/61) | 0.05 | 260 | R | 04/18/2002 |
| To: 61-1004 | | | | |
| From: Dead End | | | | |
| (1010/61) | 0.03 | 100 | R | 04/18/2002 |
| To: 61-1001 | | | | |
| (1010/61) | 0.05 | 260 | R | 04/18/2002 |
| To: 61-1002 | | | | |
| (1010/61) | 0.05 | 140 | R | 04/18/2002 |
| To: 61-1003 | | | | |
| (1010/61) | 0.04 | 150 | R | 04/18/2002 |
| To: 61-1004 | | | | |
| From: 61-1004 | | | | |
| (1011/61) | 0.07 | 300 | R | 04/18/2002 |
| To: 61-1012 | | | | |
| (1011/61) | 0.04 | 280 | R | 04/18/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (1012/61) | 0.05 | 30 | R | 04/16/2002 |
| To: 61-1011 | | | | |
| From: 61-1005 | | | | |
| (1013/61) | 0.08 | 80 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: US 13 | | | | |
| (1020/61) | 0.55 | 20 | R | 04/16/2002 |
| To: End Loop | | | | |
| From: Cul-de-Sac/ | | | | |
| (1021/61) | 0.05 | NA | | |
| To: 61-01020(B)/61-01022(U)/ | | | | |
| From: 61-01020(B)/61-01021(U)/ | | | | |
| (1022/61) | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-780 | | | | |
| 1030 61 | 0.68 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1030 | | | | |
| 1031 61 | 0.05 | 30 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 1032 61 | 0.05 | 30 | R | 04/16/2002 |
| To: 61-1030; 61-1033 | | | | |
| From: 61-1030; 61-1032 | | | | |
| 1033 61 | 0.05 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-01030(B)/ | | | | |
| 1034 61 | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| 1035 61 | 0.14 | NA | | |
| To: 61-01034(B)/ | | | | |
| From: 61-1111 Dill Rd | | | | |
| 1101 61 | 0.62 | 3700 | G | 2003 |
| To: Old Suffolk Corp Limits | | | | |
| From: 61-1101 County St | | | | |
| 1102 61 | 0.09 | 170 | R | 05/06/2002 |
| To: 61-1115 | | | | |
| From: 61-1115 | | | | |
| 1102 61 | 0.05 | 830 | R | 05/06/2002 |
| To: 61-1114 | | | | |
| From: 61-1114 | | | | |
| 1102 61 | 0.05 | 940 | R | 05/06/2002 |
| To: 61-1113 | | | | |
| From: 61-1113 | | | | |
| 1102 61 | 0.05 | 990 | R | 05/06/2002 |
| To: 61-1112 | | | | |
| From: 61-1112 | | | | |
| 1102 61 | 0.05 | 1000 | R | 05/06/2002 |
| To: 61-1103 | | | | |
| From: 61-1103 | | | | |
| 1102 61 | 0.07 | 1100 | R | 05/06/2002 |
| To: SCL Urban Boundary | | | | |
| From: 61-1115 | | | | |
| 1103 61 | 0.05 | 250 | R | 05/06/2002 |
| To: 61-1114 | | | | |
| From: 61-1114 | | | | |
| 1103 61 | 0.05 | 200 | R | 05/06/2002 |
| To: 61-1113 | | | | |
| From: 61-1113 | | | | |
| 1103 61 | 0.05 | 230 | R | 05/06/2002 |
| To: 61-1112 | | | | |
| From: 61-1112 | | | | |
| 1103 61 | 0.19 | 200 | R | 05/06/2002 |
| To: 61-1102 | | | | |
| From: 61-1115 | | | | |
| 1104 61 | 0.05 | 120 | R | 05/06/2002 |
| To: 61-1114 | | | | |
| From: 61-1114 | | | | |
| 1104 61 | 0.05 | 90 | R | 05/06/2002 |
| To: 61-1113 | | | | |
| From: 61-1113 | | | | |
| 1104 61 | 0.02 | 5 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-604 | | | | |
| 1105 61 | 0.11 | 49 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-604 | | | | |
| 1106 61 | 0.11 | 130 | R | 05/06/2002 |
| To: Dead End | | | | |

| Route | Length | AADT | QA | Year |
|-------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-604 | | | | |
| 1107 61 | 0.11 | 240 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-604 | | | | |
| 1108 61 | 0.11 | 100 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-604 | | | | |
| 1109 61 | 0.11 | 290 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-1101 County St | | | | |
| 1110 61 | 0.05 | 210 | R | 05/06/2002 |
| To: Dead End | | | | |
| From: 61-731 WEST | | | | |
| 1111 61 | 0.39 | 100 | G | 2003 |
| To: 61-1101 County St | | | | |
| From: 61-1101 County St | | | | |
| 1111 61 | 0.07 | 320 | R | 05/06/2002 |
| To: 61-1116 | | | | |
| From: 61-1116 | | | | |
| 1111 61 | 0.05 | 270 | R | 05/06/2002 |
| To: 61-1120 | | | | |
| From: 61-1120 | | | | |
| 1111 61 | 0.04 | 500 | R | 05/06/2002 |
| To: 61-1119 | | | | |
| From: 61-1119 | | | | |
| 1111 61 | 0.04 | 520 | R | 05/06/2002 |
| To: 61-1118 | | | | |
| From: 61-1118 | | | | |
| 1111 61 | 0.05 | 430 | R | 10/23/2002 |
| To: 61-1117 | | | | |
| From: 61-1117 | | | | |
| 1111 61 | 0.07 | 490 | R | 10/23/2002 |
| To: 61-1115 | | | | |
| From: Dead End | | | | |
| 1112 61 | 0.08 | 30 | R | 10/23/2002 |
| To: 61-1103 | | | | |
| From: 61-1103 | | | | |
| 1112 61 | 0.14 | 210 | R | 10/23/2002 |
| To: 61-1102 | | | | |
| From: 61-1102 | | | | |
| 1113 61 | 0.12 | 220 | R | 10/23/2002 |
| To: 61-1104 | | | | |
| From: 61-1104 | | | | |
| 1113 61 | 0.14 | 330 | R | 10/23/2002 |
| To: 61-1102 | | | | |
| From: 61-1104 | | | | |
| 1114 61 | 0.12 | 170 | R | 10/23/2002 |
| To: 61-1103 | | | | |
| From: 61-1103 | | | | |
| 1114 61 | 0.14 | 250 | R | 10/23/2002 |
| To: 61-1102 | | | | |
| From: 61-1102 | | | | |
| 1114 61 | 0.07 | 400 | R | 10/23/2002 |
| To: 61-1101 County St | | | | |
| From: 61-1104 | | | | |
| 1115 61 | 0.12 | 110 | R | 10/23/2002 |
| To: 61-1103 | | | | |
| From: 61-1103 | | | | |
| 1115 61 | 0.08 | 320 | R | 10/23/2002 |
| To: 61-1111 | | | | |
| From: 61-1111 | | | | |
| 1115 61 | 0.04 | 240 | R | 10/23/2002 |
| To: 61-1102 | | | | |
| From: 61-1111 | | | | |
| 1116 61 | 0.07 | 20 | R | 10/23/2002 |
| To: 61-1101 County St | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Dead End | | | | |
| (1117/61) | 0.06 | 10 | R | 10/23/2002 |
| To: 61-1111 | | | | |
| (1117/61) | 0.11 | 230 | R | 10/23/2002 |
| To: 61-1101 County St | | | | |
| (1117/61) | 0.17 | 1600 | R | 10/23/2002 |
| To: 61-604 | | | | |
| (1117/61) | 0.09 | 70 | R | 10/23/2002 |
| To: Dead End | | | | |
| From: Gap Terminus; Collier | | | | |
| (1117/61) | 0.15 | 40 | R | 10/23/2002 |
| To: 61-1393 | | | | |
| From: Dead End | | | | |
| (1118/61) | 0.08 | 20 | R | 10/23/2002 |
| To: 61-1111 | | | | |
| (1118/61) | 0.10 | 160 | R | 10/23/2002 |
| To: 61-1101 Gap Terminus | | | | |
| From: 61-1122 Gap Terminus | | | | |
| (1118/61) | 0.11 | 420 | R | 10/23/2002 |
| To: 61-604 | | | | |
| From: Dead End | | | | |
| (1119/61) | 0.11 | 120 | R | 10/23/2002 |
| To: 61-1111 | | | | |
| (1119/61) | 0.10 | 120 | R | 10/23/2002 |
| To: 61-1101 County St | | | | |
| From: Dead End | | | | |
| (1120/61) | 0.04 | 120 | R | 10/23/2002 |
| To: 61-1111 | | | | |
| (1120/61) | 0.13 | 100 | R | 10/23/2002 |
| To: 61-1101 County St | | | | |
| From: 61-604 | | | | |
| (1121/61) | 0.11 | 270 | R | 10/23/2002 |
| To: Dead End | | | | |
| From: 61-1140 | | | | |
| (1122/61) | 0.10 | 320 | R | 10/23/2002 |
| To: 61-1118 | | | | |
| From: Cul-de-Sac | | | | |
| (1123/61) | 0.13 | 60 | R | 10/23/2002 |
| To: 61-1124 | | | | |
| (1123/61) | 0.12 | 180 | R | 10/23/2002 |
| To: US 13 | | | | |
| From: 61-1123 | | | | |
| (1124/61) | 0.06 | 160 | R | 10/23/2002 |
| To: 61-1129 | | | | |
| From: Cul-de-Sac | | | | |
| (1125/61) | 0.15 | 60 | R | 10/23/2002 |
| To: 61-1128 | | | | |
| (1125/61) | 0.05 | 160 | R | 10/23/2002 |
| To: 61-1127 | | | | |
| (1125/61) | 0.08 | 250 | R | 10/23/2002 |
| To: 61-1126 | | | | |
| (1125/61) | 0.06 | 310 | R | 10/23/2002 |
| To: 61-642 | | | | |
| From: 0.08 MS 61-1125 | | | | |
| (1126/61) | 0.08 | 20 | R | 10/23/2002 |
| To: 61-1125 | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1125 | | | | |
| (1126/61) | 0.04 | 70 | R | 10/24/2002 |
| To: Dead End | | | | |
| From: Dead End/ | | | | |
| (1126/61) | 0.33 | NA | | |
| To: Dead End/ | | | | |
| From: Cul-de-Sac | | | | |
| (1127/61) | 0.06 | 30 | R | 10/24/2002 |
| To: 61-1125 | | | | |
| From: Cul-de-Sac | | | | |
| (1128/61) | 0.06 | 45 | R | 10/24/2002 |
| To: 61-1125 | | | | |
| From: Dead End | | | | |
| (1129/61) | 0.15 | 280 | R | 10/24/2002 |
| To: 61-1124 | | | | |
| (1129/61) | 0.10 | 220 | R | 10/24/2002 |
| To: US 13 | | | | |
| From: Cul-de-Sac | | | | |
| (1130/61) | 0.08 | 100 | R | 10/24/2002 |
| To: 61-1131 | | | | |
| (1130/61) | 0.34 | 230 | R | 10/24/2002 |
| To: 61-688 Turlington Rd | | | | |
| From: 61-1130 | | | | |
| (1131/61) | 0.08 | 220 | R | 10/24/2002 |
| To: 61-1132 | | | | |
| (1131/61) | 0.22 | 330 | R | 10/24/2002 |
| To: 61-688 Turlington Rd | | | | |
| From: 61-1131 | | | | |
| (1132/61) | 0.07 | 70 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-688 Turlington Rd | | | | |
| (1135/61) | 0.08 | 470 | R | 10/24/2002 |
| To: 61-1136 | | | | |
| (1135/61) | 0.09 | 270 | R | 10/24/2002 |
| To: Begin Loop | | | | |
| (1135/61) | 0.37 | 90 | R | 10/24/2002 |
| To: End Loop | | | | |
| From: 0.06 MW 61-1135 | | | | |
| (1136/61) | 0.06 | 90 | R | 10/24/2002 |
| To: 61-1135 | | | | |
| (1136/61) | 0.06 | 140 | R | 10/24/2002 |
| To: 61-1137 | | | | |
| (1136/61) | 0.04 | 47 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1136 | | | | |
| (1137/61) | 0.08 | 80 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: SCL Urban Boundary | | | | |
| (1138/61) | 0.05 | 520 | R | 10/24/2002 |
| To: 61-1101 County St | | | | |
| From: 61-01141(B)/ | | | | |
| (1139/61) | 0.14 | NA | | |
| To: 61-01126(B)/ | | | | |
| From: Dead End | | | | |
| (1140/61) | 0.05 | 60 | R | 10/24/2002 |
| To: 61-1122 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Dead End/ (1141/61) | 0.30 | NA | | |
| To: 61-01126(B)/ | | | | |
| From: 61-01141(B)/ | 0.10 | NA | | |
| To: Dead End/ | | | | |
| From: 61-645 Manning Rd (1145/61) | 0.06 | 20 | R | 10/24/2002 |
| To: 61-1146 | | | | |
| From: 61-1146 (1145/61) | 0.22 | 30 | R | 10/24/2002 |
| To: 61-1147 | | | | |
| From: 61-1147 (1145/61) | 0.01 | 10 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1145 | 0.06 | 60 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.13 | 20 | R | 10/24/2002 |
| To: 61-1148 | | | | |
| From: 61-1148 (1147/61) | 0.06 | 30 | R | 10/24/2002 |
| To: 61-1145 | | | | |
| From: Cul-de-Sac | 0.08 | 60 | R | 10/24/2002 |
| To: 61-1147 | | | | |
| From: 61-1147 (1148/61) | 0.15 | 40 | R | 10/24/2002 |
| To: 61-1149 | | | | |
| From: 61-1149 (1148/61) | 0.09 | 10 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.07 | 40 | R | 10/24/2002 |
| To: 61-1148 | | | | |
| From: SR 189 | 0.04 | 250 | R | 10/24/2002 |
| To: 61-1202 | | | | |
| From: 61-1202 (1201/61) | 0.20 | 270 | R | 10/24/2002 |
| To: 0.20 ME 61-1202 | | | | |
| From: 61-1202 (1201/61) | 0.20 | 120 | R | 10/24/2002 |
| To: 61-653 | | | | |
| From: 61-1201 | 0.06 | 40 | R | 10/24/2002 |
| To: Dead End | | | | |
| From: US 58 BUS | 0.09 | 60 | R | 10/24/2002 |
| To: 61-1207 | | | | |
| From: 61-1207 (1203/61) | 0.07 | 20 | R | 10/24/2002 |
| To: 61-1204 | | | | |
| From: 61-1204 (1203/61) | 0.06 | 80 | R | 10/24/2002 |
| To: 61-1205 | | | | |
| From: 61-1205 (1203/61) | 0.06 | 10 | R | 10/24/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.10 | 45 | R | 10/24/2002 |
| To: 61-1203 | | | | |
| From: 61-1203 (1204/61) | 0.06 | 90 | R | 10/24/2002 |
| To: US 58 BUS | | | | |

| Route | Length | AADT | QA | Year |
|-------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1203 (1205/61) | 0.06 | 80 | R | 10/24/2002 |
| To: US 58 BUS | | | | |
| From: Dead End | 0.09 | 10 | R | 10/24/2002 |
| To: US 58 BUS | | | | |
| From: Dead End | 0.13 | 80 | R | 10/24/2002 |
| To: 61-1203 | | | | |
| From: 61-1203 (1207/61) | 0.06 | 70 | R | 10/24/2002 |
| To: US 58 BUS | | | | |
| From: Dead End | 0.23 | 48 | R | 10/24/2002 |
| To: 0.23 ME Dead End | | | | |
| From: 0.23 ME Dead End (1208/61) | 0.10 | 40 | R | 10/24/2002 |
| To: SR 189 | | | | |
| From: Dead End | 0.05 | 20 | R | 10/24/2002 |
| To: 61-653 | | | | |
| From: US 58 BUS | 0.05 | 30 | R | 10/24/2002 |
| To: 61-1211 | | | | |
| From: 61-1211 | 0.08 | 30 | R | 10/24/2002 |
| To: 61-1210 | | | | |
| From: US 58 BUS | 0.05 | 20 | R | 10/24/2002 |
| To: 61-1211 | | | | |
| From: Cul-de-Sac | 0.30 | 100 | R | 10/24/2002 |
| To: 61-634 Kings Fork Rd | | | | |
| From: Cul-de-Sac | 0.16 | 50 | R | 10/24/2002 |
| To: 61-1230 | | | | |
| From: 61-635 | 0.48 | 80 | R | 1999 |
| To: 61-634 Kings Fork Rd | | | | |
| From: ECL Urban Boundary | 0.05 | 760 | R | 08/08/2002 |
| To: 61-1305 | | | | |
| From: 61-1305 (1301/61) | 0.07 | 1100 | R | 08/08/2002 |
| To: 61-1306 | | | | |
| From: 61-1306 (1301/61) | 0.07 | 1200 | R | 08/08/2002 |
| To: 61-1307 | | | | |
| From: 61-1307 (1301/61) | 0.06 | 1000 | R | 08/08/2002 |
| To: 61-1308 | | | | |
| From: 61-1308 (1301/61) | 0.05 | 870 | R | 08/08/2002 |
| To: 61-1309 | | | | |
| From: 61-1309 (1301/61) | 0.05 | 600 | R | 08/08/2002 |
| To: 61-1310 | | | | |
| From: ECL Urban Boundary | 0.05 | 370 | R | 08/08/2002 |
| To: 61-1305 | | | | |
| From: 61-1305 (1302/61) | 0.07 | 530 | R | 08/08/2002 |
| To: 61-1306 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-1306 | 0.07 | 430 | R | 08/08/2002 |
| To 61-1307 | 0.06 | 420 | R | 08/08/2002 |
| To 61-1308 | 0.05 | 470 | R | 08/08/2002 |
| To 61-1309 | 0.05 | 660 | R | 08/08/2002 |
| To 61-1310 | 0.05 | 810 | R | 08/08/2002 |
| To 61-1311 | 0.04 | 1000 | R | 08/08/2002 |
| To SR 337 | | | | |
| From 61-1310 | 0.05 | 1900 | R | 08/06/2002 |
| From 61-1311 | 0.08 | 620 | R | 08/06/2002 |
| From 61-1312 | 0.05 | 410 | R | 08/06/2002 |
| From 61-1313 | 0.05 | 500 | R | 08/06/2002 |
| From 61-1314 | 0.05 | 500 | R | 08/06/2002 |
| From 61-1315 | 0.05 | 320 | R | 08/06/2002 |
| From 61-1316 | 0.04 | 45 | R | 08/06/2002 |
| To Dead End | | | | |
| From 61-1312 | 0.05 | 70 | R | 08/06/2002 |
| From 61-1313 | 0.05 | 110 | R | 08/06/2002 |
| From 61-1315 | 0.05 | 80 | R | 08/06/2002 |
| To 61-1316 | | | | |
| From Dead End | 0.07 | 140 | R | 08/06/2002 |
| To 61-1351 | 0.09 | 490 | R | 08/06/2002 |
| To 61-1363 | 0.07 | 750 | R | 08/06/2002 |
| To SR 337 | 0.12 | 540 | R | 08/06/2002 |
| To 61-1302 | 0.13 | 410 | R | 08/06/2002 |
| To 61-1318 | 0.06 | 130 | R | 08/06/2002 |
| To Dead End | | | | |
| From Dead End | 0.09 | 110 | R | 08/06/2002 |
| To 61-1363 | 0.07 | 600 | R | 08/06/2002 |
| To SR 337 | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From SR 337 | 0.11 | 520 | R | 08/06/2002 |
| To 61-1302 | 0.13 | 410 | R | 08/06/2002 |
| To 61-1318 | 0.12 | 150 | R | 08/06/2002 |
| To Dead End | | | | |
| From Dead End | 0.14 | 140 | R | 08/06/2002 |
| To SR 337 | 0.10 | 990 | R | 08/06/2002 |
| To 61-1302 | 0.13 | 980 | R | 08/06/2002 |
| To 61-1301 | 0.02 | 1000 | R | 08/06/2002 |
| To 61-1318 | 0.13 | 120 | R | 08/06/2002 |
| To Dead End | | | | |
| From Dead End | 0.17 | 130 | R | 08/06/2002 |
| To SR 337 | 0.09 | 420 | R | 08/06/2002 |
| To 61-1302 | 0.13 | 440 | R | 08/06/2002 |
| To 61-1301 Gap Terminus | | | | |
| From 61-1318 Gap Terminus | 0.13 | 110 | R | 08/06/2002 |
| To Dead End | | | | |
| From Dead End | 0.16 | 300 | R | 08/06/2002 |
| To SR 337 | 0.07 | 500 | R | 08/06/2002 |
| To 61-1302 | 0.12 | 490 | R | 08/06/2002 |
| To 61-1318 Gap Terminus | | | | |
| From 61-1301 Gap Terminus | 0.12 | 1700 | R | 08/06/2002 |
| To 61-1317 | 0.18 | 2500 | R | 08/06/2002 |
| To 61-1321 | 0.05 | 210 | R | 08/06/2002 |
| To 61-1320 | | | | |
| From Dead End | 0.07 | 310 | R | 08/06/2002 |
| To 61-1365 | 0.05 | 3000 | R | 08/06/2002 |
| To 61-1332 Truman Rd | 0.39 | 4500 | G | 2003 |
| To SR 337; Washington St East | | | | |
| From SR 337; Washington St East | | | | |
| 6th Street | 0.05 | 740 | G | 2003 |
| To 61-1302 Bank St Ext | 0.12 | 850 | G | 2003 |
| To 61-1301 Gap Terminus Railroad Ave | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1318 Clary Dr | | | | |
| 1310 61 Goodman St | 0.11 | 430 | G | 2003 |
| To: 61-1317 Center Ave | | | | |
| 1310 61 | 0.01 | 1500 | R | 08/06/2002 |
| To: 0.01 MN 61-1317 | | | | |
| 1310 61 | 0.05 | 90 | R | 08/07/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 1311 61 | 0.13 | 140 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1311 61 | 0.06 | 1000 | R | 08/07/2002 |
| To: SR 337 | | | | |
| 1311 61 | 0.11 | 110 | R | 08/07/2002 |
| To: Dead End | | | | |
| From: 61-1304 | | | | |
| 1312 61 | 0.05 | 130 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1312 61 | 0.05 | 500 | R | 08/07/2002 |
| To: SR 337 | | | | |
| 1312 61 | 0.10 | 160 | R | 08/07/2002 |
| To: Dead End | | | | |
| From: 61-1304 | | | | |
| 1313 61 | 0.05 | 140 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1313 61 | 0.05 | 420 | R | 08/07/2002 |
| To: SR 337 | | | | |
| 1313 61 | 0.08 | 100 | R | 08/07/2002 |
| To: Dead End; Gap Terminus | | | | |
| 1313 61 | 0.10 | 100 | R | 08/07/2002 |
| To: 61-1325 Center Ave | | | | |
| 1313 61 | 0.10 | 80 | R | 08/07/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 1314 61 | 0.03 | 40 | R | 08/07/2002 |
| To: 61-1304 | | | | |
| 1314 61 | 0.05 | 160 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1314 61 | 0.05 | 500 | R | 08/07/2002 |
| To: SR 337 | | | | |
| 1314 61 | 0.05 | 140 | R | 08/07/2002 |
| To: Dead End; Gap Terminus | | | | |
| 1314 61 | 0.10 | 110 | R | 08/07/2002 |
| To: 61-1325 Center Ave | | | | |
| From: Dead End | | | | |
| 1315 61 | 0.03 | 20 | R | 08/07/2002 |
| To: 61-1304 | | | | |
| 1315 61 | 0.05 | 180 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1315 61 | 0.05 | 390 | R | 08/07/2002 |
| To: SR 337 | | | | |
| From: Dead End | | | | |
| 1316 61 | 0.08 | 90 | R | 08/07/2002 |
| To: 61-1304 | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1304 | | | | |
| 1316 61 | 0.05 | 200 | R | 08/07/2002 |
| To: 61-1303 | | | | |
| 1316 61 | 0.05 | 500 | R | 08/07/2002 |
| To: SR 337 | | | | |
| From: 61-1309 | | | | |
| 1317 61 | 0.05 | 1700 | R | 10/10/2002 |
| To: 61-1310; 61-1325 | | | | |
| From: ECL Urban Boundary | | | | |
| 1318 61 | 0.07 | 200 | R | 10/10/2002 |
| To: 61-1305 | | | | |
| 1318 61 | 0.06 | 370 | R | 10/10/2002 |
| To: 61-1306 | | | | |
| 1318 61 | 0.05 | 510 | R | 10/10/2002 |
| To: 61-1307 | | | | |
| 1318 61 | 0.06 | 2100 | R | 10/10/2002 |
| To: 61-1308 | | | | |
| 1318 61 | 0.05 | 2000 | R | 10/10/2002 |
| To: 61-1309 | | | | |
| 1318 61 | 0.05 | 790 | R | 10/10/2002 |
| To: 61-1310 | | | | |
| From: US 58 BUS | | | | |
| 1319 61 | 0.13 | 520 | R | 10/10/2002 |
| To: 61-642 | | | | |
| 1319 61 | 0.09 | 210 | R | 10/10/2002 |
| To: 61-1322; 61-1323 | | | | |
| From: ECL Urban Boundary | | | | |
| 1320 61 | 0.10 | 200 | R | 10/10/2002 |
| To: 61-1309 | | | | |
| 1320 61 | 0.10 | 90 | R | 10/10/2002 |
| To: Dead End | | | | |
| From: ECL Urban Boundary | | | | |
| 1321 61 | 0.13 | 2300 | R | 10/10/2002 |
| To: 61-1309 | | | | |
| From: US 58 BUS | | | | |
| 1322 61 | 0.06 | 210 | R | 10/10/2002 |
| To: 61-642 | | | | |
| 1322 61 | 0.16 | 290 | R | 10/10/2002 |
| To: 61-1319; 61-1323 | | | | |
| 1322 61 | 0.24 | 280 | R | 10/10/2002 |
| To: Dead End | | | | |
| From: US 58 BUS | | | | |
| 1323 61 | 0.18 | 620 | R | 10/10/2002 |
| To: 61-642 | | | | |
| 1323 61 | 0.14 | 90 | R | 10/10/2002 |
| To: 61-1319; 61-1322 | | | | |
| From: SR 337 Washington St | | | | |
| 1324 61 Hollywood Ave | 0.06 | 2400 | G | 2003 |
| To: 61-1325 Center Ave | | | | |
| 1324 61 | 0.13 | 2400 | R | 08/07/2002 |
| To: 61-1326 | | | | |
| 1324 61 | 0.05 | 1800 | R | 08/07/2002 |
| To: 61-1352 | | | | |
| 1324 61 | 0.06 | 1600 | R | 08/07/2002 |
| To: 61-1333 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year | |
|----------------------------|---------------|------|------|------------|------|
| City of Suffolk | | | | | |
| From 61-1333 | | | | | |
| 1324 61 | 0.05 | 1400 | R | 08/07/2002 | |
| To 61-1341 | | | | | |
| 1324 61 | 0.08 | 600 | R | 08/07/2002 | |
| To 61-1342 | | | | | |
| 1324 61 | 0.06 | 500 | R | 08/07/2002 | |
| To 61-1345 | | | | | |
| 1324 61 | 0.03 | 130 | R | 08/07/2002 | |
| To 61-1386 | | | | | |
| From 61-1310 Goodman St | | | | | |
| 1325 61 | Center Ave | 0.39 | 1600 | G | 2003 |
| To 61-1324 Hollywood Ave | | | | | |
| From Dead End | | | | | |
| 1326 61 | 0.06 | 50 | R | 08/07/2002 | |
| To 61-1324 Hollywood Ave | | | | | |
| 1326 61 | 0.09 | 150 | R | 08/07/2002 | |
| To Dead End | | | | | |
| From 61-1328 | | | | | |
| 1327 61 | 0.11 | 300 | R | 10/10/2002 | |
| To Dead End | | | | | |
| From Dead End | | | | | |
| 1328 61 | 0.15 | 1100 | R | 10/10/2002 | |
| To 61-1327 | | | | | |
| 1328 61 | 0.05 | 1400 | R | 10/10/2002 | |
| To 61-642 | | | | | |
| From Pinner St | | | | | |
| 1329 61 | Old Pinner St | 0.17 | 3700 | G | 2003 |
| To US 58 BUS; Constance Rd | | | | | |
| From 0.10 MS 61-1325 | | | | | |
| 1330 61 | 0.10 | 140 | R | 08/07/2002 | |
| To 61-1325 Center Ave | | | | | |
| 1330 61 | 0.14 | 280 | R | 08/07/2002 | |
| To Dead End | | | | | |
| From 0.12 MN 61-1325 | | | | | |
| 1331 61 | 0.12 | 110 | R | 08/07/2002 | |
| To 61-1325 Center Ave | | | | | |
| 1331 61 | 0.10 | 140 | R | 08/07/2002 | |
| To Dead End | | | | | |
| From 61-642 | | | | | |
| 1332 61 | 0.17 | 3200 | R | 08/07/2002 | |
| To 61-1339 | | | | | |
| 1332 61 | 0.06 | 3200 | R | 08/07/2002 | |
| To 61-1310 | | | | | |
| 1332 61 | 0.17 | 2300 | R | 08/07/2002 | |
| To 61-1334 | | | | | |
| 1332 61 | 0.17 | 1700 | R | 08/07/2002 | |
| To 61-1354 | | | | | |
| 1332 61 | 0.07 | 560 | R | 08/07/2002 | |
| To 61-1355 | | | | | |
| 1332 61 | 0.06 | 430 | R | 08/07/2002 | |
| To 61-1356 | | | | | |
| 1332 61 | 0.12 | 210 | R | 08/07/2002 | |
| To Dead End | | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From Dead End | | | | |
| 1333 61 | 0.14 | 160 | R | 08/07/2002 |
| To 61-1324 Hollywood Ave | | | | |
| From 61-1335 | | | | |
| 1334 61 | 0.05 | 200 | R | 08/07/2002 |
| To 61-1332 | | | | |
| 1334 61 | 0.04 | 2100 | R | 08/07/2002 |
| To 61-1365 | | | | |
| 1334 61 | 0.11 | 2000 | R | 08/07/2002 |
| To 61-1366 | | | | |
| From 61-1310 | | | | |
| 1335 61 | 0.05 | 1300 | R | 08/07/2002 |
| To 61-1337 | | | | |
| 1335 61 | 0.06 | 1200 | R | 08/07/2002 |
| To 61-1336 | | | | |
| 1335 61 | 0.06 | 1200 | R | 08/07/2002 |
| To 61-1334 | | | | |
| 1335 61 | 0.04 | 1100 | R | 08/07/2002 |
| To 61-1353 | | | | |
| 1335 61 | 0.12 | 1000 | R | 08/07/2002 |
| To 61-1354 | | | | |
| From 61-1335 | | | | |
| 1336 61 | 0.03 | 50 | R | 09/10/2002 |
| To Dead End | | | | |
| From 61-1335 | | | | |
| 1337 61 | 0.08 | 170 | R | 09/10/2002 |
| To Cul-de-Sac | | | | |
| From Dead End | | | | |
| 1338 61 | 0.03 | 90 | R | 09/10/2002 |
| To 61-1339 | | | | |
| 1338 61 | 0.06 | 270 | R | 09/10/2002 |
| To 61-1310 | | | | |
| From 61-1338 | | | | |
| 1339 61 | 0.08 | 300 | R | 09/10/2002 |
| To 61-1340 | | | | |
| 1339 61 | 0.10 | 120 | R | 09/10/2002 |
| To 61-1332 | | | | |
| From Dead End | | | | |
| 1340 61 | 0.03 | 60 | R | 09/10/2002 |
| To 61-1339 | | | | |
| From 0.20 MW 61-1324 | | | | |
| 1341 61 | 0.20 | 440 | R | 09/10/2002 |
| To 61-1324 Hollywood Ave | | | | |
| 1341 61 | 0.08 | 80 | R | 09/10/2002 |
| To Dead End | | | | |
| From 0.14 MW 61-1324 | | | | |
| 1342 61 | 0.14 | 210 | R | 09/10/2002 |
| To 61-1324 Hollywood Ave | | | | |
| 1342 61 | 0.11 | 140 | R | 09/10/2002 |
| To Dead End | | | | |
| From 0.10 MS 61-1325 | | | | |
| 1343 61 | 0.10 | 140 | R | 09/10/2002 |
| To 61-1325 Center Ave | | | | |
| 1343 61 | 0.05 | 90 | R | 09/10/2002 |
| To Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|----------------------------|------|----|------------|
| City of Suffolk | | | | |
| From: 1344 61 | 0.08 MS 61-1348 | 150 | R | 09/10/2002 |
| To: 1344 61 | 61-1348 | | | |
| From: 1344 61 | 0.06 61-614 Suburban Dr | 330 | R | 09/10/2002 |
| To: 1345 61 | 0.06 MW 61-1324 | | | |
| From: 1345 61 | 0.06 61-1324 Hollywood Ave | 150 | R | 09/10/2002 |
| To: 1345 61 | 61-1324 Hollywood Ave | | | |
| From: 1345 61 | 0.17 Dead End | 190 | R | 09/10/2002 |
| To: 1346 61 | 0.08 MS 61-1325 | | | |
| From: 1346 61 | 0.08 61-1325 Center Ave | 180 | R | 09/10/2002 |
| To: 1346 61 | 61-1325 Center Ave | | | |
| From: 1346 61 | 0.05 Dead End | 140 | R | 09/10/2002 |
| To: 1347 61 | 61-1357 | | | |
| From: 1347 61 | 0.13 SR 337 | 210 | R | 09/10/2002 |
| To: 1348 61 | 0.08 M NW 61-1344 | | | |
| From: 1348 61 | 0.08 61-1344 | 100 | R | 09/10/2002 |
| To: 1348 61 | 61-1344 | | | |
| From: 1348 61 | 0.07 Dead End | 210 | R | 09/10/2002 |
| To: 1349 61 | Dead End | | | |
| From: 1349 61 | 0.10 61-1325; 61-1387 | 120 | R | 09/10/2002 |
| To: 1350 61 | 61-1357 | | | |
| From: 1350 61 | 0.08 SR 337 | 240 | R | 09/10/2002 |
| To: 1351 61 | 61-642 | | | |
| From: 1351 61 | 0.05 61-1305 | 960 | R | 09/10/2002 |
| To: 1352 61 | 0.09 MW 61-1324 | | | |
| From: 1352 61 | 0.09 61-1324 Hollywood Ave | 90 | R | 09/10/2002 |
| To: 1352 61 | 61-1324 Hollywood Ave | | | |
| From: 1352 61 | 0.05 Dead End | 30 | R | 09/10/2002 |
| To: 1353 61 | Cul-de-Sac | | | |
| From: 1353 61 | 0.05 61-1335 | 110 | R | 09/10/2002 |
| To: 1354 61 | Dead End | | | |
| From: 1354 61 | 0.04 61-1335 | 70 | R | 09/10/2002 |
| To: 1354 61 | 61-1335 | | | |
| From: 1354 61 | 0.05 61-1332 | 520 | R | 09/10/2002 |
| To: 1354 61 | 61-1332 | | | |
| From: 1354 61 | 0.05 61-1365 | 1600 | R | 09/10/2002 |
| To: 1354 61 | 61-1365 | | | |
| From: 1354 61 | 0.05 61-1382 | 940 | R | 09/10/2002 |
| To: 1354 61 | 61-1382 | | | |
| From: 1354 61 | 0.11 61-1366 | 950 | R | 09/10/2002 |
| To: 1355 61 | 61-1366 | | | |
| From: 1355 61 | Cul-de-Sac | | | |
| To: 1355 61 | 0.04 61-1332 | 70 | R | 09/10/2002 |

| Route | Length | AADT | QA | Year |
|------------------------|--------------------|------|----|------------|
| City of Suffolk | | | | |
| From: 1356 61 | Cul-de-Sac | | | |
| To: 1356 61 | 0.05 61-1332 | 150 | R | 09/10/2002 |
| From: 1357 61 | 61-1358 | | | |
| To: 1357 61 | 0.04 61-1350 | 150 | R | 09/10/2002 |
| From: 1357 61 | 61-1350 | | | |
| To: 1357 61 | 0.06 61-1347 | 140 | R | 09/10/2002 |
| From: 1358 61 | Cul-de-Sac | | | |
| To: 1358 61 | 0.04 61-1364 | 80 | R | 09/10/2002 |
| From: 1358 61 | 61-1364 | | | |
| To: 1358 61 | 0.10 61-1357 | 340 | R | 09/10/2002 |
| From: 1358 61 | 61-1357 | | | |
| To: 1358 61 | 0.06 SR 337 | 400 | R | 09/10/2002 |
| From: 1359 61 | 61-614 Suburban Dr | | | |
| To: 1359 61 | 0.19 Dead End | 190 | R | 09/10/2002 |
| From: 1360 61 | Cul-de-Sac | | | |
| To: 1360 61 | 0.06 SR 337 | 130 | R | 09/10/2002 |
| From: 1361 61 | Dead End | | | |
| To: 1361 61 | 0.13 61-1393 | 10 | R | 1999 |
| From: 1361 61 | 61-1393 | | | |
| To: 1361 61 | 0.11 61-1392 | 30 | R | 1999 |
| From: 1361 61 | 61-1392 | | | |
| To: 1361 61 | 0.34 61-1362 | 1300 | R | 09/10/2002 |
| From: 1361 61 | 61-1362 | | | |
| To: 1361 61 | 0.02 61-642 | 2100 | R | 09/10/2002 |
| From: 1362 61 | Dead End | | | |
| To: 1362 61 | 0.14 61-1361 | 50 | R | 09/10/2002 |
| From: 1363 61 | 61-1305 | | | |
| To: 1363 61 | 0.05 61-1306 | 360 | R | 09/10/2002 |
| From: 1363 61 | 61-1306 | | | |
| To: 1363 61 | 0.04 Dead End | 60 | R | 09/10/2002 |
| From: 1364 61 | Cul-de-Sac | | | |
| To: 1364 61 | 0.02 61-1358 | 40 | R | 09/10/2002 |
| From: 1365 61 | Dead End | | | |
| To: 1365 61 | 0.07 61-1385 | 80 | R | 09/10/2002 |
| From: 1365 61 | 61-1385 | | | |
| To: 1365 61 | 0.05 61-1310 | 270 | R | 09/10/2002 |
| From: 1365 61 | 61-1310 | | | |
| To: 1365 61 | 0.04 61-1366 | 2200 | R | 09/10/2002 |
| From: 1365 61 | 61-1366 | | | |
| To: 1365 61 | 0.12 61-1334 | 590 | R | 09/10/2002 |
| From: 1365 61 | 61-1334 | | | |
| To: 1365 61 | 0.18 61-1354 | 540 | R | 09/10/2002 |
| From: 1365 61 | 61-1354 | | | |
| To: 1365 61 | 0.09 61-1381 | 670 | R | 09/10/2002 |
| From: 1365 61 | 61-1381 | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-1381 | 0.09 | 320 | R | 09/10/2002 |
| To 61-1379 | 0.09 | 120 | R | 09/10/2002 |
| To Dead End | | | | |
| From 61-1365 | 0.11 | 3900 | R | 09/10/2002 |
| To 61-1384 | 0.09 | 3700 | R | 09/10/2002 |
| From 61-1334 | 0.14 | 4800 | R | 09/10/2002 |
| To 61-1383 | 0.05 | 3100 | R | 09/10/2002 |
| From 61-1354 | 0.09 | 3400 | R | 09/10/2002 |
| To 61-1379 | 0.17 | 4800 | R | 09/10/2002 |
| From 61-1378 | 0.05 | 2300 | R | 09/10/2002 |
| To 61-1367 WEST | 0.12 | 1700 | R | 09/10/2002 |
| From 61-1368 | 0.06 | 540 | R | 09/10/2002 |
| To 61-1376 | 0.16 | 660 | R | 09/10/2002 |
| To 61-1367 EAST | | | | |
| From Dead End | 0.04 | 80 | R | 04/16/2002 |
| To 61-1369 | 0.06 | 1000 | R | 04/16/2002 |
| From 61-1366 WEST | 0.29 | 810 | R | 04/16/2002 |
| To 61-1377 | 0.19 | 520 | R | 04/16/2002 |
| To 61-1366 EAST | | | | |
| From 61-1366 | 0.06 | 990 | R | 04/16/2002 |
| To 61-1369 | 0.10 | 770 | R | 04/16/2002 |
| From 61-1374 | 0.09 | 350 | R | 04/16/2002 |
| To 61-1375 | 0.12 | 240 | R | 04/16/2002 |
| To Dead End | | | | |
| From Dead End | 0.09 | 190 | R | 04/16/2002 |
| To 61-1367 | 0.06 | 430 | R | 04/16/2002 |
| From 61-1370 | 0.07 | 410 | R | 04/16/2002 |
| To 61-1368 | 0.07 | 510 | R | 04/16/2002 |
| To 61-1371 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-1371 | 0.06 | 460 | R | 04/16/2002 |
| To 61-1372 | 0.03 | 120 | R | 04/16/2002 |
| To Dead End | | | | |
| From Cul-de-Sac | 0.04 | 80 | R | 04/16/2002 |
| To 61-1369 | 0.05 | 90 | R | 04/16/2002 |
| From Cul-de-Sac | 0.07 | 270 | R | 04/16/2002 |
| To 61-1369 | 0.12 | 240 | R | 04/16/2002 |
| From Cul-de-Sac | 0.06 | 150 | R | 04/16/2002 |
| To 61-1368 | 0.07 | 80 | R | 04/16/2002 |
| From Cul-de-Sac | 0.03 | 60 | R | 04/16/2002 |
| To Cul-de-Sac | 0.07 | 190 | R | 04/16/2002 |
| From Cul-de-Sac | 0.11 | 230 | R | 04/16/2002 |
| To 61-1366 | 0.04 | 410 | R | 04/16/2002 |
| From 61-1380 | 0.16 | 490 | R | 04/16/2002 |
| To 61-1365 | 0.05 | 120 | R | 04/16/2002 |
| From Cul-de-Sac | 0.06 | 140 | R | 04/16/2002 |
| To Cul-de-Sac | 0.03 | 100 | R | 04/16/2002 |
| From 61-1354 | 0.26 | 100 | R | 04/16/2002 |
| To Cul-de-Sac | | | | |
| From Begin Loop | 0.03 | 330 | R | 04/16/2002 |
| To End Loop | | | | |
| From 61-1366 | 0.07 | 100 | R | 04/16/2002 |
| To Cul-de-Sac | 0.03 | 80 | R | 04/16/2002 |
| From Cul-de-Sac | | | | |
| To 61-1365 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1324 Hollywood Ave (1386/61) | 0.12 | 130 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-1325; 61-1349 (1387/61) | 0.04 | 1600 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-642 (1388/61) | 0.38 | 110 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-1117 (1390/61) | 0.31 | 770 | R | 04/16/2002 |
| To: 61-1361 | | | | |
| From: 61-1390 (1391/61) | 0.04 | 420 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1361 (1392/61) | 0.04 | 10 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1361 (1393/61) | 0.05 | 20 | R | 04/16/2002 |
| To: 61-1117 | | | | |
| From: 61-1117 (1393/61) | 0.08 | 20 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1329 Old Pinner St (1394/61) | 0.14 | 6400 | R | 04/16/2002 |
| To: US 58 BUS | | | | |
| From: 61-1329 Old Pinner St (1395/61) | 0.07 | 110 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: Begin Loop (1396/61) | 0.43 | 40 | R | 04/16/2002 |
| To: End Loop | | | | |
| From: End Loop (1396/61) | 0.17 | 20 | R | 04/16/2002 |
| To: SR 337 | | | | |
| From: Dead End (1401/61) | 0.14 | 60 | R | 04/16/2002 |
| To: 61-1404 | | | | |
| From: 61-1404 (1401/61) | 0.10 | 180 | R | 04/16/2002 |
| To: 61-604 | | | | |
| From: Dead End (1402/61) | 0.26 | 160 | R | 04/16/2002 |
| To: 61-1404 | | | | |
| From: 61-1404 (1402/61) | 0.10 | 380 | R | 04/16/2002 |
| To: 61-604 | | | | |
| From: Dead End (1403/61) | 0.07 | 90 | R | 04/16/2002 |
| To: 61-1404 | | | | |
| From: 61-1404 (1403/61) | 0.10 | 210 | R | 04/16/2002 |
| To: 61-604 | | | | |
| From: 61-1401 (1404/61) | 0.06 | 230 | R | 04/16/2002 |
| To: 61-1402 | | | | |
| From: 61-1402 (1404/61) | 0.05 | 150 | R | 04/16/2002 |
| To: 61-1403 | | | | |
| From: Dead End (1410/61) | 0.15 | 140 | R | 04/16/2002 |
| To: 61-1413 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1413 (1410/61) | 0.22 | 400 | R | 04/16/2002 |
| To: 61-1412 | | | | |
| From: 61-1412 (1410/61) | 0.20 | 560 | R | 04/16/2002 |
| To: 61-1411 | | | | |
| From: 61-1411 (1410/61) | 0.13 | 590 | R | 04/16/2002 |
| To: 61-604 | | | | |
| From: 61-1410 (1411/61) | 0.04 | 60 | R | 04/16/2002 |
| To: Dead End | | | | |
| From: 61-1410 (1412/61) | 0.14 | 170 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1410 (1413/61) | 0.18 | 540 | R | 04/16/2002 |
| To: 61-1414 | | | | |
| From: 61-1415 (1414/61) | 0.08 | 220 | R | 04/16/2002 |
| To: 61-1413 | | | | |
| From: 61-1413 (1414/61) | 0.10 | 220 | R | 04/16/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1414 (1415/61) | 0.38 | 120 | R | 04/16/2002 |
| To: 61-1410 | | | | |
| From: 61-604 (1420/61) | 0.25 | 310 | R | 10/22/2002 |
| To: 61-1421 | | | | |
| From: 61-1421 (1420/61) | 0.07 | 160 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1420 (1421/61) | 0.05 | 120 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-604 (1430/61) | 0.20 | 940 | R | 10/22/2002 |
| To: 61-1431 | | | | |
| From: 0.21 MW 61-1430 (1431/61) | 0.21 | 250 | R | 10/22/2002 |
| To: 61-1430 | | | | |
| From: 61-1430 (1431/61) | 0.34 | 260 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac/ (1432/61) | 0.13 | NA | | |
| To: 61-01431(B)/ | | | | |
| From: Cul-de-Sac/ (1433/61) | 0.15 | NA | | |
| To: 61-01431(B)/ | | | | |
| From: 61-01431(B)/ (1434/61) | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac (1440/61) | 0.19 | 20 | R | 10/22/2002 |
| To: US 460 BUS | | | | |
| From: 61-600 (1500/61) | 0.27 | 150 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: US 17 | | | | |
| (1501/81) | 0.15 | 2100 | R | 10/22/2002 |
| To: 61-1504 | | | | |
| From: 61-1503 | | | | |
| (1501/81) | 0.03 | 1800 | R | 10/22/2002 |
| To: 61-1508 | | | | |
| From: 61-1502 | | | | |
| (1501/81) | 0.30 | 1500 | R | 10/22/2002 |
| To: 61-1507 | | | | |
| From: 61-1509 | | | | |
| (1501/81) | 0.33 | 1800 | R | 10/22/2002 |
| To: 61-1506 | | | | |
| From: 61-1505 | | | | |
| (1501/81) | 0.06 | 850 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: Dead End | | | | |
| (1501/81) | 0.11 | 640 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1501 | | | | |
| (1501/81) | 0.09 | 510 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1501 | | | | |
| (1501/81) | 0.03 | 170 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1501 | | | | |
| (1501/81) | 0.15 | 210 | R | 10/22/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| (1502/81) | 0.19 | 180 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1501 | | | | |
| (1502/81) | 0.20 | 310 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: Dead End | | | | |
| (1503/81) | 0.17 | 470 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: Dead End | | | | |
| (1504/81) | 0.30 | 240 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1502 | | | | |
| (1505/81) | 0.11 | 110 | R | 10/22/2002 |
| To: 61-1501 | | | | |
| From: 61-1501 | | | | |
| (1506/81) | 0.25 | 300 | R | 10/22/2002 |
| To: Dead End | | | | |
| From: 61-1501 | | | | |
| (1507/81) | 0.40 | 220 | R | 10/22/2002 |
| To: Dead End | | | | |
| From: 61-1501 | | | | |
| (1508/81) | 0.09 | 70 | R | 10/22/2002 |
| To: Dead End | | | | |
| From: 61-1501 | | | | |
| (1509/81) | 0.14 | 90 | R | 10/22/2002 |
| To: Bell Street | | | | |
| From: Dead End | | | | |
| (1510/81) | 0.19 | 170 | R | 10/22/2002 |
| To: 61-720 | | | | |
| From: 61-628 Crittenden Rd | | | | |
| (1511/81) | 0.10 | 300 | R | 10/22/2002 |
| To: 61-1512 | | | | |
| From: 61-1512 | | | | |
| (1511/81) | 0.08 | 280 | R | 10/22/2002 |
| To: 61-1513 | | | | |
| From: 61-1511 | | | | |
| (1512/81) | 0.16 | 70 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1511 | | | | |
| (1513/81) | 0.14 | 90 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-628 Crittenden Rd | | | | |
| (1514/81) | 0.07 | 400 | R | 10/22/2002 |
| To: 61-1515 NORTH | | | | |
| From: 61-1517 | | | | |
| (1514/81) | 0.14 | 210 | R | 10/22/2002 |
| To: 61-1517 | | | | |
| From: 61-1515 SOUTH | | | | |
| (1514/81) | 0.04 | 340 | R | 10/22/2002 |
| To: 61-1518 | | | | |
| From: 61-1518 | | | | |
| (1514/81) | 0.06 | 280 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1514 NORTH | | | | |
| (1515/81) | 0.12 | 70 | R | 10/22/2002 |
| To: 61-1516 | | | | |
| From: 61-1516 | | | | |
| (1515/81) | 0.13 | 60 | R | 10/22/2002 |
| To: 61-1514 SOUTH | | | | |
| From: Cul-de-Sac | | | | |
| (1516/81) | 0.05 | 30 | R | 10/22/2002 |
| To: 61-1515 | | | | |
| From: 61-1514 | | | | |
| (1517/81) | 0.04 | 40 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1514 | | | | |
| (1518/81) | 0.04 | 49 | R | 10/22/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-698 | | | | |
| (1519/81) | 0.08 | 260 | R | 10/22/2002 |
| To: 61-1520 | | | | |
| From: Cul-de-Sac | | | | |
| (1520/81) | 0.02 | 20 | R | 10/24/2002 |
| To: 61-1532 | | | | |
| From: 61-1532 | | | | |
| (1520/81) | 0.20 | 40 | R | 10/24/2002 |
| To: 61-1519 | | | | |
| From: 61-1519 | | | | |
| (1520/81) | 0.07 | 180 | R | 10/24/2002 |
| To: 61-1521 | | | | |
| From: 61-1521 | | | | |
| (1520/81) | 0.10 | 130 | R | 10/24/2002 |
| To: 61-1522 | | | | |
| From: 61-1522 | | | | |
| (1520/81) | 0.11 | 80 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1520 | | | | |
| (1521/81) | 0.08 | 60 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1520 | | | | |
| (1522/81) | 0.06 | 70 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |
| From: US 17 | | | | |
| (1523/81) | 0.02 | 850 | R | 10/24/2002 |
| To: 61-1528 | | | | |
| From: 61-1528 | | | | |
| (1523/81) | 0.23 | 840 | R | 10/24/2002 |
| To: 61-1524 | | | | |
| From: 61-1524 | | | | |
| (1523/81) | 0.21 | 510 | R | 10/24/2002 |
| To: Cul-de-Sac | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|----------------------|------|-----|--------------|
| City of Suffolk | | | | |
| From 1524 61 | 61-1523 | 0.15 | 590 | R 10/24/2002 |
| To 1524 61 | 61-1525 | 0.12 | 110 | R 10/24/2002 |
| From 1525 61 | Cul-de-Sac | 0.45 | 70 | R 1999 |
| To 1526 61 | 61-1524 | 0.05 | 70 | R 10/24/2002 |
| From 1527 61 | 61-1525 | 0.13 | 100 | R 10/24/2002 |
| To 1528 61 | Cul-de-Sac | 0.76 | 280 | R 10/24/2002 |
| From 1528 61 | 61-1530 | 0.88 | 240 | R 10/24/2002 |
| To 1529 61 | Dead End | 0.25 | 130 | R 10/24/2002 |
| From 1530 61 | 61-628 Crittenden Rd | 0.15 | 90 | R 10/24/2002 |
| To 1532 61 | Cul-de-Sac | 0.05 | 40 | R 10/24/2002 |
| From 1533 61 | 61-1520 | 0.04 | 310 | R 11/05/2002 |
| To 1533 61 | 61-628 Crittenden Rd | 0.08 | 100 | R 11/05/2002 |
| From 1534 61 | 61-720 | 0.09 | 30 | R 11/05/2002 |
| To 1535 61 | Cul-de-Sac | 0.15 | 50 | R 11/05/2002 |
| From 1538 61 | Dead End | 0.11 | 120 | R 11/05/2002 |
| To 1539 61 | 61-1506 | 0.37 | 70 | R 1999 |
| From 1540 61 | 61-1506 | 0.69 | 110 | R 11/05/2002 |
| To 1541 61 | Dead End | 0.11 | 50 | R 11/05/2002 |
| From 1541 61 | 61-1540 | 0.06 | 50 | R 11/05/2002 |
| To 1542 61 | Cul-de-Sac | 0.06 | 10 | R 11/05/2002 |
| From 1542 61 | 61-1543 | 0.06 | 10 | R 11/05/2002 |
| To 1542 61 | 61-1540 | | | |

| Route | Length | AADT | QA | Year |
|------------------------|---------------|------|------|--------------|
| City of Suffolk | | | | |
| From 1543 61 | Cul-de-Sac | 0.12 | 20 | R 11/05/2002 |
| To 1544 61 | 61-1542 | 0.08 | NA | |
| From 1544 61 | 61-01509(B)/ | | | |
| To 1601 61 | Dead End/ | | | |
| From 1601 61 | Dead End | 0.03 | 8 | R 1999 |
| To 1601 61 | 61-1605 | 0.07 | 30 | R 1999 |
| From 1601 61 | 61-1602 | 0.06 | 70 | R 1999 |
| To 1602 61 | 61-676 | 0.19 | 180 | R 1999 |
| From 1602 61 | US 13 | 0.18 | 40 | R 1999 |
| To 1603 61 | 61-1601 | 0.18 | 40 | R 1999 |
| From 1603 61 | US 13 WEST | 0.08 | 210 | R 1999 |
| To 1604 61 | US 13 EAST | 0.07 | 20 | R 1999 |
| From 1604 61 | 61-9270 | 0.05 | 80 | R 11/05/2002 |
| To 1605 61 | 61-616 | 0.08 | 130 | R 11/05/2002 |
| From 1605 61 | Dead End | 0.06 | 910 | R 11/05/2002 |
| To 1701 61 | 61-1704 | 0.06 | 990 | R 11/05/2002 |
| From 1701 61 | 61-1703 SOUTH | 0.05 | 70 | R 11/05/2002 |
| To 1701 61 | 61-1703 NORTH | 0.05 | 70 | R 11/05/2002 |
| From 1701 61 | 61-1714 | 0.17 | 300 | R 11/05/2002 |
| To 1702 61 | 61-1720 WEST | 0.01 | 500 | R 11/05/2002 |
| From 1702 61 | 61-1720 EAST | 0.18 | 900 | R 11/05/2002 |
| To 1702 61 | 61-1707 | 0.15 | 280 | R 11/05/2002 |
| From 1702 61 | 61-1709 | 0.13 | 1800 | R 11/05/2002 |
| To 1703 61 | 61-1709 | 0.13 | 1800 | R 11/05/2002 |
| From 1703 61 | US 58 | 0.12 | 1400 | R 11/05/2002 |
| To 1703 61 | 61-1721 | 0.02 | 600 | R 11/05/2002 |
| From 1703 61 | 61-1701 SOUTH | 0.10 | 350 | R 11/05/2002 |
| To 1703 61 | 61-1701 NORTH | 0.10 | 350 | R 11/05/2002 |
| From 1703 61 | 61-1715 | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------------------|------|-----|--------------|
| City of Suffolk | | | | |
| From 1703 61 | 61-1715 | 0.12 | 210 | R 11/05/2002 |
| To 1703 61 | 61-1735 | 0.09 | 110 | R 11/05/2002 |
| From 1704 61 | 61-1701 | 0.13 | 120 | R 11/07/2002 |
| To 1704 61 | US 58 | 0.11 | 90 | R 11/07/2002 |
| From 1705 61 | 61-1706 | 0.05 | 60 | R 11/07/2002 |
| To 1705 61 | Dead End | 0.06 | 60 | R 11/07/2002 |
| From 1706 61 | 61-1705 | 0.03 | 10 | R 11/07/2002 |
| To 1706 61 | Dead End | 0.24 | 80 | R 11/07/2002 |
| From 1707 61 | 61-1720 | 0.05 | 80 | R 11/07/2002 |
| To 1707 61 | 61-1711 | 0.09 | 30 | R 11/07/2002 |
| From 1708 61 | Dead End | 0.01 | 240 | R 11/07/2002 |
| To 1708 61 | 61-1712 | 0.23 | 250 | R 11/07/2002 |
| From 1709 61 | 61-1703 | 0.06 | 130 | R 11/07/2002 |
| To 1709 61 | 61-645 Manning Rd | 0.10 | 360 | R 11/07/2002 |
| From 1710 61 | 61-645 Manning Rd | 0.20 | 400 | R 11/07/2002 |
| To 1710 61 | 61-1716 | 0.02 | 20 | R 11/07/2002 |
| From 1711 61 | Dead End | 0.06 | 90 | R 11/07/2002 |
| To 1711 61 | 61-1708 | 0.15 | 80 | R 11/07/2002 |
| From 1712 61 | 61-1721 EAST | 0.09 | 250 | R 11/07/2002 |
| To 1712 61 | 61-1721 WEST | 0.06 | 60 | R 11/07/2002 |
| From 1713 61 | 61-1709 | 0.23 | 700 | R 11/07/2002 |
| To 1713 61 | US 58 | 0.12 | 680 | R 11/07/2002 |
| From 1714 61 | 61-639 Lake Lohoon | 0.06 | 60 | R 11/07/2002 |
| To 1714 61 | Dead End | 0.23 | 700 | R 11/07/2002 |
| From 1714 61 | US 58 | 0.12 | 680 | R 11/07/2002 |
| To 1714 61 | 61-1701 | 0.12 | 680 | R 11/07/2002 |
| To 1714 61 | 61-1735 | | | |

| Route | Length | AADT | QA | Year |
|------------------------|-----------------------|------|------|--------------|
| City of Suffolk | | | | |
| From 1714 61 | 61-1735 | 0.07 | 510 | R 11/07/2002 |
| To 1714 61 | 61-1736 | 0.06 | 530 | R 11/07/2002 |
| From 1714 61 | 61-1740 WEST | 0.16 | 300 | R 11/07/2002 |
| To 1714 61 | 61-1740 EAST | 0.13 | 110 | R 11/07/2002 |
| From 1714 61 | Cul-de-Sac | 0.07 | 90 | R 11/05/2002 |
| To 1714 61 | 61-1704 | 0.07 | 90 | R 11/05/2002 |
| From 1715 61 | 61-1703 | 0.06 | 30 | R 11/05/2002 |
| To 1715 61 | Dead End | 0.06 | 30 | R 11/05/2002 |
| From 1716 61 | 61-1710 | 0.10 | 300 | R 11/05/2002 |
| To 1716 61 | Dead End | 0.05 | 280 | R 11/05/2002 |
| From 1717 61 | 61-1727 SOUTH | 0.05 | 280 | R 11/05/2002 |
| To 1717 61 | 61-1727 NORTH | 0.08 | 680 | R 11/05/2002 |
| From 1718 61 | 61-1719 | 0.06 | 810 | R 11/05/2002 |
| To 1718 61 | 61-1710 | 0.06 | 810 | R 11/05/2002 |
| From 1718 61 | 61-1710 | 0.03 | 1600 | R 11/05/2002 |
| To 1718 61 | 61-1728 | 0.16 | 1800 | R 11/05/2002 |
| From 1718 61 | US 58 | 0.08 | 130 | R 11/05/2002 |
| To 1718 61 | Dead End | 0.08 | 130 | R 11/05/2002 |
| From 1719 61 | 61-1718 | 0.06 | 150 | R 11/05/2002 |
| To 1719 61 | 61-1707 | 0.06 | 150 | R 11/05/2002 |
| From 1720 61 | 61-1702 WEST | 0.27 | 120 | R 11/14/2002 |
| To 1720 61 | 61-1702 EAST | 0.08 | 110 | R 11/14/2002 |
| From 1721 61 | 61-1701 | 0.08 | 110 | R 11/14/2002 |
| To 1721 61 | 61-1711 WEST | 0.12 | 220 | R 11/14/2002 |
| From 1721 61 | 61-1711 EAST | 0.07 | 420 | R 11/14/2002 |
| To 1721 61 | 61-1703 | 0.07 | 420 | R 11/14/2002 |
| From 1722 61 | US 58 BUS; Holland Rd | 0.03 | 6300 | G 2003 |
| To 1722 61 | Kilby Shores Rd | 0.03 | 6300 | G 2003 |
| From 1722 61 | 61-688 Turlington Rd | 0.50 | 1200 | R 11/14/2002 |
| To 1722 61 | 61-1733 | 0.02 | 910 | R 11/14/2002 |
| From 1722 61 | 61-1724 NORTH | 0.04 | 910 | R 11/14/2002 |
| To 1722 61 | 61-1723 | 0.06 | 640 | R 11/14/2002 |
| From 1722 61 | 61-1723 | 0.06 | 640 | R 11/14/2002 |
| To 1722 61 | 61-1724 SOUTH | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------------|
| City of Suffolk | | | | |
| From 1722 61 To 61-1724 SOUTH | 0.06 | 210 | R | 11/14/2002 |
| To 1722 61 From 61-1725 | 0.25 | NA | | |
| To 1722 61 From 61-1737 | | | | |
| From 1723 61 To Dead End | 0.09 | 180 | R | 11/14/2002 |
| To 1723 61 From 61-1722 Kilby Shores Rd | | | | |
| From 1724 61 To Dead End | 0.09 | 120 | R | 11/14/2002 |
| To 1724 61 From 61-1722 SOUTH | | | | |
| To 1724 61 From 61-1737 | 0.03 | 800 | R | 11/14/2002 |
| To 1724 61 From 61-1731 | 0.04 | 310 | R | 11/14/2002 |
| To 1724 61 From 61-1732 | 0.08 | 200 | R | 11/14/2002 |
| To 1724 61 From 61-1732 | 0.27 | 200 | R | 11/14/2002 |
| To 1724 61 From 61-1722 NORTH | | | | |
| From 1725 61 To Dead End | 0.03 | 40 | R | 11/14/2002 |
| To 1725 61 From 61-1726 | 0.05 | 140 | R | 11/14/2002 |
| To 1725 61 From 61-1722 Kilby Shores Rd | | | | |
| From 1726 61 To Dead End | 0.06 | 100 | R | 11/14/2002 |
| To 1726 61 From 61-1725 | | | | |
| From 1727 61 To 61-1718 SOUTH | 0.15 | 100 | R | 11/14/2002 |
| To 1727 61 From 61-1718 NORTH | 0.07 | 70 | R | 11/14/2002 |
| To 1727 61 From Dead End | | | | |
| From 1728 61 To 61-1718 | 0.12 | 1000 | R | 11/13/2002 |
| To 1728 61 From 61-688 Turlington Rd | | | | |
| From 1729 61 To Dead End | 0.08 | 60 | R | 11/13/2002 |
| To 1729 61 From US 58 BUS | | | | |
| From 1730 61 To Dead End | 0.08 | 60 | R | 11/13/2002 |
| To 1730 61 From US 58 BUS | | | | |
| From 1731 61 To 61-1724 | 0.08 | 260 | R | 11/13/2002 |
| To 1731 61 From Cul-de-Sac | | | | |
| From 1732 61 To 61-1724 | 0.05 | 47 | R | 11/13/2002 |
| To 1732 61 From Cul-de-Sac | | | | |
| From 1733 61 To Dead End | 0.10 | 140 | R | 11/13/2002 |
| To 1733 61 From 61-1722 Kilby Shores Rd | | | | |
| From 1734 61 To Dead End | 0.12 | 70 | R | 11/13/2002 |
| To 1734 61 From 61-688 Turlington Rd | | | | |
| From 1735 61 To 61-1714 | 0.07 | 130 | R | 11/13/2002 |
| To 1735 61 From 61-1703 | | | | |

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From 1736 61 To 61-1714 | 0.12 | 140 | R | 11/13/2002 |
| To 1736 61 From Dead End | | | | |
| From 1737 61 To 61-1724 | 0.26 | 180 | R | 11/13/2002 |
| To 1737 61 From Cul-de-Sac | | | | |
| From 1738 61 To 61-01722(B)/ | 0.12 | NA | | |
| To 1738 61 From 61-01737(B)/ | | | | |
| From 1740 61 To 61-1714 WEST | 0.27 | 190 | R | 11/13/2002 |
| To 1740 61 From 61-1714 EAST | | | | |
| From 1741 61 To Dead End | 0.36 | 210 | R | 11/15/2002 |
| To 1741 61 From US 58 | | | | |
| From 1742 61 To 61-1741 | 0.30 | 70 | R | 11/15/2002 |
| To 1742 61 From Dead End | | | | |
| From 1743 61 To 61-1722 Kilby Shores Rd | 0.06 | 20 | R | 1999 |
| To 1743 61 From 61-1744 | 0.05 | 20 | R | 1999 |
| To 1743 61 From Cul-de-Sac | | | | |
| From 1744 61 To Cul-de-Sac | 0.10 | 20 | R | 1999 |
| To 1744 61 From 61-1745 | 0.05 | 10 | R | 1999 |
| To 1744 61 From 61-1743 | | | | |
| From 1745 61 To 61-1744 | 0.09 | 30 | R | 1999 |
| To 1745 61 From 61-1746 | | | | |
| From 1746 61 To Cul-de-Sac | 0.11 | 40 | R | 1999 |
| To 1746 61 From 61-1745 | 0.04 | 20 | R | 1999 |
| To 1746 61 From Cul-de-Sac | | | | |
| From 1750 61 To SR-00010(B)/ | 0.56 | NA | | |
| To 1750 61 From SR-00010(B)/ | | | | |
| From 1751 61 To 61-01750(B)/ | 0.08 | NA | | |
| To 1751 61 From Dead End/ | | | | |
| From 1760 61 To Cul-de-Sac/ | 0.18 | NA | | |
| To 1760 61 From 61-01850(B)/APPROX | | | | |
| From 1761 61 To 61-01763(B)/ | 0.14 | NA | | |
| To 1761 61 From 61-01760(B)/ | | | | |
| From 1762 61 To Cul-de-Sac/ | 0.15 | NA | | |
| To 1762 61 From 61-01854(B)/ | | | | |
| From 1763 61 To Cul-de-Sac/ | 0.26 | NA | | |
| To 1763 61 From 61-01850(B)/APPROX | | | | |
| From 1770 61 To US-00058(B)/61-01741(U)/ | 0.09 | NA | | |
| To 1770 61 From 61-01772(B)/ | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------|
| City of Suffolk | | | | |
| From: 61-01770(B)/ | | | | |
| (1771) 61 | 0.04 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1772) 61 | 0.35 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01772(B)/ | | | | |
| (1773) 61 | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1774) 61 | 0.04 | NA | | |
| To: 61-01773(B)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1783) 61 | 0.38 | NA | | |
| To: 61-00774(L)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1784) 61 | 0.45 | NA | | |
| To: 61-01783(B)/ | | | | |
| From: 61-01783(B)/ | | | | |
| (1785) 61 | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01783(B)/ | | | | |
| (1786) 61 | 0.16 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01786(B)/ | | | | |
| (1787) 61 | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1788) 61 | 0.29 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1789) 61 | 0.04 | NA | | |
| To: 61-01788(B)/ | | | | |
| From: 61-00614(B)/ | | | | |
| (1790) 61 | 0.47 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01790(B)/ | | | | |
| (1791) 61 | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01790(B)/ | | | | |
| (1792) 61 | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01790(B)/61-01798(R)/ | | | | |
| (1793) 61 | 0.24 | NA | | |
| To: 61-01795(B)/ | | | | |
| From: 61-01790(B)/61-01797(R)/ | | | | |
| (1794) 61 | 0.17 | NA | | |
| To: 61-01795(B)/ | | | | |
| From: 61-01790(B)/ | | | | |
| (1795) 61 | 0.27 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1796) 61 | 0.17 | NA | | |
| To: 61-01790(B)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| (1797) 61 | 0.08 | NA | | |
| To: 61-01790(B)/61-01794(R)/ | | | | |

| Route | Length | AADT | QA | Year |
|------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac/ | | | | |
| (1798) 61 | 0.07 | NA | | |
| To: 61-01790(B)/61-01793(R)/ | | | | |
| From: US 58 BUS | | | | |
| (1801) 61 | 0.16 | 390 | R | 11/15/2002 |
| To: 61-1803 | | | | |
| From: 61-1803 | | | | |
| (1801) 61 | 0.06 | 200 | R | 11/15/2002 |
| To: 61-1802 | | | | |
| From: 61-1802 | | | | |
| (1801) 61 | 0.05 | 20 | R | 11/15/2002 |
| To: 61-1863 NORTH | | | | |
| From: 61-1863 NORTH | | | | |
| (1801) 61 | 0.15 | 30 | R | 11/15/2002 |
| To: 61-1860 | | | | |
| From: 61-1801 | | | | |
| (1802) 61 | 0.08 | 140 | R | 11/15/2002 |
| To: 61-1804 | | | | |
| From: 61-1801 | | | | |
| (1803) 61 | 0.08 | 130 | R | 11/15/2002 |
| To: 61-1804 | | | | |
| From: Dead End | | | | |
| (1804) 61 | 0.04 | 30 | R | 11/15/2002 |
| To: 61-1803 | | | | |
| From: 61-1803 | | | | |
| (1804) 61 | 0.06 | 100 | R | 11/15/2002 |
| To: 61-1802 | | | | |
| From: 61-1802 | | | | |
| (1804) 61 | 0.04 | 40 | R | 11/15/2002 |
| To: Dead End | | | | |
| From: 61-1806 | | | | |
| (1805) 61 | 0.17 | 220 | R | 11/15/2002 |
| To: 61-652 | | | | |
| From: 61-1808 | | | | |
| (1806) 61 | 0.14 | 110 | R | 11/15/2002 |
| To: 61-1807 | | | | |
| From: 61-1807 | | | | |
| (1806) 61 | 0.10 | 380 | R | 11/15/2002 |
| To: 61-1805 | | | | |
| From: 61-1805 | | | | |
| (1806) 61 | 0.06 | 210 | R | 11/15/2002 |
| To: 61-652 | | | | |
| From: Dead End | | | | |
| (1807) 61 | 0.09 | 70 | R | 11/15/2002 |
| To: 61-1808 | | | | |
| From: 61-1808 | | | | |
| (1807) 61 | 0.24 | 140 | R | 11/15/2002 |
| To: 61-1806 | | | | |
| From: 61-1807 | | | | |
| (1808) 61 | 0.01 | 130 | R | 11/15/2002 |
| To: 61-1806 | | | | |
| From: 61-1806 | | | | |
| (1808) 61 | 0.17 | 300 | R | 11/15/2002 |
| To: 61-652 | | | | |
| From: 61-652 | | | | |
| (1808) 61 | 0.23 | 330 | R | 11/15/2002 |
| To: 61-1827 | | | | |
| From: 61-1827 | | | | |
| (1808) 61 | 0.31 | 160 | R | 11/15/2002 |
| To: Dead End | | | | |
| From: 61-1810 SOUTH | | | | |
| (1809) 61 | 0.22 | 70 | R | 11/15/2002 |
| To: 61-1810 NORTH | | | | |
| From: 61-691 | | | | |
| (1810) 61 | 0.04 | 180 | R | 11/15/2002 |
| To: 61-1809 SOUTH | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--|--------|------|------------|------------|
| City of Suffolk | | | | |
| From 1810 ₆₁ 61-1809 SOUTH | 0.05 | 130 | R | 11/15/2002 |
| To 1810 ₆₁ 61-687 | | | | |
| From 1810 ₆₁ 61-1809 NORTH | 0.09 | 90 | R | 11/15/2002 |
| To 1811 ₆₁ 61-614 Suburban Dr | | | | |
| From 1811 ₆₁ 61-1812 | 0.07 | 200 | R | 11/15/2002 |
| To 1811 ₆₁ Dead End | 0.23 | 170 | R | 04/18/2002 |
| From 1812 ₆₁ 61-1811 | 0.09 | 150 | R | 04/18/2002 |
| To 1812 ₆₁ SR 337 | | | | |
| From 1812 ₆₁ Dead End | | | | |
| From 1813 ₆₁ 61-1818 | 0.04 | 40 | R | 04/18/2002 |
| To 1813 ₆₁ 61-1818 | 0.03 | 160 | R | 04/18/2002 |
| From 1813 ₆₁ 61-1814 | 0.07 | 140 | R | 04/18/2002 |
| To 1813 ₆₁ 61-710 | | | | |
| From 1814 ₆₁ Dead End | 0.07 | 90 | R | 04/18/2002 |
| To 1814 ₆₁ 61-1813 | | | | |
| From 1815 ₆₁ SR 337 | 0.32 | 160 | R | 04/18/2002 |
| To 1815 ₆₁ Dead End | | | | |
| From 1816 ₆₁ 61-652 | 0.05 | 510 | R | 04/18/2002 |
| To 1816 ₆₁ 61-1817 | | | | |
| From 1816 ₆₁ 61-1817 | 0.29 | 220 | R | 04/18/2002 |
| To 1816 ₆₁ Dead End | | | | |
| From 1817 ₆₁ Dead End | 0.03 | 80 | R | 04/18/2002 |
| To 1817 ₆₁ 61-1816 | | | | |
| From 1818 ₆₁ 61-1813 | 0.02 | 220 | R | 04/18/2002 |
| To 1818 ₆₁ 0.02 MN 61-1813 | | | | |
| From 1818 ₆₁ 0.21 | 240 | R | 04/18/2002 | |
| To 1818 ₆₁ US 460 BUS | | | | |
| From 1819 ₆₁ US 58 BUS | 0.20 | 90 | R | 04/18/2002 |
| To 1819 ₆₁ Dead End | | | | |
| From 1820 ₆₁ Cul-de-Sac | 0.10 | 60 | R | 04/18/2002 |
| To 1820 ₆₁ 61-708 | | | | |
| From 1821 ₆₁ SR 337 | 0.07 | 180 | R | 04/18/2002 |
| To 1821 ₆₁ Dead End | | | | |
| From 1822 ₆₁ SR 337 | 0.05 | 90 | R | 04/18/2002 |
| To 1822 ₆₁ Dead End | | | | |
| From 1823 ₆₁ Dead End | 0.18 | 260 | R | 04/18/2002 |
| To 1823 ₆₁ 61-642 | | | | |
| From 1824 ₆₁ Dead End | 0.14 | 80 | R | 04/18/2002 |
| To 1824 ₆₁ SR 337 | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 1825 ₆₁ Cul-de-Sac | 0.13 | 170 | R | 04/18/2002 |
| To 1825 ₆₁ US 460 BUS | | | | |
| From 1826 ₆₁ 61-652 | 0.23 | 260 | R | 04/18/2002 |
| To 1826 ₆₁ 61-1827 | 0.02 | 40 | R | 04/18/2002 |
| From 1826 ₆₁ Cul-de-Sac | | | | |
| From 1827 ₆₁ 61-1808 | 0.06 | 140 | R | 04/18/2002 |
| To 1827 ₆₁ 61-1826 | | | | |
| From 1828 ₆₁ 61-642 | 0.13 | 290 | R | 04/18/2002 |
| To 1828 ₆₁ Cul-de-Sac | | | | |
| From 1829 ₆₁ 61-652 | 0.17 | 140 | R | 04/18/2002 |
| To 1829 ₆₁ Cul-de-Sac | | | | |
| From 1830 ₆₁ Cul-de-Sac | 0.04 | 60 | R | 04/18/2002 |
| To 1830 ₆₁ 61-1835 | | | | |
| From 1830 ₆₁ 61-1835 | 0.08 | 200 | R | 04/18/2002 |
| To 1830 ₆₁ 61-1834 | | | | |
| From 1830 ₆₁ 61-1834 | 0.05 | 250 | R | 04/18/2002 |
| To 1830 ₆₁ 61-1832 | | | | |
| From 1830 ₆₁ 61-1832 | 0.05 | 410 | R | 04/18/2002 |
| To 1830 ₆₁ 61-1831 | | | | |
| From 1830 ₆₁ 61-1831 | 0.07 | 520 | R | 04/18/2002 |
| To 1830 ₆₁ SR 337 | | | | |
| From 1831 ₆₁ 61-1830 | 0.04 | 90 | R | 04/18/2002 |
| To 1831 ₆₁ Cul-de-Sac | | | | |
| From 1832 ₆₁ Dead End | 0.08 | 60 | R | 07/23/2002 |
| To 1832 ₆₁ 61-1830 | | | | |
| From 1832 ₆₁ 61-1830 | 0.07 | 160 | R | 07/23/2002 |
| To 1832 ₆₁ 61-1833 | | | | |
| From 1832 ₆₁ 61-1833 | 0.05 | 170 | R | 07/23/2002 |
| To 1832 ₆₁ Dead End | | | | |
| From 1833 ₆₁ Cul-de-Sac | 0.05 | 160 | R | 07/23/2002 |
| To 1833 ₆₁ 61-1832 | | | | |
| From 1834 ₆₁ Cul-de-Sac | 0.04 | 240 | R | 07/23/2002 |
| To 1834 ₆₁ 61-1830 | | | | |
| From 1835 ₆₁ Cul-de-Sac | 0.05 | 210 | R | 07/23/2002 |
| To 1835 ₆₁ 61-1830 | | | | |
| From 1837 ₆₁ SR 337 SOUTH | 0.40 | 110 | R | 07/23/2002 |
| To 1837 ₆₁ SR 337 NORTH | | | | |
| From 1838 ₆₁ SR 337 | 0.10 | 270 | R | 07/23/2002 |
| To 1838 ₆₁ Dead End | | | | |
| From 1839 ₆₁ SR 337 | 0.10 | 330 | R | 07/23/2002 |
| To 1839 ₆₁ Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | 0.06 | 280 | R | 07/23/2002 |
| To: 61-1843 | 0.06 | 110 | R | 07/23/2002 |
| From: 61-1842 | 0.07 | 70 | R | 07/23/2002 |
| To: SR 337 | | | | |
| From: 61-1841 | 0.08 | 50 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1841 | 0.04 | 50 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-642 | 0.04 | 90 | R | 07/23/2002 |
| To: 61-1845 | | | | |
| From: Dead End | 0.02 | 30 | R | 07/23/2002 |
| To: 61-1844 | 0.04 | 60 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: SR 337 | 0.03 | 1000 | R | 07/23/2002 |
| To: 61-1848 | 0.08 | 540 | R | 07/23/2002 |
| To: 61-1849 | | | | |
| From: 61-1847 | 0.04 | 240 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.03 | 130 | R | 07/23/2002 |
| To: 61-1847 | 0.08 | 420 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: Dead End | 0.41 | 6900 | R | 07/23/2002 |
| To: SR 10 | | | | |
| From: Dead End | 0.54 | 3500 | R | 07/23/2002 |
| To: 61-1850 | | | | |
| From: Cul-de-Sac | 0.04 | 260 | R | 07/23/2002 |
| To: 61-1851 | | | | |
| From: 61-1851 | 0.09 | 160 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1851 | 0.34 | 290 | R | 07/23/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1851 WEST | 0.19 | 130 | R | 07/23/2002 |
| To: 61-1851 EAST | | | | |
| From: Cul-de-Sac | 0.35 | 900 | R | 08/20/2002 |
| To: 61-1851 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-1850; 61-1851 | 0.03 | 1200 | R | 08/20/2002 |
| To: 61-1858; 61-1859 | | | | |
| From: 61-1857; 61-1859 | 0.18 | 490 | R | 08/20/2002 |
| To: 61-1859 | | | | |
| From: 61-1857; 61-1858 | 0.21 | 670 | R | 08/20/2002 |
| To: 61-1858 | | | | |
| From: SR 337 | 0.10 | 30 | R | 08/20/2002 |
| To: 61-1861 | 0.10 | 30 | R | 08/20/2002 |
| From: 61-1801 | 0.13 | 30 | R | 08/20/2002 |
| To: 61-1863 | | | | |
| From: 61-1860 | 0.07 | 20 | R | 08/20/2002 |
| To: 61-1862 | 0.03 | 20 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.08 | 20 | R | 08/20/2002 |
| To: 61-1861 | | | | |
| From: 61-1801 SOUTH | 0.20 | 30 | R | 08/20/2002 |
| To: 61-1865 | 0.03 | 4 | R | 08/20/2002 |
| To: 61-1864 | 0.04 | 8 | R | 08/20/2002 |
| From: 61-1801 NORTH | 0.05 | 10 | R | 08/20/2002 |
| To: 61-1860 | 0.05 | 10 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.07 | 20 | R | 08/20/2002 |
| To: 61-1863 | 0.06 | 10 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1863 | 0.08 | 10 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.06 | 200 | R | 08/20/2002 |
| To: 61-1856 | | | | |
| From: 61-1856 | 0.04 | 220 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.09 | 20 | R | 08/20/2002 |
| To: 61-1856 | | | | |
| From: Cul-de-Sac | 0.12 | 10 | R | 08/20/2002 |
| To: 61-1856 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|-----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | 0.02 | 10 | R | 08/20/2002 |
| To: 61-1871 | | | | |
| From: 61-1871 | 0.03 | 20 | R | 08/20/2002 |
| To: 61-642 | | | | |
| From: 61-1872 | 0.10 | 20 | R | 08/20/2002 |
| To: 61-1870 | | | | |
| From: 61-1870 | 0.06 | 20 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Begin Loop | 0.15 | 20 | R | 08/20/2002 |
| To: End Loop | | | | |
| From: End Loop | 0.10 | 20 | R | 08/20/2002 |
| To: 61-1871 | | | | |
| From: 61-1871 | 0.05 | 8 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.06 | 270 | R | 08/20/2002 |
| To: 61-1856 | | | | |
| From: Cul-de-Sac/ | 0.12 | NA | | |
| To: 61-01885(B)/ | | | | |
| From: SR 337 NORTH | 0.60 | 600 | R | 08/20/2002 |
| To: SR 337 SOUTH | | | | |
| From: Cul-de-Sac | 0.21 | 340 | R | 08/07/2002 |
| To: 61-1875 | | | | |
| From: 61-1876 | 0.14 | 50 | R | 08/07/2002 |
| To: 61-1875 | | | | |
| From: Cul-de-Sac | 0.05 | 100 | R | 08/07/2002 |
| To: 61-1877 | | | | |
| From: 61-1876 | 0.07 | 170 | R | 08/07/2002 |
| To: 61-1875 | | | | |
| From: 61-1881 | 0.63 | NA | | |
| To: 61-642; RAMP FROM US 58 | | | | |
| From: 61-01880(B)/ | 0.35 | NA | | |
| To: 61-01880(L)/ | | | | |
| From: Cul-de-Sac/ | 0.08 | NA | | |
| To: 61-01881(B)/ | | | | |
| From: Cul-de-Sac/ | 0.11 | NA | | |
| To: 61-01881(B)/ | | | | |
| From: Cul-de-Sac/ | 0.07 | NA | | |
| To: 61-01874(B)/ | | | | |
| From: Cul-de-Sac | 0.65 | 1300 | R | 08/07/2002 |
| To: SR 337 | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | 0.22 | 120 | R | 08/07/2002 |
| To: 61-1885 | | | | |
| From: 61-1885 | 0.16 | 440 | R | 08/07/2002 |
| To: 61-1935; 61-1887 Loop | | | | |
| From: 61-1935; 61-1887 Loop | 0.64 | NA | | |
| To: End of Loop | | | | |
| From: 61-1885 | 0.08 | 220 | R | 08/07/2002 |
| To: 61-1893 | | | | |
| From: Cul-de-Sac | 0.13 | 90 | R | 08/20/2002 |
| To: 61-1893 | | | | |
| From: Cul-de-Sac | 0.07 | 60 | R | 08/20/2002 |
| To: 61-1889 | | | | |
| From: Cul-de-Sac | 0.18 | 110 | R | 08/20/2002 |
| To: 61-1893 | | | | |
| From: Cul-de-Sac | 0.05 | 60 | R | 08/20/2002 |
| To: 61-1891 | | | | |
| From: Cul-de-Sac | 0.04 | NA | | |
| To: 61-1891 | | | | |
| From: 61-1891 | 0.25 | 49 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.45 | 630 | R | 08/20/2002 |
| To: SR 337 | | | | |
| From: Cul-de-Sac | 0.13 | 160 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1894 | 0.05 | 40 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.05 | 70 | R | 08/20/2002 |
| To: 61-1894 | | | | |
| From: SR-00337(B)/61-01885(U)/ | 0.39 | NA | | |
| To: Dead End/ | | | | |
| From: 61-01898(B)/ | 0.06 | NA | | |
| To: Dead End/ | | | | |
| From: SR 10 | 0.09 | 230 | R | 08/20/2002 |
| To: 61-1905 | | | | |
| From: 61-1905 | 0.08 | 47 | R | 08/20/2002 |
| To: Dead End | | | | |
| From: SR 10 | 0.09 | 810 | R | 08/20/2002 |
| To: 61-1905 | | | | |
| From: 61-1905 | 0.05 | 40 | R | 08/20/2002 |
| To: Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: SR 10 | | | | |
| 1903 61 | 0.11 | 230 | R | 08/20/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 1904 61 | 0.12 | 240 | R | 08/20/2002 |
| To: SR 10 | | | | |
| From: 61-1901 | | | | |
| 1905 61 | 0.16 | 130 | R | 08/20/2002 |
| To: 61-1902 | | | | |
| From: 61-1907 | | | | |
| 1905 61 | 0.11 | 750 | R | 08/20/2002 |
| To: 61-1907 | | | | |
| From: Dead End | | | | |
| 1905 61 | 0.15 | 280 | R | 08/20/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 1906 61 | 0.12 | 80 | R | 08/20/2002 |
| To: SR 10 | | | | |
| From: 61-1905 | | | | |
| 1907 61 | 0.09 | 60 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-1905 | | | | |
| 1908 61 | 0.10 | 130 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 1915 61 | 0.17 | 100 | R | 08/20/2002 |
| To: SR 125 SOUTH | | | | |
| From: 61-1916 | | | | |
| 1915 61 | 0.63 | 70 | R | 08/20/2002 |
| To: 61-1916 | | | | |
| From: SR 125 NORTH | | | | |
| 1915 61 | 0.18 | 100 | R | 08/20/2002 |
| To: SR 125 NORTH | | | | |
| From: Dead End | | | | |
| 1915 61 | 0.05 | 80 | R | 08/20/2002 |
| To: Dead End | | | | |
| From: 61-1915 | | | | |
| 1916 61 | 0.09 | 80 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 1917 61 | 0.15 | 60 | R | 08/20/2002 |
| To: SR 125 | | | | |
| From: Cul-de-Sac | | | | |
| 1918 61 | 0.12 | 40 | R | 08/20/2002 |
| To: SR 125 | | | | |
| From: Cul-de-Sac | | | | |
| 1925 61 | 0.33 | NA | | |
| To: 61-1926 | | | | |
| From: 61-1926 | | | | |
| 1925 61 | 0.33 | 50 | R | 08/20/2002 |
| To: 61-771 | | | | |
| From: 61-01925(B)/ | | | | |
| 1926 61 | 0.11 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-01925(B)/ | | | | |
| 1927 61 | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-628 Crittenden Rd | | | | |
| 1930 61 | 0.13 | 180 | R | 08/20/2002 |
| To: Cul-de-Sac | | | | |
| From: SR-00337(B)/ | | | | |
| 1935 61 | 0.14 | NA | | |
| To: 61-01887(L)/61-01887(R)/ | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-01935(B)/ | | | | |
| 1936 61 | 0.05 | NA | | |
| To: Dead End/ | | | | |
| From: 61-01887(B)/ | | | | |
| 1937 61 | 0.03 | NA | | |
| To: Dead End/ | | | | |
| From: 61-01887(B)/ | | | | |
| 1938 61 | 0.03 | NA | | |
| To: Dead End/ | | | | |
| From: 61-01887(B)/ | | | | |
| 1939 61 | 0.03 | NA | | |
| To: Dead End/ | | | | |
| From: Dead End/ | | | | |
| 1940 61 | 0.04 | NA | | |
| To: 61-01887(B)/ | | | | |
| From: 61-01887(B)/ | | | | |
| 1941 61 | 0.09 | NA | | |
| To: Dead End/ | | | | |
| From: Dead End/ | | | | |
| 1942 61 | 0.06 | NA | | |
| To: 61-01941(B)/ | | | | |
| From: Dead End/ | | | | |
| 1943 61 | 0.07 | NA | | |
| To: 61-01887(B)/ | | | | |
| From: Dead End | | | | |
| 2001 61 | 0.04 | 90 | R | 08/21/2002 |
| To: 61-2003 | | | | |
| From: 61-2003 | | | | |
| 2001 61 | 0.10 | 510 | R | 08/21/2002 |
| To: 61-2002 | | | | |
| From: 61-2002 | | | | |
| 2001 61 | 0.23 | 380 | R | 08/21/2002 |
| To: 61-2004 | | | | |
| From: 61-2004 | | | | |
| 2001 61 | 0.06 | 240 | R | 08/21/2002 |
| To: 61-2005 | | | | |
| From: 61-2005 | | | | |
| 2001 61 | 0.07 | 140 | R | 08/21/2002 |
| To: 61-2006 | | | | |
| From: 61-2006 | | | | |
| 2001 61 | 0.27 | 70 | R | 08/21/2002 |
| To: Dead End | | | | |
| From: 61-627 | | | | |
| 2002 61 | 0.08 | 900 | R | 08/21/2002 |
| To: 61-2001 | | | | |
| From: 61-2001 | | | | |
| 2003 61 | 0.07 | 480 | R | 08/21/2002 |
| To: 61-2004 | | | | |
| From: 61-2004 | | | | |
| 2003 61 | 0.07 | 310 | R | 08/21/2002 |
| To: 61-2005 | | | | |
| From: 61-2005 | | | | |
| 2003 61 | 0.14 | 190 | R | 08/21/2002 |
| To: Dead End | | | | |
| From: Dead End | | | | |
| 2004 61 | 0.05 | 50 | R | 08/21/2002 |
| To: 61-2001 | | | | |
| From: 61-2001 | | | | |
| 2004 61 | 0.25 | 120 | R | 08/21/2002 |
| To: 61-2003 | | | | |
| From: 61-2003 | | | | |
| 2005 61 | 0.13 | 120 | R | 08/21/2002 |
| To: 61-2006 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2006 | 0.10 | 190 | R | 08/21/2002 |
| To: 61-2003 | | | | |
| From: 61-2001 | 0.04 | 100 | R | 08/21/2002 |
| To: 61-2008 | | | | |
| From: 61-2007 | 0.08 | 50 | R | 08/21/2002 |
| To: 61-2005 | | | | |
| From: 61-2006 | 0.13 | 90 | R | 08/21/2002 |
| To: Dead End | | | | |
| From: 61-2006 | 0.05 | 50 | R | 08/21/2002 |
| To: Dead End | | | | |
| From: 61-627 | 0.11 | 70 | R | 08/21/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac/ | 0.16 | 300 | R | 08/21/2002 |
| To: 61-02025(L)/61-02012(U)/ | | | | |
| From: 61-02025(L)/61-02011(U)/ | 0.09 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-2039 | 0.08 | NA | | |
| To: Cul-de-Sac | | | | |
| From: 61-2039 | 0.05 | 30 | R | 08/21/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.09 | 30 | R | 08/29/2002 |
| To: 61-2036 | | | | |
| From: 61-2017 | 0.05 | 700 | R | 08/29/2002 |
| To: 61-2016 | | | | |
| From: 61-2016 | 0.06 | 530 | R | 08/29/2002 |
| To: 61-627 | | | | |
| From: 61-2019 | 0.10 | 200 | R | 08/29/2002 |
| To: 61-2020 | | | | |
| From: 61-2018 | 0.08 | 380 | R | 08/29/2002 |
| To: 61-2017 | | | | |
| From: 61-2017 | 0.07 | 410 | R | 08/29/2002 |
| To: 61-2015 | | | | |
| From: 61-2016 | 0.15 | 270 | R | 08/29/2002 |
| To: 61-2015 | | | | |
| From: 61-2016 | 0.08 | 690 | R | 08/29/2002 |
| To: 61-2015 | | | | |
| From: 61-715 | 0.05 | 320 | R | 08/29/2002 |
| To: 61-728 | | | | |
| From: 61-717 | 0.05 | 360 | R | 08/29/2002 |
| To: 61-2016 | | | | |
| From: 61-717 | 0.06 | 190 | R | 08/29/2002 |
| To: 61-2016 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2016 | 0.22 | 220 | R | 08/29/2002 |
| To: 61-2019 | | | | |
| From: 61-2016 | 0.20 | 100 | R | 08/29/2002 |
| To: 61-2018 | | | | |
| From: 61-2016 | 0.09 | 100 | R | 08/29/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2022 | 0.07 | 490 | R | 08/29/2002 |
| To: 61-697 | | | | |
| From: 61-715 | 0.11 | 80 | R | 08/29/2002 |
| To: 61-715 WEST | | | | |
| From: 61-715 WEST | 0.22 | 270 | R | 08/29/2002 |
| To: 61-716 | | | | |
| From: 61-716 | 0.03 | 640 | R | 08/29/2002 |
| To: 61-715 EAST | | | | |
| From: 61-715 EAST | 0.20 | 300 | R | 08/29/2002 |
| To: 61-2021 | | | | |
| From: 61-715 SOUTH | 0.08 | 140 | R | 08/29/2002 |
| To: 61-697 | | | | |
| From: 61-697 | 0.05 | 200 | R | 08/29/2002 |
| To: 61-715 NORTH | | | | |
| From: 61-2044 | 0.12 | 190 | R | 08/29/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-627 | 0.12 | 200 | R | 08/29/2002 |
| To: 61-2026 | | | | |
| From: 61-2026 | 0.10 | NA | | |
| To: 61-2011; 61-2012 | | | | |
| From: Cul-de-Sac | 0.24 | 240 | R | 08/29/2002 |
| To: 61-2027 | | | | |
| From: Cul-de-Sac | 0.11 | 110 | R | 08/29/2002 |
| To: 61-2026 | | | | |
| From: Cul-de-Sac | 0.08 | NA | | |
| To: 61-627 | | | | |
| From: 61-627 | 0.77 | 1300 | R | 08/29/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-627 | 0.43 | 440 | R | 08/29/2002 |
| To: 61-2028 | | | | |
| From: 61-2028 | 0.11 | 130 | R | 08/29/2002 |
| To: Cul-de-Sac | | | | |
| From: SR 337 | 0.18 | 230 | R | 08/29/2002 |
| To: 61-2031 | | | | |
| From: 61-2030 | 0.04 | 110 | R | 08/29/2002 |
| To: Cul-de-Sac | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: SR 337 | | | | |
| (2032/61) | 0.24 | 110 | R | 08/29/2002 |
| To: Dead End | | | | |
| From: 61-2039 | | | | |
| (2033/61) | 0.18 | 70 | R | 1999 |
| To: 61-2036 | | | | |
| From: 61-2036 | | | | |
| (2033/61) | 0.12 | 80 | R | 1999 |
| To: 61-627 | | | | |
| From: 61-2035 | | | | |
| (2034/61) | 0.42 | 270 | R | 09/25/2002 |
| To: Cutty Sark Lane | | | | |
| From: 61-2035 | | | | |
| (2034/61) | 0.24 | 300 | R | 09/25/2002 |
| To: 61-2035 | | | | |
| From: 61-2035 | | | | |
| (2034/61) | 0.07 | 520 | R | 09/25/2002 |
| To: 61-627 | | | | |
| From: 61-2034 NORTH | | | | |
| (2035/61) | 0.14 | 90 | R | 1999 |
| To: 61-2034 WEST | | | | |
| From: 61-2034 WEST | | | | |
| (2035/61) | 0.17 | 90 | R | 1999 |
| To: 61-2034 EAST | | | | |
| From: 61-2039 | | | | |
| (2036/61) | 0.10 | 40 | R | 1999 |
| To: 61-2038 | | | | |
| From: 61-2038 | | | | |
| (2036/61) | 0.05 | 40 | R | 1999 |
| To: 61-2037 | | | | |
| From: 61-2037 | | | | |
| (2036/61) | 0.10 | 40 | R | 1999 |
| To: 61-2033 | | | | |
| From: 61-2033 | | | | |
| (2036/61) | 0.15 | 30 | R | 1999 |
| To: 61-2014 | | | | |
| From: 61-2014 | | | | |
| (2036/61) | 0.05 | 30 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (2037/61) | 0.08 | 60 | R | 1999 |
| To: 61-2036 | | | | |
| From: 61-2036 | | | | |
| (2038/61) | 0.07 | 60 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: 61-629 | | | | |
| (2039/61) | 0.04 | 20 | R | 1999 |
| To: 61-2049 | | | | |
| From: 61-2049 | | | | |
| (2039/61) | 0.06 | 40 | R | 1999 |
| To: 61-2048 | | | | |
| From: 61-2048 | | | | |
| (2039/61) | 0.07 | 80 | R | 1999 |
| To: 61-2047 | | | | |
| From: 61-2047 | | | | |
| (2039/61) | 0.07 | 80 | R | 1999 |
| To: 61-2036 | | | | |
| From: 61-2036 | | | | |
| (2039/61) | 0.15 | 110 | R | 1999 |
| To: 61-2033 | | | | |
| From: 61-2033 | | | | |
| (2039/61) | 0.11 | 100 | R | 1999 |
| To: 61-2013 | | | | |
| From: 61-2013 | | | | |
| (2039/61) | 0.17 | 110 | R | 1999 |
| To: Dead End; Gap Terminus | | | | |
| From: Cul-de-Sac; Gap Terminus | | | | |
| (2039/61) | 0.06 | 40 | R | 1999 |
| To: 61-2064 | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2064 | | | | |
| (2039/61) | 0.12 | 100 | R | 1999 |
| To: 61-2034 | | | | |
| From: SR 125 | | | | |
| (2040/61) | 0.07 | 230 | R | 09/25/2002 |
| To: 61-2041 SOUTH | | | | |
| From: 61-2041 SOUTH | | | | |
| (2040/61) | 0.14 | 100 | R | 1986 |
| To: 61-2041 NORTH | | | | |
| From: 61-2041 NORTH | | | | |
| (2040/61) | 0.08 | 70 | R | 09/25/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2040 SOUTH | | | | |
| (2041/61) | 0.25 | 60 | R | 09/25/2002 |
| To: 61-2040 NORTH | | | | |
| From: 61-2040 NORTH | | | | |
| (2041/61) | 0.23 | 80 | R | 09/25/2002 |
| To: 61-2040 SOUTH | | | | |
| From: SR 125 | | | | |
| (2042/61) | 0.05 | 60 | R | 09/25/2002 |
| To: Cul-de-Sac | | | | |
| From: SR 125 | | | | |
| (2043/61) | 0.04 | 60 | R | 09/25/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (2044/61) | 0.59 | 310 | R | 09/25/2002 |
| To: 61-629 | | | | |
| From: 61-2044 | | | | |
| (2045/61) | 0.18 | 270 | R | 09/25/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (2046/61) | 0.20 | 50 | R | 1999 |
| To: 61-629 | | | | |
| From: 61-2039 | | | | |
| (2047/61) | 0.10 | 120 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: 61-2039 | | | | |
| (2048/61) | 0.05 | 60 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: 61-2039 | | | | |
| (2049/61) | 0.04 | 40 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: US 17 | | | | |
| (2050/61) | 0.11 | 90 | R | 11/14/2002 |
| To: 61-2051 | | | | |
| From: 61-2051 | | | | |
| (2050/61) | 0.22 | 180 | R | 11/14/2002 |
| To: 61-2056 | | | | |
| From: 61-2050 | | | | |
| (2051/61) | 0.34 | 140 | R | 11/14/2002 |
| To: 61-2055 | | | | |
| From: Cul-de-Sac | | | | |
| (2052/61) | 0.18 | 100 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| (2053/61) | 0.08 | 90 | R | 11/14/2002 |
| To: 61-2051 | | | | |
| From: 61-2051 | | | | |
| (2053/61) | 0.08 | 90 | R | 11/14/2002 |
| To: Dead End | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac | 0.08 | 90 | R | 11/14/2002 |
| To: 61-2051 | | | | |
| From: 61-2051 | 0.06 | 90 | R | 11/14/2002 |
| To: Dead End | | | | |
| From: Cul-de-Sac | 0.24 | 180 | R | 11/14/2002 |
| To: Dead End | | | | |
| From: Dead End | 0.24 | 200 | R | 11/14/2002 |
| To: 61-2050 | | | | |
| From: Dead End | 0.20 | 220 | R | 11/14/2002 |
| To: 61-2050 | | | | |
| From: Dead End | 0.11 | 110 | R | 11/14/2002 |
| To: 61-2050 | | | | |
| From: Cul-de-Sac | 0.07 | 70 | R | 1999 |
| To: 61-2034 | | | | |
| From: 61-2034 | 0.07 | 70 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | 0.04 | 70 | R | 1999 |
| To: 61-2034 | | | | |
| From: Cul-de-Sac | 0.08 | 190 | R | 1999 |
| To: 61-2039 | | | | |
| From: Cul-de-Sac | 0.05 | 190 | R | 1999 |
| To: 61-2039 | | | | |
| From: 61-00626(B)/ | 0.16 | NA | | |
| To: 61-02067(B)/ | | | | |
| From: 61-02065(L)/ | 0.14 | NA | | |
| To: 61-02067(B)/ | | | | |
| From: Cul-de-Sac/ | 0.30 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: SR 337 | 0.50 | 210 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2068 | 0.06 | 100 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2074 | 0.21 | 120 | R | 11/14/2002 |
| To: 61-629 | | | | |
| From: 61-629 | 0.16 | 120 | R | 11/14/2002 |
| To: Dead End | | | | |
| From: 61-2070 | 0.09 | 90 | R | 11/14/2002 |
| To: 61-2072 | | | | |

| Route | Length | AADT | QA | Year |
|--------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2071 | 0.10 | 140 | R | 11/14/2002 |
| To: Dead End | | | | |
| From: 61-2075 | 0.08 | 160 | R | 11/14/2002 |
| To: 61-2070 | | | | |
| From: 61-2075 | 0.06 | 110 | R | 11/14/2002 |
| To: 61-2070 | | | | |
| From: 61-627 | 0.25 | 140 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-00629(B)/61-02081(U)/ | 0.52 | NA | | |
| To: 61-00629(B)/61-02081(U)/ | | | | |
| From: 61-00629(B)/61-02080(U)/ | 0.32 | NA | | |
| To: 61-00629(B)/61-02080(U)/ | | | | |
| From: Cul-de-Sac/ | 0.08 | NA | | |
| To: 61-02081(B)/ | | | | |
| From: Cul-de-Sac/ | 0.12 | NA | | |
| To: 61-02080(B)/ | | | | |
| From: Cul-de-Sac/ | 0.08 | NA | | |
| To: 61-02080(B)/ | | | | |
| From: 61-02080(B)/ | 0.18 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-02091(B)/ | 0.20 | NA | | |
| To: 61-00629(B)/ | | | | |
| From: Cul-de-Sac/ | 0.18 | NA | | |
| To: 61-02092(R)/ | | | | |
| From: 61-02091(R)/ | 0.14 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-02091(B)/ | 0.22 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | 0.05 | NA | | |
| To: 61-02093(B)/ | | | | |
| From: Cul-de-Sac | 0.37 | 90 | R | 1999 |
| To: 61-605 | | | | |
| From: 61-604 | 0.06 | 190 | R | 1999 |
| To: 61-2103 | | | | |
| From: 61-2103 | 0.19 | 40 | R | 1999 |
| To: 61-2102 | | | | |
| From: 61-2102 | 0.14 | 60 | R | 1999 |
| To: US 460 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From 2102 ₆₁ To 61-2101 | 0.05 | 80 | R | 1999 |
| From 2102 ₆₁ To 61-2103 | 0.06 | 140 | R | 1999 |
| From 2103 ₆₁ To 61-2101 | 0.14 | 40 | R | 1999 |
| From 2110 ₆₁ To Cul-de-Sac | 0.21 | 760 | R | 1999 |
| From 2110 ₆₁ To US 460 | | | | |
| From 2115 ₆₁ To 61-633 | 0.48 | 120 | R | 1999 |
| From 2115 ₆₁ To 61-2116 | | | | |
| From 2116 ₆₁ To 61-2115 | 0.07 | 20 | R | 1999 |
| From 2116 ₆₁ To Cul-de-Sac | | | | |
| From 2120 ₆₁ To 61-682 | 0.18 | 60 | R | 1999 |
| From 2120 ₆₁ To Cul-de-Sac | | | | |
| From 2121 ₆₁ To 61-682 | 0.03 | 30 | R | 1999 |
| From 2121 ₆₁ To Cul-de-Sac | | | | |
| From 2122 ₆₁ To 61-682 | 0.03 | 40 | R | 1999 |
| From 2122 ₆₁ To Cul-de-Sac | | | | |
| From 2126 ₆₁ To Dead End | 0.31 | 360 | R | 1999 |
| From 2126 ₆₁ To 61-604 | | | | |
| From 2127 ₆₁ To 61-2128 | 0.12 | 290 | R | 1999 |
| From 2127 ₆₁ To 61-604 | | | | |
| From 2128 ₆₁ To 0.17 MS 61-2127 | 0.17 | 200 | R | 1999 |
| From 2128 ₆₁ To 61-2127 | | | | |
| From 2128 ₆₁ To 61-604 | 0.19 | 60 | R | 1999 |
| From 2128 ₆₁ To Cul-de-Sac | | | | |
| From 2130 ₆₁ To 61-623; 61-2140 SOUTH | 0.36 | 2600 | R | 11/14/2002 |
| From 2130 ₆₁ To 61-2155 | | | | |
| From 2131 ₆₁ To 61-2130 EAST | 0.27 | 250 | R | 11/14/2002 |
| From 2131 ₆₁ To 61-2130 WEST | | | | |
| From 2132 ₆₁ To 61-2131 | 0.05 | 80 | R | 11/14/2002 |
| From 2132 ₆₁ To Cul-de-Sac | | | | |
| From 2133 ₆₁ To 61-2131 | 0.04 | 60 | R | 11/14/2002 |
| From 2133 ₆₁ To Cul-de-Sac | | | | |
| From 2134 ₆₁ To 61-2130 | 0.07 | 100 | R | 11/14/2002 |
| From 2134 ₆₁ To Cul-de-Sac | | | | |
| From 2135 ₆₁ To 61-2130 | 0.21 | 300 | R | 11/14/2002 |
| From 2135 ₆₁ To 61-2155 | | | | |

| Route | Length | AADT | QA | Year |
|---|--------|------|----|------------|
| City of Suffolk | | | | |
| From 2136 ₆₁ To 61-2130 | 0.14 | 290 | R | 11/14/2002 |
| From 2136 ₆₁ To 61-2135 | | | | |
| From 2137 ₆₁ To Scottsfield Drive | 0.15 | 320 | R | 11/14/2002 |
| From 2137 ₆₁ To 61-2130 | | | | |
| From 2140 ₆₁ To 61-623 | 0.12 | 100 | R | 1999 |
| From 2140 ₆₁ To 61-2141 | 0.07 | 80 | R | 1999 |
| From 2140 ₆₁ To 61-2143 | 0.19 | 60 | R | 1999 |
| From 2140 ₆₁ To 61-2145 | 0.09 | 20 | R | 1999 |
| From 2140 ₆₁ To 61-2145 | 0.05 | 20 | R | 1999 |
| From 2140 ₆₁ To 61-2143 | 0.62 | NA | | |
| From 2140 ₆₁ To 61-623; 61-2130; 61-2140 | | | | |
| From 2141 ₆₁ To 61-2140 | 0.06 | 20 | R | 1999 |
| From 2141 ₆₁ To 61-2142 | 0.10 | 50 | R | 1999 |
| From 2141 ₆₁ To Cul-de-Sac | | | | |
| From 2142 ₆₁ To 61-2141 | 0.10 | 50 | R | 1999 |
| From 2142 ₆₁ To Cul-de-Sac | | | | |
| From 2143 ₆₁ To 61-2140 | 0.17 | 130 | R | 1999 |
| From 2143 ₆₁ To 61-2144 | 0.08 | 70 | R | 1999 |
| From 2143 ₆₁ To 61-2140 | 0.10 | 100 | R | 1999 |
| From 2143 ₆₁ To Cul-de-Sac | | | | |
| From 2144 ₆₁ To 61-2143 | 0.10 | 130 | R | 1999 |
| From 2144 ₆₁ To Cul-de-Sac | | | | |
| From 2145 ₆₁ To 61-2140 | 0.30 | 150 | R | 1999 |
| From 2145 ₆₁ To 61-2140 SOUTH | | | | |
| From 2146 ₆₁ To 61-2140 | 0.04 | 30 | R | 1999 |
| From 2146 ₆₁ To Cul-de-Sac | | | | |
| From 2147 ₆₁ To Cul-de-Sac | 0.04 | 60 | R | 11/14/2002 |
| From 2147 ₆₁ To 61-2140 | | | | |
| From 2148 ₆₁ To 61-2140 | 0.11 | 140 | R | 11/14/2002 |
| From 2148 ₆₁ To Cul-de-Sac | | | | |
| From 2149 ₆₁ To 61-2140 | 0.04 | 70 | R | 11/14/2002 |
| From 2149 ₆₁ To Cul-de-Sac | | | | |
| From 2150 ₆₁ To Cul-de-Sac | 0.08 | 140 | R | 11/14/2002 |
| From 2150 ₆₁ To 61-2140 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|---------------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac (2151) 61 | 0.07 | 90 | R | 11/14/2002 |
| To: 61-2140 | | | | |
| From: Cul-de-Sac (2152) 61 | 0.03 | 30 | R | 11/14/2002 |
| To: 61-2140 | | | | |
| From: Cul-de-Sac (2153) 61 | 0.07 | 80 | R | 11/14/2002 |
| To: 61-2140 | | | | |
| From: 61-2140 (2154) 61 | 0.10 | 120 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2130 (2155) 61 | 0.20 | 830 | R | 11/14/2002 |
| To: 61-623 | | | | |
| From: 61-2155 (2156) 61 | 0.13 | 260 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2156 (2157) 61 | 0.06 | 100 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2155 (2158) 61 | 0.24 | 140 | R | 11/14/2002 |
| To: 61-623; 61-2162 | | | | |
| From: 61-2158 (2159) 61 | 0.15 | 230 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2158 (2160) 61 | 0.18 | 270 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2160 (2161) 61 | 0.05 | 80 | R | 11/14/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-623; 61-2158 (2162) 61 | 0.49 | 690 | R | 11/14/2002 |
| To: 61-623 | | | | |
| From: Cul-de-Sac (2163) 61 | 0.14 | 110 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2164) 61 | 0.12 | 220 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2165) 61 | 0.12 | 210 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2166) 61 | 0.04 | 180 | R | 11/06/2002 |
| To: 61-2162 | | | | |
| From: 61-2162 (2167) 61 | 0.16 | 90 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2167 (2168) 61 | 0.04 | 90 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2169) 61 | 0.16 | 210 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|--|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Cul-de-Sac (2170) 61 | 0.11 | 210 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2171) 61 | 0.09 | 190 | R | 11/06/2002 |
| To: 61-2162 | | | | |
| From: 61-623 (2172) 61 | 0.18 | 220 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2172 (2173) 61 | 0.19 | 210 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2174) 61 | 0.07 | 200 | R | 11/06/2002 |
| To: 61-2172 | | | | |
| From: 61-623 (2175) 61 | 0.28 | 260 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2175 (2176) 61 | 0.12 | 200 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2177) 61 | 0.08 | 90 | R | 11/06/2002 |
| To: 61-2178; 61-2175 | | | | |
| From: 61-2177; 61-2175 (2178) 61 | 0.08 | 90 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-623 (2180) 61 | 0.11 | 180 | R | 11/06/2002 |
| To: 61-2182 | | | | |
| From: 61-2183 (2181) 61 | 0.10 | 190 | R | 11/06/2002 |
| To: 61-2180 | | | | |
| From: Cul-de-Sac (2182) 61 | 0.26 | 250 | R | 11/06/2002 |
| To: 61-2180 | | | | |
| From: 61-623 (2183) 61 | 0.07 | 80 | R | 11/06/2002 |
| To: 61-2182 | | | | |
| From: Cul-de-Sac (2185) 61 | 0.40 | 210 | R | 11/06/2002 |
| To: 61-623 | | | | |
| From: Cul-de-Sac (2186) 61 | 0.06 | 280 | R | 11/06/2002 |
| To: 61-2187; 61-2185 | | | | |
| From: 61-2186; 61-2185 (2187) 61 | 0.06 | 250 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2185 (2188) 61 | 0.05 | 170 | R | 11/06/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac (2189) 61 | 0.21 | 220 | R | 11/06/2002 |
| To: 61-2185 | | | | |
| From: 61-2189 (2190) 61 | 0.07 | 150 | R | 11/12/2002 |
| To: Cul-de-Sac | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-2185 | | | | |
| 2191 61 | 0.05 | 150 | R | 11/12/2002 |
| To 61-2192 | | | | |
| From Cul-de-Sac | | | | |
| 2192 61 | 0.13 | 220 | R | 11/12/2002 |
| To Cul-de-Sac | | | | |
| From 61-2185 | | | | |
| 2193 61 | 0.04 | 200 | R | 11/12/2002 |
| To Cul-de-Sac | | | | |
| From Cul-de-Sac | | | | |
| 2194 61 | 0.11 | 210 | R | 11/12/2002 |
| To 61-2185 | | | | |
| From Cul-de-Sac | | | | |
| 2195 61 | 0.06 | 180 | R | 11/12/2002 |
| To 61-2194 | | | | |
| From Cul-de-Sac | | | | |
| 2196 61 | 0.05 | 200 | R | 11/12/2002 |
| To 61-2185 | | | | |
| From 61-658 | | | | |
| 2201 61 | 0.05 | 840 | R | 11/12/2002 |
| To 61-2202 | | | | |
| From 61-2202 | | | | |
| 2201 61 | 0.10 | 170 | R | 11/12/2002 |
| To Dead End | | | | |
| From Dead End | | | | |
| 2202 61 | 0.03 | 47 | R | 11/12/2002 |
| To 61-2204 | | | | |
| From 61-2204 | | | | |
| 2202 61 | 0.07 | 190 | R | 11/12/2002 |
| To 61-2203 | | | | |
| From 61-2203 | | | | |
| 2202 61 | 0.07 | 330 | R | 11/12/2002 |
| To 61-2201 | | | | |
| From 61-2202 | | | | |
| 2203 61 | 0.05 | 80 | R | 11/12/2002 |
| To Dead End | | | | |
| From 61-2202 | | | | |
| 2204 61 | 0.03 | 60 | R | 11/12/2002 |
| To Dead End | | | | |
| From 61-626 | | | | |
| 2210 61 | 0.08 | 440 | R | 11/12/2002 |
| To 61-2212 | | | | |
| From 61-2212 | | | | |
| 2210 61 | 0.06 | 350 | R | 11/12/2002 |
| To 61-2213 | | | | |
| From 61-2213 | | | | |
| 2210 61 | 0.07 | 280 | R | 11/12/2002 |
| To 61-2214 | | | | |
| From 61-2214 | | | | |
| 2210 61 | 0.12 | 220 | R | 11/12/2002 |
| To 61-621 | | | | |
| From 61-621 | | | | |
| 2211 61 | 0.07 | 280 | R | 11/12/2002 |
| To 61-626 | | | | |
| From 61-626 | | | | |
| 2211 61 | 0.15 | 200 | R | 11/12/2002 |
| To 61-2212 | | | | |
| From 61-2212 | | | | |
| 2211 61 | 0.15 | 200 | R | 11/12/2002 |
| To 61-2214 | | | | |
| From 61-2214 | | | | |
| 2212 61 | 0.08 | 60 | R | 11/12/2002 |
| To 61-2210 | | | | |
| From 61-2210 | | | | |
| 2212 61 | 0.08 | 60 | R | 11/12/2002 |
| To 61-2211 | | | | |
| From 61-2211 | | | | |
| 2213 61 | 0.04 | 90 | R | 11/12/2002 |
| To Cul-de-Sac | | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From 61-2210 | | | | |
| 2214 61 | 0.08 | 140 | R | 11/12/2002 |
| To 61-2211 | | | | |
| From 61-2211 | | | | |
| 2214 61 | 0.11 | 110 | R | 11/12/2002 |
| To Dead End | | | | |
| From 61-621 | | | | |
| 2215 61 | 0.06 | 90 | R | 11/12/2002 |
| To Cul-de-Sac | | | | |
| From US 17 | | | | |
| 2216 61 | 0.29 | 170 | R | 11/12/2002 |
| To Cul-de-Sac | | | | |
| From Cul-de-Sac | | | | |
| 2220 61 | 0.20 | 130 | R | 11/12/2002 |
| To 61-2226 | | | | |
| From 61-2226 | | | | |
| 2220 61 | 0.15 | 300 | R | 11/12/2002 |
| To 61-2225 | | | | |
| From 61-2225 | | | | |
| 2220 61 | 0.11 | 390 | R | 11/12/2002 |
| To 61-2221 | | | | |
| From 61-2221 | | | | |
| 2220 61 | 0.03 | 460 | R | 11/12/2002 |
| To 61-2222 | | | | |
| From 61-2222 | | | | |
| 2220 61 | 0.04 | 500 | R | 11/12/2002 |
| To 61-626 | | | | |
| From 61-626 | | | | |
| 2221 61 | 0.03 | 60 | R | 10/30/2002 |
| To 61-2220 | | | | |
| From 61-2220 | | | | |
| 2222 61 | 0.04 | 90 | R | 10/30/2002 |
| To 61-2223 | | | | |
| From 61-2223 | | | | |
| 2222 61 | 0.09 | 90 | R | 10/30/2002 |
| To 61-2224 | | | | |
| From 61-2224 | | | | |
| 2222 61 | 0.04 | 150 | R | 10/30/2002 |
| To 61-626 | | | | |
| From 61-626 | | | | |
| 2223 61 | 0.03 | 30 | R | 10/30/2002 |
| To 61-2222 | | | | |
| From 61-2222 | | | | |
| 2224 61 | 0.05 | 40 | R | 10/30/2002 |
| To Cul-de-Sac | | | | |
| From 61-2220 | | | | |
| 2225 61 | 0.08 | 130 | R | 10/30/2002 |
| To 61-2226 | | | | |
| From 61-2226 | | | | |
| 2225 61 | 0.30 | 260 | R | 10/30/2002 |
| To 61-626 | | | | |
| From 61-2220 | | | | |
| 2226 61 | 0.22 | 130 | R | 10/30/2002 |
| To 61-2225 | | | | |
| From 61-2225 | | | | |
| 2230 61 | 0.23 | 80 | R | 10/30/2002 |
| To Grant St | | | | |
| From 61-658 | | | | |
| 2230 61 | 0.18 | 100 | R | 10/30/2002 |
| To WCL Chesapeake | | | | |
| From 61-658 | | | | |
| 2231 61 | 0.21 | 390 | R | 10/30/2002 |
| To WCL Chesapeake | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2246 | 0.12 | 48 | R | 10/30/2002 |
| To: 61-658 | | | | |
| From: 61-658 | 0.12 | 90 | R | 10/30/2002 |
| To: Dead End | | | | |
| From: 61-658 | 0.11 | 70 | R | 10/30/2002 |
| To: 0.11 ME 61-658 | | | | |
| From: 0.09 | 0.09 | 70 | R | 10/30/2002 |
| To: Dead End | | | | |
| From: 61-658 | 0.17 | 100 | R | 10/30/2002 |
| To: Dead End | | | | |
| From: 61-658 | 0.12 | 20 | R | 10/30/2002 |
| To: Dead End | | | | |
| From: 61-658 | 0.24 | 130 | R | 10/30/2002 |
| To: Dead End | | | | |
| From: 61-2231 WCL Chesapeake | 0.15 | 150 | R | 10/30/2002 |
| To: 61-2238 | | | | |
| From: Dead End | | | | |
| To: 61-2237 | | | | |
| From: Dead End | | | | |
| To: 61-658 | | | | |
| From: 61-658 | 0.15 | 270 | R | 10/30/2002 |
| To: WCL Chesapeake | | | | |
| From: 61-623 | 0.06 | 110 | R | 10/30/2002 |
| To: 61-2241 | | | | |
| From: 61-2241 | 0.07 | 70 | R | 10/30/2002 |
| To: 61-2242 | | | | |
| From: 61-2242 | 0.10 | 49 | R | 10/30/2002 |
| To: 61-654 | | | | |
| From: 61-654 | 0.11 | 130 | R | 10/30/2002 |
| To: 61-2240 | | | | |
| From: 61-654 | 0.09 | 60 | R | 10/30/2002 |
| To: 61-2240 | | | | |
| From: Dead End | | | | |
| To: 61-658; 61-2244 | | | | |
| From: 61-658; 61-2243 | 0.09 | 10 | R | 10/30/2002 |
| To: 61-658; 61-2244 | | | | |
| From: 61-658; 61-2243 | 0.24 | 30 | R | 11/21/2002 |
| To: Dead End | | | | |
| From: 61-658 | 0.10 | 5 | R | 11/21/2002 |
| To: Dead End | | | | |
| From: 61-2247 | | | | |
| To: 61-2232 | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: Dead End | 0.04 | 40 | R | 11/21/2002 |
| To: 61-2246 | | | | |
| From: SR 135 SOUTH | 0.06 | 900 | R | 11/21/2002 |
| To: 61-2254 SOUTH | | | | |
| From: 61-2254 SOUTH | 0.08 | 660 | R | 11/21/2002 |
| To: 61-2253 SOUTH | | | | |
| From: 61-2253 SOUTH | 0.07 | 580 | R | 11/21/2002 |
| To: 61-2251 | | | | |
| From: 61-2251 | 0.18 | 510 | R | 11/21/2002 |
| To: 61-2252 | | | | |
| From: 61-2252 | 0.05 | 320 | R | 11/21/2002 |
| To: 61-2255 | | | | |
| From: 61-2255 | 0.29 | 240 | R | 11/21/2002 |
| To: 61-2253 NORTH | | | | |
| From: 61-2253 NORTH | 0.06 | 300 | R | 11/21/2002 |
| To: 61-2254 NORTH | | | | |
| From: 61-2254 NORTH | 0.06 | 350 | R | 11/21/2002 |
| To: SR 135 NORTH | | | | |
| From: 61-2250 | 0.11 | 30 | R | 11/21/2002 |
| To: 61-2252 | | | | |
| From: Cul-de-Sac | 0.21 | 90 | R | 11/21/2002 |
| To: 61-2250 | | | | |
| From: 61-2250 | 0.11 | 180 | R | 11/21/2002 |
| To: 61-2251 | | | | |
| From: 61-2251 | 0.06 | 310 | R | 11/21/2002 |
| To: 61-2253 | | | | |
| From: 61-2253 | 0.06 | 850 | R | 11/21/2002 |
| To: 61-2254 | | | | |
| From: 61-2254 | 0.06 | 980 | R | 11/21/2002 |
| To: 61-820 | | | | |
| From: 61-820 | 0.06 | 40 | R | 1999 |
| To: SR 135 | | | | |
| From: 61-2250 SOUTH | 0.13 | 150 | R | 11/21/2002 |
| To: 61-2252 | | | | |
| From: 61-2252 | 0.06 | 810 | R | 11/21/2002 |
| To: 61-2255 | | | | |
| From: 61-2255 | 0.21 | 840 | R | 11/21/2002 |
| To: 61-823; 61-658 S | | | | |
| From: 61-823; 61-658 NORTH | 0.18 | 840 | R | 11/21/2002 |
| To: 61-823; 61-658 SOUTH | | | | |
| From: 61-823; 61-658 S | 0.06 | 47 | R | 11/21/2002 |
| To: 61-658 NORTH | | | | |
| From: 61-2250 | 0.17 | 200 | R | 11/21/2002 |
| To: 61-2252 | | | | |
| From: 61-2252 | 0.10 | 130 | R | 11/21/2002 |
| To: 0.10 MN 61-2252 | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|----------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 0.10 MN 61-2252 | | | | |
| 2254 61 | 0.17 | 120 | R | 11/21/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2250 NORTH | | | | |
| 2254 61 | 0.12 | 120 | R | 11/21/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2250 | | | | |
| 2255 61 | 0.06 | 110 | R | 11/21/2002 |
| To: 61-2256 | | | | |
| From: 61-2256 | | | | |
| 2255 61 | 0.10 | 200 | R | 11/21/2002 |
| To: 61-2253 | | | | |
| From: 61-2255 | | | | |
| 2256 61 | 0.20 | 170 | R | 11/21/2002 |
| To: 61-2253 | | | | |
| From: Cul-de-Sac | | | | |
| 2257 61 | 0.05 | 100 | R | 11/21/2002 |
| To: 61-2253 | | | | |
| From: 61-2253 | | | | |
| 2258 61 | 0.07 | 130 | R | 11/21/2002 |
| To: Cul-de-Sac | | | | |
| From: 61-2252 | | | | |
| 2259 61 | 0.09 | 60 | R | 11/21/2002 |
| To: Dead End | | | | |
| From: 61-659 Pughsville Rd | | | | |
| 2265 61 | 0.14 | 110 | R | 1999 |
| To: 61-2266 | | | | |
| From: 61-2266 | | | | |
| 2265 61 | 0.16 | 120 | R | 1999 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 2266 61 | 0.10 | 90 | R | 11/08/2002 |
| To: 61-2265 | | | | |
| From: 61-2276 | | | | |
| 2275 61 | 0.13 | 220 | R | 11/08/2002 |
| To: 61-658 | | | | |
| From: 61-658 | | | | |
| 2276 61 | 0.42 | 310 | R | 11/08/2002 |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 2277 61 | 0.15 | 80 | R | 11/08/2002 |
| To: 61-2276 | | | | |
| From: 61-2281 | | | | |
| 2278 61 | 0.15 | 120 | R | 11/08/2002 |
| To: 61-2276 | | | | |
| From: 0.12 MW 61-2278 | | | | |
| 2279 61 | 0.12 | 80 | R | 11/08/2002 |
| To: 61-2278 | | | | |
| From: 61-2278 | | | | |
| 2279 61 | 0.12 | 70 | R | 11/08/2002 |
| To: Dead End | | | | |
| From: 0.12 MW 61-2278 | | | | |
| 2280 61 | 0.12 | 110 | R | 11/08/2002 |
| To: 61-2278 | | | | |
| From: 61-2278 | | | | |
| 2280 61 | 0.12 | 90 | R | 11/08/2002 |
| To: Dead End | | | | |
| From: 0.12 MW 61-2278 | | | | |
| 2281 61 | 0.12 | 90 | R | 11/08/2002 |
| To: 61-2278 | | | | |

| Route | Length | AADT | QA | Year |
|----------------------------------|--------|------|----|------------|
| City of Suffolk | | | | |
| From: 61-2278 | | | | |
| 2281 61 | 0.12 | 110 | R | 11/08/2002 |
| To: Dead End | | | | |
| From: US 17 | | | | |
| 2284 61 | 1.02 | NA | | |
| To: 61-2286 | | | | |
| From: Dead End/ | | | | |
| 2285 61 | 0.09 | NA | | |
| To: 61-02284(B)/ | | | | |
| From: 61-2295 | | | | |
| 2286 61 | 0.52 | NA | | |
| To: 61-2284 | | | | |
| From: Cul-de-Sac | | | | |
| 2287 61 | 0.03 | NA | | |
| To: 61-2286; 61-2288 | | | | |
| From: 61-2286; 61-2287 | | | | |
| 2288 61 | 0.17 | NA | | |
| To: Dead End | | | | |
| From: 61-2290 | | | | |
| 2289 61 | 0.08 | NA | | |
| To: 61-2288 | | | | |
| From: 61-2286 | | | | |
| 2290 61 | 0.28 | NA | | |
| To: Cul-de-Sac | | | | |
| From: Cul-de-Sac | | | | |
| 2291 61 | 0.24 | NA | | |
| To: 61-2286; 61-2294 | | | | |
| From: 61-2291 | | | | |
| 2292 61 | 0.03 | NA | | |
| To: Cul-de-Sac | | | | |
| From: 61-02291(B)/ | | | | |
| 2293 61 | 0.04 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-02286(B)/61-02291(U)/ | | | | |
| 2294 61 | 0.04 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: Cul-de-Sac/ | | | | |
| 2295 61 | 0.08 | NA | | |
| To: 61-02286(R)/ | | | | |
| From: 61-02284(B)/ | | | | |
| 2300 61 | 1.40 | NA | | |
| To: Shadow of 730828/RT 2302(R)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| 2301 61 | 0.05 | NA | | |
| To: 61-02300(B)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| 2302 61 | 0.05 | NA | | |
| To: 61-02300(B)/RT 2300(R)/ | | | | |
| From: Cul-de-Sac/ | | | | |
| 2303 61 | 0.18 | NA | | |
| To: 61-02300(B)/ | | | | |
| From: 61-02303(B)/ | | | | |
| 2304 61 | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |
| From: 61-02303(B)/ | | | | |
| 2305 61 | 0.05 | NA | | |
| To: Cul-de-Sac/ | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Suffolk

| Route | Length | AADT | QA | Year |
|------------------------|--------------------------|------|----|------|
| City of Suffolk | | | | |
| From: 2306 61 | 61-02300(B)/ | 0.11 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2307 61 | 61-02300(B)/ | 0.08 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2308 61 | Cul-de-Sac/ | 0.05 | NA | |
| To: 61 | 61-02300(B)/61-02309(U)/ | | | |
| From: 2309 61 | 61-02300(B)/61-02308(U)/ | 0.10 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2310 61 | Cul-de-Sac/ | 0.09 | NA | |
| To: 61 | 61-02300(B)/ | | | |
| From: 2311 61 | Cul-de-Sac/ | 0.04 | NA | |
| To: 61 | 61-02300(B)/61-02312(U)/ | | | |
| From: 2312 61 | 61-02300(B)/61-02311(U)/ | 0.05 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2313 61 | 61-02300(B)/ | 0.16 | NA | |
| To: 61 | 61-02300(B)/61-02315(R)/ | | | |
| From: 2314 61 | 61-02313(B)/ | 0.11 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2315 61 | 61-02300(B)/61-02313(R)/ | 0.13 | NA | |
| To: 61 | 61-02316(B)/ | | | |
| From: 2316 61 | 61-02300(B)/ | 0.12 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2317 61 | 61-02300(B)/ | 0.05 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2350 61 | Cul-de-Sac/ | 0.93 | NA | |
| To: 61 | 61-00757(L)/ | | | |
| From: 2351 61 | 61-02350(B)/ | 0.03 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2352 61 | Cul-de-Sac/ | 0.05 | NA | |
| To: 61 | 61-02350(B)/61-02353(U)/ | | | |
| From: 2353 61 | 61-02350(B)/61-02352(U)/ | 0.07 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2354 61 | Cul-de-Sac/ | 0.04 | NA | |
| To: 61 | 61-02350(B)/61-02355(U)/ | | | |
| From: 2355 61 | 61-02350(B)/61-02354(U)/ | 0.15 | NA | |
| To: 61 | 61-02361(B)/ | | | |
| From: 2356 61 | Cul-de-Sac/ | 0.05 | NA | |
| To: 61 | 61-02350(B)/ | | | |

| Route | Length | AADT | QA | Year |
|------------------------|--------------------------|------|----|------|
| City of Suffolk | | | | |
| From: 2357 61 | 61-02350(B)/ | 0.08 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2358 61 | Cul-de-Sac/ | 0.15 | NA | |
| To: 61 | 61-02350(B)/61-02359(U)/ | | | |
| From: 2359 61 | 61-02350(B)/61-02358(U)/ | 0.05 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2360 61 | Cul-de-Sac/ | 0.04 | NA | |
| To: 61 | 61-02350(B)/ | | | |
| From: 2361 61 | 61-02350(B)/ | 0.62 | NA | |
| To: 61 | 61-00757(L)/ | | | |
| From: 2362 61 | Cul-de-Sac/ | 0.03 | NA | |
| To: 61 | 61-02361(B)/ | | | |
| From: 2363 61 | Cul-de-Sac/ | 0.07 | NA | |
| To: 61 | 61-02361(B)/61-02364(U)/ | | | |
| From: 2364 61 | 61-02361(B)/61-02363(U)/ | 0.04 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2365 61 | 61-02361(B)/61-02366(U)/ | 0.06 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2366 61 | Cul-de-Sac/ | 0.03 | NA | |
| To: 61 | 61-02361(B)/61-02365(U)/ | | | |
| From: 2367 61 | 61-02361(B)/ | 0.04 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2368 61 | Cul-de-Sac/ | 0.20 | NA | |
| To: 61 | 61-02350(B)/ | | | |
| From: 2369 61 | Cul-de-Sac/ | 0.10 | NA | |
| To: 61 | 61-02368(B)/ | | | |
| From: 2370 61 | 61-02350(B)/ | 0.03 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2371 61 | 61-02350(B)/61-02372(U)/ | 0.03 | NA | |
| To: 61 | Cul-de-Sac/ | | | |
| From: 2372 61 | Cul-de-Sac/ | 0.03 | NA | |
| To: 61 | 61-02350(B)/61-02371(U)/ | | | |
| From: 2373 61 | Cul-de-Sac/ | 0.03 | NA | |
| To: 61 | 61-02350(B)/ | | | |
| From: 2374 61 | Cul-de-Sac/ | 0.07 | NA | |
| To: 61 | 61-02361(B)/ | | | |
| From: 2375 61 | 61-02361(B)/ | 0.04 | NA | |
| To: 61 | Cul-de-Sac/ | | | |

Virginia Department of Transportation
 Mobility Management Division
 2003
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| City of Suffolk | | | | |
| From: Forest Glen High School | | | | |
| 9215 61 | 0.55 | 1300 | R | 11/08/2002 |
| To: US 58; 61-738 | | | | |
| From: John Yeates High School | | | | |
| 9217 61 | 0.18 | 570 | R | 11/08/2002 |
| To: 61-627 | | | | |
| From: Elephants Fork Elem Sch | | | | |
| 9218 61 | 0.31 | 630 | R | 11/08/2002 |
| To: FR-676 | | | | |
| From: John F Kennedy High Sch | | | | |
| 9220 61 | 0.24 | 1400 | R | 11/08/2002 |
| To: SR 337 | | | | |
| From: Kilby Shores Elem Sch | | | | |
| 9224 61 | 0.05 | 190 | R | 11/08/2002 |
| To: 0.50 MN Dead End | | | | |
| From: 0.05 MN Dead End | | | | |
| 9224 61 | 0.16 | 550 | R | 11/08/2002 |
| To: 61-1722 Kilby Shores Rd | | | | |
| From: Holland Elem School | | | | |
| 9266 61 | 0.09 | 220 | R | 1986 |
| To: Dead End | | | | |
| From: Site of Kings Fork Sch | | | | |
| 9268 61 | 0.03 | 20 | R | 11/08/2002 |
| To: 61-635; 61-634 | | | | |
| From: Robertson Middle Sch | | | | |
| 9270 61 | 0.12 | 100 | R | 11/08/2002 |
| To: 61-1604 | | | | |
| From: Oakland Elem Sch | | | | |
| 9271 61 | 0.06 | 200 | R | 11/08/2002 |
| To: SR 10; 61-741 | | | | |
| From: SW Middle Sch | | | | |
| 9272 61 | 0.10 | 140 | R | 11/08/2002 |
| To: 61-613 | | | | |
| From: Nansemond Pkwy Elem | | | | |
| 9273 61 | 0.25 | 500 | R | 11/08/2002 |
| To: Sch; SR 337 | | | | |
| From: F Bowser Elem Sch | | | | |
| 9280 61 | 0.10 | 170 | R | 11/08/2002 |
| To: SR 337 | | | | |
| From: Mt Zion Middle Sch | | | | |
| 9281 61 | 0.09 | 280 | R | 11/08/2002 |
| To: US 460 | | | | |
| From: Driver Middle School | | | | |
| 9627 61 | 0.20 | 140 | R | 11/08/2002 |
| To: 0.20 ME 61-629 | | | | |
| From: 0.09 ME 61-629 | | | | |
| 9627 61 | 0.09 | 90 | R | 11/08/2002 |
| To: 61-629 | | | | |
| From: Washington St | | | | |
| 8501 Pinner St | 0.63 | 8200 | G | 2003 |
| To: Moore Ave | | | | |
| From: Moore Ave | | | | |
| 8501 Pinner St | 0.41 | 13000 | G | 2003 |
| To: Old CL Suffolk | | | | |
| From: Smith St | | | | |
| 8505 South Broad St | 0.15 | 1500 | G | 2003 |
| To: Washington St | | | | |
| From: Washington St | | | | |
| 8505 North Broad St | 0.68 | 1000 | G | 2003 |
| To: East Riverview Dr | | | | |

| Route | Length | AADT | QA | Year |
|-------------------------------|--------|------|----|------|
| City of Suffolk | | | | |
| From: East Riverview Dr | | | | |
| 8505 Western Ave | 0.12 | 1400 | G | 2003 |
| To: West Constance Rd | | | | |
| From: Kilby Ave | | | | |
| 8507 Wellons St | 0.65 | 2300 | G | 2003 |
| To: Washington St | | | | |
| From: Washington St | | | | |
| 8507 Market St | 0.43 | 5300 | G | 2003 |
| To: Saratoga St | | | | |
| From: Saratoga St | | | | |
| 8507 Market St | 0.06 | 7800 | G | 2003 |
| To: Main St | | | | |
| From: Main St | | | | |
| 8508 Finney Ave | 0.20 | 7400 | G | 2003 |
| To: Pinner Ave | | | | |
| From: Carolina Ave | | | | |
| 8509 Saratoga St | 0.31 | 4500 | G | 2003 |
| To: Washington St | | | | |
| From: Washington St | | | | |
| 8509 Saratoga St | 0.12 | 4500 | G | 2003 |
| To: Market St | | | | |
| From: Saratoga St | | | | |
| 8510 Hall Ave | 0.43 | 5200 | G | 2003 |
| To: East Washington St | | | | |
| From: SCL Suffolk | | | | |
| 8511 Factory St | 0.87 | 2800 | G | 2003 |
| To: Washington St | | | | |
| From: Carolina Rd | | | | |
| 8512 Fayette St | 0.17 | 1100 | G | 2003 |
| To: Cedar St | | | | |
| From: Fayette St | | | | |
| 8512 Cedar St | 0.04 | 1100 | G | 2003 |
| To: Madison Ave | | | | |
| From: Cedar St | | | | |
| 8512 Madison Ave | 0.33 | 570 | G | 2003 |
| To: County St | | | | |
| From: County St | | | | |
| 8512 Madison Ave | 0.11 | 1200 | G | 2003 |
| To: Factory St | | | | |
| From: North Main St | | | | |
| 8514 Bank St | 0.20 | 1600 | G | 2003 |
| To: Pinner St | | | | |
| From: Old Suffolk Corp Limits | | | | |
| 8813 County St | 0.18 | 3900 | G | 2003 |
| To: Madison Ave | | | | |
| From: Madison Ave | | | | |
| 8813 County St | 0.27 | 4400 | G | 2003 |
| To: Washington St | | | | |
| From: Washington St | | | | |
| 8814 Moore Ave | 0.64 | 5800 | G | 2003 |
| To: Pinner St | | | | |
| From: Repass Beach Rd | | | | |
| Burbage Lake Circle | 640 | | G | 2003 |
| To: Wet Marsh Ct | | | | |
| From: Polk Street | | | | |
| County Street | 6300 | | G | 2003 |
| To: E. Washington Street | | | | |
| From: N. Main Street | | | | |
| Finney Avenue | 7500 | | G | 2003 |
| To: Hill Street | | | | |
| From: Smith Street | | | | |
| James Avenue | 380 | | G | 2003 |
| To: W. Washington Street | | | | |

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 2003
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| City of Suffolk | | | | |
| From: Ashford Dr | | | | |
| Kensington Blvd | | 5300 | G | 2003 |
| To: Godwin Blvd | | | | |
| From: Pioneer Ave | | | | |
| Quince Road | | 150 | G | 2003 |
| To: Lummis Rd | | | | |
| From: Ithacha Tr | | | | |
| Weatherby Way | | 220 | G | 2003 |
| To: Shoulders Hill Rd | | | | |