

2017
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
134
City of Virginia Beach

Information in this report is included in Report
75
(Princess Anne Maintenance Area)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route
Bypass - Bypass Route



Truck - Truck Route
ALT - Alternate Route
Wve - Wve Route connector



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



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

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------|------------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 Military Hwy | City of Virginia Beach | 0.67 | 29000 | G | 98% | 1% | 1% | 1% | 1% | 0% | C | 0.094 | 0.603 | 31000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 Military Hwy | City of Virginia Beach | 1.02 | 49000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | 0.108 | 0.666 | 53000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 166 Northampton Blvd | City of Virginia Beach | 0.95 | 55000 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.074 | 0.515 | 57000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 Northampton Blvd | City of Virginia Beach | 2.14 | 40000 | F | 96% | 0% | 1% | 0% | 2% | 0% | C | 0.087 | 0.544 | 41000 | F | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 Northampton Blvd | City of Virginia Beach | 1.19 | 22000 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.08 | 0.585 | 23000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 13 Northampton Blvd | City of Virginia Beach | 0.78 | 9600 | G | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.076 | 0.509 | 9900 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 17 464 Ramp | City of Virginia Beach (Maint: 64) | 0.20 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.33 | 37000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | 0.558 | 35000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.11 | 35000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | 0.557 | 37000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 2.18 | 43000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.090 | 0.512 | 41000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 0.41 | 52000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | 0.545 | 49000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.37 | 43000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.56 | 40000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 1.06 | 45000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | 0.572 | 41000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Virginia Beach Blvd | City of Virginia Beach | 0.14 | 34000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.572 | 31000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 1.47 | 29000 | A | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.096 | 0.581 | 30000 | A | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 1.53 | 28000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.083 | 0.517 | 29000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 58 Laskin Rd | City of Virginia Beach | 0.97 | 27000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | 0.521 | 28000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 58 Ramp | From: C7US 58-W000A TO ROUTE 58 BUS VA BEACH City of Virginia Beach (Maint: 75) To: I-264-W FROM ROUTE 58 & 58 BUS VA BEACH | 0.22 | 16000 | G | | | | | | | | 0.082 | | 16000 | G | |
| Bus 58 Virginia Beach Blvd | From: US 58 Laskin Rd City of Virginia Beach To: First Colonial Rd | 1.40 | 31000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.074 | 0.553 | 34000 | G | |
| Bus 58 Virginia Beach Blvd | From: First Colonial Rd City of Virginia Beach To: Oceana Blvd | 0.44 | 19000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.076 | 0.537 | 18000 | G | |
| Bus 58 Virginia Beach Blvd | From: Oceana Blvd City of Virginia Beach To: Birdneck Rd | 0.96 | 13000 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.082 | 0.536 | 12000 | G | |
| Bus 58 Virginia Beach Blvd | From: Birdneck Rd City of Virginia Beach To: Atlantic Ave | 1.17 | 11000 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.081 | 0.504 | 11000 | G | |
| Bus 58 Ramp | From: C7US 58 TO ROUTE 264 WEST City of Virginia Beach (Maint: 75) To: US 58-W503A TO ROUTE 58 BUS VA BEACH BL | 0.09 | NA | | | | | | | | | NA | | NA | | |
| 60 Shore Dr | From: ECL Norfolk City of Virginia Beach To: SR 166 Diamond Springs Rd | 0.22 | 31000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | 0.508 | 33000 | G | |
| 60 Shore Dr | From: SR 166 Diamond Springs Rd City of Virginia Beach To: SR 225 Independence Blvd | 1.81 | 26000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | 0.547 | 27000 | G | |
| 60 Shore Dr | From: SR 225 Independence Blvd City of Virginia Beach To: US 13 Northampton Blvd | 1.05 | 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | 0.573 | 19000 | G | |
| 60 Shore Dr | From: US 13 Northampton Blvd City of Virginia Beach To: Bay Lake Rd | 0.66 | 36000 | A | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | 0.595 | 38000 | A | |
| 60 Shore Dr | From: Bay Lake Rd City of Virginia Beach To: SR 279 Great Neck Rd | 2.60 | 34000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | 0.574 | 36000 | G | |
| 60 Shore Dr | From: SR 279 Great Neck Rd City of Virginia Beach To: Seashore State Park Entrance | 1.18 | 13000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | 0.522 | 14000 | G | |
| 60 Shore Dr | From: Seashore State Park Entrance City of Virginia Beach To: Atlantic Ave | 3.58 | 9400 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | 0.533 | 9900 | G | |
| 60 Atlantic Ave | From: Atlantic Ave City of Virginia Beach To: 83rd St | 2.07 | 14000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | 0.503 | 14000 | G | |
| 60 Atlantic Ave | From: 83rd St City of Virginia Beach To: 50th St | 0.59 | 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.080 | 0.584 | 19000 | G | |
| 60 Pacific Ave | From: Pacific Ave City of Virginia Beach To: Atlantic Ave | 0.73 | 20000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.581 | 21000 | G | |
| | From: Atlantic Ave City of Virginia Beach To: US 58 Laskin Rd | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------------|---|--------|------------------------------------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|--------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | | From: | US 58 Laskin Rd | | | | | | | | | | | | | |
| 60 Pacific Ave | City of Virginia Beach | 0.65 | 16000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.070 | 0.54 | 16000 | G | |
| | | To: | 22nd St | | | | | | | | | | | | | |
| 60 Pacific Ave | City of Virginia Beach | 0.07 | 16000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.07 | 0.610 | 17000 | G | |
| | | To: | 21st St | | | | | | | | | | | | | |
| 60 Pacific Ave | City of Virginia Beach | 0.27 | 15000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.07 | 0.519 | 16000 | G | |
| | | To: | 17th St | | | | | | | | | | | | | |
| 60 Atlantic Ave | City of Virginia Beach | 1.15 | 6700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.076 | 0.569 | 7200 | G | |
| | | To: | 5th St | | | | | | | | | | | | | |
| East 64 Hampton Roads Beltway | City of Virginia Beach (Maint: 64) | 1.35 | 74000 | A | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.102 | | 80000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 147000 | A | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | A | 0.622 | 157000 | A |
| | | To: | Indian River Rd | | | | | | | | | | | | | |
| East 64 Hampton Roads Beltway | City of Virginia Beach (Maint: 64) | 1.57 | 68000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.081 | | 74000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 150000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.093 | A | 0.52 | 146000 | G |
| | | To: | ECL Chesapeake | | | | | | | | | | | | | |
| East 64 Ramp | City of Virginia Beach (Maint: 64) | 0.21 | 7300 | G | | | | | | | | 0.109 | | 7300 | G | |
| | | To: | SR 407 FROM I-64 EAST | | | | | | | | | | | | | |
| East 64 Ramp | City of Virginia Beach (Maint: 64) | 0.20 | 17000 | G | | | | | | | | 0.106 | | 17000 | G | |
| | | To: | SR 407 SR 407-W004A FROM & TO I-64 | | | | | | | | | | | | | |
| West 64 Hampton Roads Beltway | City of Virginia Beach (Maint: 64) | 1.75 | 73000 | A | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.090 | | 77000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 147000 | A | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | A | 0.622 | 157000 | A |
| | | To: | Indian River Rd | | | | | | | | | | | | | |
| West 64 Hampton Roads Beltway | City of Virginia Beach (Maint: 64) | 1.17 | 82000 | F | 100% | 0% | 0% | 0% | 0% | 0% | C | 0.083 | | 72000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 150000 | G | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.091 | B | 0.551 | 146000 | G |
| | | To: | ECL Chesapeake | | | | | | | | | | | | | |
| West 64 Ramp | City of Virginia Beach (Maint: 64) | 0.22 | 6400 | G | | | | | | | | 0.129 | | 6400 | G | |
| | | To: | SR 407 FROM I-64 WEST | | | | | | | | | | | | | |
| West 64 Ramp | City of Virginia Beach (Maint: 64) | 0.20 | 13000 | G | | | | | | | | 0.086 | | 13000 | G | |
| | | To: | SR 407 Indian River Rd | | | | | | | | | | | | | |
| 149 Princess Anne Rd | City of Virginia Beach | 1.92 | 13000 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.084 | 0.514 | 14000 | G | |
| | | To: | Princess Anne Rd | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------|---------------------------------|------------------------|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| | | | | | | | | | | | | | | | | |
| | From: ECL Chesapeake | | | | | | | | | | | | | | | |
| 165 | North Landing Rd | City of Virginia Beach | 1.49 | 12000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.115 | 0.614 | 13000 | G | |
| | To: 134-8667 Salem Rd | | | | | | | | | | | | | | | |
| | From: 134-8667 Salem Rd | | | | | | | | | | | | | | | |
| 165 | North Landing Rd | City of Virginia Beach | 2.64 | 13000 | G | 99% | 0% | 0% | 0% | 0% | C | 0.104 | 0.644 | 14000 | G | |
| | To: SR 149 Princess Anne Rd | | | | | | | | | | | | | | | |
| | From: SR 149 Princess Anne Rd | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 2.68 | 30000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.086 | 0.529 | 32000 | G | |
| | To: Dam Neck Rd | | | | | | | | | | | | | | | |
| | From: Dam Neck Rd | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 1.46 | 51000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 55000 | G | |
| | To: Independence Blvd South | | | | | | | | | | | | | | | |
| | From: Independence Blvd South | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 0.48 | 47000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 51000 | G | |
| | To: Lynnhaven Pkwy | | | | | | | | | | | | | | | |
| | From: Lynnhaven Pkwy | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 0.40 | 57000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.088 | 0.595 | 62000 | G | |
| | To: Ferrell Pkwy | | | | | | | | | | | | | | | |
| | From: Ferrell Pkwy | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 0.69 | 34000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.093 | 0.559 | 37000 | G | |
| | To: 134-8640 Providence Rd | | | | | | | | | | | | | | | |
| | From: 134-8640 Providence Rd | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 1.07 | 26000 | G | 99% | 0% | 0% | 0% | 0% | C | 0.095 | 0.551 | 29000 | G | |
| | To: 134-7837 Edwin Dr | | | | | | | | | | | | | | | |
| | From: 134-7837 Edwin Dr | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 1.19 | 31000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.093 | 0.596 | 34000 | G | |
| | To: SR 190 Kempsville Rd | | | | | | | | | | | | | | | |
| | From: SR 190 Kempsville Rd | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 1.62 | 23000 | G | 99% | 0% | 0% | 0% | 0% | C | 0.099 | 0.654 | 25000 | G | |
| | To: 134-8730 Cheyenne Rd | | | | | | | | | | | | | | | |
| | From: 134-8730 Cheyenne Rd | | | | | | | | | | | | | | | |
| 165 | Princess Anne Rd | City of Virginia Beach | 0.31 | 26000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.094 | 0.671 | 28000 | G | |
| | To: ECL Norfolk; Newtown Rd | | | | | | | | | | | | | | | |
| | From: ECL Norfolk; Newtown Rd | | | | | | | | | | | | | | | |
| 166 | 13 Northampton Blvd | City of Virginia Beach | 0.95 | 55000 | G | 96% | 0% | 1% | 0% | 2% | F | 0.074 | 0.515 | 57000 | G | |
| | To: US 13; Diamond Springs Rd | | | | | | | | | | | | | | | |
| | From: US 13; Diamond Springs Rd | | | | | | | | | | | | | | | |
| 166 | Diamond Springs Rd | City of Virginia Beach | 1.32 | 28000 | G | 97% | 0% | 1% | 1% | 1% | C | 0.082 | 0.597 | 31000 | G | |
| | To: US 60 Shore Dr | | | | | | | | | | | | | | | |
| | From: US 60 Shore Dr | | | | | | | | | | | | | | | |
| 190 | Kempsville Rd | City of Virginia Beach | 1.00 | 29000 | G | 99% | 0% | 0% | 1% | 0% | F | 0.102 | 0.506 | 31000 | G | |
| | To: Centerville Tpke | | | | | | | | | | | | | | | |
| | From: Centerville Tpke | | | | | | | | | | | | | | | |
| 190 | Kempsville Rd | City of Virginia Beach | 1.52 | 34000 | G | 99% | 0% | 0% | 1% | 0% | C | 0.086 | 0.543 | 37000 | G | |
| | To: Indian River Rd | | | | | | | | | | | | | | | |
| | From: Indian River Rd | | | | | | | | | | | | | | | |
| 190 | Kempsville Rd | City of Virginia Beach | 1.29 | 27000 | G | 99% | 0% | 0% | 1% | 0% | F | 0.091 | 0.589 | 30000 | G | |
| | To: Providence Rd | | | | | | | | | | | | | | | |
| | From: Providence Rd | | | | | | | | | | | | | | | |
| 190 | Kempsville Rd | City of Virginia Beach | 0.98 | 29000 | G | 99% | 0% | 0% | 1% | 0% | C | 0.091 | 0.569 | 32000 | G | |
| | To: SR 165 Princess Anne Rd | | | | | | | | | | | | | | | |
| | From: SR 165 Princess Anne Rd | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------|-------------------|---|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 190 | Witchduck Rd | From: SR 165 Princess Anne Rd To: City of Virginia Beach | 0.72 | 27000 | G | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.083 | 0.585 | 30000 | G |
| 190 | Witchduck Rd | From: I-264 To: City of Virginia Beach | 0.60 | 30000 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.076 | 0.507 | 32000 | G |
| 190 | Witchduck Rd | From: US 58 Virginia Beach Blvd To: City of Virginia Beach | 1.29 | 16000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | 0.528 | 17000 | G |
| 190 | Pembroke Blvd | From: 134-8740 Jericho Rd To: SR 225 Independence Blvd | 0.71 | 9600 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.087 | 0.517 | 10000 | G |
| 190 | Ramp | From: SR 190-N013A FROM WITC To: I-264-E FROM RT 190 | 0.21 | 6500 | G | | | | | | | | 0.090 | | 6500 | G |
| 190 | Ramp | From: SR 190 TO I-264 To: I-264-W FROM RT 190 | 0.21 | 13000 | G | | | | | | | | 0.086 | | 13000 | G |
| North 190 | Ramp | From: SR 190 TO I-264 To: SR 190-S013A SR 190-13A FROM WITC | 0.03 | NA | | | | | | | | | NA | | NA | |
| South 190 | Ramp | From: SR 190 TO I-264 To: SR 190-N013A FROM WITC | 0.04 | NA | | | | | | | | | NA | | NA | |
| 225 | Independence Blvd | From: South Blvd To: City of Virginia Beach | 0.07 | 76000 | N | 99% | 0% | 0% | 0% | 0% | 0% | N | 0.081 | 0.524 | 83000 | N |
| 225 | Independence Blvd | From: I-264 To: City of Virginia Beach | 0.73 | 76000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.081 | 0.524 | 83000 | G |
| 225 | Independence Blvd | From: US 58 Virginia Beach Blvd To: City of Virginia Beach | 1.35 | 49000 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.084 | 0.54 | 53000 | F |
| 225 | Independence Blvd | From: Pembroke Blvd To: City of Virginia Beach | 0.91 | 47000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | 0.531 | 51000 | G |
| 225 | Independence Blvd | From: Haygood Rd To: City of Virginia Beach | 1.81 | 38000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | 0.536 | 41000 | G |
| 225 | Independence Blvd | From: US 13 Northampton Blvd To: US 60 Shore Dr | 0.53 | 23000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | 0.672 | 25000 | G |
| North 225 | Ramp | From: SR 225; 134-11; 134-8736; 134-87 To: I-264-E FROM HOLLAND RD | 0.25 | 5500 | G | | | | | | | | 0.101 | | 5500 | G |
| North 225 | Ramp | From: SR 225 TO AND FROM RT To: I-264-W FROM HOLLAND ROAD | 0.19 | 16000 | G | | | | | | | | 0.095 | | 16000 | G |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|---|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| South 225 Ramp | City of Virginia Beach (Maint: 75) | 0.17 | 7800 | G | | | | | | | | | | 7800 | G | |
| | | | | | | | | | | | | | | | | |
| South 225 Ramp | City of Virginia Beach (Maint: 75) | 0.24 | 15000 | G | | | | | | | | | | 15000 | G | |
| | | | | | | | | | | | | | | | | |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 1.40 | 96000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.094 | | 100000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 191000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.078 | F | 0.568 | 202000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 1.28 | 89000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.099 | | 95000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 177000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.086 | B | 0.570 | 190000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 2.34 | 75000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.084 | | 79000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 148000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.080 | F | 0.517 | 157000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 1.84 | 71000 | A | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.092 | | 75000 | A | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 143000 | A | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.090 | A | 0.514 | 152000 | A |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 0.54 | 64000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.082 | | 69000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 128000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.079 | F | 0.51 | 136000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 0.63 | 49000 | G | 97% | 0% | 0% | 2% | 1% | 0% | F | 0.089 | | 49000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 102000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.085 | F | 0.527 | 103000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 1.42 | 34000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.083 | | 36000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 71000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.08 | F | 0.51 | 75000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 1.36 | 26000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.087 | | 25000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 54000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.082 | F | 0.532 | 51000 | G |
| East 264 Virginia Beach Norfolk Expwy | City of Virginia Beach (Maint: 75) | 0.64 | 10000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.078 | | 11000 | G | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 28000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | 0.079 | F | 0.502 | 23000 | G |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.22 | 11000 | G | | | | | | | | | | 11000 | G | |

Virginia Department of Transportation
 Traffic Engineering Division
 2017
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.25 | 8800 | G | | | | | | | 0.087 | | | 8800 | G | |
| | From: I-264-E013X | | | | | | | | | | | | | | | |
| | To: SR 403 Newtown Rd | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.03 | NA | | | | | | | | NA | | | NA | | |
| | From: I-264-E015A FROM RT 264 | | | | | | | | | | | | | | | |
| | To: SR 403 FROM RT 264 | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.14 | 10000 | G | | | | | | | 0.086 | | | 10000 | G | |
| | From: I-264-E TO RT 190 | | | | | | | | | | | | | | | |
| | To: SR 190 FROM I-264 | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.46 | 21000 | G | | | | | | | 0.1 | | | 21000 | G | |
| | From: TO INDEPENDENCE BLVD-HOLLAND RD | | | | | | | | | | | | | | | |
| | To: HOLLAND ROAD | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.16 | 12000 | G | | | | | | | 0.084 | | | 12000 | G | |
| | From: I-264 East | | | | | | | | | | | | | | | |
| | To: SR 225 Independence Blvd | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.50 | NA | | | | | | | | NA | | | NA | | |
| | From: I-264-E017A TO ALICIA DRIVE | | | | | | | | | | | | | | | |
| | To: 134-8700 Bonney Rd | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.24 | 16000 | G | | | | | | | 0.104 | | | 16000 | G | |
| | From: TO ROSEMONT ROAD | | | | | | | | | | | | | | | |
| | To: 134-13 FROM ROUTE 254 EAST | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.13 | 11000 | G | | | | | | | 0.098 | | | 11000 | G | |
| | From: I-264-E TO LYNNHAVEN PARKWAY | | | | | | | | | | | | | | | |
| | To: 134-14; 134-14-S003A FROM & TO ROU | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.22 | 4200 | G | | | | | | | 0.095 | | | 4200 | G | |
| | From: I-264-E TO LYNNHAVEN PARKWAY | | | | | | | | | | | | | | | |
| | To: 134-14 FROM ROUTE 264 EAST | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.38 | 17000 | G | | | | | | | 0.088 | | | 19000 | G | |
| | From: I-264 East | | | | | | | | | | | | | | | |
| | To: Ramps to US 58 EB and US 58 WB | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.01 | NA | | | | | | | | NA | | | NA | | |
| | From: I-264-E020B TO ROUTE 58 BUS VA BEACH BL | | | | | | | | | | | | | | | |
| | To: US 58 FROM ROUTE 264 WEST | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.17 | NA | | | | | | | | NA | | | NA | | |
| | From: I-264-E020A TO ROUTE 58 BUS VA BEACH BL | | | | | | | | | | | | | | | |
| | To: C7US 58 FROM ROUTE 264 EAST | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.20 | 4300 | G | | | | | | | 0.084 | | | 4300 | G | |
| | From: I-264 East | | | | | | | | | | | | | | | |
| | To: First Colonial Rd | | | | | | | | | | | | | | | |
| East 264 Ramp | City of Virginia Beach (Maint: 75) | 0.20 | 5400 | G | | | | | | | 0.083 | | | 5400 | G | |
| | From: I-264-E TO 1ST COLONIAL ROAD00- NORTH | | | | | | | | | | | | | | | |
| | To: 134-9 I-264-E021A FROM & TO ROUT | | | | | | | | | | | | | | | |



Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|--------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| East 264 Ramp | From: I-264 East City of Virginia Beach (Maint: 75) To: 134-8723 Birdneck Rd | 0.11 | 16000 | G | | | | | | | | | | 0.098 | 16000 | G |
| West 264 Virginia Beach Norfolk Expwy | From: SR 403 Newtown Rd; ECL Norfolk City of Virginia Beach (Maint: 75) To: SR 190 Witchduck Rd | 1.63 | 95000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.085 | 102000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 191000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: SR 190 Witchduck Rd City of Virginia Beach (Maint: 75) To: SR 225 Independence Blvd | 1.21 | 89000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.087 | 95000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 177000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: SR 225 Independence Blvd City of Virginia Beach (Maint: 75) To: Rosemont Rd | 2.74 | 73000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.085 | 77000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 148000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: Rosemont Rd City of Virginia Beach (Maint: 75) To: Lynnhaven Pkwy | 1.59 | 72000 | A | 98% | 0% | 1% | 0% | 1% | 0% | C | | | 0.092 | 77000 | A |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 143000 A 98% 0% 1% 0% 1% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: Lynnhaven Pkwy City of Virginia Beach (Maint: 75) To: Ramp from London Bridge Rd | 0.56 | 64000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.077 | 67000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 128000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: Ramp from London Bridge Rd City of Virginia Beach (Maint: 75) To: Ramp from London Bridge Rd Node not yet available | 0.79 | 53000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | | | 0.093 | 54000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 102000 G 98% 0% 0% 1% 0% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: US 58 Virginia Beach Blvd City of Virginia Beach (Maint: 75) To: First Colonial Rd | 1.19 | 37000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.078 | 39000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 71000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: First Colonial Rd City of Virginia Beach (Maint: 75) To: Birdneck Rd | 1.52 | 29000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.079 | 27000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Virginia Beach Norfolk Expwy | From: Birdneck Rd City of Virginia Beach (Maint: 75) To: Parks Ave | 0.66 | 18000 | G | 94% | 0% | 1% | 1% | 4% | 0% | F | | | 0.085 | 13000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: 28000 G 94% 0% 1% 1% 4% 0% | | | | | | | | | | | | | | | | |
| West 264 Ramp | From: I-264 Collector Rd City of Virginia Beach (Maint: 75) To: SR 403 Newtown Rd | 0.22 | 7000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | | | 0.103 | 310 | G |
| West 264 Ramp | From: I-264-W TO RT 190 City of Virginia Beach (Maint: 75) To: SR 190 FROM I-264 | 0.13 | 6900 | G | | | | | | | | | | 0.090 | 6900 | G |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------|------------------------------------|---|------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264-W TO HOLLAND ROAD To: SR 225 TO AND FROM RT | 0.18 | 5500 | G | | | | | | | | | 5500 | G | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264-W TO RT 225 To: C7US 58 TO RT 44 | 0.25 | 7200 | G | | | | | | | | | 7200 | G | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264-W TO ROSEMONT ROAD To: 134-13; 134-8738 @ BONNIE ROAD | 0.18 | 9300 | G | | | | | | | | | 9300 | G | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264-W TO LYNNHAVEN PARKWAY To: FROM ROUTE 264 WEST | 0.16 | 6500 | G | | | | | | | | | 6500 | G | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264 West To: Lynnhaven Pkwy | 0.15 | 3900 | G | | | | | | | | | 3900 | G | |
| West 264 Ramp | City of Virginia Beach (Maint: 75) | From: I-264 West To: First Colonial Rd | 0.17 | 3900 | G | | | | | | | | | 3900 | G | |
| 279 Great Neck Rd | City of Virginia Beach | From: US 58 Va Beach Blvd To: First Colonial Rd | 2.35 | 30000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.091 | 0.544 | 33000 | G | |
| 279 Great Neck Rd | City of Virginia Beach | From: First Colonial Rd To: Shorehaven Dr | 0.99 | 36000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.084 | 0.553 | 38000 | G | |
| 279 Great Neck Rd | City of Virginia Beach | From: Shorehaven Dr To: Adam Keeling Rd | 1.42 | 32000 | G | 99% | 0% | 0% | 0% | 0% | F | 0.089 | 0.502 | 34000 | G | |
| 279 N Great Neck Rd | City of Virginia Beach | From: Adam Keeling Rd To: US 60 Shore Dr | 0.79 | 27000 | G | 99% | 0% | 0% | 0% | 0% | C | 0.096 | 0.530 | 29000 | G | |
| North 403 Ramp | City of Virginia Beach (Maint: 75) | From: SR 403 TO RT 264 To: I-264-W013X FROM RT 403 NORTH-NEWTOWN R | 0.20 | 6800 | G | | | | | | | | | 8100 | G | |
| North 403 Ramp Spur | City of Virginia Beach (Maint: 75) | From: SR 403 Newtown Rd To: Rammp from SR 43 Newtown Rd to I-264 EB | 0.03 | NA | | | | | | | | NA | | NA | | |
| South 403 Ramp | City of Virginia Beach (Maint: 75) | From: SR 403 TO RT 264 To: SR 403-N000C FROM NEWTOWN RD | 0.04 | NA | | | | | | | | NA | | NA | | |
| South 403 Ramp | City of Virginia Beach (Maint: 75) | From: SR 403-N000C FROM NEWTOWN RD To: I-264-E013X FROM RT 403 SOUTH-NEWTOWN R | 0.14 | 5600 | G | | | | | | | | | 5600 | G | |
| South 403 Ramp | City of Virginia Beach (Maint: 75) | From: SR 403 TO RT 264 To: I-264-W013X FROM RT 403 SOUTH-NEWTOWN R | 0.17 | 8100 | G | | | | | | | | | 8100 | G | |

Virginia Department of Transportation
 Traffic Engineering Division
 2017
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Virginia Beach

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--|------------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| North   Ramp | City of Virginia Beach (Maint: 64) | 0.20 | 9500 | G | | | | | | | | | | 9500 | G | |
| | From: I-464 North | | | | | | | | | | | | | | | |
| | To: I-64 East | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (F143) Midtown Way | 0.55 | 370 | R | | | | | | | | 0.144 | | 0.520 | NA | | 04/16/2015 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (1) Churchill Dr | 0.58 | 5400 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.111 | | 0.593 | 5800 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (4) Indian Creek Rd | 2.42 | 430 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.098 | | 0.573 | 470 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (5) Centerville Tpke | 0.95 | 19000 | G | 96% | 0% | 1% | 3% | 1% | 0% | C | 0.082 | | 0.705 | 21000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (6) Newcastle Rd | 0.22 | 420 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | | 0.628 | 460 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7) Indian River Rd | 0.54 | 29000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.091 | | 0.51 | 32000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7) Indian River Rd | 0.57 | 31000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.105 | | 0.639 | 33000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7) Indian River Rd | 0.86 | 47000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.088 | | 0.582 | 51000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7) Indian River Rd | 0.10 | 73000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.074 | | 0.596 | 79000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (7) Indian River Rd | 1.05 | 60000 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.071 | | 0.600 | 65000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8) Diamond Springs Rd | 0.44 | 23000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.100 | | 0.537 | 24000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (8) Diamond Springs Rd | 1.19 | 20000 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.098 | | 0.576 | 22000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9) First Colonial Rd | 0.12 | 29000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.075 | | 0.557 | 31000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9) First Colonial Rd | 0.47 | 35000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.075 | | 0.557 | 38000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9) First Colonial Rd | 1.97 | 37000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.082 | | 0.514 | 40000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (10) Providence Rd | 0.74 | 15000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.091 | | 0.543 | 17000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (10) Providence Rd | 2.28 | 22000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.112 | | 0.653 | 23000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (11) Independence Blvd South | 0.79 | 80000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.079 | | 0.583 | 87000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (12) Holland Rd | 0.47 | 38000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | | 0.587 | 41000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (12) Holland Rd | 1.31 | 35000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | | 0.584 | 38000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (12) Holland Rd | 1.14 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.079 | | 0.543 | 33000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (12) Holland Rd | 0.64 | 32000 | G | 98% | 1% | Lynnhaven Pkwy | | | | F | 0.087 | | 0.52 | 35000 | G | 2017 |
| (12) Holland Rd | 0.43 | 25000 | G | 98% | 1% | Shipps Corner Rd | | | | C | 0.08 | | 0.514 | 27000 | G | 2017 |
| (12) Holland Rd | 2.82 | 5100 | G | 98% | 1% | Dam Neck Rd | | | | F | 0.101 | | 0.531 | 5600 | G | 2017 |
| (13) Rosemont Rd | 1.17 | 29000 | G | 99% | 0% | SR 149 Princess Anne Rd | | | | C | 0.088 | | 0.606 | 31000 | G | 2017 |
| (13) Rosemont Rd | 0.56 | 30000 | G | 99% | 0% | Holland Rd | | | | F | 0.079 | | 0.653 | 33000 | G | 2017 |
| (13) Rosemont Rd | 0.18 | 35000 | G | 99% | 0% | Plaza Trail | | | | F | 0.079 | | 0.653 | 37000 | G | 2017 |
| (14) Lynnhaven Pkwy | 1.06 | 35000 | G | 99% | 0% | I-264 | | | | C | 0.095 | | 0.596 | 38000 | G | 2017 |
| (14) Lynnhaven Pkwy | 0.51 | 32000 | G | 99% | 0% | US 58 Virginia Beach Blvd | | | | F | 0.095 | | 0.596 | 35000 | G | 2017 |
| (14) Lynnhaven Pkwy | 1.17 | 35000 | G | 99% | 0% | Holland Rd | | | | F | 0.091 | | 0.551 | 38000 | G | 2017 |
| (14) Lynnhaven Pkwy | 0.25 | 44000 | G | 99% | 0% | South Lynnhaven Rd; Cherie Dr | | | | F | 0.084 | | 0.516 | 47000 | G | 2017 |
| (14) Ramp | 0.22 | 8600 | G | | | International Pkwy | | | | | 0.093 | | 8600 | G | 2017 | |
| North (14) Ramp | 0.03 | NA | | | | South Lynnhaven Rd; Potters Rd | | | | NA | | | NA | | | |
| North (14) Ramp | 0.10 | 12000 | G | | | I-264 Va Beach Norfolk Exp | | | | | 0.098 | | 12000 | G | 2017 | |
| South (14) Ramp | 0.03 | NA | | | | 134-14-S003A FROM LY | | | | NA | | | NA | | | |
| South (14) Ramp | 0.18 | 7700 | G | | | I-264-E FROM LYNNHAVEN PARKWAY | | | | | 0.095 | | 7700 | G | 2017 | |
| (8578) 31st Street; Laskin Rd | 0.06 | 3900 | G | 99% | 1% | 134-14 TO ROUTE 264 EAST | | | | F | 0.088 | | 0.519 | 4200 | G | 2017 |
| (8589) International Pkwy | 1.01 | 10000 | G | 97% | 0% | Atlantic Ave | | | | C | 0.114 | | 0.621 | 11000 | G | 2017 |
| (8590) Indian River Rd | 0.25 | 66000 | G | 96% | 0% | Lynnhaven Pkwy | | | | F | 0.075 | | 0.564 | 72000 | G | 2017 |
| (8590) Indian River Rd | 0.56 | 16000 | G | 96% | 0% | London Bridge Rd | | | | F | 0.081 | | 0.774 | 17000 | G | 2017 |
| (8590) Indian River Rd | 0.46 | 23000 | G | 96% | 0% | SR 190 Kempsville Rd | | | | F | 0.082 | | 0.654 | 25000 | G | 2017 |
| (8590) Indian River Rd | 0.93 | 14000 | G | 96% | 0% | Ferrell Pkwy | | | | F | 0.082 | | 0.592 | 15000 | G | 2017 |
| | | | | | | Indian Lakes Blvd | | | | | | | | | | |
| | | | | | | Lynnhaven Pkwy | | | | | | | | | | |
| | | | | | | Independence Blvd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8590) Indian River Rd | 1.07 | 9400 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.083 | | 0.603 | 10000 | G | 2017 |
| | | | | | | From: Independence Blvd | | | | | | | | | | |
| | | | | | | To: Elbow Rd | | | | | | | | | | |
| (8590) Elbow Rd | 0.12 | 14000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.090 | | 0.544 | 15000 | G | 2017 |
| | | | | | | From: Indian River Rd | | | | | | | | | | |
| | | | | | | To: Elbow Rd | | | | | | | | | | |
| (8590) Indian River Rd | 2.99 | 6300 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.082 | | 0.503 | 6900 | G | 2017 |
| | | | | | | From: SR 165, N Landing Rd | | | | | | | | | | |
| | | | | | | To: SR 165 N Landing Rd | | | | | | | | | | |
| (8590) Indian River Rd | 4.78 | 5800 | G | 96% | 0% | 1% | 2% | 1% | 0% | C | 0.091 | | 0.527 | 6300 | G | 2017 |
| | | | | | | From: Princess Anne Rd | | | | | | | | | | |
| | | | | | | To: Muddy Creek Rd | | | | | | | | | | |
| (8612) Cleveland St | 0.43 | 6100 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.103 | | 0.697 | 6600 | G | 2017 |
| | | | | | | From: Clearfield Ave | | | | | | | | | | |
| | | | | | | To: SR 190 Witchduck Rd | | | | | | | | | | |
| (8612) Cleveland St | 0.97 | 7500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.112 | | 0.615 | 8200 | G | 2017 |
| | | | | | | From: Kellam Rd | | | | | | | | | | |
| | | | | | | To: SR 225 Independence Blvd | | | | | | | | | | |
| (8612) Columbus St | 0.22 | 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | | 0.689 | 13000 | G | 2017 |
| | | | | | | From: SR 225 Independence Blvd | | | | | | | | | | |
| | | | | | | To: Constitution Dr | | | | | | | | | | |
| (8627) S Independence Blvd | 2.71 | 7700 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.102 | | | 8400 | G | 2017 |
| | | | | | | From: Indian River Rd | | | | | | | | | | |
| | | | | | | To: SR 165 Princess Anne Rd | | | | | | | | | | |
| (8627) S Independence Blvd | 0.55 | 26000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | | 0.580 | 28000 | G | 2017 |
| | | | | | | From: Lynnhaven Pkwy | | | | | | | | | | |
| | | | | | | To: S Plaza Trail | | | | | | | | | | |
| (8627) S Independence Blvd | 1.55 | 26000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.09 | | 0.594 | 29000 | G | 2017 |
| | | | | | | From: S Plaza Trail | | | | | | | | | | |
| | | | | | | To: Holland Rd | | | | | | | | | | |
| (8638) Wesleyan Dr | 0.42 | 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | | 0.730 | 21000 | G | 2017 |
| | | | | | | From: Norfolk County Line | | | | | | | | | | |
| | | | | | | To: Baker Rd | | | | | | | | | | |
| (8638) Wesleyan Dr | 0.54 | 14000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.095 | | 0.662 | 15000 | G | 2017 |
| | | | | | | From: Diamond Springs Rd | | | | | | | | | | |
| | | | | | | To: Haygood Dr | | | | | | | | | | |
| (8638) Wesleyan Dr | 1.16 | 20000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.63 | 22000 | G | 2017 |
| | | | | | | From: Haygood Dr | | | | | | | | | | |
| | | | | | | To: Wesleyan Dr | | | | | | | | | | |
| (8638) Haygood Rd | 1.08 | 17000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | | 0.551 | 18000 | G | 2017 |
| | | | | | | From: SR 225 Independence Blvd | | | | | | | | | | |
| | | | | | | To: Witchduck Rd | | | | | | | | | | |
| (8640) Providence Rd | 0.09 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.099 | | 0.565 | 13000 | G | 2017 |
| | | | | | | From: ECL Chesapeake | | | | | | | | | | |
| | | | | | | To: US 13 Gap | | | | | | | | | | |
| (8640) Providence Rd | 2.03 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | | 0.531 | 15000 | G | 2017 |
| | | | | | | From: SR 190 Kempsville Rd | | | | | | | | | | |
| | | | | | | To: SR 165 Princess Anne Rd | | | | | | | | | | |
| (8651) Baker Rd | 1.73 | 5000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.102 | | 0.682 | 5400 | G | 2017 |
| | | | | | | From: Newtown Rd | | | | | | | | | | |
| | | | | | | To: US 13 Northampton Blvd | | | | | | | | | | |
| (8652) Burton Station Rd | 0.75 | 3300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.102 | | 0.761 | 3600 | G | 2017 |
| | | | | | | From: ECL Norfolk | | | | | | | | | | |
| | | | | | | To: US 13 Northampton Blvd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8661) Centerville Tpke | 0.40 | 8700 | G | 96% | 0% | 1% | 3% | 1% | 0% | F | 0.091 | 0.604 | 9400 | G | 2017 | |
| (8661) Centerville Tpke | 0.75 | 18000 | G | 96% | 0% | 1% | 3% | 1% | 0% | F | 0.085 | 0.633 | 20000 | G | 2017 | |
| (8661) Centerville Tpke | 0.88 | 18000 | G | 96% | 0% | 1% | 3% | 1% | 0% | F | 0.089 | 0.717 | 19000 | G | 2017 | |
| (8661) Regent University Dr | 1.16 | 4600 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.138 | 0.648 | 5000 | G | 2017 | |
| (8667) Blackwater Rd | 2.89 | 890 | G | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.105 | 0.684 | 970 | G | 2017 | |
| (8667) Blackwater Rd | 1.91 | 1300 | G | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.101 | 0.65 | 1400 | G | 2017 | |
| (8667) Blackwater Rd | 4.43 | 2500 | G | 95% | 0% | 1% | 3% | 1% | 0% | C | 0.097 | 0.689 | 2700 | G | 2017 | |
| (8667) Salem Rd | 1.24 | 4800 | G | 95% | 0% | 1% | 3% | 1% | 0% | F | 0.109 | 0.733 | 5300 | G | 2017 | |
| (8667) Salem Rd | 1.33 | 4700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | 0.652 | 5100 | G | 2017 | |
| (8667) Salem Rd | 1.49 | 14000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | 0.609 | 16000 | G | 2017 | |
| (8667) Salem Rd | 0.77 | 15000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | 0.564 | 16000 | G | 2017 | |
| (8668) Head of River Rd | 2.05 | 650 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.099 | 0.583 | 700 | G | 2017 | |
| (8669) Princess Anne Rd | 5.72 | 3400 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.089 | 0.684 | 3700 | G | 2017 | |
| (8669) Princess Anne Rd | 7.66 | 6700 | G | 94% | 0% | 1% | 4% | 1% | 0% | C | 0.086 | 0.67 | 7300 | G | 2017 | |
| (8669) Princess Anne Rd | 0.53 | 11000 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.087 | 0.564 | 11000 | G | 2017 | |
| (8669) Princess Anne Rd | 1.70 | 11000 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.089 | 0.576 | 12000 | G | 2017 | |
| (8669) Princess Anne Rd | 0.86 | 16000 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.087 | 0.564 | 17000 | G | 2017 | |
| (8669) General Booth Blvd | 0.67 | 36000 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.081 | 0.577 | 40000 | G | 2017 | |
| (8669) General Booth Blvd | 1.46 | 29000 | G | 94% | 0% | 1% | 4% | 1% | 0% | F | 0.081 | 0.577 | 31000 | G | 2017 | |
| (8669) General Booth Blvd | 0.58 | 47000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | 0.542 | 51000 | G | 2017 | |
| (8669) General Booth Blvd | 1.18 | 27000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.085 | 0.529 | 30000 | G | 2017 | |
| (8669) General Booth Blvd | 1.90 | 12000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | 0.520 | 13000 | G | 2017 | |
| (8669) Pacific Ave | 0.27 | 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | 0.505 | 21000 | G | 2017 | |
| (8669) Pacific Ave | 0.55 | 17000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.078 | 0.525 | 19000 | G | 2017 | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8669) Atlantic Ave | 0.44 | 3500 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | | 0.582 | 3800 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| (8670) Pungo Ferry Rd | 2.78 | 3400 | G | 94% | 0% | 1% | 3% | 1% | 0% | C | 0.101 | | 0.512 | 3700 | G | 2017 |
| (8671) Sandpiper Rd | 0.67 | 1600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | | 0.57 | 1800 | G | 2017 |
| (8671) Sandpiper Rd | 1.49 | 3300 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.083 | | 0.594 | 3600 | G | 2017 |
| (8671) Sandpiper Rd | 2.04 | 6400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | | 0.577 | 7000 | G | 2017 |
| (8672) Mill Landing Rd | 0.81 | 1100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | | 0.592 | 1200 | G | 2017 |
| (8673) Morris Neck Rd | 3.31 | 510 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.116 | | 0.522 | 560 | G | 2017 |
| (8673) Mill Landing Rd | 0.82 | 870 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.094 | | 0.743 | 950 | G | 2017 |
| (8673) Nannys Creek Rd | 1.49 | 390 | G | 97% | 1% | 0% | 1% | 1% | 0% | C | 0.116 | | 0.6 | 430 | G | 2017 |
| (8673) Muddy Creek Rd | 1.30 | 210 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.106 | | 0.592 | 220 | G | 2017 |
| (8673) Muddy Creek Rd | 4.52 | 220 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.114 | | 0.5 | 240 | G | 2017 |
| (8673) New Bridge Rd | 1.28 | 2400 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.089 | | 0.577 | 2600 | G | 2017 |
| (8673) Sandbridge Rd | 3.07 | 11000 | G | 97% | 1% | 0% | 1% | 1% | 0% | F | 0.082 | | 0.581 | 11000 | G | 2017 |
| (8676) Bayside Rd | 0.65 | 2800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.110 | | 0.695 | 3000 | G | 2017 |
| (8677) Jack Frost Rd | 1.00 | 1900 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.548 | 2000 | G | 2017 |
| (8678) Sullivan Blvd | 0.56 | 1900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.097 | | 0.524 | 2100 | G | 2017 |
| (8678) Sullivan Blvd | 0.50 | 3500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.112 | | 0.512 | 3800 | G | 2017 |
| (8678) Newtown Rd | 0.90 | 6500 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.103 | | 0.537 | 7000 | G | 2017 |
| (8678) Newtown Rd | 0.46 | 27000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.085 | | 0.501 | 29000 | G | 2017 |
| (8678) Newtown Rd | 0.23 | 38000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | | 0.53 | 41000 | G | 2017 |
| (8678) Susquehanna Dr | 1.19 | 1800 | G | 98% | 0% | 0% | 1% | 0% | 0% | C | 0.120 | | 0.509 | 1900 | G | 2017 |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8679) Aragona Blvd | 0.63 | 3200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.116 | | 0.52 | 3500 | G | 2017 |
| | | | | | | From: US 58 Va Beach Blvd | | | | | | | | | | |
| | | | | | | To: Kellam Rd | | | | | | | | | | |
| (8679) Aragona Blvd | 0.33 | 5600 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | | 0.566 | 6100 | G | 2017 |
| | | | | | | From: SR 190 Witchduck Rd | | | | | | | | | | |
| | | | | | | To: Witchduck Rd | | | | | | | | | | |
| (8679) Aragona Blvd | 0.91 | 6500 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.108 | | 0.527 | 7000 | G | 2017 |
| | | | | | | From: Haygood Rd | | | | | | | | | | |
| | | | | | | To: Hermitage Rd | | | | | | | | | | |
| (8680) Thoroughgood Dr | 0.05 | 3100 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | | 0.579 | 3400 | G | 2017 |
| | | | | | | From: Whitethorn Rd | | | | | | | | | | |
| | | | | | | To: Thoroughgood Dr | | | | | | | | | | |
| (8680) Hermitage Rd | 0.87 | 1200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | | 0.598 | 1300 | G | 2017 |
| | | | | | | From: Whitehorn Rd | | | | | | | | | | |
| | | | | | | To: SR 225 Independence Blvd | | | | | | | | | | |
| (8681) Pleasure House Rd | 0.26 | 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | | 0.558 | 20000 | G | 2017 |
| | | | | | | From: First Ct Rd | | | | | | | | | | |
| (8681) Pleasure House Rd | 0.17 | 12000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | | 0.555 | 14000 | G | 2017 |
| | | | | | | From: US 13 Northampton Blvd | | | | | | | | | | |
| (8681) Pleasure House Rd | 0.38 | 11000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.080 | | 0.585 | 12000 | G | 2017 |
| | | | | | | From: US 60 Shore Dr | | | | | | | | | | |
| | | | | | | To: US60 Shore Dr | | | | | | | | | | |
| (8681) Pleasure House Rd | 0.90 | 8100 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.082 | | 0.625 | 8800 | G | 2017 |
| | | | | | | From: Lookout Rd | | | | | | | | | | |
| | | | | | | To: Moraine Ct | | | | | | | | | | |
| (8683) Witchduck Rd (N Leg) | 0.47 | 4900 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | | 0.629 | 5300 | G | 2017 |
| | | | | | | From: SR 225 Independence Blvd | | | | | | | | | | |
| | | | | | | To: Independence Blvd | | | | | | | | | | |
| (8683) Witchduck Rd | 0.80 | 1600 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | | 0.619 | 1700 | G | 2017 |
| | | | | | | From: Wishart Rd | | | | | | | | | | |
| (8683) Witchduck Rd | 0.39 | 650 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | | 0.522 | 700 | G | 2017 |
| | | | | | | From: Sherwood Lane | | | | | | | | | | |
| | | | | | | To: I-264 | | | | | | | | | | |
| (8684) 21st St | 0.53 | 15000 | G | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.081 | | | 16000 | G | 2017 |
| | | | | | | From: US 60 Pacific Ave | | | | | | | | | | |
| | | | | | | To: Pacific Ave | | | | | | | | | | |
| (8684) 21st St | 0.07 | 3900 | G | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.081 | | | 4200 | G | 2017 |
| | | | | | | From: Atlantic Ave | | | | | | | | | | |
| | | | | | | To: London Bridge Rd Ext | | | | | | | | | | |
| (8685) London Bridge Rd | 1.34 | 32000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.097 | | 0.635 | 35000 | G | 2017 |
| | | | | | | From: International Pkwy | | | | | | | | | | |
| | | | | | | To: Potters Rd | | | | | | | | | | |
| (8685) Great Neck Rd | 0.42 | 37000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.084 | | 0.568 | 40000 | G | 2017 |
| | | | | | | From: US 58 Va Beach Blvd | | | | | | | | | | |
| | | | | | | To: Holland Rd | | | | | | | | | | |
| (8687) Shipps Corner Rd | 0.81 | 8800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.106 | | 0.7 | 9600 | G | 2017 |
| | | | | | | From: London Bridge Rd Ext | | | | | | | | | | |
| | | | | | | To: Dam Neck Rd | | | | | | | | | | |
| (8687) London Bridge Rd | 1.18 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.103 | | 0.507 | 13000 | G | 2017 |
| | | | | | | From: Harpers Rd | | | | | | | | | | |
| (8687) London Bridge Rd | 0.48 | 22000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.087 | | 0.679 | 24000 | G | 2017 |
| | | | | | | From: General Booth Blvd | | | | | | | | | | |
| | | | | | | To: Holland Rd | | | | | | | | | | |
| (8688) Dam Neck Rd | 1.70 | 39000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.081 | | 0.563 | 42000 | G | 2017 |
| | | | | | | From: London Bridge Rd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8688) Dam Neck Rd | 0.61 | 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | | 0.585 | 31000 | G | 2017 |
| | | | | | | From: London Bridge Rd | | | | | | | | | | |
| | | | | | | To: Harpers Rd | | | | | | | | | | |
| (8688) Dam Neck Rd | 2.19 | 24000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.094 | | 0.586 | 26000 | G | 2017 |
| | | | | | | From: General Booth Blvd | | | | | | | | | | |
| | | | | | | To: USN Training Center | | | | | | | | | | |
| (8689) Entrada Dr | 0.68 | 550 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | | 0.508 | 590 | G | 2017 |
| | | | | | | From: Sandbridge Rd | | | | | | | | | | |
| | | | | | | To: Atwoodtown Rd | | | | | | | | | | |
| (8690) Harpers Rd | 2.87 | 7400 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.096 | | 0.537 | 8100 | G | 2017 |
| | | | | | | From: London Bridge Rd | | | | | | | | | | |
| | | | | | | To: Oceana Blvd | | | | | | | | | | |
| (8691) West Neck Rd | 3.08 | 3400 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 0.095 | | 0.605 | 3700 | G | 2017 |
| | | | | | | From: Princess Anne Rd | | | | | | | | | | |
| | | | | | | To: Indian River Rd | | | | | | | | | | |
| (8691) West Neck Rd | 2.05 | 7100 | G | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.085 | | 0.588 | 7700 | G | 2017 |
| | | | | | | From: SR 165 North Landing Rd | | | | | | | | | | |
| | | | | | | To: Indian River Rd | | | | | | | | | | |
| (8692) Ferrell Pkwy | 0.44 | 52000 | G | | | | | | | | 0.075 | | 0.525 | 56000 | G | 2017 |
| | | | | | | From: Indian Lakes Blvd | | | | | | | | | | |
| | | | | | | To: Pleasant Valley Rd | | | | | | | | | | |
| (8692) Ferrell Parkway | 1.38 | 42000 | G | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.079 | | 0.525 | 46000 | G | 2017 |
| | | | | | | From: SR 165 Princess Anne Rd | | | | | | | | | | |
| | | | | | | To: Indian River Rd | | | | | | | | | | |
| (8693) Indian Lakes Blvd | 0.43 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.088 | | 0.532 | 16000 | G | 2017 |
| | | | | | | From: Ferrell Pkwy | | | | | | | | | | |
| | | | | | | To: Stratford Chase Dr | | | | | | | | | | |
| (8698) Pembroke Blvd | 0.21 | 3500 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | | 0.511 | 3800 | G | 2017 |
| | | | | | | From: Independence Blvd | | | | | | | | | | |
| | | | | | | To: Cathedral Dr | | | | | | | | | | |
| (8698) Pembroke Blvd | 0.30 | 2400 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.090 | | 0.643 | 2600 | G | 2017 |
| | | | | | | From: St Martin Dr | | | | | | | | | | |
| | | | | | | To: Baxter Rd | | | | | | | | | | |
| (8700) Alicia Dr | 0.18 | 2600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.110 | | 0.828 | 2900 | G | 2017 |
| | | | | | | From: Dolton Dr | | | | | | | | | | |
| | | | | | | To: Baxter Rd | | | | | | | | | | |
| (8700) Bonney Rd | 1.17 | 7000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.102 | | 0.676 | 7600 | G | 2017 |
| | | | | | | From: SR 190 Witchduck Rd | | | | | | | | | | |
| | | | | | | To: SR 279 Great Neck Rd | | | | | | | | | | |
| (8702) Broad Bay Rd | 0.96 | 2300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.586 | 2500 | G | 2017 |
| | | | | | | From: Lone Pine Rd | | | | | | | | | | |
| | | | | | | To: Pleasure House Rd | | | | | | | | | | |
| (8705) First Court Rd | 1.55 | 7900 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.094 | | 0.646 | 8600 | G | 2017 |
| | | | | | | From: US 60 Shore Dr | | | | | | | | | | |
| | | | | | | To: Lookout Rd | | | | | | | | | | |
| (8705) Lookout Rd | 0.95 | 1600 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.111 | | 0.564 | 1800 | G | 2017 |
| | | | | | | From: Indian Hill Rd | | | | | | | | | | |
| | | | | | | To: Pleasure House Rd | | | | | | | | | | |
| (8706) Bells Rd | 0.44 | 5400 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.535 | 5900 | G | 2017 |
| | | | | | | From: Oceana Blvd | | | | | | | | | | |
| | | | | | | To: Birdneck Rd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8707) Ferry Plantation Rd | 0.62 | 4200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.106 | | 0.567 | 4500 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| (8708) Jeanne St | 0.37 | 2000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.108 | | 0.519 | 2200 | G | 2017 |
| (8708) Jeanne St | 0.23 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.098 | | 0.589 | 13000 | G | 2017 |
| (8709) Five Forks Rd | 0.78 | 600 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.120 | | 0.513 | 660 | G | 2017 |
| (8709) Bromfield Rd | 0.11 | 200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.127 | | 0.593 | 220 | G | 2017 |
| (8709) Ewell Rd | 0.12 | 1300 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.089 | | 0.590 | 1400 | G | 2017 |
| (8709) Five Forks Rd | 0.55 | 1100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.099 | | 0.583 | 1200 | G | 2017 |
| (8710) Laurel Cove Dr | 0.74 | 1200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | | 0.568 | 1300 | G | 2017 |
| (8711) Lynnhaven Rd | 0.61 | 9800 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.102 | | 0.513 | 11000 | G | 2017 |
| (8711) Lynnhaven Rd | 0.55 | 9600 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.55 | 10000 | G | 2017 |
| (8711) Lynnhaven Rd | 0.89 | 2700 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | | 0.546 | 3000 | G | 2017 |
| (8711) Little Neck Rd | 0.51 | 12000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.092 | | 0.603 | 13000 | G | 2017 |
| (8711) Little Neck Rd | 1.82 | 3600 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.627 | 3900 | G | 2017 |
| (8712) Plantation Dr | 0.25 | 410 | G | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.125 | | 0.656 | 450 | G | 2017 |
| (8713) Regency Dr | 0.22 | 9200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.093 | | 0.528 | 10000 | G | 2017 |
| (8713) Regency Dr | 0.19 | 4600 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.539 | 5000 | G | 2017 |
| (8714) Wolfsnare Rd | 1.33 | 4200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.501 | 4500 | G | 2017 |
| (8715) Mill Dam Rd | 0.60 | 7000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.105 | | 0.525 | 7700 | G | 2017 |
| (8715) Mill Dam Rd | 0.60 | 7400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.097 | | 0.502 | 8000 | G | 2017 |
| (8716) Woodhouse Rd | 1.10 | 3000 | G | 99% | 0% | 0% | 1% | 0% | 0% | C | 0.09 | | 0.567 | 3200 | G | 2017 |
| (8716) Alanton Dr | 0.25 | 350 | G | 99% | 0% | 0% | 1% | 0% | 0% | F | 0.119 | | 0.544 | 380 | G | 2017 |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|-------------------------------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.42 | 8300 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.103 | | 0.618 | 9000 | G | 2017 |
| | | | From: Plantation Lakes Circle | | | | | | | | | | | | | |
| | | | To: Centerville Tpke | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.45 | 5700 | G | 100% | 0% | 0% | 0% | 0% | 0% | C | 0.090 | | 0.622 | 6200 | G | 2017 |
| | | | From: Centerville Tpke | | | | | | | | | | | | | |
| | | | To: Dead End | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 1.24 | 10000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.115 | | 0.557 | 11000 | G | 2017 |
| | | | From: Dead End | | | | | | | | | | | | | |
| | | | To: Indian River Rd | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 1.97 | 21000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.099 | | 0.615 | 22000 | G | 2017 |
| | | | From: Indian River Rd | | | | | | | | | | | | | |
| | | | To: Salem Rd | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.47 | 20000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | | 0.573 | 22000 | G | 2017 |
| | | | From: Salem Rd | | | | | | | | | | | | | |
| | | | To: Sr 165 Princess Anne Rd | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.67 | 24000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | | 0.540 | 26000 | G | 2017 |
| | | | From: Sr 165 Princess Anne Rd | | | | | | | | | | | | | |
| | | | To: Independence Blvd South | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.56 | 32000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.537 | 35000 | G | 2017 |
| | | | From: Independence Blvd South | | | | | | | | | | | | | |
| | | | To: Rosemont Rd | | | | | | | | | | | | | |
| (8717) Lynnhaven Pkwy | 0.90 | 26000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | | 0.573 | 28000 | G | 2017 |
| | | | From: Rosemont Rd | | | | | | | | | | | | | |
| | | | To: Holland Rd | | | | | | | | | | | | | |
| (8718) York Lane | 0.24 | 1900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | | 0.609 | 2100 | G | 2017 |
| | | | From: Holland Rd | | | | | | | | | | | | | |
| | | | To: Bay Colony Dr | | | | | | | | | | | | | |
| (8718) Cavalier Dr | 0.57 | 4300 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.079 | | 0.693 | 4500 | G | 2017 |
| | | | From: Bay Colony Dr | | | | | | | | | | | | | |
| | | | To: Cavalier Dr | | | | | | | | | | | | | |
| (8718) Cavalier Dr | 0.23 | 390 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.111 | | 0.897 | 420 | G | 2017 |
| | | | From: Cavalier Dr | | | | | | | | | | | | | |
| | | | To: Holly Rd | | | | | | | | | | | | | |
| (8719) Atlantic Ave | 0.28 | 6800 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.074 | | 0.509 | 7400 | G | 2017 |
| | | | From: Holly Rd | | | | | | | | | | | | | |
| | | | To: US 60 Atlantic Ave | | | | | | | | | | | | | |
| (8719) Atlantic Ave | 0.71 | 7200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.071 | | 0.501 | 7800 | G | 2017 |
| | | | From: US 60 Atlantic Ave | | | | | | | | | | | | | |
| | | | To: 17th St | | | | | | | | | | | | | |
| (8719) Atlantic Ave | 0.77 | 5300 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.079 | | 0.663 | 5700 | G | 2017 |
| | | | From: 17th St | | | | | | | | | | | | | |
| | | | To: 21st St | | | | | | | | | | | | | |
| (8721) Baltic Ave | 0.27 | 2200 | G | | | | | | | | 0.103 | | 0.582 | 2200 | G | 2017 |
| | | | From: 21st St | | | | | | | | | | | | | |
| | | | To: US 60 Pacific Ave | | | | | | | | | | | | | |
| (8721) Baltic Ave | 0.73 | 7100 | G | 100% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | | 0.629 | 7800 | G | 2017 |
| | | | From: US 60 Pacific Ave | | | | | | | | | | | | | |
| | | | To: US 58 Laskin Rd | | | | | | | | | | | | | |
| (8721) Holly Rd | 0.80 | 10000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | | 0.593 | 11000 | G | 2017 |
| | | | From: US 58 Laskin Rd | | | | | | | | | | | | | |
| | | | To: Cavalier Dr | | | | | | | | | | | | | |
| (8722) 22nd St | 0.53 | 15000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.077 | | | 16000 | G | 2017 |
| | | | From: Cavalier Dr | | | | | | | | | | | | | |
| | | | To: I-264 | | | | | | | | | | | | | |
| (8722) 22nd St | 0.07 | 3000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.075 | | | 3300 | G | 2017 |
| | | | From: I-264 | | | | | | | | | | | | | |
| | | | To: US 60 Pacific Ave | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.15 | 2800 | G | 98% | 0% | 0% | 0% | 1% | 0% | C | 0.184 | | 0.883 | 3000 | G | 2017 |
| | | | From: US 60 Pacific Ave | | | | | | | | | | | | | |
| | | | To: Atlantic Ave | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.40 | 5400 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.125 | | 0.812 | 5900 | G | 2017 |
| | | | From: Atlantic Ave | | | | | | | | | | | | | |
| | | | To: Pacific Ave | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 2.52 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.092 | | 0.512 | 16000 | G | 2017 |
| | | | From: Pacific Ave | | | | | | | | | | | | | |
| | | | To: Dead End | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.37 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.53 | 32000 | G | 2017 |
| | | | From: Dead End | | | | | | | | | | | | | |
| | | | To: Prosperity Rd | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.37 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.53 | 32000 | G | 2017 |
| | | | From: Prosperity Rd | | | | | | | | | | | | | |
| | | | To: General Booth Blvd | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.37 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.53 | 32000 | G | 2017 |
| | | | From: General Booth Blvd | | | | | | | | | | | | | |
| | | | To: Bus US 58 Va Beach Blvd | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.37 | 30000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.53 | 32000 | G | 2017 |
| | | | From: Bus US 58 Va Beach Blvd | | | | | | | | | | | | | |
| | | | To: Va Beach-Norfolk Exp | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|--|--------|--------|--------|----|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8723) Birdneck Rd | 0.55 | 26000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | 0.503 | 28000 | G | 2017 | |
| | | | | | | Va Beach-Norfolk Exp | | | | | | | | | | |
| (8723) Cardinal Rd | 0.48 | 2500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | 0.623 | 2700 | G | 2017 | |
| | | | | | | US 58 Laskin Rd | | | | | | | | | | |
| | | | | | | Kamichi Pl | | | | | | | | | | |
| North (8723) Ramp | 0.17 | 7400 | G | | | | | | | | 0.097 | | 7400 | G | 2017 | |
| | | | | | | 134-8723; 134-8723-S003A TO & FROM ROU | | | | | | | | | | |
| | | | | | | I-264-W FROM BIRDNECK ROAD00- NORTH | | | | | | | | | | |
| South (8723) Ramp | 0.17 | 6800 | G | | | | | | | | 0.116 | | 6800 | G | 2017 | |
| | | | | | | 134-8723; 134-8723-N003A TO & FROM ROU | | | | | | | | | | |
| | | | | | | I-264-W FROM BIRDNECK ROAD00- SOUTH | | | | | | | | | | |
| (8724) Norfolk Ave | 0.67 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | 0.614 | 13000 | G | 2017 | |
| | | | | | | Birdneck Rd | | | | | | | | | | |
| (8724) Norfolk Ave | 0.73 | 7400 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.089 | 0.528 | 8100 | G | 2017 | |
| | | | | | | Indian Rd | | | | | | | | | | |
| (8724) 9th Street | 0.07 | 3200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.104 | 0.738 | 3500 | G | 2017 | |
| | | | | | | Pacific Ave | | | | | | | | | | |
| | | | | | | US 60 Atlantic Ave | | | | | | | | | | |
| (8725) Kings Arms Rd | 0.44 | 870 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.107 | 0.584 | 950 | G | 2017 | |
| | | | | | | Lynnhaven Pkwy | | | | | | | | | | |
| | | | | | | Bow Creek Blvd | | | | | | | | | | |
| (8726) Lynnhaven Rd | 1.98 | 16000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.101 | 0.501 | 18000 | G | 2017 | |
| | | | | | | Lynnhaven Pkwy | | | | | | | | | | |
| (8726) Potters Rd | 0.93 | 7500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.519 | 8100 | G | 2017 | |
| | | | | | | Lynnhaven Pkwy | | | | | | | | | | |
| (8726) Potters Rd | 2.09 | 4300 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.119 | 0.565 | 4600 | G | 2017 | |
| | | | | | | Great Neck Rd S | | | | | | | | | | |
| | | | | | | Great Neck Rd | | | | | | | | | | |
| | | | | | | First Colonial Rd | | | | | | | | | | |
| (8727) Winwood Rd | 0.23 | 740 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.101 | 0.534 | 810 | G | 2017 | |
| | | | | | | US 60 Laskin Rd | | | | | | | | | | |
| | | | | | | Wolfsnare Rd | | | | | | | | | | |
| (8729) Oceana Blvd | 0.97 | 33000 | N | 98% | 0% | 0% | 1% | 0% | 0% | N | 0.096 | 0.515 | 37000 | N | 2017 | |
| | | | | | | General Booth Blvd | | | | | | | | | | |
| (8729) Oceana Blvd | 2.98 | 33000 | A | 98% | 0% | 0% | 1% | 0% | 0% | C | 0.096 | 0.515 | 37000 | A | 2017 | |
| | | | | | | Tomcat Blvd | | | | | | | | | | |
| | | | | | | Bus US 58 Virginia Beach Blvd | | | | | | | | | | |
| (8730) Parliament Dr | 0.91 | 3000 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.086 | 0.666 | 3300 | G | 2017 | |
| | | | | | | SR 165 Princess Anne Rd | | | | | | | | | | |
| (8730) S Parliament Dr | 0.52 | 3500 | G | 98% | 0% | 0% | 1% | 0% | 0% | F | 0.097 | 0.534 | 3800 | G | 2017 | |
| | | | | | | South Parliament Dr | | | | | | | | | | |
| | | | | | | Parliament Dr | | | | | | | | | | |
| | | | | | | SR 165 Princess Anne Rd | | | | | | | | | | |
| (8731) Whitehurst Landing Rd | 0.51 | 3600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.508 | 3900 | G | 2017 | |
| | | | | | | SR 190 Kempsville Rd | | | | | | | | | | |
| (8731) Whitehurst Landing Rd | 0.40 | 3400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.106 | 0.659 | 3600 | G | 2017 | |
| | | | | | | Branchwood Way | | | | | | | | | | |
| | | | | | | Providence Rd | | | | | | | | | | |
| (8732) Thalia Rd | 0.44 | 4300 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.097 | 0.581 | 4700 | G | 2017 | |
| | | | | | | US 58 Va Beach Blvd | | | | | | | | | | |
| (8732) Edinburgh Dr | 0.51 | 2100 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.115 | 0.52 | 2300 | G | 2017 | |
| | | | | | | Edinburgh Dr | | | | | | | | | | |
| | | | | | | Thalia Rd | | | | | | | | | | |
| (8732) Edinburgh Dr | 1.08 | 3000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | 0.532 | 3300 | G | 2017 | |
| | | | | | | Lynn Shores Dr | | | | | | | | | | |
| | | | | | | Little Neck Rd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8733) Plaza Trail S | 0.51 | 11000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.099 | 0.553 | 12000 | G | 2017 | |
| | | | | | | From Independence Blvd | | | | | | | | | | |
| | | | | | | To Holland Rd | | | | | | | | | | |
| (8733) Plaza Trail S | 1.63 | 9400 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.1 | 0.509 | 10000 | G | 2017 | |
| | | | | | | From Rosemont Rd | | | | | | | | | | |
| (8733) Plaza Trail | 1.12 | 10000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.105 | 0.553 | 11000 | G | 2017 | |
| | | | | | | From US 58 Virginia Beach Blvd | | | | | | | | | | |
| | | | | | | To Lynnhaven Rd | | | | | | | | | | |
| (8733) Little Neck Rd | 1.04 | 16000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | 0.621 | 18000 | G | 2017 | |
| | | | | | | From SR 165 Princess Anne Rd | | | | | | | | | | |
| (8734) Windsor Oaks | 0.87 | 6200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.098 | 0.523 | 6800 | G | 2017 | |
| | | | | | | From Independence Blvd | | | | | | | | | | |
| | | | | | | To Holland Rd | | | | | | | | | | |
| (8734) Windsor Oaks Blvd | 0.50 | 4900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.100 | 0.567 | 5300 | G | 2017 | |
| | | | | | | To S Plaza Trail | | | | | | | | | | |
| (8736) Baxter Rd | 0.95 | 23000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.092 | 0.588 | 25000 | G | 2017 | |
| | | | | | | From SR 165 Princess Anne Rd | | | | | | | | | | |
| | | | | | | To SR 225 Independence Blvd | | | | | | | | | | |
| (8737) Edwin Dr | 0.64 | 3900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.111 | 0.605 | 4200 | G | 2017 | |
| | | | | | | From Providence Rd | | | | | | | | | | |
| | | | | | | To SR 165 Princess Anne Rd | | | | | | | | | | |
| (8737) Edwin Dr | 0.78 | 3900 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.109 | 0.582 | 4300 | G | 2017 | |
| | | | | | | From Gleneagle Dr | | | | | | | | | | |
| (8737) Edwin Dr | 0.31 | 4800 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.104 | 0.625 | 5200 | G | 2017 | |
| | | | | | | From Independence Blvd S | | | | | | | | | | |
| | | | | | | To Independence Blvd | | | | | | | | | | |
| (8737) Edwin Dr | 0.53 | 6400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.113 | 0.545 | 7000 | G | 2017 | |
| | | | | | | From South Blvd | | | | | | | | | | |
| (8738) Dorset Ave | 0.13 | 3200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | 0.553 | 3400 | G | 2017 | |
| | | | | | | From US 58 Va Beach Blvd | | | | | | | | | | |
| | | | | | | To Cleveland St | | | | | | | | | | |
| (8738) Euclid Rd | 1.14 | 5000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | 0.556 | 5400 | G | 2017 | |
| | | | | | | From SR 225 Independence Blvd | | | | | | | | | | |
| (8738) Bonney Rd | 2.38 | 14000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.09 | 0.525 | 15000 | G | 2017 | |
| | | | | | | To Rosemont Rd | | | | | | | | | | |
| (8739) Rosemont Rd | 0.93 | 15000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | 0.524 | 16000 | G | 2017 | |
| | | | | | | From Dam Neck Rd | | | | | | | | | | |
| | | | | | | To Buckner Blvd | | | | | | | | | | |
| (8739) Rosemont Rd | 0.51 | 18000 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.088 | 0.525 | 20000 | G | 2017 | |
| | | | | | | From Lynnhaven Pkwy | | | | | | | | | | |
| (8739) Rosemont Rd | 0.63 | 20000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.089 | 0.553 | 22000 | G | 2017 | |
| | | | | | | To Holland Rd | | | | | | | | | | |
| (8740) Constitution Dr | 0.18 | 8200 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.102 | 0.543 | 8900 | G | 2017 | |
| | | | | | | From Columbus St | | | | | | | | | | |
| | | | | | | To SR 58 Va Beach Blvd | | | | | | | | | | |
| (8740) Constitution Dr | 0.88 | 11000 | G | 98% | 1% | 0% | 0% | 0% | 0% | C | 0.095 | 0.504 | 12000 | G | 2017 | |
| | | | | | | From SR 225 Independence Blvd | | | | | | | | | | |
| (8740) Jericho Rd | 0.46 | 2000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.102 | 0.543 | 2200 | G | 2017 | |
| | | | | | | To SR 190 Witchduck Rd | | | | | | | | | | |
| (8742) Old Forge Rd | 0.76 | 1500 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.103 | 0.575 | 1600 | G | 2017 | |
| | | | | | | From S Plaza Trail | | | | | | | | | | |
| | | | | | | To Rosemont Rd | | | | | | | | | | |
| (8744) Bow Creek Blvd | 1.46 | 5700 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.092 | 0.503 | 6200 | G | 2017 | |
| | | | | | | From Rosemont Rd | | | | | | | | | | |
| | | | | | | To Lynnhaven Rd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8746) St Marshall Rd | 0.13 | 1100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | | 0.657 | 1200 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| (8747) Kings Grant Dr | 1.01 | 4600 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | | 0.638 | 5100 | G | 2017 |
| (8748) Chester St | 0.32 | 1000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.103 | | 0.634 | 1100 | G | 2017 |
| (8748) Dillon Dr | 0.81 | 4600 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.1 | | 0.519 | 5100 | G | 2017 |
| (8749) Kellam Rd | 0.19 | 7100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.117 | | 0.509 | 7700 | G | 2017 |
| (8749) Kellam Rd | 0.98 | 4700 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.112 | | 0.568 | 5100 | G | 2017 |
| (8750) Silina Dr | 1.00 | 7300 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | | 0.561 | 7900 | G | 2017 |
| (8751) Malibu Dr | 0.42 | 1100 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | | 0.783 | 1200 | G | 2017 |
| (8752) Lynn Shores Dr | 0.51 | 2900 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.104 | | 0.571 | 3200 | G | 2017 |
| (8752) Lynn Shores Dr | 0.35 | 1100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.103 | | 0.55 | 1200 | G | 2017 |
| (8752) Thalia Dr | 0.49 | 830 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | | 0.556 | 900 | G | 2017 |
| (8764) Janke Rd | 0.48 | 800 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.098 | | 0.731 | 870 | G | 2017 |
| (8774) Southern Blvd | 0.16 | 47 | G | 90% | 5% | 4% | 1% | 0% | 0% | F | 0.162 | | 0.765 | 50 | G | 2017 |
| (8774) Southern Blvd | 0.23 | 220 | G | 90% | 5% | 4% | 1% | 0% | 0% | C | 0.129 | | 0.633 | 230 | G | 2017 |
| (8775) Albright Dr | 1.22 | 5900 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | | 0.563 | 6400 | G | 2017 |
| (8779) Landstown Rd | 2.34 | 2300 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.121 | | 0.720 | 2500 | G | 2017 |
| (8779) Dam Neck Rd | 1.01 | 35000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | | 0.554 | 38000 | G | 2017 |
| (8781) Sandpiper Rd | 0.95 | 650 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | | 0.679 | 710 | G | 2017 |
| (8783) Lotus Dr | 0.58 | 220 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.124 | | 0.629 | 240 | G | 2017 |
| (8783) Sandbridge Rd | 1.63 | 14000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.085 | | 0.574 | 15000 | G | 2017 |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8785) Haygood Rd | 0.29 | 3000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | | 0.537 | 3300 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| (8786) South Blvd | 0.70 | 5100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.109 | | 0.633 | 5500 | G | 2017 |
| (8786) South Blvd | 0.59 | 4700 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.112 | | 0.609 | 5100 | G | 2017 |
| (8786) South Blvd | 0.59 | 2100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.116 | | 0.604 | 2200 | G | 2017 |
| (8786) South Blvd | 0.27 | NA | | | | | | | | | NA | | | NA | | |
| (8805) Elbow Rd | 0.15 | 9100 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.109 | | 0.507 | 9900 | G | 2017 |
| (8805) Elbow Rd | 1.09 | 12000 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.096 | | 0.515 | 13000 | G | 2017 |
| (8816) Kings Grant Rd | 1.24 | 4700 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.104 | | 0.604 | 5100 | G | 2017 |
| (8817) Inlynnview Rd | 0.66 | 2500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.083 | | 0.678 | 2700 | G | 2017 |
| (8817) Old Donation Pkwy | 0.94 | 6600 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.086 | | 0.523 | 7200 | G | 2017 |
| (8818) 19th St | 0.59 | 3700 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | | 0.685 | 4000 | G | 2017 |
| (8818) 19th St | 0.52 | 4200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.077 | | 0.531 | 4600 | G | 2017 |
| (8819) Greenwich Rd | 1.64 | 6900 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.106 | | 0.543 | 7500 | G | 2017 |
| (8820) College Park Blvd | 1.01 | 4800 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | | 0.591 | 5300 | G | 2017 |
| (8821) Drew Dr | 0.57 | 2400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.108 | | 0.567 | 2600 | G | 2017 |
| (8821) Level Green Blvd | 0.88 | 2500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | | 0.586 | 2700 | G | 2017 |
| (8822) Beaufain Blvd | 0.46 | 2500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.111 | | 0.584 | 2700 | G | 2017 |
| (8822) Brandon Blvd | 0.73 | 3500 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.11 | | 0.701 | 3800 | G | 2017 |
| (8823) Stratford Chase Dr | 0.66 | 2600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.148 | | 0.786 | 2900 | G | 2017 |
| (8824) Pleasant Valley Rd | 0.74 | 4200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.121 | | 0.629 | 4600 | G | 2017 |
| (8826) Timberlake Dr | 0.54 | 3000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.096 | | 0.572 | 3300 | G | 2017 |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|-------------------------------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| (8827) Stoneshore Rd | 0.53 | 1200 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.105 | | 0.583 | 1300 | G | 2017 |
| | | | From: Rosemont Rd | | | | | | | | | | | | | |
| | | | To: Holland Rd | | | | | | | | | | | | | |
| (8827) Stoneshore Rd | 0.22 | 2600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.108 | | 0.527 | 2800 | G | 2017 |
| | | | From: Riverbend Rd | | | | | | | | | | | | | |
| (8828) Riverbend Rd | 0.71 | 1700 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | | 0.538 | 1800 | G | 2017 |
| | | | From: Lynnhaven Pkwy | | | | | | | | | | | | | |
| | | | To: Lakecrest Rd | | | | | | | | | | | | | |
| (8829) Dahlia Dr | 0.66 | 4800 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.1 | | 0.542 | 5200 | G | 2017 |
| | | | From: Lynnhaven Pkwy | | | | | | | | | | | | | |
| (8829) Dahlia Dr | 0.82 | 6000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.108 | | 0.508 | 6500 | G | 2017 |
| | | | From: Independence Blvd | | | | | | | | | | | | | |
| (8829) Dahlia Dr | 0.59 | 2900 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.119 | | 0.548 | 3100 | G | 2017 |
| | | | From: Rosemont Rd | | | | | | | | | | | | | |
| (8829) Green Run Blvd | 0.17 | 2600 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | | 0.557 | 2800 | G | 2017 |
| | | | From: Green Garden Cir | | | | | | | | | | | | | |
| | | | To: Holland Rd | | | | | | | | | | | | | |
| (8830) Chimney Hill Pkwy | 0.55 | 5800 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.086 | | 0.544 | 6300 | G | 2017 |
| | | | From: Campion Ave | | | | | | | | | | | | | |
| | | | To: Holland Rd | | | | | | | | | | | | | |
| (8831) Magic Hollow Blvd | 1.18 | 1300 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.095 | | 0.619 | 1400 | G | 2017 |
| | | | From: Lynnhaven Pkwy S | | | | | | | | | | | | | |
| | | | To: Lynnhaven Pkwy N | | | | | | | | | | | | | |
| (8832) Green Meadows Dr | 0.82 | 3400 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.102 | | 0.536 | 3700 | G | 2017 |
| | | | From: SR 165 Princess Anne Rd | | | | | | | | | | | | | |
| | | | To: S Independence Blvd | | | | | | | | | | | | | |
| (8833) Foxwood Dr | 0.64 | 1300 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.098 | | 0.541 | 1400 | G | 2017 |
| | | | From: Independence Blvd | | | | | | | | | | | | | |
| | | | To: S Plaza Trail | | | | | | | | | | | | | |
| 15th St | | 290 | G | | | | | | | | 0.092 | | 0.619 | 320 | G | 2017 |
| | | | From: Cypress Ave | | | | | | | | | | | | | |
| | | | To: Parks Ave | | | | | | | | | | | | | |
| 24th St | | 3200 | G | | | | | | | | 0.089 | | 0.507 | 3500 | G | 2017 |
| | | | From: Barberton Dr | | | | | | | | | | | | | |
| | | | To: Cypress Ave | | | | | | | | | | | | | |
| Alanton Dr | | 330 | G | | | | | | | | 0.112 | | 0.539 | 330 | G | 2017 |
| | | | From: Herford Way | | | | | | | | | | | | | |
| | | | To: Bohnhoff Dr | | | | | | | | | | | | | |
| Ambassador Dr | | 250 | G | | | | | | | | 0.12 | | 0.682 | 280 | G | 2017 |
| | | | From: Overholt Dr | | | | | | | | | | | | | |
| | | | To: Parliament Dr | | | | | | | | | | | | | |
| Andover Rd | | 520 | G | | | | | | | | 0.135 | | 0.579 | 560 | G | 2017 |
| | | | From: Acredale Rd | | | | | | | | | | | | | |
| | | | To: Olive Rd | | | | | | | | | | | | | |
| Aragon Dr | | 720 | G | | | | | | | | 0.096 | | 0.52 | 780 | G | 2017 |
| | | | From: King William Rd | | | | | | | | | | | | | |
| | | | To: Moody Rd | | | | | | | | | | | | | |
| Arctic Ave | | 4400 | G | | | | | | | | 0.100 | | 0.527 | 4800 | G | 2017 |
| | | | From: 24th St | | | | | | | | | | | | | |
| | | | To: 25th St | | | | | | | | | | | | | |
| Arrowhead Dr | | 2200 | G | | | | | | | | 0.09 | | 0.588 | 2300 | G | 2017 |
| | | | From: SR 403 Newtown Rd | | | | | | | | | | | | | |
| | | | To: SR 165 Princess Anne Rd | | | | | | | | | | | | | |
| Avalon Woods | | 540 | G | | | | | | | | 0.097 | | 0.561 | 590 | G | 2017 |
| | | | From: Chipstead Lane | | | | | | | | | | | | | |
| | | | To: Avalon Ave | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Baycliff Dr | | 2500 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.096 | | 0.603 | 2500 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Berrywood Rd | | 530 | G | | | | | | | | 0.096 | | 0.539 | 530 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Berwyn Rd | | 370 | G | | | | | | | | 0.154 | | 0.855 | 400 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Bloomfield Dr | | 1000 | G | | | | | | | | 0.106 | | 0.628 | 1000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Bounty Rd | | 80 | G | | | | | | | | 0.122 | | 0.81 | 90 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Broad St | | 3800 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.103 | | 0.626 | 4200 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Brookbridge Rd | | 110 | G | | | | | | | | 0.151 | | 0.629 | 120 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Buckner Blvd | | 12000 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.093 | | 0.532 | 12000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Burgesses Lane | | 520 | G | | | | | | | | 0.095 | | 0.644 | 520 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Cape Henry Dr | | 1700 | G | | | | | | | | 0.113 | | 0.621 | 1900 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Carolyn Dr | | 110 | G | | | | | | | | 0.171 | | 0.595 | 120 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Casanova Dr | | 220 | G | | | | | | | | 0.13 | | 0.719 | 220 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Cedar Lane | | 260 | G | | | | | | | | 0.124 | | 0.559 | 280 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Chickasaw Rd | | 190 | G | | | | | | | | 0.116 | | 0.592 | 210 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Chicken Valley Rd | | 550 | G | | | | | | | | 0.11 | | 0.56 | 600 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Clover St | | 190 | G | | | | | | | | 0.099 | | 0.667 | 210 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Coach House Lane | | 110 | G | | | | | | | | 0.165 | | 0.6 | 120 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Coventry Rd | | 230 | G | | | | | | | | 0.093 | | 0.532 | 250 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Crossborough Rd | | 790 | G | | | | | | | | 0.123 | | 0.561 | 860 | G | 2017 |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Cypress Ave | | 1800 | G | | | From 23rd St | | | | | 0.090 | | 0.604 | 2000 | G | 2017 |
| | | | | | | To 24th St | | | | | | | | | | |
| Delray Dr | | 130 | G | | | From Five Forks Rd | | | | | 0.163 | | 0.652 | 140 | G | 2017 |
| | | | | | | To Ewell Rd | | | | | | | | | | |
| Duke of Windsor Rd | | 900 | G | | | From Alanton Dr | | | | | 0.095 | | 0.524 | 900 | G | 2017 |
| | | | | | | To Dead End | | | | | | | | | | |
| Dunstan Lane | | 190 | G | | | From Adam Rd | | | | | 0.128 | | 0.621 | 200 | G | 2017 |
| | | | | | | To Westerfield Rd | | | | | | | | | | |
| Eastwind Rd | | 280 | G | | | From Timberlake Dr | | | | | 0.122 | | 0.707 | 300 | G | 2017 |
| | | | | | | To Stockbridge Dr | | | | | | | | | | |
| Elgin Rd | | 220 | G | | | From Avalon Ave | | | | | 0.118 | | 0.615 | 240 | G | 2017 |
| | | | | | | To Baden Ave | | | | | | | | | | |
| Floral St | | 260 | G | | | From Brian Ave | | | | | 0.120 | | 0.515 | 280 | G | 2017 |
| | | | | | | To Dorset Ave | | | | | | | | | | |
| Gammon Rd | | 390 | G | | | From Indian River Rd | | | | | 0.114 | | 0.621 | 420 | G | 2017 |
| | | | | | | To Howell Place | | | | | | | | | | |
| Greenwell Rd | | 1800 | G | | | From Delmar Dr | | | | | 0.103 | | 0.508 | 2000 | G | 2017 |
| | | | | | | To Bowden Ave | | | | | | | | | | |
| Gum Bridge Rd | | 1200 | G | 96% | 0% | 1% | 3% | 1% | 0% | C | 0.101 | | 0.638 | 1200 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Hargrove Blvd | | 290 | G | | | From Niland Ct | | | | | 0.124 | | 0.718 | 320 | G | 2017 |
| | | | | | | To Todd St | | | | | | | | | | |
| Hessian Rd | | 450 | G | | | From Independence Blvd | | | | | 0.126 | | 0.675 | 490 | G | 2017 |
| | | | | | | To Liberty Bell Rd | | | | | | | | | | |
| Highlands Blvd | | 2500 | G | | | From Carnegie Rd | | | | | 0.087 | | 0.622 | 2700 | G | 2017 |
| | | | | | | To Lynnhaven Rd S | | | | | | | | | | |
| Hillview Blvd | | 220 | G | | | From Westward Dr | | | | | 0.096 | | 0.739 | 240 | G | 2017 |
| | | | | | | To Homeward Dr | | | | | | | | | | |
| Historyland Dr | | 130 | G | | | From Pal Green Blvd | | | | | 0.137 | | 0.737 | 140 | G | 2017 |
| | | | | | | To President Blvd | | | | | | | | | | |
| Holladay Lane | | 960 | G | | | From Sullivan Blvd | | | | | 0.09 | | 0.571 | 1000 | G | 2017 |
| | | | | | | To Whitman Lane | | | | | | | | | | |
| Honeygrove Rd | | 1500 | G | | | From SR 225 Independence Blvd | | | | | 0.105 | | 0.605 | 1600 | G | 2017 |
| | | | | | | To Donation Rd | | | | | | | | | | |
| Hood Dr | | 190 | G | | | From Five Point Rd | | | | | 0.135 | | 0.51 | 190 | G | 2017 |
| | | | | | | To General Beauregard Dr | | | | | | | | | | |
| Hudgins Dr | | 300 | G | | | From Bristol Pl | | | | | 0.103 | | 0.597 | 320 | G | 2017 |
| | | | | | | To Cardiff Rd | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Iverness Rd | | 1200 | G | | | | | | | 0.083 | | 0.584 | 1300 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| John Hancock Dr | | 350 | G | | | | | | | 0.090 | | 0.594 | 350 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Josephine Crescent | | 210 | G | | | | | | | 0.142 | | 0.625 | 230 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Kenley Rd | | 2100 | G | | | | | | | 0.099 | | 0.553 | 2200 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Kentucky Ave | | 2000 | G | | | | | | | 0.089 | | 0.595 | 2200 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Kildeer Ct | | 360 | G | | | | | | | 0.108 | | 0.628 | 390 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| King William Rd | | 520 | G | | | | | | | 0.098 | | 0.618 | 560 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Lake Dr | | 110 | G | | | | | | | 0.121 | | 0.5 | 120 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Lake Shores Rd | | 280 | G | | | | | | | 0.121 | | 0.603 | 300 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Lakeside Rd | | 340 | G | | | | | | | 0.1 | | 0.635 | 370 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Lakeview Dr | | 140 | G | | | | | | | 0.151 | | 0.575 | 160 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Linkhorne Dr | | 300 | G | | | | | | | 0.104 | | 0.565 | 320 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Little Haven Rd | | 1400 | G | | | | | | | 0.091 | | 0.686 | 1600 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| MacDonald Rd | | 1800 | G | | | | | | | 0.093 | | 0.521 | 2000 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Manatee Dr | | 390 | G | | | | | | | 0.113 | | 0.582 | 420 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Mandan Rd | | 280 | G | | | | | | | 0.117 | | 0.58 | 300 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Maryland Ave | | 210 | G | | | | | | | 0.129 | | 0.517 | 230 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Meredith Rd | | 270 | G | | | | | | | 0.118 | | 0.588 | 290 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Middle Lane | | 220 | G | | | | | | | 0.117 | | 0.509 | 240 | G | | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Morgan Trail | | 280 | G | | | | | | | | 0.091 | | 0.527 | 310 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Muddy Creek Rd | | 540 | G | | | | | | | | 0.108 | | 0.508 | 590 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Newstead Dr | | 2600 | G | 96% | 0% | 1% | 0% | 2% | 0% | C | 0.086 | | 0.508 | 2600 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Normandy Ave | | 350 | G | | | | | | | | 0.094 | | 0.6 | 380 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Ocean View Ave | | 310 | G | | | | | | | | 0.101 | | 0.521 | 340 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Ohio Ave | | 100 | G | | | | | | | | 0.191 | | 0.676 | 110 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Old Providence Rd | | 320 | G | | | | | | | | 0.113 | | 0.667 | 340 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Old Shell Rd | | 310 | G | | | | | | | | 0.162 | | 0.833 | 340 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Oliver Dr | | 460 | G | | | | | | | | 0.115 | | 0.554 | 500 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Owls Creek Lane | | 390 | G | | | | | | | | 0.092 | | 0.525 | 430 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Palace Green Blvd | | 940 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.105 | | 0.544 | 1000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Palm Ave | | 370 | G | | | | | | | | 0.142 | | 0.588 | 400 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Poinciana Dr | | 80 | G | | | | | | | | 0.126 | | 0.546 | 80 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Pontiac Rd | | 1000 | G | | | | | | | | 0.087 | | 0.593 | 1100 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Presidential Blvd | | 1500 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.097 | | 0.551 | 1500 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Prince Phillip Dr | | 490 | G | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.089 | | 0.727 | 490 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Queen Elizabeth Dr | | 330 | G | | | | | | | | 0.088 | | 0.516 | 360 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Ramp | | 14000 | G | | | | | | | | 0.092 | | | 14000 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Reagan Ave | | 2000 | G | | | | | | | | 0.085 | | 0.549 | 2200 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Redwood Farm Dr | | 580 | G | | | | | | | 0.098 | | 0.567 | 630 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Reynolds Dr | | 190 | G | | | | | | | 0.154 | | 0.606 | 200 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Richland Dr | | 110 | G | | | | | | | 0.138 | | 0.5 | 110 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Rose Hall Dr | | 990 | G | | | | | | | 0.106 | | 0.618 | 1100 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Rumford Lane | | 530 | G | | | | | | | 0.114 | | 0.656 | 570 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| S Head Of River Rd | | 560 | G | | | | | | | 0.109 | | 0.642 | 600 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Sandlewood Rd | | 370 | G | | | | | | | 0.1 | | 0.529 | 400 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Sandy Bay Dr | | 370 | G | | | | | | | 0.099 | | 0.566 | 400 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Scallop Rd | | 280 | G | | | | | | | 0.118 | | 0.706 | 310 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Schuyler Rd | | 150 | G | | | | | | | 0.149 | | 0.696 | 160 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Shell Rd | | 590 | G | | | | | | | 0.099 | | 0.632 | 640 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Silina Dr | | 2500 | G | | | | | | | 0.108 | | 0.526 | 2700 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Smith Lane | | 610 | G | | | | | | | 0.084 | | 0.642 | 660 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Smokey Rd | | 130 | G | | | | | | | 0.119 | | 0.625 | 140 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Southaven Dr | | 530 | G | | | | | | | 0.103 | | 0.55 | 530 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Stanfield Rd | | 160 | G | | | | | | | 0.124 | | 0.511 | 180 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Stratford Hall Dr | | 80 | G | | | | | | | 0.144 | | 0.56 | 90 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Sugar Maple Dr | | 1900 | G | | | | | | | 0.098 | | 0.540 | 1900 | G | 2017 | |
| | | | | | | | | | | | | | | | | |
| Swallow Rd | | 120 | G | | | | | | | 0.134 | | 0.514 | 130 | G | 2017 | |
| | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
 Traffic Engineering Division
 2017
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Virginia Beach

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Virginia Beach | | | | | | | | | | | | | | | | |
| Terrazzo Trail | | 150 | G | | | From Bernice Plaza | | | | 0.176 | | | 0.564 | 160 | G | 2017 |
| | | | | | | To Cassidy Ave | | | | | | | | | | |
| Violet Bank Dr | | 230 | G | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.096 | | 0.652 | 230 | G | 2017 |
| | | | | | | | | | | | | | | | | |
| Vista Circle | | 1800 | G | | | To Kittery Dr | | | | | | | 0.654 | 2000 | G | 2017 |
| | | | | | | From US 60 Shore Dr | | | | | | | | | | |
| Washington Ave | | 440 | G | | | To Lynnhaven Dr | | | | | | | 0.655 | 470 | G | 2017 |
| | | | | | | From 18th St | | | | | | | | | | |
| Westminister Lane | | 2700 | G | | | To Bus US 58 Va Beach Blvd | | | | | | | 0.655 | 470 | G | 2017 |
| | | | | | | From Biltmore Dr | | | | | | | | | | |
| Woodlake Rd | | 340 | G | | | To Carnaby Ct | | | | | | | 0.536 | 2900 | G | 2017 |
| | | | | | | From High Gate Circle | | | | | | | | | | |
| Woods Edge Rd | | 380 | G | | | To Smoke Rise Lane | | | | | | | 0.590 | 370 | G | 2017 |
| | | | | | | From Weller Blvd | | | | | | | | | | |
| | | | | | | To Marlwood Way | | | | | | | 0.531 | 410 | G | 2017 |
| | | | | | | From | | | | | | | | | | |