

**2016**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**137**

City of Williamsburg

Information in this report is included in Report

**47**

(James City County)

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.

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

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

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 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  
 2016  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Williamsburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Williamsburg															
5 199	City of Williamsburg (Maint: 47)	0.24	36000	F	97%	0%	1%	0%	1%	0%	F	0.087	0.547	38000	F	
	To: SR 31, SR 199															
	From: SR 31 Jamestown Rd; SR 199															
5 Jamestown Rd	City of Williamsburg	0.27	8500	F	99%	0%	1%	0%	0%	0%	F	0.092	0.608	9100	F	
	To: 137-7073 John Tyler Memorial Hwy															
5 Jamestown Rd	City of Williamsburg	1.50	9000	F	99%	0%	1%	0%	0%	0%	C	0.095	0.629	9600	F	
	To: 137-7075 Boundary St															
	From: Jamestown Rd															
5 Boundary St	City of Williamsburg	0.07	8800	F	99%	0%	1%	0%	0%	0%	F	0.082	0.541	9400	F	
	To: Francis St															
	From: Boundary St															
5 Francis St	City of Williamsburg	0.09	6500	F	99%	0%	1%	0%	0%	0%	F	0.080	0.503	6900	F	
	To: SR 132 Henry St															
	From: Francis St															
5 132 Henry St	City of Williamsburg	0.38	5100	F	99%	0%	1%	0%	0%	0%	F	0.079	0.559	5400	F	
	To: SR 162 Lafayette St															
	From: SR 132 Henry St															
5 Lafayette St	City of Williamsburg	0.33	9600	F	97%	1%	1%	0%	0%	0%	F	0.091	0.506	10000	F	
	To: Capital Landing Rd															
5 Lafayette St	City of Williamsburg	0.73	7800	F	97%	1%	1%	0%	0%	0%	C	0.09	0.578	8300	F	
	To: US 60 Page St															
5 60 Page St	City of Williamsburg	0.25	14000	F	99%	0%	1%	0%	0%	0%	C	0.082	0.575	14000	F	
	To: Second St															
5 60 Page St	City of Williamsburg	0.31	21000	F	99%	0%	1%	0%	0%	0%	F	0.090	0.708	22000	F	
	To: US 60 Page St															
5 Capitol Landing Rd	City of Williamsburg	0.62	6900	F	98%	0%	1%	0%	0%	0%	C	0.088	0.513	7300	F	
	To: SR 143 Merrimac St															
	From: WCL Williamsburg															
31 Jamestown Rd	City of Williamsburg	0.04	16000	F	98%	1%	1%	0%	0%	0%	F	0.086	0.572	17000	F	
	To: State Maintenance Boundary															
31 Jamestown Rd	City of Williamsburg (Maint: 47)	0.02	16000	F	98%	1%	1%	0%	0%	0%	F	0.086	0.572	17000	F	
	To: SR 5; SR 199															
	From: WCL Williamsburg															
60 Richmond Rd	City of Williamsburg	1.37	21000	F	99%	0%	1%	0%	0%	0%	F	0.083	0.523	22000	F	
	To: Ironbound Rd															
60 Richmond Rd	City of Williamsburg	0.30	25000	F	99%	0%	1%	0%	0%	0%	C	0.077	0.544	26000	F	
	To: Bypass Rd															
	From: Richmond Rd															
60 Bypass Rd	City of Williamsburg	0.11	25000	F	99%	0%	0%	0%	0%	0%	C	0.082	0.555	26000	F	
	To: NCL Williamsburg															
60 Bypass Rd	City of Williamsburg	0.50	14000	F	98%	0%	1%	0%	0%	0%	C	0.091	0.514	15000	F	
	To: Parkway Dr															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
		From: Parkway Dr														
60 Bypass Rd	City of Williamsburg	0.16	11000	F	98%	0%	1%	0%	0%	0%	F	0.091	0.525	12000	F	
		To: SR 5 Capitol Landing Rd														
60 5 Page St	City of Williamsburg	0.31	21000	F	99%	0%	1%	0%	0%	0%	F	0.090	0.708	22000	F	
		From: Second Street														
60 5 Page St	City of Williamsburg	0.25	14000	F	99%	0%	1%	0%	0%	0%	C	0.082	0.575	14000	F	
		To: SR 5 Lafayette St; York St														
		From: SR 5 Lafayette St; Page St														
60 York St	City of Williamsburg	0.60	12000	F	98%	0%	1%	0%	0%	0%	C	0.084	0.544	13000	F	
		To: ECL Williamsburg														
		From: SR 199														
132 Henry St South	City of Williamsburg	1.77	2900	F	99%	0%	1%	0%	0%	0%	C	0.1	0.526	3100	F	
		To: Ireland Street														
132 Henry St South	City of Williamsburg	0.08	4000	F	99%	0%	1%	0%	0%	0%	F	0.1	0.526	4200	F	
		To: SR 5 Henry St; Francis St														
		From: SR 5														
132 5 Henry St	City of Williamsburg	0.38	5100	F	99%	0%	1%	0%	0%	0%	F	0.079	0.559	5400	F	
		To: FRANCIS ST														
		From: Lafayette St														
132 Henry St North	City of Williamsburg	0.44	5600	F	97%	1%	2%	0%	0%	0%	C	0.085	0.536	5900	F	
		To: SR 132 Y														
132 N.Henry St	City of Williamsburg	0.16	8500	F	97%	1%	2%	0%	0%	0%	F	0.094	0.571	9100	F	
		To: York County Line														
		From: Colonial Parkway														
Wye 132	City of Williamsburg	0.29	5500	F	98%	1%	1%	0%	0%	0%	C	0.098	0.502	5800	F	
		To: SR 132 N.Henry St														
		From: ECL Williamsburg														
143 Merrimac Trail	City of Williamsburg	0.90	6500	F	97%	0%	1%	1%	0%	0%	C	0.09	0.54	7000	F	
		To: SR 5 Capital Landing Rd														
143 Merrimac Trail	City of Williamsburg	0.37	9300	F	98%	0%	1%	1%	1%	0%	C	0.088	0.537	9900	F	
		To: York County Line														
		From: WCL Williamsburg														
199 5	City of Williamsburg (Maint: 47)	0.24	36000	F	97%	0%	1%	0%	1%	0%	F	0.087	0.547	38000	F	
		To: SR 5; SR 31 Jamestown Rd														
199	City of Williamsburg (Maint: 47)	0.07	36000	F	97%	0%	1%	0%	1%	0%	F	0.090	0.533	39000	F	
		To: James City County Line														
199	City of Williamsburg (Maint: 47)	0.09	36000	N	97%	0%	1%	0%	1%	0%	N	0.090	0.533	39000	N	
		To: ECL Williamsburg														
		From: 47-615 Ironbound Rd														
321 Monticello Ave	City of Williamsburg (Maint: 47)	0.77	16000	F	99%	0%	1%	0%	0%	0%	C	0.089	0.536	17000	F	
		To: Compton Dr														



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							2Axle	3+Axle	1Trail	2Trail							
90003 Colonial Parkway	From:	James City County Line															
	City of Williamsburg (Maint: US )	3.20	4700	0							0.091		0.649	NA			
	To:	York County Line															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Williamsburg</b>																
(7075) Richmond Rd	0.37	20000	F	99%	0%	1%	0%	0%	0%	C	0.080		0.553	21000	F	2016
						From: Bypass Rd										
						To: Monticello Ave										
(7075) Richmond Rd	0.95	10000	F	98%	0%	1%	0%	0%	0%	C	0.08		0.563	11000	F	2016
						From: Armistead Ave										
						To: Henry St South										
(7075) Francis St	0.91	5500	F	98%	1%	0%	0%	0%	0%	C	0.084		0.527	5900	F	2016
						From: Waller St										
						To: Richmond Rd										
(7077) Lafayette St	0.12	8700	F	98%	1%	0%	0%	0%	0%	F	0.098		0.554	9200	F	2016
						From: Bacon Ave										
						To: Bacon St										
(7077) Lafayette St	0.82	9700	F	98%	1%	0%	0%	0%	0%	F	0.099		0.542	10000	F	2016
						From: Henry St										
						To: Page St										
(7079) Second St	0.19	13000	F	98%	0%	1%	0%	0%	0%	F	0.084		0.541	14000	F	2016
						From: Parkway Dr										
(7079) Second St	0.22	14000	F	98%	0%	1%	0%	0%	0%	C	0.088		0.536	14000	F	2016
						From: York County Line										
						To: James City County Line										
(7081) Iron Bound Rd	0.57	9300	F	99%	0%	1%	0%	0%	0%	C	0.083		0.592	9900	F	2016
						From: Longhill Rd										
(7081) Iron Bound Rd	0.05	11000	F	99%	0%	1%	0%	0%	0%	F	0.079		0.505	12000	F	2016
						From: Richmond Rd										
						To: Ironbound Rd										
(7082) Longhill Rd	0.63	4200	F	100%	0%	0%	0%	0%	0%	C	0.101		0.532	4500	F	2016
						From: WCL Williamsburg										
						To: Compton Dr										
(7083) Monticello Ave	0.35	15000	F								0.083		0.541	16000	F	2016
						From: Richmond Rd										
						To: Page St										
(7086) Penniman Rd	0.49	3100	F	99%	0%	0%	0%	0%	0%	C	0.096		0.666	3300	F	2016
						From: York County Line										
						To: Golf Course Entrance										
Carters Grove Country Rd		390	G	97%	1%	2%	0%	0%	0%	C	0.117		0.696	390	G	2016
						From: Williamsburg Avenue										
						To: Jones Mill Lane										
Holly Hills Dr		680	G	99%	1%	1%	0%	0%	0%	C	0.115		0.503	680	G	2016
						From: Sir Thomas Lunsford Dr										
						To: Mount Vernon Avenue										
Matoaka Court		690	F								0.093		0.64	690	F	2016
						From: Richmond Road										
						To: Piney Creek Dr										
Patrick Henry Dr		590	G	99%	0%	0%	0%	0%	0%	C	0.108		0.516	590	G	2016
						From: Waltz Dr										
						To: SR 199										
Quarterpath Rd		1100	F								0.114		0.735	1200	F	2016
						From: York St										
						To: Williamsburg Avenue										
S England St		1900	F								0.091		0.5	1900	F	2016
						From: Francis Street										