

**2011**  
**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  
Bypas - 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  
2011  
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	35000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
	To: SR 31, SR 199															
	From: SR 31 Jamestown Rd; SR 199															
5 Jamestown Rd	City of Williamsburg	0.27	11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.594	12000	G
	To: 137-7073 John Tyler Memorial Hwy															
5 Jamestown Rd	City of Williamsburg	1.50	13000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.586	14000	G
	To: 137-7075 Boundary St															
	From: Jamestown Rd															
5 Boundary St	City of Williamsburg	0.07	12000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.605	12000	G
	To: Francis St															
	From: Boundary St															
5 Francis St	City of Williamsburg	0.09	8200	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.593	8800	G
	To: SR 132 Henry St															
	From: Francis St															
5 132 Henry St	City of Williamsburg	0.38	5500	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	G
	To: SR 162 Lafayette St															
	From: SR 132 Henry St															
5 Lafayette St	City of Williamsburg	0.33	9300	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.504	10000	G
	To: Capital Landing Rd															
5 Lafayette St	City of Williamsburg	0.73	7800	G	97%	1%	2%	0%	0%	0%	C	0.086	F	0.603	8300	G
	To: US 60 Page St															
5 60 Page St	City of Williamsburg	0.25	15000	G	98%	1%	1%	0%	0%	0%	C	0.083	F	0.564	16000	G
	To: Second St															
5 60 Page St	City of Williamsburg	0.31	14000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	G
	To: US 60 Page St															
5 Capitol Landing Rd	City of Williamsburg	0.62	6300	G								NA		6800	G	
	To: SR 143 Merrimac St															
	From: WCL Williamsburg															
31 Jamestown Rd	City of Williamsburg	0.04	16000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	G
	To: State Maintenance Boundary															
31 Jamestown Rd	City of Williamsburg (Maint: 47)	0.02	16000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.572	17000	G
	To: SR 5; SR 199															
	From: WCL Williamsburg															
60 Richmond Rd	City of Williamsburg	1.37	22000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.523	24000	G
	To: Ironbound Rd															
60 Richmond Rd	City of Williamsburg	0.30	24000	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.562	25000	G
	To: Bypass Rd															
	From: Richmond Rd															
60 Bypass Rd	City of Williamsburg	0.11	25000	G	99%	0%	0%	0%	0%	0%	C	0.076	F	0.548	27000	G
	To: NCL Williamsburg															
60 Bypass Rd	City of Williamsburg	0.50	15000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.516	16000	G
	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	12000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.511	13000	G
To: SR 5 Capitol Landing Rd 60 5 Page St	City of Williamsburg	0.31	14000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.519	15000	G
To: Second Street 60 5 Page St	City of Williamsburg	0.25	15000	G	98%	1%	1%	0%	0%	0%	C	0.083	F	0.564	16000	G
To: SR 5 Lafayette St; York St From: SR 5 Lafayette St; Page St 60 York St	City of Williamsburg	0.60	13000	G	97%	1%	1%	0%	0%	0%	C	0.08	F	0.508	13000	G
To: ECL Williamsburg																
From: SR 199 132 Henry St South	City of Williamsburg	1.77	3600	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.519	3900	G
To: Ireland Street 132 Henry St South	City of Williamsburg	0.08	5400	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.621	5800	G
To: SR 5 Henry St; Francis St From: SR 5 132 5 Henry St	City of Williamsburg	0.38	5500	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.531	5800	G
To: FRANCIS ST From: Lafayette St 132 Henry St North	City of Williamsburg	0.44	6400	G	96%	1%	2%	0%	0%	0%	C	0.089	F	0.596	6800	G
To: SR 132 Y From: York County Line 132 N.Henry St	City of Williamsburg	0.16	9400	G	96%	1%	2%	0%	0%	0%	F	0.088	F	0.640	10000	G
To: York County Line																
From: Colonial Parkway 132 Wye	City of Williamsburg	0.29	5400	G	98%	1%	0%	0%	0%	0%	F	NA		5800	G	
To: SR 132 N.Henry St																
From: ECL Williamsburg 143 Merrimac Trail	City of Williamsburg	0.90	6700	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.539	7200	G
To: SR 5 Capitol Landing Rd From: York County Line 143 Merrimac Trail	City of Williamsburg	0.37	8800	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.506	9400	G
To: York County Line																
From: WCL Williamsburg 199 5	City of Williamsburg (Maint: 47)	0.24	35000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.575	38000	G
To: SR 5; SR 31 Jamestown Rd From: James City County Line 199	City of Williamsburg (Maint: 47)	0.07	36000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.555	39000	G
To: James City County Line From: ECL Williamsburg 199	City of Williamsburg (Maint: 47)	0.09	36000	N	97%	0%	1%	1%	1%	0%	N	0.089	N	0.555	39000	N
To: ECL Williamsburg																
From: 47-615 Ironbound Rd 321 Monticello Ave	City of Williamsburg (Maint: 47)	0.77	18000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.568	19000	G
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								NA				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	18000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.503	19000	G	2011
From: Bypass Rd																
To: Monticello Ave																
(7075) Richmond Rd	0.95	13000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.593	14000	G	2011
From: Armistead Ave																
To: Henry St South																
(7075) Francis St	0.91	6000	G	99%	0%	1%	0%	0%	0%	C	0.083	F	0.545	6400	G	2011
From: Henry St South																
To: Waller St																
(7077) Lafayette St	0.12	8200	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.592	8800	G	2011
From: Richmond Rd																
To: Bacon Ave																
(7077) Lafayette St	0.82	9300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	9900	G	2011
From: Bacon St																
To: Henry St																
(7079) Second St	0.19	13000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.512	14000	G	2011
From: Page St																
(7079) Second St	0.22	14000	G	98%	0%	1%	0%	0%	0%	C	0.090	F	0.545	15000	G	2011
From: Parkway Dr																
To: York County Line																
(7081) Iron Bound Rd	0.57	9100	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.5	9700	G	2011
From: James City County Line																
(7081) Iron Bound Rd	0.05	14000	G	99%	0%	0%	0%	0%	0%	F	0.076	F	0.513	15000	G	2011
From: Longhill Rd																
To: Richmond Rd																
(7082) Longhill Rd	0.63	3900	G	99%	0%	0%	0%	0%	0%	C	0.081	F	0.623	4200	G	2011
From: Ironbound Rd																
To: WCL Williamsburg																
(7083) Monticello Ave	0.35	16000	G								0.086	F	0.561	17000	G	2011
From: Compton Dr																
To: Richmond Rd																
(7086) Penniman Rd	0.49	2700	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.621	2800	G	2011
From: Page St																
To: York County Line																
Carters Grove Country Rd		390	G								NA			390	G	2011
From: Golf Course Entrance																
To: Williamsburg Avenue																
Holly Hills Dr		680	G								NA			680	G	2011
From: Jones Mill Lane																
To: Sir Thomas Lunsford Dr																
Matoaka Court		840	G								0.107	F	0.603	840	G	2011
From: Mount Vernon Avenue																
To: Richmond Road																
Patrick Henry Dr		590	G								NA			590	G	2011
From: Piney Creek Dr																
To: Waltz Dr																
Quarterpath Rd		550	G								0.101	F	0.536	580	G	2011
From: SR 199																
To: York St																
S England St		1800	G								0.103	F	0.533	1800	G	2011
From: Williamsburg Avenue																
To: Francis Street																