2015
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.

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
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wye - Wye Route connector

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

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

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Williamsburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: WCL Williamsburg															
5 199	City of Williamsburg (Maint: 47)	0.24	**34000**	**G**	97%	0%	1%	0%	1%	0%	F	0.091		0.568	36000	G
	To: SR 31, SR 199															
	From: SR 31 Jamestown Rd; SR 199															
5 Jamestown Rd	City of Williamsburg	0.27	**8400**	**G**	99%	0%	0%	0%	0%	0%	F	0.097		0.624	9000	G
	To: 137-7073 John Tyler Memorial Hwy															
	From:															
5 Jamestown Rd	City of Williamsburg	1.50	**9600**	**G**	99%	0%	0%	0%	0%	0%	C	0.093		0.642	10000	G
	To: 137-7075 Boundary St															
	From: Jamestown Rd															
5 Boundary St	City of Williamsburg	0.07	**9000**	**G**	99%	0%	0%	0%	0%	0%	F	0.082		0.509	9600	G
	To: Francis St															
	From: Boundary St															
5 Francis St	City of Williamsburg	0.09	**6500**	**G**	99%	0%	0%	0%	0%	0%	F	0.08		0.53	6900	G
	To: SR 132 Henry St															
	From: Francis St															
5 132 Henry St	City of Williamsburg	0.38	**4400**	**G**	99%	0%	0%	0%	0%	0%	F	0.081		0.522	4700	G
	To: SR 162 Lafayette St															
	From: SR 132 Henry St															
5 Lafayette St	City of Williamsburg	0.33	**9300**	**G**	98%	1%	1%	0%	0%	0%	F	0.094		0.536	9900	G
	To: Capital Landing Rd															
	From:															
5 Lafayette St	City of Williamsburg	0.73	**7700**	**G**	98%	1%	1%	0%	0%	0%	C	0.095		0.579	8100	G
	To: US 60 Page St															
	From:															
5 60 Page St	City of Williamsburg	0.25	**13000**	**G**	99%	0%	0%	0%	0%	0%	C	0.084		0.579	14000	G
	To: Second St															
	From:															
5 60 Page St	City of Williamsburg	0.31	**20000**	**G**	99%	0%	0%	0%	0%	0%	F	0.08		0.677	21000	G
	To: US 60 Page St															
	From:															
5 Capitol Landing Rd	City of Williamsburg	0.62	**6600**	**G**	98%	1%	1%	0%	0%	0%	C	0.087		0.517	7000	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	0.094		0.525	17000	G
	To: State Maintenance Boundary															
	From:															
31 Jamestown Rd	City of Williamsburg (Maint: 47)	0.02	**16000**	**G**	98%	1%	1%	0%	0%	0%	F	0.094		0.525	17000	G
	To: SR 5; SR 199															
	From: WCL Williamsburg															
60 Richmond Rd	City of Williamsburg	1.37	**20000**	**G**	99%	0%	1%	0%	0%	0%	F	0.083		0.500	21000	G
	To: Ironbound Rd															
	From:															
60 Richmond Rd	City of Williamsburg	0.30	**25000**	**G**	99%	0%	1%	0%	0%	0%	C	0.077		0.551	27000	G
	To: Bypass Rd															
	From: Richmond Rd															
60 Bypass Rd	City of Williamsburg	0.11	**22000**	**G**	99%	0%	0%	0%	0%	0%	C	0.077		0.541	24000	G
	To: NCL Williamsburg															
	From:															
60 Bypass Rd	City of Williamsburg	0.50	**14000**	**G**	99%	0%	1%	0%	0%	0%	C	0.087		0.539	15000	G
	To: Parkway Dr															

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Williamsburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
From: Parkway Dr																
60 Bypass Rd	City of Williamsburg	0.16	**10000**	**G**	99%	0%	1%	0%	0%	0%	F	0.081		0.523	11000	G
To: SR 5 Capitol Landing Rd																
From:																
60 5 Page St	City of Williamsburg	0.31	**20000**	**G**	99%	0%	0%	0%	0%	0%	F	0.08		0.677	21000	G
To: Second Street																
From:																
60 5 Page St	City of Williamsburg	0.25	**13000**	**G**	99%	0%	0%	0%	0%	0%	C	0.084		0.579	14000	G
To: SR 5 Lafayette St; York St																
From: SR 5 Lafayette St; Page St																
60 York St	City of Williamsburg	0.60	**11000**	**G**	97%	1%	1%	0%	0%	0%	C	0.089		0.523	12000	G
To: ECL Williamsburg																
From: SR 199																
132 Henry St South	City of Williamsburg	1.77	**2900**	**G**	99%	0%	0%	0%	0%	0%	C	0.086		0.574	3100	G
To: Ireland Street																
From:																
132 Henry St South	City of Williamsburg	0.08	**3900**	**G**	99%	0%	0%	0%	0%	0%	F	0.086		0.574	4100	G
To: SR 5 Henry St; Francis St																
From: SR 5																
132 5 Henry St	City of Williamsburg	0.38	**4400**	**G**	99%	0%	0%	0%	0%	0%	F	0.081		0.522	4700	G
To: FRANCIS ST																
From: Lafayette St																
132 Henry St North	City of Williamsburg	0.44	**5500**	**G**	97%	1%	2%	0%	0%	0%	C	0.086		0.562	5800	G
To: SR 132 Y																
From:																
132 N.Henry St	City of Williamsburg	0.16	**8000**	**G**	97%	1%	2%	0%	0%	0%	F	0.092		0.613	8500	G
To: York County Line																
Wye From: Colonial Parkway																
132	City of Williamsburg	0.29	**5500**	**G**	98%	1%	1%	0%	0%	0%	C	0.095		0.575	5800	G
To: SR 132 N.Henry St																
From: ECL Williamsburg																
143 Merrimac Trail	City of Williamsburg	0.90	**6800**	**G**	98%	1%	1%	0%	0%	0%	C	0.104		0.581	7200	G
To: SR 5 Capital Landing Rd																
From:																
143 Merrimac Trail	City of Williamsburg	0.37	**8800**	**G**	99%	0%	0%	0%	0%	0%	C	0.104		0.564	9300	G
To: York County Line																
From: WCL Williamsburg																
199 5	City of Williamsburg (Maint: 47)	0.24	**34000**	**G**	97%	0%	1%	0%	1%	0%	F	0.091		0.568	36000	G
To: SR 5; SR 31 Jamestown Rd																
From:																
199	City of Williamsburg (Maint: 47)	0.07	**35000**	**G**	97%	0%	1%	0%	1%	0%	F	0.091		0.55	38000	G
To: James City County Line																
From:																
199	City of Williamsburg (Maint: 47)	0.09	**35000**	**N**	97%	0%	1%	0%	1%	0%	N	0.091		0.55	38000	N
To: ECL Williamsburg																
From: 47-615 Ironbound Rd																
321 Monticello Ave	City of Williamsburg (Maint: 47)	0.77	**16000**	**G**	99%	0%	0%	0%	0%	0%	F	0.093		0.541	17000	G
To: Compton Dr																

Virginia Department of Transportation
Traffic Engineering Division
2015
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						
90003 Colonial Parkway	City of Williamsburg (Maint: US)	From: James City County Line	3.20	4700	O								0.091		0.649	NA	
		To: York County Line															

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Williamsburg

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Williamsburg																
(7075) Richmond Rd	0.37	**18000**	**G**	99%	0%	1%	0%	0%	0%	C	0.081		0.506	19000	G	2015
From: Bypass Rd																
To: Monticello Ave																
(7075) Richmond Rd	0.95	**9900**	**G**	98%	0%	1%	0%	0%	0%	C	0.088		0.503	11000	G	2015
From: Monticello Ave																
To: Armistead Ave																
(7075) Francis St	0.91	**5500**	**G**	99%	0%	0%	0%	0%	0%	C	0.083		0.551	5900	G	2015
From: Henry St South																
To: Waller St																
(7077) Lafayette St	0.12	**8100**	**G**	99%	0%	0%	0%	0%	0%	F	0.096		0.575	8600	G	2015
From: Richmond Rd																
To: Bacon Ave																
(7077) Lafayette St	0.82	**9200**	**G**	99%	0%	0%	0%	0%	0%	F	0.096		0.572	9800	G	2015
From: Bacon St																
To: Henry St																
(7079) Second St	0.19	**12000**	**G**	99%	0%	1%	0%	0%	0%	F	0.083		0.558	13000	G	2015
From: Page St																
To: Parkway Dr																
(7079) Second St	0.22	**13000**	**G**	99%	0%	1%	0%	0%	0%	C	0.085		0.546	13000	G	2015
From: Parkway Dr																
To: York County Line																
(7081) Iron Bound Rd	0.57	**9100**	**G**	99%	0%	0%	0%	0%	0%	C	0.083		0.537	9600	G	2015
From: James City County Line																
To: Longhill Rd																
(7081) Iron Bound Rd	0.05	**14000**	**G**	99%	0%	0%	0%	0%	0%	F	0.08		0.515	14000	G	2015
From: Longhill Rd																
To: Richmond Rd																
(7082) Longhill Rd	0.63	**4400**	**G**	99%	1%	0%	0%	0%	0%	C	0.087		0.611	4700	G	2015
From: Ironbound Rd																
To: WCL Williamsburg																
(7083) Monticello Ave	0.35	**14000**	**G**								0.085		0.519	15000	G	2015
From: Compton Dr																
To: Richmond Rd																
(7086) Penniman Rd	0.49	**2700**	**G**	99%	0%	0%	0%	0%	0%	C	0.098		0.618	2900	G	2015
From: Page St																
To: York County Line																
Carters Grove Country Rd		**390**	**G**	97%	1%	2%	0%	0%	0%	C	0.117		0.696	390	G	2015
From: Golf Course Entrance																
To: Williamsburg Avenue																
Holly Hills Dr		**680**	**G**	99%	1%	1%	0%	0%	0%	C	0.115		0.503	680	G	2015
From: Jones Mill Lane																
To: Sir Thomas Lunsford Dr																
Matoaka Court		**760**	**G**								0.092		0.636	760	G	2015
From: Mount Vernon Avenue																
To: Richmond Road																
Patrick Henry Dr		**590**	**G**	99%	0%	0%	0%	0%	0%	C	0.108		0.516	590	G	2015
From: Piney Creek Dr																
To: Waltz Dr																
Quarterpath Rd		**1100**	**G**								0.112		0.567	1100	G	2015
From: SR 199																
To: York St																
S England St		**1700**	**G**								0.090		0.571	1700	G	2015
From: Williamsburg Avenue																
To: Francis Street																