

2010
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

251

Town of Lawrenceville

Information in this report is included in Report

12

(Brunswick 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

Wve - Wve Route connector

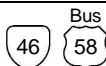


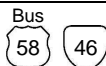




P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



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
 2010
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Lawrenceville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: CL Lawrenceville															
	Town of Lawrenceville (Maint: 12)	0.80	6900	N	98%	1%	1%	0%	1%	0%	N	0.09	N	0.57	7000	N
 Windsor Ave	To: N US 58 BUS															
	From: BUS US 58 NORTH															
 Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64	2900	F	78%	1%	1%	1%	20%	0%	F	0.098	F	0.556	3000	F
	To: NCL Lawrenceville															
	From: SCL Lawrenceville															
	Town of Lawrenceville (Maint: 12)	0.80	6900	N	98%	1%	1%	0%	1%	0%	N	0.09	N	0.57	7000	N
 Main St	To: SR 46, E Church St															
	From: ECL Lawrenceville															
 Main St	Town of Lawrenceville (Maint: 12)	0.35	6200	F	98%	1%	1%	0%	1%	0%	F	0.098	F	0.575	6300	F
	To: ECL Lawrenceville															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
(678) 17 Railroad St	0.25	510	R			From: 12-713, S Main St To: ECL Lawrenceville					NA			NA		03/19/2007
(695) 12 Fox Lane	0.06	180	R			From: WCL Lawrenceville To: 12-1019 Union St					NA			NA		03/15/2007
(695) 17 First Ave; Union St	0.10	220	R			From: 12-1029 Davenport St To: 12-1004 Belt Rd					NA			NA		03/15/2007
(695) 12 First Ave; Union St	0.13	210	R			From: SCL Lawrenceville To: 12-1005 Fifth Ave					NA			NA		03/15/2007
(713) 17 S Main St	0.15	560	F	97%	1%	1%	0%	0%	0%	F	0.107	F	0.504	570	F	2010
(713) 12 S Main St	0.33	900	F	97%	1%	1%	0%	0%	0%	C	0.097	F	0.506	920	F	2010
(1000) 17 Church St	0.02	600	R			From: 12-1010 Court St To: SR 46; Bus US 58					NA			NA		03/15/2007
(1001) 12 Park St	0.07	140	R			From: 12-1016 New St To: 12-1015, W Third St					NA			NA		03/13/2007
(1001) 12 Park St	0.07	170	R			From: 12-1017 Second Ave To: SR 46 Windsor Ave					NA			NA		03/13/2007
(1001) 12 Park St	0.13	210	R			From: WCL Lawrenceville To: 12-1004 Belt Rd					NA			NA		03/13/2007
(1003) 12 Brickyard St	0.06	360	R			From: 12-1005 Fifth Ave To: 12-1003 Brickyard St					NA			NA		03/15/2007
(1004) 12 Belt Rd	0.12	690	F	98%	1%	1%	0%	0%	0%	F	0.109	F	0.594	700	F	2010
(1004) 17 Belt Rd	0.17	430	F	98%	1%	1%	0%	0%	0%	F	0.135	F	0.6	440	F	2010
(1004) 12 Belt Rd	0.09	280	F	98%	1%	1%	0%	0%	0%	F	0.11	F	0.508	290	F	2010
(1004) 12 Belt Rd	0.16	370	F	98%	1%	1%	0%	0%	0%	C	0.115	F	0.537	380	F	2010
(1005) 17 W Fifth Ave	0.51	870	F	96%	1%	2%	0%	1%	0%	C	0.113	F	0.516	890	F	2010
(1005) 12 W Fifth Ave	0.25	830	F	96%	1%	2%	0%	1%	0%	F	0.1	F	0.530	850	F	2010
(1005) 17 E Fifth St	0.10	310	R			From: 12-713, S Main St To: 12-1022 Turnbull St					NA			NA		03/13/2007
(1005) 12 E Fifth St	0.07	50	R			From: 12-1020 Thomas St To: 12-1016 New St					NA			NA		03/13/2007
(1006) 12 High St	0.19	1600	F	96%	1%	0%	0%	2%	0%	C	0.112	F	0.522	1600	F	2010
(1007) 17 Plank Rd	0.22	730	R			From: SR 46 Windsor Ave To: Bus US 58					NA			NA		06/22/2010

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
(1009/12) New Hicks St	0.04	130	R								NA			NA		06/22/2010
(1009/12) New Hick St	0.07	900	G	98%	0%	1%	0%	0%	0%	F	NA			980	G	2010
(1009/12) New Hick St	0.03	2000	F	98%	0%	1%	0%	0%	0%	F	0.118	F	0.535	2000	F	2010
(1010/12) Court St	0.20	670	F	98%	0%	1%	0%	0%	0%	C	0.133	F	0.517	690	F	2010
(1011/12) Bank St	0.02	420	R								NA			NA		03/15/2007
(1012/12) W Fourth Ave	0.10	30	R								NA			NA		03/15/2007
(1013/12) Beech	0.07	40	R								NA			NA		03/15/2007
(1014/12) South St	0.23	180	R								NA			NA		03/15/2007
(1015/12) W Third St	0.31	250	R								NA			NA		03/15/2007
(1016/12) New St	0.06	280	R								NA			NA		03/13/2007
(1016/12) New St	0.18	2000	F	95%	1%	1%	1%	2%	0%	C	0.106	F	0.554	2100	F	2010
(1017/12) Second Ave	0.16	210	R								NA			NA		03/13/2007
(1017/12) Second Ave	0.09	240	R								NA			NA		03/13/2007
(1017/12) Second Ave	0.16	410	R								NA			NA		03/13/2007
(1018/12) Sixth Ave	0.15	130	R								NA			NA		03/13/2007
(1018/12) Sixth Ave	0.45	320	R								NA			NA		06/27/2010
(1019/12) Union St	0.15	100	R								NA			NA		06/27/2010
(1020/12) Thomas St	0.22	30	R								NA			NA		06/27/2010
(1021/12) E Third Ave	0.10	170	R								NA			NA		06/27/2010
(1022/12) Turnbull St	0.15	70	R								NA			NA		03/15/2007

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
1022 12 Turnbull St	0.13	70	R								NA			NA		03/15/2007
From: 12-1033, E Fourth Ave																
To: 12-1037 Randolph St																
1023 12 Davie St	0.07	130	R								NA			NA		03/15/2007
From: Dead End																
To: 12-1031 Church St																
1024 12 Riddick	0.08	90	R								NA			NA		03/15/2007
From: 12-1023 Davie St																
To: 12-1025 Sharp St																
1025 12 Sharp St	0.04	1600	F	98%	1%	1%	0%	0%	0%	C	0.11	F	0.595	1700	F	2010
From: 12-1016 New St																
To: 12-1009 New Hick St																
1025 12 Sharp St	0.04	1800	F	98%	1%	1%	0%	0%	0%	F	0.106	F	0.603	1900	F	2010
From: 12-1024 Riddick St																
To: 12-1019 Union St																
1026 12 Grove Ave	0.10	90	R								NA			NA		03/13/2007
From: 12-1029 Davenport St																
1026 12 Grove Ave	0.07	120	R								NA			NA		03/13/2007
From: 12-1030 Maria St																
1026 12 Grove Ave	0.08	140	R								NA			NA		03/13/2007
From: 12-1004 Belt Rd; 12-1028																
1027 12 Meredith St	0.06	590	F	96%	2%	2%	0%	0%	0%	C	0.117	F	0.594	600	F	2010
From: Bus US 58																
To: 12-713, S Main St																
1028 12 Maple St	0.15	140	R								NA			NA		03/13/2007
From: 12-1017 Second Ave																
To: 12-1004 Belt Rd; 12-1026																
1029 12 Davenport St	0.08	30	R								NA			NA		03/13/2007
From: 12-1017 Second Ave																
To: 12-695 First Ave; Union St																
1029 12 Davenport St	0.06	30	R								NA			NA		03/13/2007
From: 12-1026 Grove Ave																
To: 12-1004 Belt Rd																
1030 12 Maria St	0.13	120	R								NA			NA		03/13/2007
From: 12-1026 Grove Ave																
To: 12-1006 High St																
1031 12 Church St	0.06	460	R								NA			NA		03/15/2007
From: 12-1023 Davie St																
1031 12 Church St	0.03	330	R								NA			NA		03/15/2007
From: SR 46 Windsor Ave																
To: Dead End																
1032 12 Walnut St	0.01	7	R								NA			NA		03/15/2007
From: 12-1018 Sixth Ave																
1032 12 Walnut St	0.15	60	R								NA			NA		03/15/2007
From: Fourth St																
To: 12-713, S Main St																
1033 12 E Fourth Ave	0.09	60	R								NA			NA		03/15/2007
From: 12-1022 Turnbull St																
To: Dead End																
1034 12 Truck St	0.08	140	R								NA			NA		03/15/2007
From: SR 46 Windsor Ave																
To: 12-1010 Court St																
1035 12 Tobacco St	0.09	270	R								NA			NA		03/15/2007
From: Dead End																

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						2Axle	3+Axle	1Trail	2Trail								
Town of Lawrenceville																	
						From:	Dead End										
(1036/12) Walker St	0.04	60	R			To:	12-678 Railroad St					NA		NA		03/15/2007	
						From:	12-1022 Turnbull St										
(1037/12) Randolph St	0.07	50	R			To:	12-1020 Thomas St					NA		NA		03/15/2007	
						From:	12-1039 Davenport St										
(1038/12) Goodrich Lane	0.13	40	R			To:	SR 46 Windsor Ave					NA		NA		06/24/2010	
						From:	Cul-de-Sac										
(1039/12) Davenport St	0.05	30	R			To:	12-1038 Goodrich Lane					NA		NA		06/24/2010	
						From:	12-1039 Davenport St										
(1039/12) Davenport St	0.04	10	R			To:	Cul-de-Sac					NA		NA		06/24/2010	
						From:	12-1009 New Hick St; 12-1010										
(1040/12) Taft St	0.10	120	R			To:	Dead End					NA		NA		03/15/2007	