2019

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.

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

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wve - Wve Route connector

Virginia State Route

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.

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	CL	Lawrence	ville												
(46) (58)	Town of Lawrenceville (Maint: 12)	0.80	6400	N	96%	1%	1%	0%	2%	0%	Ν	0.103	F	0.579	6300	Ν
	To:	N US 58 BUS														
	From:	BUS	US 58 NC	RTH												
(46) Windsor Ave	Town of Lawrenceville (Maint: 12)	0.64	3000	F	90%	4%	1%	1%	5%	0%	С	0.121	F	0.541	2900	F
	Тα	NC:	L Lawrence	eville												
Bus	From:	SCI	L Lawrence	ville												
(58) (46)	Town of Lawrenceville (Maint: 12)	0.80	6400	N	96%	1%	1%	0%	2%	0%	Ν	0.103	F	0.579	6300	Ν
Rue	To: From:	SR	46, E Chur	ch St												
Bus 58 Main St	Town of Lawrenceville (Maint: 12)	0.35	5200	F	96%	1%	1%	0%	2%	0%	F	0.093	F	0.527	5000	F
	To:	EC	L Lawrence	eville												

					ı	own of	Lawrenc	ceville								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Lawrenceville			_					_								
(678) Railroad St	0.25	560	 R			12-71	3, S Main	St			 NA			NA		03/27/2013
678 Railroad St	0.23	To	· · · ·			ECL L	awrencevi	ille						INA		00/27/2010
		From	1:			WCLI	awrencev	rille								
695 Fox Lane	0.06	190	R								NA			NA		05/30/2013
12		To				12-10	19 Union	St			— —					
First Ave; Union St	0.10	240 Prom	R								NA			NA		05/30/2013
12		To	r			12-1029	Davenpo	rt St								
First Ave; Union St	0.13	240 From	R			12 102)	Билепро				NA			NA		05/30/201
(F)		То	00			12-10	004 Belt R	d								
		From	1:			SCL L	awrencevi	ille								
713 S Main St	0.15	480	F	98%	0%	1%	0%	0%	0%	С	0.099	F	0.595	470	F	2019
		To				12-100	05 Fifth A	ve			— —					
713 S Main St	0.33	790	F	98%	1%	1%	0%	0%	0%	С	0.114	F	0.514	770	F	2019
12		To	0:			Bu	ıs US 58									
		From	n:			12-10	10 Court	St								
1000 Church St	0.02	660	R								NA			NA		04/11/2013
		To	00			SR 46	; Bus US	58								
		From	r			12-10	16 New S	St								
1001 Park St	0.07	150	R								NA			NA		04/11/2013
		To From	Y			12-101:	5, W Third	1 St								
Park St	0.07	180	R								NA			NA		04/11/2013
		To				12-1017	7 Second A	Ave								
Park St	0.13	230	R								NA			NA		04/11/2013
12)		То	0:			SR 46	Windsor A	Ave								
		From	ı.			WCL I	awrencev	rille								
1003 Brickyard St	0.06	380	R								NA			NA		04/11/2013
		To	n.			12-10	004 Belt R	d								
O		From	1:				05 Fifth A					_				
1004 Belt Rd	0.12	810	F	99%	1%	0%	0%	0%	0%	С	0.099	F	0.592	790	F	2019
		To From	x:			12-1003	Brickyan	d St								
1004 Belt Rd	0.17	580	F	99%	1%	0%	0%	0%	0%	С	0.101	F	0.561	570	F	2019
		To From			12	-1017 Sec	ond Ave;	12-1030			\Box					
(1004) Belt Rd	0.09	390	F	97%	2%	1%	0%	0%	0%	С	0.124	F	0.539	380	F	2019
		To	00				ion St; Fir									
(1004) Belt Rd	0.16	380	`L	99%	1%	0%	st Ave; Uı 0%	0%	0%	С	0.122	F	0.575	370	F	2019
(1004) Belt Rd	0.10	To	_	33 76	1 /0		Windsor A		0 70		0.122	·	0.575	070	•	2013
		From	1:				004 Belt R									
(1005) W Fifth Ave	0.51	950	F	97%	1%	1%	1%	1%	0%	С	0.101	F	0.5	920	F	2019
(1005) W Fifth Ave	0.01	-		3.70	. , 0			. , 0	3,3			-	2.3	0_0	•	_0.0
(1005) W Fifth Ave	0.25	730 From	F	98%	1%	1%	0%	0%	0%	С	0.112	F	0.657	710	F	2019
(1005) W Fifth Ave	0.23	730		30 /6	1 /0				0 /6		0.112	'	0.037	710	'	2019
(1005) E Fifth St	0.10	330 From				12-71	3, S Main	St						NIA		04/11/0010
(1005) E Fifth St	0.10	330	R								NA			NA		04/11/2013
<u> </u>	2.5=	From				12-102	2 Turnbul	l St								04// //==::
(1005) E Fifth St	0.07	50	R			10 102	O TI-	C4			NA			NA		04/11/2013
-							0 Thomas									
	0.10	1500	<u> </u>	000/	00/		10/		00/		0.100	_	0.500	1400	_	0010
1006 High St	0.19	1500 _{To}	F	92%	2%	1%	1% Windsor A	4%	0%	С	0.109	F	0.563	1400	F	2019
12						ON 40		110			1					
											<u> </u>					
(1007) Plank Rd	0.22	From 700	R				Windsor A				NA			NA		08/12/2016

						Fown of I	Lawrence	eville								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Lawrenceville		From				12.10	1140 4 0				-					
New Hicks St	0.04	150	R				14 South St				NA			NA		08/12/2016
(1009) New Hick St	0.07	430 From	F	99%	1%	1%	0% S 58 WEST	0%	0%	F	0.141	F	0.535	420	F	2019
New Hick St	0.03	From 1100	F	99%	1%	Bus U	US 58 EAST 0% Court St; 12-	0%	0%	F	0.141	F	0.666	1100	F	2019
(1010) Court St	0.20	From 440	F	99%		12-1009; 1 1 %	12-1040 Hic 0% as US 58		0%	С	0.166	F	0.746	430	F	2019
(1011) Bank St	0.02	From 460	R			Bu	ıs US 58				NA			NA		04/11/2013
(1012) W Fourth Ave	0.10	From 40	R				010 Court St 004 Belt Rd				NA			NA		04/11/2013
	0.07	From 46	R				013 Beech W Fourth	Ave			NA			NA		04/11/2013
12)		To					05 Fifth Ave									
South St	0.23	200 To	R				New Hicks				NA			NA		04/11/2013
W Third St	0.31	270	R			12-10	006 High St				NA			NA		04/11/2013
1016 New St	0.06	300 To	R				001 Park St				NA			NA		04/11/2013
New St	0.18	1800 From	F	93%	1%	1%	006 High St 1% us US 58	4%	0%	С	0.114	F	0.557	1700	F	2019
(1017) Second Ave	0.16	220 To	R				19 Union S 04; 12-1030				NA			NA		04/11/2013
Second Ave	0.09	260	R			12-1004 B	Belt Rd; 12-	1030			NA			NA		04/11/2013
Second Ave	0.16	450 From	R				28 Maple S 006 High St				NA			NA		04/11/2013
Sixth Ave	0.15	130	R				32 Walnut S				NA			NA		05/30/2019
Sixth Ave	0.45	300 From	R				001 Park St 3, S Main S				NA			NA		08/12/2016
(1019) Union St	0.15	100 To	R				7 Second A				NA			NA		08/12/2016
(1020) Thomas St	0.22	40 To	R			De	ead End 7 Randolph				NA			NA		08/12/2016
(1021) E Third Ave	0.10	From 170	R			12-713	3, S Main S	t			NA NA			NA		08/12/2016
(1022) Turnbull St	0.15	From 70	R				2 Turnball sead End	St			NA			NA		04/11/2013
12/		То				12-1033,	, E Fourth A	Ave								

					ı	OWII OI La	awrenceville								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Lawrenceville		Fron	I			12 1022 F	VF 4.4								
1022) Turnbull St	0.13	80	R			12-1033, E	Fourth Ave			NA			NA		04/11/201
1022) Turnbull St		Te	١.			12-1037 F	Randolph St								
<u> </u>		Fron				Dea	d End								
(1023) Davie St	0.07	130	R			12 1021	Church St			NA			NA		04/11/201
		Fron	1.				Davie St			_					
(1024) Riddick	0.08	90	R			12-1023	Davic St			NA			NA		04/11/201
12/		Te): 			12-1025	Sharp St								
O 01 01	2.24	Fron	1:	.=-/			6 New St	221			_	0.504	4000	_	2212
(1025) Sharp St	0.04	1300	F	97%	1%	1%	0% 0%	0%	С	0.099	F	0.581	1300	F	2019
Charp Ct	0.04	Fron		079/	2%		New Hick St	00/		0.101		0.550	1200	F	2010
1025 Sharp St	0.04	1400	F	97%	2%	1% 12-1024	1% 0% Riddick St	0%	С	0.101	F	0.559	1300	Г	2019
		Fron	1:				Union St								
Grove Ave	0.10	100	R							NA			NA		04/11/201
12)		T _e	Y			12-1029 D	avenport St			\neg —					
Grove Ave	0.07	120	R							NA			NA		04/11/201
		To Fron	v Y			12-1030	Maria St			\Box					
(1026) Grove Ave	0.08	140	R			12 1001 7 1	D 1 10 1000			NA			NA		04/11/201
		Te	5:				t Rd; 12-1028			+					
Meredith St	0.06	520	`L	97%	1%	1%	US 58 0% 0%	0%	С	0.110	F	0.571	510	F	2019
	0.00	020		01 /0	1 70		S Main St	070		0.110		0.07 1	010	•	2010
		Fron	r			12-1017 \$	Second Ave								
1028 Maple St	0.15	140	R							NA			NA		04/11/201
		Te	o:				t Rd; 12-1026								
(1029) Davenport St	0.08	30	` R			12-1017 \$	Second Ave			NA			NA		04/11/201
(1029) Davenport St	0.00	30											INA		04/11/201
(1029) Davenport St	0.06	30 Fron	R			12-695 First	Ave; Union St			NA			NA		04/11/201
Davenport St		Te	0:			12-1026	Grove Ave								
_		Fron	1:			12-100-	4 Belt Rd								
1030 Maria St	0.13	130	R							NA			NA		04/11/2013
		Te					Grove Ave								
(1031) Church St	0.06	500	E			12-1000	6 High St			 NA			NA		04/11/201
Church St	0.00	J00				12 1022	D : 0:						1471		0-1/11/201
(1031) Church St	0.03	360 From	R			12-1023	Davie St			NA			NA		04/11/201
Church St		Te				SR 46 W	indsor Ave								
		Fron				Dea	d End								
1032 Walnut St	0.01	7	R		_				· <u> </u>	NA			NA		04/11/201
		Fron				12-1018	Sixth Ave								
(1032) Walnut St	0.15	60	R				1.0			NA			NA		04/11/201
		Fron	1				rth St								
(1033) E Fourth Ave	0.09	60	"			12-/13,	S Main St			NA			NA		04/16/201
(1033) E Fourth Ave		To				12-1022	Turnbull St								
_		Fron	1.			Dea	d End								
1034 Truck St	0.08	150	R							NA			NA		04/16/201
<u> </u>		To	_				indsor Ave								
1035) Tobacco St	0.09	Fron				12-1010	Court St			NA			NA		04/16/201
(1035) Tobacco St	0.09	280 To	R			Dea	d End						INA		U4/10/201
			1			Dea				, i					

Length	AADT	QA	4Tire	Bus		()(,	K Factor	QK	Dir Factor	AAWDT	QW	Year	
	From				Dead End								
0.04	30	R					<u>N</u> A			NA		03/28/2019	
	To				12-678 Railroad St								
	From	:			12-1022 Turnbull St								
0.07	50	R					NA			NA		04/16/2013	
	To	:			12-1020 Thomas St								
	From				12-1039 Davenport St								
0.13	40	R			-		NA			NA		08/12/2016	
	To				SR 46 Windsor Ave								
	From	:			Cul-de-Sac								
0.05	40	R					NA			NA		02/17/2016	
	To				12-1038 Goodrich Lane								
0.04		R			12 1030 Goodnen Lane		NA			NA		02/17/2016	
	To				Cul-de-Sac						32/11/20		
	From			12-	1009 New Hick St: 12-1010								
0.10	130	R		- 12			NA			NA		04/16/2013	
_	To				Dead End							,	
	0.04	0.04 30 To From 0.07 50 To 0.13 40 From 0.05 40 0.04 20 From To	0.04 30 R Tro 0.07 50 R Te 0.07 50 R Te 0.13 40 R To From	0.04 30 R Try From:	0.04 30 R Tro 0.07 50 R Tot 0.13 40 R Tot 0.05 40 R 0.04 20 R Tot 0.04 Tot 0.04 Tot 0.07 0.0	Dead End Dead End	Dead End Dead End	Dead End Dead End Dead End NA	Dead End Dead End Dead End NA	Dead End Dead End Dead End NA Prom 12-678 Railroad St Dead End NA Dead End Dead	Dead End Dead End	Dead End Dead End	