

2002

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

where available

Special Locality Report

251

Town of Lawrenceville

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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



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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Lawrenceville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
Bus 46 58	0.80	8600	N	95%	1%	CL Lawrenceville				N	0.099	N	0.586	8600	N	2002
46	0.64	5700	G	85%	1%	N US 58 BUS				F	0.09	F	0.523	5700	G	2002
						NCL Lawrenceville										
Bus 58	0.80	8600	N	95%	1%	SCL Lawrenceville				N	0.099	N	0.586	8600	N	2002
Bus 58	0.35	6400	G	95%	1%	SR 46				F	0.087	F	0.567	6400	G	2002
						ECL Lawrenceville										
678 12	0.25	480	R			12-713					NA			NA		06/27/2001
						ECL Lawrenceville										
695 12	0.06	120	R			WCL LAWRENCEVILLE					NA			NA		06/18/2001
						12-1019										
695 12	0.10	150	R			12-1029					NA			NA		06/18/2001
						12-1004										
713 12	0.15	650	G	96%	1%	SCL LAWRENCEVILLE				F	0.097	F	0.696	650	G	2002
						12-1005										
713 12	0.33	1100	G	96%	1%	US 58 BUS				C	0.112	F	0.595	1100	G	2002
						12-1010										
1000 12	0.02	960	R			SR 46; US 58 BUS					NA			NA		07/02/2001
						12-1016										
1001 12	0.07	250	R			12-1015					NA			NA		06/27/2001
						12-1017										
1001 12	0.13	240	R			SR 46					NA			NA		06/27/2001
						WCL LAWRENCEVILLE										
1003 12	0.06	980	R			12-1004					NA			NA		06/27/2001
						12-1005										
1004 12	0.12	930	G	96%	2%	2%	0%	0%	0%	F	0.149	F	0.560	930	G	2002
						12-1003										
1004 12	0.17	460	G	96%	2%	2%	0%	0%	0%	F	0.095	F	0.625	460	G	2002
						12-1017; 12-1030										
1004 12	0.09	300	G	96%	2%	2%	0%	0%	0%	F	0.102	F	0.623	300	G	2002
						12-695										
1004 12	0.16	410	G	96%	2%	2%	0%	0%	0%	C	0.104	F	0.5	410	G	2002
						SR 46										
						12-1004										
1005 12	0.51	1100	G	91%	1%	5%	2%	2%	0%	C	0.119	F	0.633	1100	G	2002
						US 58 BUS										
1005 12	0.25	860	G	91%	1%	5%	2%	2%	0%	F	0.099	F	0.634	860	G	2002
						12-713										
1005 12	0.10	480	R			12-1022					NA			NA		06/27/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
1005 12	0.07	130	R			From: 12-1022 To: 12-1020					NA			NA		06/27/2001
1006 12	0.19	2000	G	93%	1%	2%	1%	3%	0%	C	0.095	F	0.568	2000	G	2002
						From: SR 46 To: US 58 BUS					NA			NA		1998
1007 12	0.22	270	R			From: 12-1014 To: 12-1025					NA			NA		1998
1009 12	0.04	90	R			From: 12-1014 To: 12-1025					NA			NA		1998
1009 12	0.07	1400	G	97%	1%	2%	0%	1%	0%	F	0.131	F	0.593	1400	G	2002
						From: US 58 BUS WEST To: US 58 BUS EAST										
1009 12	0.03	2400	G	97%	1%	2%	0%	1%	0%	F	0.119	F	0.596	2400	G	2002
						From: 12-1010; 12-1040 To: 12-1010; 12-1040										
1010 12	0.20	1800	G	97%	1%	2%	0%	1%	0%	C	0.105	F	0.536	1800	G	2002
						From: US 58 BUS To: US 58 BUS										
1011 12	0.02	720	R			From: US 58 BUS To: 12-1010					NA			NA		07/02/2001
1012 12	0.10	40	R			From: 12-1004 To: 12-1013					NA			NA		06/18/2001
1013 12	0.07	48	R			From: 12-1012 To: 12-1005					NA			NA		06/18/2001
1014 12	0.23	570	R			From: 12-1005 To: 12-1009					NA			NA		07/10/2001
1015 12	0.31	400	R			From: 12-1004 To: 12-1006					NA			NA		06/18/2001
1016 12	0.06	340	R			From: 12-1001 To: 12-1006					NA			NA		07/02/2001
1016 12	0.18	2400	G	93%	1%	2%	1%	3%	0%	C	0.09	F	0.542	2400	G	2002
						From: 12-1019 To: US 58 BUS										
1017 12	0.16	160	R			From: 12-1019 To: 12-1004; 12-1030					NA			NA		07/02/2001
1017 12	0.09	420	R			From: 12-1004; 12-1030 To: 12-1028					NA			NA		07/02/2001
1017 12	0.16	520	R			From: 12-1028 To: 12-1006					NA			NA		07/02/2001
1018 12	0.15	80	R			From: 12-1032 To: PARK ST					NA			NA		06/27/2001
1018 12	0.45	190	R			From: PARK ST To: 12-737					NA			NA		1998
1019 12	0.15	100	R			From: 12-1017 To: 12-1026					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail								
Town of Lawrenceville																	
1020 12	0.22	40	R													1998	
				From:	Dead End												
				To:	12-1037												
1021 12	0.10	130	R													1998	
				From:	12-713												
				To:	12-1022												
1022 12	0.15	150	R													06/27/2001	
				From:	Dead End												
				To:	12-1033												
1022 12	0.13	140	R													06/27/2001	
				From:	12-1033												
				To:	12-1037												
1023 12	0.07	160	R													06/18/2001	
				From:	Dead End												
				To:	12-1031												
1024 12	0.08	160	R													06/27/2001	
				From:	12-1023												
				To:	12-1025												
1025 12	0.04	2000	G	96%	1%	2%	0%	1%	0%	C	0.100	F	0.6	2000	G	2002	
				From:	12-1016												
				To:	12-1009												
1025 12	0.04	2100	G	96%	1%	2%	0%	1%	0%	F	0.104	F	0.561	2100	G	2002	
				From:	12-1009												
				To:	12-1024												
1026 12	0.10	110	R													06/18/2001	
				From:	12-1019												
				To:	12-1029												
1026 12	0.07	120	R													06/18/2001	
				From:	12-1029												
				To:	12-1030												
1026 12	0.08	140	R													06/18/2001	
				From:	12-1019												
				To:	12-1004; 12-1028												
1027 12	0.06	890	G	96%	1%	2%	0%	0%	0%	C	0.091	F	0.711	890	G	2002	
				From:	US 58 BUS												
				To:	12-713												
1028 12	0.15	120	R													06/18/2001	
				From:	12-1017												
				To:	12-1004; 12-1026												
1029 12	0.08	40	R													06/18/2001	
				From:	12-1017												
				To:	12-695												
1029 12	0.06	47	R													06/18/2001	
				From:	12-695												
				To:	12-1026												
1030 12	0.13	110	R													06/18/2001	
				From:	12-1004												
				To:	12-1026												
1031 12	0.06	540	R													06/18/2001	
				From:	12-1006												
				To:	12-1023												
1031 12	0.03	430	R													06/18/2001	
				From:	12-1023												
				To:	SR 46												
1032 12	0.01	5	R													06/27/2001	
				From:	Dead End												
				To:	12-1018												
1032 12	0.15	47	R													06/27/2001	
				From:	12-1018												
				To:	FOURTH ST												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
1033 12	0.09	70	R	From:	12-713					NA			NA			06/27/2001
				To:	12-1022											
1034 12	0.08	160	R	From:	Dead End					NA			NA			06/27/2001
				To:	SR 46											
1035 12	0.09	430	R	From:	12-1010					NA			NA			07/02/2001
				To:	Dead End											
1036 12	0.04	80	R	From:	Dead End					NA			NA			06/27/2001
				To:	12-678											
1037 12	0.07	60	R	From:	12-1022					NA			NA			06/27/2001
				To:	12-1020											
1040 12	0.10	150	R	From:	12-1009; 12-1010					NA			NA			07/02/2001
				To:	Dead End											