

2002

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

where available

Special Locality Report

203

Town of Crewe

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 Crewe

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
(49)	0.15	2700	N	92%	0%	From: SCL Crewe				N	0.086	N	0.509	2700	N	2002
(49) (460)	1.80	11000	F	85%	1%	To: S US 460				F	0.079	F	0.524	11000	F	2002
(49)	0.34	2100	F	95%	1%	From: N US 460				C	0.097	F	0.527	2100	F	2002
						To: NCL Crewe										
(460)	0.76	9700	N	85%	1%	From: WCL Crewe				N	0.081	N	0.507	9600	N	2002
(460)	1.80	11000	F	85%	1%	To: W SR 49				F	0.079	F	0.524	11000	F	2002
(460)	0.70	10000	F	85%	1%	From: E SR 49				F	0.083	F	0.561	10000	F	2002
						To: ECL Crewe										
(607)	0.21	450	N	97%	2%	From: SCL Crewe				N	0.100	N	0.617	450	N	2002
(607)	0.29	440	R			To: US 460 West				NA			NA		1999	
						To: 67-630										
(618) Carter St	0.14	2400	F	94%	1%	From: US 460				C	0.107	F	0.555	2400	F	2002
(618)	0.14	1400	F	97%	1%	To: 67-1009 Tennessee Ave				F	0.093	F	0.508	1400	F	2002
(618)	0.13	1200	F	97%	1%	From: 67-1009				C	0.098	F	0.537	1200	F	2002
(618)	0.29	1100	G	97%	1%	To: 67-1011				F	NA		1100	G	2002	
(618)	0.18	820	F	97%	1%	From: 67-619; 67-1025				F	0.094	F	0.524	820	F	2002
						To: 67-1008										
(619)	0.25	1900	F	98%	1%	From: 67-618; 67-1025				F	0.096	F	0.58	1900	F	2002
						To: NCL Crewe										
(630)	0.50	150	N	96%	3%	From: WCL Crewe				N	0.11	N	0.625	150	N	2002
(630)	0.35	430	F	96%	3%	To: 67-607				F	0.12	F	0.539	440	F	2002
(630)	0.13	620	F	96%	3%	From: SR 49 West				F	0.117	F	0.612	620	F	2002
						To: SR 49 East										
(630)	0.28	230	F	96%	3%	From: 67-1044				C	0.137	F	0.594	230	F	2002
						To: NCL Crewe										
(1001) E. Carolina Avenue	0.24	300	F	97%	1%	From: 67-1038 Country Club Rd				F	0.108	F	0.567	300	F	2002
(1001)	0.24	590	F	97%	1%	To: 67-1021 Third St				F	0.111	F	0.6	600	F	2002
(1001)	0.17	940	F	97%	1%	From: 67-1023				F	0.123	F	0.617	950	F	2002
						To: 67-1025										
(1001) Carolina Ave	0.08	1500	F	97%	1%	From: 67-1025 Tyler St				C	0.126	F	0.519	1500	F	2002
						To: 67-618 Carter St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1001 67	0.16	1100	F	97%	1%	1%	0%	0%	0%	F	0.117	F	0.681	1100	F	2002
				From:	67-618											
				To:	67-1027											
1001 67	0.28	990	F	97%	1%	1%	0%	0%	0%	F	0.118	F	0.672	1000	F	2002
				From:	67-1033											
				To:	67-1042											
1001 67	0.59	860	F	97%	1%	1%	0%	0%	0%	F	0.112	F	0.612	860	F	2002
				From:	67-1044											
				To:	US 460											
1002 67	0.07	470	R								NA		NA			1999
				From:	67-1001											
				To:	67-630											
1003 67	0.09	30	R								NA		NA			1999
				From:	67-1002											
				To:	67-1044											
1005 67	0.30	100	N								NA		0	N		1999
				From:	SCL Crewe											
				To:	US 460											
1005 67	0.07	340	R								NA		NA			1999
				From:	67-1001											
				To:	67-1009											
1005 67	0.07	340	R								NA		NA			1999
				From:	67-1009											
				To:	67-1046											
1005 67	0.20	260	R								NA		NA			1999
				From:	67-1046											
				To:	Dead End											
1007 67	0.28	160	R								NA		NA			03/11/2002
				From:	67-619											
				To:	67-1008											
1008 67	0.06	20	R								NA		NA			03/11/2002
				From:	67-618											
				To:	67-1007											
1009 67	0.08	230	R								NA		NA			1999
				From:	67-1027; 67-1028											
				To:	67-1026											
1009 67	0.34	410	R								NA		NA			1999
				From:	67-1026											
				To:	67-1023											
1009 67	0.37	290	R								NA		NA			1999
				From:	67-1023											
				To:	67-1005											
1009 67	0.13	190	R								NA		NA			1999
				From:	67-1005											
				To:	67-1038											
1010 67	0.08	160	R								NA		NA			1999
				From:	67-1027											
				To:	67-1026											
1010 67	0.25	190	R								NA		NA			1999
				From:	67-1026											
				To:	67-1024											
1010 67	0.22	190	R								NA		NA			1999
				From:	67-1024											
				To:	67-1022											
1010 67	0.07	50	R								NA		NA			1999
				From:	67-1022											
				To:	Dead End; Gap Terminus											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1010 87	0.13	80	R			From: 67-1021 Gap Terminus					NA		NA			1999
						To: 67-1005										
1011 87	0.40	580	R			From: 67-1026					NA		NA			03/18/2002
1011 87	0.10	60	R			From: Dead End; Gap Terminus					NA		NA			03/18/2002
						To: 67-1005										
1012 87	0.07	230	R			From: 67-1030					NA		NA			03/18/2002
1012 87	0.09	70	R			From: 67-1028 Gap Terminus					NA		NA			03/18/2002
						To: 67-1027 Gap Terminus										
						To: 67-1026										
1013 87	0.22	160	R			From: 67-1028					NA		NA			03/18/2002
1013 87	0.09	170	R			From: 67-1026					NA		NA			03/18/2002
						To: 67-618										
1014 87	0.27	180	R			From: Dead End					NA		NA			03/18/2002
						To: 67-1026										
1015 87	0.17	180	R			From: 67-619					NA		NA			03/11/2002
1015 87	0.06	20	R			From: 67-1039					NA		NA			03/11/2002
						To: Dead End										
1016 87	0.08	60	R			From: Dead End					NA		NA			03/11/2002
1016 87	0.10	140	R			From: 67-1019					NA		NA			03/11/2002
						To: 67-1025										
1017 87	0.10	80	R			From: 67-1019					NA		NA			03/11/2002
						To: 67-1025										
1018 87	0.09	230	R			From: 67-1011					NA		NA			03/18/2002
						To: 67-1019										
1019 87	0.07	110	R			From: 67-1018					NA		NA			03/11/2002
1019 87	0.05	60	R			From: 67-1017					NA		NA			03/11/2002
						To: 67-1016										
1020 87	0.06	190	R			From: US 460					NA		NA			03/18/2002
1020 87	0.34	190	R			From: 67-1023					NA		NA			03/18/2002
						To: 67-1005										
1021 87	0.21	210	R			From: 67-1020					NA		NA			03/18/2002
1021 87	0.07	100	R			From: 67-1009					NA		NA			03/18/2002
						To: 67-1010										
1022 87	0.06	600	R			From: 67-1020					NA		NA			1999
						To: US 460										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1022 67	0.14	790	R			From: US 460					NA			NA		1999
1022 67	0.26	740	R			From: 67-1009					NA			NA		1999
1022 67	0.03	390	R			From: 67-1047					NA			NA		1999
1022 67	0.03	230	R			From: 67-1050					NA			NA		1999
						To: Dead End										
1023 67	0.05	190	R			From: 67-1020					NA			NA		03/18/2002
1023 67	0.34	320	R			From: US 460					NA			NA		03/18/2002
1023 67	0.06	70	R			From: 67-1046					NA			NA		03/18/2002
						To: 67-1047										
1024 67	0.07	120	R			From: 67-1048					NA			NA		02/20/2002
1024 67	0.14	70	R			From: US 460					NA			NA		03/18/2002
1024 67	0.06	180	R			From: 67-1009					NA			NA		03/18/2002
						To: 67-1010										
1025 67	0.14	1400	R			From: US 460					NA			NA		1999
1025 67	0.24	1700	R			From: 67-1009					NA			NA		1999
1025 67	0.05	2000	R			From: 67-1016					NA			NA		1999
						To: 67-618; 67-619										
1026 67	0.07	950	R			From: US 460					NA			NA		1999
1026 67	0.43	480	R			From: 67-1001					NA			NA		1999
						To: 67-619										
1027 67	0.14	500	R			From: US 460					NA			NA		03/18/2002
1027 67	0.10	300	R			From: 67-1009; 67-1028					NA			NA		03/18/2002
1027 67	0.14	190	R			From: 67-1012					NA			NA		03/18/2002
						To: 67-1014										
1028 67	0.16	320	R			From: 67-1009; 67-1027					NA			NA		03/20/2002
						To: 67-1013										
1029 67	0.18	150	R			From: 67-1001; 67-1032					NA			NA		03/18/2002
						To: 67-1028										
1030 67	0.06	120	R			From: 67-1001					NA			NA		03/18/2002
1030 67	0.07	60	R			From: 67-1029					NA			NA		03/18/2002
						To: 67-1012										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Crewe																
1031 67	0.07	60	R			From: US 460					NA		NA			03/18/2002
						To: 67-1001										
1032 67	0.07	80	R			From: US 460					NA		NA			03/18/2002
						To: 67-1001; 67-1029										
1033 67	0.07	200	R			From: US 460					NA		NA			03/18/2002
						To: 67-1001										
1033 67	0.29	390	R			From: 67-1001					NA		NA			03/18/2002
						To: Dead End										
1034 67	0.07	120	R			From: US 460					NA		NA			03/18/2002
						To: 67-1001										
1034 67	0.07	47	R			From: 67-1001					NA		NA			03/18/2002
						To: Dead End										
1035 67	0.20	80	R			From: US 460					NA		NA			03/20/2002
						To: OLD NCL Crewe										
1036 67	0.07	80	R			From: US 460					NA		NA			03/20/2002
						To: 67-1001										
1037 67	0.07	180	R			From: US 460					NA		NA			03/20/2002
						To: 67-1001										
1038 67	0.07	660	R			From: US 460					NA		NA			03/18/2002
						To: 67-1001										
1038 67	0.07	390	R			From: 67-1001					NA		NA			03/18/2002
						To: 67-1009										
1038 67	0.16	130	R			From: 67-1009					NA		NA			03/18/2002
						To: Dead End										
1039 67	0.07	60	R			From: 67-618					NA		NA			03/11/2002
						To: 67-1007										
1039 67	0.08	49	R			From: 67-1007					NA		NA			03/11/2002
						To: 67-1015										
1040 67	0.35	90	R			From: 67-1002					NA		NA			1999
						To: 67-1043										
1041 67	0.13	90	R			From: US 460					NA		NA			03/20/2002
						To: 67-1040										
1042 67	0.13	110	R			From: US 460					NA		NA			03/20/2002
						To: 67-1040										
1043 67	0.13	290	R			From: 35-460					NA		NA			1999
						To: 67-1040										
1044 67	0.41	340	R			From: 67-630					NA		NA			03/20/2002
						To: US 460										
1046 67	0.04	60	R			From: Dead End					NA		NA			03/18/2002
						To: 67-1005										

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						2Axle	3+Axle	1Trail	2Trail								
Town of Crewe																	
1046 67	0.37	130	R	From: 67-1005							NA			NA			03/18/2002
				To: 67-1023													
1047 67	0.12	60	R	From: 67-1023							NA			NA			03/18/2002
				To: 67-1022													
1048 67	0.06	30	R	From: Dead End							NA			NA			02/20/2002
				To: 67-1024													
1048 67	0.04	40	R	From: 67-1024							NA			NA			02/20/2002
				To: Dead End													
1050 67	0.07	90	R	From: Dead End							NA			NA			03/18/2002
				To: 67-1022													