2020
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
171

Town of Bowling Green

Information in this report is included in Report

16

(Caroline County)

Prepared By

Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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.

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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 buses.

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
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Bowling Green

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
2 301 Richmond Tpke	From: SCL Bowling Green Town of Bowling Green (Maint: 16) To: Bus US 301	0.11	**4400**	**N**	91%	1%	1%	2%	5%	0%	N	0.092	F	0.603	4300	N
Bus 2 301 Main St	From: SCL Bowling Green Town of Bowling Green (Maint: 16) To: Bus SR 207	0.74	**3700**	**G**	97%	0%	1%	1%	1%	0%	C	0.089	F	0.561	3600	G
2 Main St	From: Bus US 301, Bus SR 207 Town of Bowling Green (Maint: 16) To: NCL Bowling Green	0.39	**4900**	**G**	96%	0%	1%	1%	2%	0%	F	0.087	F	0.547	4900	G
Bus 207 W Broaddus Ave	From: WCL Bowling Green Town of Bowling Green (Maint: 16) To: Bus US 301, SR 2 Main St	0.73	**4100**	**G**	97%	0%	1%	0%	1%	0%	C	0.083	F	0.519	4000	G
301 2 Richmond Tpke	From: SCL Bowling Green Town of Bowling Green (Maint: 16) To: Bus US 301 Main St	0.11	**4400**	**N**	91%	1%	1%	2%	5%	0%	N	0.092	F	0.603	4300	N
301 Richmond Tpke	From: Town of Bowling Green (Maint: 16) To: SR 207	0.23	**4400**	**N**	91%	1%	1%	2%	5%	0%	N	0.092	F	0.603	4300	N
301 Richmond Tpke	From: Town of Bowling Green (Maint: 16) To: Bus US 301, Bus SR 207 Broaddus Ave	1.03	**6500**	**G**	92%	1%	1%	1%	6%	0%	F	0.094	F	0.519	6300	G
301 A P Hill Blvd	From: Town of Bowling Green (Maint: 16) To: NCL Bowling Green; 16-608 Lakewood Rd	0.98	**7400**	**G**	92%	1%	1%	1%	6%	0%	F	0.094	F	0.509	7200	G
Bus 301 2 Main St	From: SCL Bowling Green Town of Bowling Green (Maint: 16) To: Bus SR 207	0.74	**3700**	**G**	97%	0%	1%	1%	1%	0%	C	0.089	F	0.561	3600	G
Bus 301 E Broaddus Ave	From: SR 2 Main St Town of Bowling Green (Maint: 16) To: ECL Bowling Green	0.27	**2500**	**G**	97%	0%	1%	1%	1%	0%	F	0.090	F	0.654	2500	G

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Town of Bowling Green																
605 16 Paige Rd	0.04	**450**	**G**	97%	0%	0%	1%	2%	0%	C	0.109	F	0.533	440	G	2020
From: NCL Bowling Green To: SR 2 Main St																
608 16 Lakewood Rd	0.01	**390**	**R**								NA			NA		10/01/2001
From: ECL Bowling Green To: US 301 E, A P Hill Blvd																
608 16 Lakewood Rd	0.44	**110**	**R**								NA			NA		09/25/2019
From: US 301 E, A P Hill Blvd To: WCL Bowling Green																
608 16 Lakewood Rd	0.35	**150**	**R**								NA			NA		10/01/2001
From: NCL Bowling Green To: US 301 BUS WEST																
619 16 Milford St	0.55	**780**	**G**	98%	1%	1%	0%	0%	0%	C	0.105	F	0.522	770	G	2020
From: WCL Bowling Green To: Bus US 301																
619 16 Chase St	0.06	**990**	**G**	97%	0%	1%	1%	1%	0%	F	0.099	F	0.669	980	G	2020
From: Bus US 301 To: 16-1205 Ennis St																
619 16 Chase St	0.28	**580**	**G**	97%	0%	1%	1%	1%	0%	C	0.094	F	0.554	570	G	2020
From: 16-1205 Ennis St To: US 301 Richmond Tpke																
1201 16 Maury Ave	0.48	**460**	**R**								NA			NA		09/23/2019
From: 16-1216 Elliotte Dr To: Bus US 301																
1202 16 Anderson Ave	0.21	**1000**	**R**								NA			NA		09/23/2019
From: 16-619 Mildford St To: SR 207 Broaddus Ave																
1202 16 Anderson Ave	0.08	**150**	**R**								NA			NA		09/23/2019
From: SR 207 Broaddus Ave To: WCL Bowling Green																
1203 16 Davis Ct	0.10	**820**	**R**								NA			NA		09/23/2019
From: Bus US 301 To: Dead End																
1204 16 Courthouse Lane	0.06	**1100**	**R**								NA			NA		09/23/2019
From: Bus US 301 To: 16-1205 Ennis St																
1204 16 Courthouse Lane	0.05	**1100**	**R**								NA			NA		09/23/2019
From: 16-1205 Ennis St To: 16-1229 Travis St																
1204 16 Courthouse Lane	0.16	**560**	**R**								NA			NA		09/23/2019
From: 16-1229 Travis St To: US 301; FR-813																
1205 16 Ennis St	0.10	**420**	**R**								NA			NA		09/23/2019
From: 16-619 Chase St To: 16-1204 Courthouse Lane																
1206 16 Butler St	0.11	**430**	**R**								NA			NA		09/23/2019
From: 16-619 Chase St To: 16-1204 Courthouse Lane																
1207 16 Cary St	0.07	**200**	**R**								NA			NA		09/23/2019
From: SCL Bowling Green To: Bus US 301																
1208 16 Hoomes Circle	0.07	**30**	**R**								NA			NA		09/23/2019
From: 16-1211 S, Hoomes Circle To: SCL Bowling Green																
1208 16 Hoomes Circle	0.03	**50**	**R**								NA			NA		09/23/2019
From: SCL Bowling Green To: 16-1211 N, Hoomes Circle																
1209 16 Coghill St	0.13	**80**	**R**								NA			NA		09/23/2019
From: 16-619 Milford St To: Dead End																
1210 16 Martin St	0.26	**160**	**R**								NA			NA		09/23/2019
From: 16-619 Milford St To: SR 207 Broaddus Ave																

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Town of Bowling Green																
(1211 16) Hoomes Circle	0.12	**30**	**R**								NA			NA		09/23/2019
From: 16-1208 Hoomes Circle To: 16-1212 Alsop Lane																
(1211 16) Hoomes Circle	0.08	**20**	**R**								NA			NA		09/23/2019
From: 16-1212 Alsop Lane To: 16-1208 Hoomes Circle																
(1212 16) Alsop Lane	0.08	**20**	**R**								NA			NA		09/23/2019
From: Dead End To: 16-1211 Hoomes Circle																
(1213 16) Sunset Dr	0.12	**70**	**R**								NA			NA		09/23/2019
From: Dead End To: Bus US 301																
(1214 16) County St	0.04	**200**	**R**								NA			NA		09/24/2019
From: 16-619 Chase St To: Dead End																
(1215 16) White St	0.09	**340**	**R**								NA			NA		09/25/2019
From: 16-1201 Maury St To: 16-619 Milford St																
(1216 16) Elliotte Dr	0.03	**30**	**R**								NA			NA		09/23/2019
From: Dead End To: 16-1201 Maury St																
(1216 16) Elliotte Dr	0.04	**160**	**R**								NA			NA		09/25/2019
From: 16-1201 Maury St To: 16-619 Milford St																
(1217 16) Oak Ridge St	0.19	**150**	**R**								NA			NA		09/25/2019
From: Bus US 301 To: 16-1229 Travis St																
(1220 16) Lafayette Ave	0.26	**130**	**R**								NA			NA		09/17/2019
From: Bus US 301 To: Cul-de-Sac																
(1221 16) Dorsey St	0.12	**120**	**R**								NA			NA		09/17/2019
From: Dead End To: Bus US 301																
(1222 16) Lee St	0.18	**130**	**R**								NA			NA		04/30/2019
From: 16-1202 Anderson Ave To: SR 207 Broaddus Ave																
(1227 16) Gill St	0.21	**120**	**R**								NA			NA		09/17/2019
From: Bus US 301 To: Cul-de-Sac																
(1228 16) Cedar Lane	0.05	**49**	**R**								NA			NA		09/17/2019
From: 16-1229 Travis St To: ECL Bowling Green																
(1229 16) Travis St	0.39	**260**	**R**								NA			NA		09/17/2019
From: 16-1204 Court House Lane To: Bus US 301																
(1231 16) Virginia Ave	0.16	**80**	**R**								NA			NA		09/17/2019
From: 16-1217 Oak Ridge St To: 16-1229 Travis St																
(1231 16) Virginia Ave	0.27	**90**	**R**								NA			NA		04/18/2019
From: 16-1229 Travis St To: Dead End																
(1240 16) Wagon Wheel Rd	0.03	**160**	**N**								NA			NA		09/23/2019
From: SCL Bowling Green To: US 301, A P Hill Blvd																
(1250 16) Meadow Lane	0.18	**380**	**R**								NA			NA		09/23/2019
From: Cul-de-Sac To: 16-619 Chase St																

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Town of Bowling Green																
(1251 16) Roper Dr		**220**	From: 16-1250 Meadow Lane **R** To: End of Loop								NA			NA		09/23/2019
(1252 16) Dickinson Dr	0.20	**100**	From: Dead End **R** To: 16-1250 Meadow Lane								NA			NA		09/23/2019
Caroline County																
(9080 16) <public school office>	0.17	**320**	From: US 301 Bowling Green **R** To: US 301 Jr High								NA			NA		09/25/2019