

**2017**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**245**

Town of Jonesville

Information in this report is included in Report

**52**

(Lee 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.

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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
-  Bypass - 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  
 2017  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Jonesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Jonesville															
 58	Town of Jonesville (Maint: 52)	0.95	<b>5200</b>	<b>N</b>	95%	1%	1%	1%	3%	0%	N	0.107	0.59	5300	N	
	To: ALT US 58															
 58 Wilderness Rd	Town of Jonesville (Maint: 52)	0.74	<b>4400</b>	<b>G</b>	93%	1%	1%	1%	4%	0%	F	0.092	0.518	4600	G	
	To: ECL Jonesville															
ALT	From: US 58 Jones St															
 58 Main St	Town of Jonesville (Maint: 52)	0.59	<b>6000</b>	<b>G</b>	96%	1%	1%	1%	2%	0%	C	0.100	0.565	6300	G	
	To: NCL Jonesville															
	From: SCL Jonesville															
 70	Town of Jonesville (Maint: 52)	0.04	<b>760</b>	<b>N</b>	97%	1%	1%	0%	1%	0%	N	0.099	0.621	790	N	
	To: US 58															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jonesville</b>																
648 52 Ridgeview Rd	0.20	690	R								0.129	0.603	NA			10/09/2014
			From: SCL Jonesville													
			To: US 58; 52-1200 Martin Subdivision Rd													
648 52 Town Branch Rd	0.55	1300	R								NA		NA			10/09/2014
			From: US 58; 52-1200													
			To: NCL Jonesville													
649 52 Park St	0.32	780	R								NA		NA			12/02/2014
			From: Dead End													
			To: US 58 S, Jones St													
649 52 Park St	0.08	1000	R								NA		NA			10/09/2014
			From: US 58 N, Alt US 58													
			To: 52-1201 Institute St													
649 52 Collins Rd	0.22	840	R								NA		NA			10/09/2014
			From: 52-1225 Church St													
			To: 52-1225 Park St													
649 52 Collins Rd	0.05	160	R								NA		NA			10/09/2014
			From: NCL Jonesville													
			To: NCL Jonesville													
650 52 Harlan Rd	0.40	240	G	96%	1%	1%	2%	0%	0%	C	0.118	0.645	250	G		2017
			From: US 58 Main St													
			To: NCL Jonesville													
864 52 Bus Shop Rd	0.07	590	R								NA		NA			09/05/2014
			From: SR 70 Trail of the Lonesome Pine													
			To: SCL Jonesville													
1200 52 Martin Subdivision Rd	0.68	140	R								NA		NA			10/09/2014
			From: US 58; 52-648													
			To: Dead End													
1201 52 Institute St	0.35	480	R								NA		NA			10/09/2014
			From: 52-650 Harlan Rd													
			To: 52-649 Park St													
1201 52 Institute St	0.07	510	R								NA		NA			10/09/2014
			From: 52-1205 Church St													
			To: Dead End													
1201 52 Institute St	0.10	330	R								NA		NA			10/09/2014
			From: Dead End													
			To: US 58													
1202 52 Ely St	0.07	110	R								NA		NA			10/09/2014
			From: 52-1201 Institute St													
			To: Dead End													
1203 52 Russell St	0.35	240	R								NA		NA			10/09/2014
			From: US 58													
			To: US 58 Jones St													
1204 52 Cunningham St	0.12	110	R								NA		NA			10/09/2014
			From: 52-648 Town Branch Rd													
			To: US 58 Jones St													
1205 52 Church St	0.03	520	R								NA		NA			12/04/2014
			From: Alt US 58													
1205 52 Church St	0.08	890	R								NA		NA			10/09/2014
			From: 52-1201 Institute St													
1205 52 Church St	0.15	180	R								NA		NA			10/09/2014
			From: Dead End													
			To: US 58 Jones St													
1206 52 Palace Pl	0.03	1600	R								NA		NA			10/09/2014
			From: Alt US 58													
1206 52 Palace Pl	0.08	390	R								NA		NA			10/09/2014
			From: 52-1201 Institute St													
			To: 52-1210 Fourth St													
1207 52 Carlisle St	0.22	80	R								NA		NA			12/02/2014
			From: 52-1208 Second St													



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jonesville</b>																
1207 52 Carlisle St	0.05	160	R								NA			NA		12/02/2014
1208 52 Second St	0.10	100	R								NA			NA		10/09/2014
1209 52 Third St	0.10	30	R								NA			NA		12/02/2014
1210 52 Fourth St	0.12	130	R								NA			NA		12/02/2014
1211 52 Johnson St	0.08	60	R								NA			NA		12/02/2014
1212 52 Holmes St	0.28	260	R								NA			NA		12/02/2014
1213 52 Martin St	0.18	210	R								NA			NA		10/09/2014
1213 52 Martin St	0.12	140	R								NA			NA		10/09/2014
1214 52 Joslyn St	0.26	120	R								NA			NA		10/09/2014
1215 52 Harless Ave	0.15	48	R								NA			NA		12/02/2014
1216 52 Second Ave	0.06	30	R								NA			NA		10/09/2014
1217 52 Central St	0.17	110	R								NA			NA		12/02/2014
1218 52 Randolph Ave	0.17	80	R								NA			NA		12/02/2014
1218 52 Randolph Ave	0.11	110	R								NA			NA		12/02/2014
1219 52 Gibson St	0.11	70	R								NA			NA		12/02/2014
1220 52 Fitts Lane	0.06	80	R								NA			NA		10/09/2014
1221 52 Crest Dr	0.12	50	R								NA			NA		08/08/2014
1223 52 Chapell St	0.18	980	R								NA			NA		10/28/2014
1223 52 Chapell St	0.13	1400	R								NA			NA		10/28/2014

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Jonesville</b>																
1224 52 Turner St	0.08	70	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1223 Chapell St										
1225 52 Park St	0.51	200	R			From: 52-649 Park St					NA			NA		10/09/2014
						To: Cul-de-Sac										
1226 52 Third St	0.12	40	R			From: 52-1238 Emmy Collins St					NA			NA		12/02/2014
						To: NCL Jonesville										
1227 52 Third St	0.05	50	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1238 Emmy Collins St										
1228 52 Dale St	0.06	130	R			From: 52-1218 Randolph Ave					NA			NA		12/02/2014
						To: 52-1229 Dale St										
1229 52 Dale St	0.13	180	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1228 Dale St										
1237 52 Lombardi Lane	0.03	10	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1226 Third St										
1238 52 Emmy Collins St	0.07	8	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1227 Third St										
1238 52 Emmy Collins St	0.05	48	R			From: 52-1226 Third St					NA			NA		12/02/2014
						To: 52-1226 Third St										
1240 52 Moody Dr	0.08	100	R			From: Dead End					NA			NA		12/02/2014
						To: 52-1223 Chapell St										
9710 52 Middle School Rd	0.18	500	R			From: US 58					NA			NA		12/02/2014
						To: Jonesville Middle School										