

**2007**

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

where available

**Special Locality Report**

**187**

Town of Chatham

Information in this report is included in Report

**71**

(Pittsylvania 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.

**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

- North  
 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  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 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  
 2007  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Chatham

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Chatham															
29	Town of Chatham (Maint: 71)	0.03	1600	N	82%	1%	1%	1%	14%	1%	N	0.079	N	0.538	16000	N
	To: Bus US 29 South Main St															
29	Town of Chatham (Maint: 71)	0.76	11000	G	82%	1%	1%	1%	14%	1%	F	0.078	F	0.533	11000	G
	To: NCL Chatham															
Bus 29	From: US 29 South of Chatham															
29 S Main St	Town of Chatham (Maint: 71)	1.36	6600	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.545	6800	G
	To: SR-57 S, Halifax Rd															
Bus 29 57	From: SR-57 S, Halifax Rd															
29 57 S Main St	Town of Chatham (Maint: 71)	0.19	6600	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.545	6800	N
	To: SR-57 N, Depot St															
Bus 29	From: SR-57 N, Depot St															
29 N Main St	Town of Chatham (Maint: 71)	0.90	4000	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.563	4100	G
	To: NCL Chatham															
	From: WCL Chatham															
57 Depot St	Town of Chatham (Maint: 71)	0.52	4100	N	89%	1%	2%	2%	6%	0%	N	0.087	N	0.567	4200	N
	To: Bus US 29; Main St															
Bus 57 29	From: BUS US 29															
57 29 S Main St	Town of Chatham (Maint: 71)	0.19	6600	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.545	6800	N
	To: BUS US 29															
	From: Bus US 29; Main St															
57 Halifax Rd	Town of Chatham (Maint: 71)	0.18	1300	G	96%	1%	2%	0%	1%	0%	C	0.129	F	0.584	1400	G
	To: ECL Chatham															

Virginia Department of Transportation  
 Traffic Engineering Division  
 2007  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Chatham

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chatham</b>																
(632) Haymes Lane	0.48	2	R											NA		08/08/2006
(685) Hurt St	0.13	300	R											NA		10/07/2003
(685) Hurt St	0.44	970	G	98%	0%	1%	0%	1%	0%	C	0.099	F	0.505	990	G	2007
(694) Davis Rd	0.52	150	R											NA		08/29/2006
(694) Davis Rd	0.27	1200	R											NA		08/29/2006
(694) Woodland Heights	0.50	300	R											NA		08/29/2006
(1401) Pruden St	0.03	1600	R											NA		10/15/2003
(1401) Pruden St	0.03	1000	R											NA		10/15/2003
(1401) Pruden St	0.03	900	R											NA		10/15/2003
(1401) Pruden St	0.09	780	R											NA		10/15/2003
(1401) Pruden St	0.01	250	R											NA		10/15/2003
(1402) Carter St	0.09	1200	R											NA		10/07/2003
(1402) Whittle St	0.10	1500	R											NA		10/07/2003
(1402) Whittle St	0.09	640	R											NA		10/07/2003
(1402) Rison St	0.20	230	R											NA		10/07/2003
(1403) Whitehead St	0.06	610	R											NA		09/09/2003
(1403) Whitehead St	0.07	710	R											NA		09/09/2003
(1403) Whitehead St	0.37	910	R											NA		09/09/2003
(1404) Peach St	0.10	550	R											NA		10/15/2003
(1404) Peach St	0.15	550	R											NA		10/15/2003
(1404) Peach St	0.15	540	R											NA		10/15/2003
(1404) Peach St	0.19	570	R											NA		10/15/2003
(1404) Peach St	0.10	480	R											NA		10/15/2003



Virginia Department of Transportation  
Traffic Engineering Division  
2007  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Chatham

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chatham</b>																
(1405/71) Church Lane	0.07	200	R			From: 71-1407 Military Dr					NA			NA		10/07/2003
(1405/71) Church Lane	0.07	180	R			To: 71-1422 Hunt St					NA			NA		10/07/2003
(1405/71) Lanier Ave	0.22	430	R			From: Bus US 29					NA			NA		10/07/2003
(1405/71) Lanier Ave						To: 71-1404 Peach St										
(1406/71) Center St	0.13	770	R			From: 71-1407 Military Dr					NA			NA		10/07/2003
(1406/71) Center St						To: Bus US 29										
(1407/71) Military Dr	0.06	790	R			From: 71-1402 Whittle St					NA			NA		10/07/2003
(1407/71) Military Dr	0.07	800	R			To: 71-1406 Center St					NA			NA		10/07/2003
(1407/71) Military Dr	0.15	560	R			From: 71-1405 Church Lane					NA			NA		10/07/2003
(1407/71) Military Dr	0.24	310	R			To: 71-1410 Hargrave Blvd					NA			NA		10/07/2003
(1407/71) Military Dr						To: 71-685 Hurt St										
(1408/71) Reid St	0.22	1000	R			From: SR 57 Halifax Rd					NA			NA		10/07/2003
(1408/71) Reid St						To: 71-1401 Pruden St										
(1409/71) Spruce Hill St	0.19	120	R			From: 71-685 Hurt St					NA			NA		10/07/2003
(1409/71) Spruce Hill St						To: Bus US 29										
(1410/71) Hargrave Blvd	0.14	630	R			From: 71-1407 Military Dr					NA			NA		10/07/2003
(1410/71) Holt St	0.01	380	R			To: Bus US 29					NA			NA		10/15/2003
(1410/71) Holt St	0.14	110	R			From: 71-1413 Gilmer Dr					NA			NA		10/15/2003
(1410/71) Holt St	0.07	270	R			To: 71-1411 Catalpa Dr					NA			NA		10/15/2003
(1410/71) Holt St						To: 71-1404 Peach St										
(1411/71) Catalpa Dr	0.14	140	R			From: 71-1410 Holt St					NA			NA		10/15/2003
(1411/71) Catalpa Dr						To: 71-1412 Oak St										
(1412/71) Oak St	0.07	120	R			From: 71-1411 Catalpa Dr					NA			NA		10/15/2003
(1412/71) Oak St						To: 71-1404 Peach St										
(1413/71) Gilmer Dr	0.08	70	R			From: 71-1410 Holt St					NA			NA		10/15/2003
(1413/71) Gilmer Dr						To: Bus US 29										
(1414/71) Whittle St	0.19	70	R			From: Dead End					NA			NA		10/07/2003
(1414/71) Whittle St						To: 71-1402 Rison St; Whittle St										
(1415/71) Bank St	0.03	1400	R			From: 71-1402 Whittle St; Carter St					NA			NA		07/12/2003
(1415/71) Bank St						To: US 29 BUS; Gap										
(1415/71) Court Place	0.07	580	R			From: 71-1419 Gap					NA			NA		07/22/2003
(1415/71) Court Place						To: 71-1418 Bank St										
(1416/71) Sugar Hill Rd	0.26	370	R			From: 71-1403 Whitehead St					NA			NA		07/22/2003
(1416/71) Sugar Hill Rd						To: SR 57 Depot St										

Virginia Department of Transportation  
Traffic Engineering Division  
2007  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Chatham

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chatham</b>																
(1418/71) Bank St	0.03	530	R			From: 71-1401 Pruden St					NA			NA		06/20/2003
						To: 71-1415 Court Place										
(1419/71) Payne St	0.03	140	R			From: Dead End					NA			NA		06/20/2003
						To: 71-1401 Pruden St										
(1419/71) Payne St	0.04	250	R			From: 71-1401 Pruden St					NA			NA		06/20/2003
						To: 71-1415 Court Place										
(1420/71) Oakland Dr	0.20	370	R			From: 71-694 W, Davis Rd					NA			NA		06/20/2003
						To: 71-1426 N, Hedrick Dr										
(1420/71) Oakland Dr	0.10	320	R			From: 71-1426 N, Hedrick Dr					NA			NA		06/20/2003
						To: 71-1426 S, Hedrick Dr										
(1420/71) Oakland Dr	0.02	440	R			From: 71-1426 S, Hedrick Dr					NA			NA		06/20/2003
						To: 71-694 E, Davis Rd										
(1421/71) Jefferson Rd	0.21	90	R			From: 71-694 Davis Rd					NA			NA		06/24/2003
						To: Dead End										
(1422/71) Hunt St	0.09	100	R			From: 71-1405 Church Lane					NA			NA		10/07/2003
						To: Dead End										
(1423/71) Washington Court	0.03	48	R			From: 71-694 Davis Rd					NA			NA		06/24/2003
						To: Dead End										
(1424/71) Paul Rd	0.23	210	R			From: SR 57 Depot St					NA			NA		06/24/2003
						To: Dead End										
(1426/71) Hedrick Dr	0.25	210	R			From: 71-1420 Oakland Dr					NA			NA		06/17/2003
						To: 71-1420 Oakland Dr										
(1427/71) Minor Rd	0.12	100	R			From: Dead End					NA			NA		06/17/2003
						To: Bus US 29										
(1440/71) Depot St	0.29	240	R			From: 71-1403 Whitehead St					NA			NA		10/07/2003
						To: SR 57 Depot St										
(1441/71) Lynn St	0.12	170	R			From: US 29 BUS; 71-1404					NA			NA		10/15/2003
						To: Dead End										
(1443/71) Evergreen Rd	0.20	50	R			From: Bus US 29					NA			NA		06/10/2003
						To: Dead End										
(1449/71) Aston Place	0.08	90	R			From: 71-1402 Rison St					NA			NA		10/07/2003
						To: Dead End										
(1460/71) Catalpa Dr	0.13	300	R			From: 71-1411; 71-1412					NA			NA		08/28/2006
						To: 71-685 Hurt St										
(9323/71) Chatham Elementary La	0.06	340	R			From: Chatham Elem Sch					NA			NA		10/07/2003
						To: Bus US 29										
(9495/71) Central School Lane	0.25	670	R			From: Central Elem Sch					NA			NA		11/17/2003
						To: Bus US 29										