

**2020**

**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**

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.

## 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 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  
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  
 2020  
 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															
	Town of Chatham (Maint: 71)	0.03	<b>17000</b>	<b>N</b>	84%	1%	1%	1%	12%	1%	N	0.095	F	0.511	16000	N
	To: Bus US 29 South Main St															
	Town of Chatham (Maint: 71)	0.76	<b>12000</b>	<b>G</b>	84%	1%	1%	1%	12%	1%	F	0.080	F	0.511	12000	G
	To: NCL Chatham															
Bus	From: US 29 South of Chatham															
	S Main St	Town of Chatham (Maint: 71)	1.36	<b>5200</b>	<b>G</b>	97%	0%	1%	1%	0%	C	0.098	F	0.556	5100	G
Bus	From: SR-57 S, Halifax Rd															
 	S Main St	Town of Chatham (Maint: 71)	0.19	<b>5200</b>	<b>N</b>	97%	0%	1%	1%	0%	N	0.098	F	0.556	5100	N
Bus	From: SR-57 N, Depot St															
	N Main St	Town of Chatham (Maint: 71)	0.90	<b>3200</b>	<b>G</b>	97%	0%	1%	1%	0%	F	0.094	F	0.621	3200	G
	To: NCL Chatham															
	From: WCL Chatham															
	Depot St	Town of Chatham (Maint: 71)	0.52	<b>3400</b>	<b>N</b>	90%	1%	2%	1%	6%	N	0.090	F	0.615	3300	N
	To: Bus US 29 N, S Main St															
Bus	From: BUS US 29															
 	S Main St	Town of Chatham (Maint: 71)	0.19	<b>5200</b>	<b>N</b>	97%	0%	1%	1%	0%	N	0.098	F	0.556	5100	N
	To: BUS US 29															
	From: Bus US 29 S, S Main St															
	Halifax Rd	Town of Chatham (Maint: 71)		<b>1300</b>	<b>G</b>	95%	1%	1%	0%	3%	C	0.089	F	0.588	1200	G
	To: ECL Chatham															



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chatham</b>																
(F632) Haymes Lane	0.48	20	R								NA			NA		07/31/2018
(685) Hurt St	0.13	360	R								NA			NA		07/14/2015
(685) Hurt St	0.44	760	G	97%	0%	1%	0%	1%	0%	C	0.132	F	0.526	750	G	2020
(694) Davis Rd	0.52	270	R								NA			NA		07/31/2018
(694) Davis Rd	0.27	910	R								NA			NA		07/31/2018
(694) Woodland Heights	0.50	340	R								NA			NA		07/31/2018
(1401) Pruden St	0.03	940	R								NA			NA		07/16/2015
(1401) Pruden St	0.03	840	R								NA			NA		07/16/2015
(1401) Pruden St	0.03	1300	R								NA			NA		07/16/2015
(1401) Pruden St	0.09	740	R								NA			NA		07/16/2015
(1401) Pruden St	0.01	300	R								NA			NA		07/16/2015
(1402) Carter St	0.09	980	R								NA			NA		07/14/2015
(1402) Whittle St	0.10	850	R								NA			NA		07/14/2015
(1402) Whittle St	0.09	440	R								NA			NA		07/14/2015
(1402) Rison St	0.20	170	R								NA			NA		07/14/2015
(1403) Whitehead St	0.06	580	R								NA			NA		07/16/2015
(1403) Whitehead St	0.07	610	R								NA			NA		07/16/2015
(1403) Whitehead St	0.37	850	R								NA			NA		07/16/2015
(1404) Peach St	0.10	520	R								NA			NA		07/16/2015
(1404) Peach St	0.15	520	R								NA			NA		07/16/2015
(1404) Peach St	0.15	490	R								NA			NA		07/16/2015
(1404) Peach St	0.19	530	R								NA			NA		07/16/2015
(1404) Peach St	0.10	510	R								NA			NA		07/16/2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chatham</b>																
1405 71	Church Lane	0.07	110	R		From: 71-1407 Military Dr					NA			NA		12/03/2015
1405 71	Church Lane	0.07	180	R		To: 71-1422 Hunt St					NA			NA		12/03/2015
1405 71	Lanier Ave	0.22	400	R		From: Bus US 29					NA			NA		12/03/2015
1405 71	Lanier Ave	0.22	400	R		To: 71-1404 Peach St					NA			NA		12/03/2015
1406 71	Center St	0.13	640	R		From: 71-1407 Military Dr					NA			NA		07/14/2015
1406 71	Center St	0.13	640	R		To: Bus US 29					NA			NA		07/14/2015
1407 71	Military Dr	0.06	530	R		From: 71-1402 Whittle St					NA			NA		07/14/2015
1407 71	Military Dr	0.07	630	R		To: 71-1406 Center St					NA			NA		07/14/2015
1407 71	Military Dr	0.15	450	R		From: 71-1405 Church Lane					NA			NA		07/14/2015
1407 71	Military Dr	0.24	260	R		To: 71-1410 Hargrave Blvd					NA			NA		07/14/2015
1407 71	Military Dr	0.24	260	R		From: 71-685 Hurt St					NA			NA		07/14/2015
1408 71	Reid St	0.22	970	R		From: SR 57 Halifax Rd					NA			NA		07/16/2015
1408 71	Reid St	0.22	970	R		To: 71-1401 Pruden St					NA			NA		07/16/2015
1409 71	Spruce Hill St	0.19	90	R		From: 71-685 Hurt St					NA			NA		07/14/2015
1409 71	Spruce Hill St	0.19	90	R		To: Bus US 29					NA			NA		07/14/2015
1410 71	Hargrave Blvd	0.14	510	R		From: 71-1407 Military Dr					NA			NA		07/14/2015
1410 71	Hargrave Blvd	0.14	510	R		To: Bus US 29					NA			NA		07/16/2015
1410 71	Holt St	0.01	250	R		From: 71-1413 Gilmer Dr					NA			NA		07/16/2015
1410 71	Holt St	0.14	160	R		To: 71-1411 Catalpa Dr					NA			NA		07/16/2015
1410 71	Holt St	0.07	230	R		From: 71-1404 Peach St					NA			NA		07/16/2015
1410 71	Holt St	0.07	230	R		To: 71-1404 Peach St					NA			NA		07/16/2015
1411 71	Catalpa Dr	0.14	130	R		From: 71-1410 Holt St					NA			NA		07/16/2015
1411 71	Catalpa Dr	0.14	130	R		To: 71-1412 Oak St					NA			NA		07/16/2015
1412 71	Oak St	0.07	120	R		From: 71-1411 Catalpa Dr					NA			NA		07/16/2015
1412 71	Oak St	0.07	120	R		To: 71-1404 Peach St					NA			NA		07/16/2015
1413 71	Gilmer Dr	0.08	45	R		From: 71-1410 Holt St					NA			NA		07/16/2015
1413 71	Gilmer Dr	0.08	45	R		To: Bus US 29					NA			NA		07/16/2015
1414 71	Whittle St	0.19	130	R		From: Dead End					NA			NA		07/14/2015
1414 71	Whittle St	0.19	130	R		To: 71-1402 Rison St; Whittle St					NA			NA		07/14/2015
1415 71	Bank St	0.03	970	R		From: 71-1402 Whittle St; Carter St					NA			NA		07/14/2015
1415 71	Bank St	0.03	970	R		To: Bus US 29; Gap					NA			NA		07/14/2015
1415 71	Court Place	0.07	480	R		From: 71-1419 Gap					NA			NA		07/16/2015
1415 71	Court Place	0.07	480	R		To: 71-1418 Bank St					NA			NA		07/16/2015
1416 71	Sugar Hill Rd	0.26	260	R		From: 71-1403 Whitehead St					NA			NA		07/16/2015
1416 71	Sugar Hill Rd	0.26	260	R		To: SR 57 Depot St					NA			NA		07/16/2015

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<b>Town of Chatham</b>													
1418 71 Bank St	0.03	520	R			From: 71-1401 Pruden St To: 71-1415 Court Place		NA			NA		07/16/2015
1419 71 Payne St	0.03	160	R			From: Dead End To: 71-1401 Pruden St		NA			NA		07/16/2015
1419 71 Payne St	0.04	250	R			From: 71-1401 Pruden St To: 71-1415 Court Place		NA			NA		07/16/2015
1420 71 Oakland Dr	0.20	310	R			From: 71-694 W, Davis Rd To: 71-1426 N, Hedrick Dr		NA			NA		07/20/2015
1420 71 Oakland Dr	0.10	250	R			From: 71-1426 N, Hedrick Dr To: 71-1426 S, Hedrick Dr		NA			NA		07/20/2015
1420 71 Oakland Dr	0.02	380	R			From: 71-1426 S, Hedrick Dr To: 71-694 E, Davis Rd		NA			NA		07/20/2015
1421 71 Jefferson Rd	0.21	160	R			From: 71-694 Davis Rd To: Dead End		NA			NA		07/20/2015
1422 71 Hunt St	0.09	90	R			From: 71-1405 Church Lane To: Dead End		NA			NA		07/14/2015
1423 71 Washington Court	0.03	40	R			From: 71-694 Davis Rd To: Dead End		NA			NA		07/20/2015
1424 71 Paul Rd	0.23	550	R			From: SR 57 Depot St To: Dead End		NA			NA		07/16/2015
1426 71 Hedrick Dr	0.25	160	R			From: 71-1420 Oakland Dr To: 71-1420 Oakland Dr		NA			NA		07/20/2015
1427 71 Minor Rd	0.12	80	R			From: Dead End To: Bus US 29		NA			NA		07/20/2015
1440 71 Depot St	0.29	200	R			From: 71-1403 Whitehead St To: SR 57 Depot St		NA			NA		07/16/2015
1441 71 Lynn St	0.12	160	R			From: Bus US 29; 71-1404 To: Dead End		NA			NA		07/14/2015
1443 71 Evergreen Rd	0.20	130	R			From: Bus US 29 To: Dead End		NA			NA		07/20/2015
1449 71 Aston Place	0.08	120	R			From: 71-1402 Rison St To: Dead End		NA			NA		07/14/2015
1460 71 Catalpa Dr	0.13	270	R			From: 71-1411; 71-1412 To: 71-685 Hurt St		NA			NA		07/31/2018
9323 71 Chatham Elementary Lane	0.06	120	R			From: Chatham Elem Sch To: Bus US 29		NA			NA		03/19/2015
<b>Pittsylvania County</b>													
9495 71 Central School Lane	0.25	570	R			From: Central Elem Sch To: Bus US 29		NA			NA		03/19/2015