

**2002**

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

where available

**Special Locality Report**

**189**

Town of Chilhowie

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.

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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’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 30<sup>th</sup> 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 Chilhowie

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
11	1.13	2700	N	96%	1%	From: WCL Chilhowie				N	0.114	N	0.603	2700	N	2002
11	1.51	7200	G	96%	1%	From: SR 107 Chilhowie				F	0.102	F	0.617	7300	G	2002
						To: ECL Chilhowie										
North 81	0.11	14000	G	74%	1%	From: SCL Chilhowie				F	0.069	F		14000	G	2002
	Combined Traffic:	32000	G	75%	1%	From: SR 107				F	0.069	F		32000	G	
North 81	0.45	15000	G	74%	1%	From: SR 107				F	0.074	F		16000	G	2002
	Combined Traffic:	31000	G	75%	1%	To: NCL Chilhowie				F	0.074	F		31000	G	
South 81	0.37	17000	G	77%	1%	From: SCL Chilhowie				F	0.069	F		18000	G	2002
	Combined Traffic:	32000	G	75%	1%	From: SR 107				F	0.069	F		32000	G	
South 81	0.15	15000	G	77%	1%	From: SR 107				F	0.077	F		15000	G	2002
	Combined Traffic:	31000	G	75%	1%	To: NCL Chilhowie				F	NA			31000	G	
107	0.32	11000	G	89%	1%	From: 86-762				F	0.08	F	0.504	11000	G	2002
107	0.79	5500	G	94%	0%	From: US 11				F	0.079	F	0.618	5600	G	2002
						To: NCL Chilhowie										
608 <sub>86</sub>	0.30	510	N			From: SCL Chilhowie					NA			0	N	1998
						To: 86-762										
639 <sub>86</sub>	0.18	1200	R			From: US 11					NA			NA		1998
						To: 86-731										
639 <sub>86</sub>	0.30	1100	R			From: 86-731					NA			NA		1998
						To: 86-640										
639 <sub>86</sub>	0.40	370	R			From: 86-640					NA			NA		1998
						To: SR 107										
640 <sub>86</sub>	0.34	590	R			From: 86-639					NA			NA		1998
						To: 86-736										
640 <sub>86</sub>	0.16	190	R			From: 86-736					NA			NA		1998
						To: Dead End										
731 <sub>86</sub>	0.25	530	R			From: 86-639					NA			NA		07/12/2001
						To: NCL CHILHOWIE										
731 <sub>86</sub>	0.90	2300	R			From: NCL CHILHOWIE					NA			NA		07/12/2001
						To: 86-774										
731 <sub>86</sub>	0.28	230	R			From: 86-774					NA			NA		07/12/2001
						To: US 11										
736 <sub>86</sub>	0.24	190	R			From: 86-640					NA			NA		07/12/2001
						To: 86-737										
736 <sub>86</sub>	0.08	60	R			From: 86-737					NA			NA		07/12/2001
						To: Dead End										
737 <sub>86</sub>	0.08	10	R			From: 86-736					NA			NA		07/12/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
762 <sub>86</sub>	0.68	5800	N	97%	1%	From: SCL Chilhowie				N	0.089	N	0.624	5900	N	2002
762 <sub>86</sub>	0.04	12000	G	97%	1%	From: 86-608				F	0.082	F	0.637	12000	G	2002
						To: I-81 NB Ramps										
774 <sub>86</sub>	0.12	2500	G	98%	0%	From: US 11				F	0.105	F	0.683	2500	G	2002
774 <sub>86</sub>	0.36	2000	G	98%	0%	From: 86-731				C	0.115	F	0.756	2000	G	2002
						To: NCL Chilhowie										
1001 <sub>86</sub>	0.04	360	R			From: 86-1004				NA			NA			07/12/2001
1001 <sub>86</sub>	0.05	400	R			From: US 11				NA			NA			07/12/2001
1001 <sub>86</sub>	0.14	420	R			From: 86-1002				NA			NA			07/12/2001
						To: 86-731										
1002 <sub>86</sub>	0.04	230	R			From: 86-1023				NA			NA			07/12/2001
1002 <sub>86</sub>	0.08	210	R			From: 86-1005				NA			NA			07/12/2001
1002 <sub>86</sub>	0.29	450	R			From: 86-1001				NA			NA			07/12/2001
1002 <sub>86</sub>	0.05	360	R			From: 86-1007				NA			NA			07/12/2001
1002 <sub>86</sub>	0.06	320	R			From: 86-1008				NA			NA			07/12/2001
1002 <sub>86</sub>	0.08	210	R			From: 86-1003				NA			NA			07/12/2001
						To: 86-1009										
1003 <sub>86</sub>	0.05	1000	R			From: US 11				NA			NA			07/12/2001
1003 <sub>86</sub>	0.10	560	R			From: 86-1002				NA			NA			07/12/2001
1003 <sub>86</sub>	0.09	490	R			From: 86-1010				NA			NA			07/12/2001
						To: 86-731										
1004 <sub>86</sub>	0.19	1600	R			From: US 11				NA			NA			07/12/2001
1004 <sub>86</sub>	0.05	2400	R			From: 86-1006				NA			NA			07/12/2001
1004 <sub>86</sub>	0.07	960	R			From: SR 107				NA			NA			07/12/2001
1004 <sub>86</sub>	0.06	540	R			From: 86-1023				NA			NA			07/12/2001
1004 <sub>86</sub>	0.06	320	R			From: 86-1005				NA			NA			07/12/2001
						To: 86-1001										
1005 <sub>86</sub>	0.04	260	R			From: 86-1004				NA			NA			07/12/2001
1005 <sub>86</sub>	0.05	120	R			From: US 11 EAST				NA			NA			07/12/2001
						To: US 11 WEST										
						To: 86-1002										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1006 86	0.04	850	R			From: US 11					NA		NA			07/12/2001
						To: 86-1004										
1007 86	0.05	50	R			From: 86-1002					NA		NA			07/12/2001
						To: Dead End										
1008 86	0.15	530	R			From: Dead End					NA		NA			07/12/2001
						To: US 11										
1008 86	0.05	170	R			From: US 11					NA		NA			07/12/2001
						To: 86-1002										
1009 86	0.03	1400	R			From: US 11; 86-9812					NA		NA			07/12/2001
						To: 86-1002										
1009 86	0.10	650	R			From: 86-1002					NA		NA			07/12/2001
						To: 86-1010										
1009 86	0.10	630	R			From: 86-1010					NA		NA			07/12/2001
						To: 86-731										
1010 86	0.08	50	R			From: 86-1009					NA		NA			07/12/2001
						To: 86-1003										
1010 86	0.03	NA				From: 86-1003					NA		NA			
						To: Dead End										
1011 86	0.06	80	R			From: 86-731					NA		NA			07/12/2001
						To: 86-1013										
1012 86	0.06	100	R			From: 86-731					NA		NA			07/12/2001
						To: 86-1013										
1013 86	0.06	90	R			From: 86-1011					NA		NA			07/12/2001
						To: 86-1012										
1014 86	0.10	100	R			From: SR 107					NA		NA			07/12/2001
						To: 86-731										
1015 86	0.05	830	R			From: US 11					NA		NA			07/12/2001
						To: 86-1028										
1015 86	0.04	790	R			From: 86-1028					NA		NA			07/12/2001
						To: 86-1016										
1016 86	0.07	660	R			From: 86-1016					NA		NA			07/12/2001
						To: 86-1022										
1016 86	0.03	680	R			From: 86-1022					NA		NA			07/12/2001
						To: 86-1015										
1016 86	0.11	270	R			From: 86-1015					NA		NA			07/12/2001
						To: 86-1018										
1016 86	0.07	500	R			From: 86-1018					NA		NA			07/12/2001
						To: 86-1017										
1016 86	0.04	80	R			From: 86-1017					NA		NA			07/12/2001
						To: Dead End										
1017 86	0.03	1100	R			From: US 11					NA		NA			07/12/2001
						To: 86-1028										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Chilhowie</b>																
1017 86	0.05	960	R			From: 86-1028					NA		NA			07/12/2001
1017 86	0.12	540	R			From: 86-1016					NA		NA			07/12/2001
						To: 86-1019										
1018 86	0.06	160	R			From: 86-1016					NA		NA			07/12/2001
						To: 86-1021										
1019 86	0.06	250	R			From: 86-1020					NA		NA			07/12/2001
						To: 86-1025										
1019 86	0.22	380	R			From: 86-1025					NA		NA			07/12/2001
						To: 86-1017										
1020 86	0.11	420	R			From: 86-1016					NA		NA			1986
						To: 86-1019										
1021 86	0.16	60	R			From: 86-1022					NA		NA			1986
						To: 86-1018										
1022 86	0.06	80	R			From: 86-1016					NA		NA			1986
						To: 86-1021										
1023 86	0.04	910	R			From: 86-1004					NA		NA			07/12/2001
						To: US 11										
1023 86	0.05	200	R			From: 86-1002					NA		NA			07/12/2001
						To: 86-731										
1023 86	0.13	180	R			From: 86-731					NA		NA			07/12/2001
						To: Dead End										
1024 86	0.19	1900	R			From: Dead End					NA		NA			07/12/2001
						To: US 11										
1025 86	0.05	200	R			From: 86-1019					NA		NA			1986
						To: 86-1026										
1026 86	0.21	NA				From: Dead End					NA		NA			
						To: 86-1025										
1026 86	0.07	40	R			From: 86-1025					NA		NA			1986
						To: Dead End										
1027 86	0.17	440	R			From: Dead End					NA		NA			07/12/2001
						To: 86-1024										
1028 86	0.19	80	R			From: 86-1015					NA		NA			07/12/2001
						To: 86-1017										
1033 86	0.17	NA				From: US 11					NA		NA			
						To: 86-731										
1034 86	0.38	260	R			From: 86-762					NA		NA			1998
						To: 86-762										
1035 86	0.04	690	R			From: 86-762					NA		NA			07/12/2001
						To: 86-1036										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Chilhowie</b>																	
1036 86	0.25	690	R	From: 86-1035							NA			NA			07/12/2001
				To: Dead End													
1037 86	0.28	60	R	From: 86-731							NA			NA			07/12/2001
				To: Cul-de-Sac													
1038 86	0.03	NA		From: 86-01004(B)/							NA			NA			
				To: US-00011(B)/													
9812 86	0.23	1100	R	From: CHILHOWIE HIGH SCH							NA			NA			1995
				To: US 11; 86-1009													