

2014
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
150
Town of Blacksburg

Information in this report is included in Report
60
(Montgomery 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.

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2014
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
314 Southgate Dr	From: US 460															
	Town of Blacksburg (Maint: 60)	0.15	10000	G	98%	0%	0%	1%	0%	0%	C	0.120	F	0.769	11000	G
	To: 0.15 Mile E US 460															
412 Prices Fork Rd	From: US 460															
	Town of Blacksburg	1.07	27000	G	97%	1%	0%	0%	0%	0%	C	0.082	F	0.521	28000	G
412 Prices Fork Rd	From: Toms Creek Rd															
	Town of Blacksburg	0.28	19000	G	97%	1%	0%	0%	0%	0%	F	0.088	F	0.518	20000	G
	To: Main St															
460	From: NCL Blacksburg															
	Town of Blacksburg (Maint: 60)	0.40	15000	F	91%	1%	1%	1%	7%	0%	C	0.096	F	0.679	16000	F
	To: Bus US 460															
460	From: Bus US 460, N Main St															
	Town of Blacksburg (Maint: 60)	3.30	15000	F	90%	1%	1%	1%	7%	0%	C	0.096	F	0.676	15000	F
	To: SR 412 Prices Fork Rd															
460	From: SR 412 Prices Fork Rd															
	Town of Blacksburg (Maint: 60)	2.97	32000	G	95%	0%	1%	1%	3%	0%	C	0.101	F	0.550	34000	G
	To: Southgate Dr															
460	From: BUS US 460															
	Town of Blacksburg (Maint: 60)	0.72	37000	G	95%	0%	1%	1%	3%	0%	F	0.1	F	0.628	39000	G
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460; SCL Blacksburg															
	Town of Blacksburg	0.29	15000	N	98%	0%	0%	0%	0%	0%	N	0.102	N	0.588	16000	N
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460															
	Town of Blacksburg	1.01	4700	F	98%	0%	1%	1%	0%	0%	C	0.104	F	0.651	5000	F
	To: Mount Tabor Rd															
Bus 460 Main St	From: Mount Tabor Rd															
	Town of Blacksburg	0.87	6800	G	98%	1%	0%	0%	0%	0%	C	0.098	F	0.681	7300	G
	To: Patrick Henry Dr															
Bus 460 Main St	From: Patrick Henry Dr															
	Town of Blacksburg	0.44	12000	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.545	13000	G
	To: Broce Dr															
Bus 460 Main St	From: Broce Dr															
	Town of Blacksburg	0.26	13000	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	14000	G
	To: Progress St															
Bus 460 Main St	From: Progress St															
	Town of Blacksburg	0.17	16000	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.505	17000	G
	To: Prices Fork Rd															
Bus 460 Main St	From: Prices Fork Rd															
	Town of Blacksburg	0.53	17000	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.523	18000	G
	To: Roanoke St															
Bus 460 Main St	From: Roanoke St															
	Town of Blacksburg	0.19	17000	G	98%	1%	0%	0%	0%	0%	F	0.083	F	0.504	18000	G
	To: Clay St															

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 Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Main St	From: Clay St Town of Blacksburg	0.53	18000	G	98%	1%	0%	0%	0%	F	0.092	F	0.522	19000	G	
Bus 460 Main St	To: Upland Rd From: Town of Blacksburg	1.00	19000	G	98%	1%	0%	0%	0%	F	0.094	F	0.522	20000	G	
Bus 460 Main St	To: Ellett Rd From: Town of Blacksburg	1.43	21000	G	98%	1%	0%	0%	0%	C	0.1	F	0.504	22000	G	
	To: US 460: SCL Blackburg															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
(F618) Holiday Lane	0.03	40	R			From: End State Maintenance					NA			NA		05/08/2013
(F618) Holiday Lane	0.09	120	R			From: SCL Blacksburg					NA			NA		05/08/2013
(2) University City Blvd	1.11	10000	G	98%	1%	0%	0%	0%	0%	C	0.091	F	0.563	11000	G	2014
(3) Givens Lane	1.57	1500	G	99%	1%	0%	0%	0%	0%	C	NA			1500	G	2014
(4) Progress St	0.64	3800	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.512	4100	G	2014
(4) Progress St	0.51	1900	G	98%	0%	1%	0%	0%	0%	C	0.109	F	0.643	2100	G	2014
(4) Progress St	0.01	130	G	98%	0%	1%	0%	0%	0%	F	NA			140	G	2014
(5) Clay St	0.92	2600	G	99%	0%	0%	0%	0%	0%	C	0.105	F	0.598	2800	G	2014
(3150) Airport Rd	0.23	5400	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.583	5700	G	2014
(3150) Country Club Dr	0.40	3600	G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.578	3900	G	2014
(3151) Ellett Rd	0.71	5900	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.636	6300	G	2014
(3152) Prices Fork Rd	0.75	14000	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.53	15000	G	2014
(3152) Prices Fork Rd	0.36	17000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.54	18000	G	2014
(3152) Prices Fork Rd	0.58	22000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.531	24000	G	2014
(3153) Airport Rd	0.37	1900	G	99%	1%	0%	0%	0%	0%	C	0.116	F	0.696	2000	G	2014
(3154) Glade Rd	1.55	1200	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.567	1200	G	2014
(3154) Glade Rd	0.46	1600	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.542	1700	G	2014
(3154) Glade Rd	0.33	4700	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	5000	G	2014
(3156) Roanoke St	0.49	4500	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.567	4800	G	2014
(3156) Owen St	0.11	5200	G	98%	0%	1%	1%	0%	0%	C	0.1	F	0.609	5600	G	2014
(3156) Harding Ave	0.11	5600	G	96%	1%	2%	1%	0%	0%	C	0.092	F	0.594	5900	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
(3156) Harding Ave	0.66	4800	G	96%	1%	2%	1%	0%	0%	F	0.090	F	0.562	5200	G	2014
(3159) Tom's Creek Rd	1.08	9000	G	98%	1%	0%	0%	0%	0%	C	0.087	F	0.601	9600	G	2014
(3164) Mt Tabor Rd	0.92	3100	G	97%	1%	1%	2%	0%	0%	C	0.101	F	0.605	3300	G	2014
(3165) Patrick Henry Dr	0.79	4500	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.536	4800	G	2014
(3165) Patrick Henry Dr	0.83	12000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.519	12000	G	2014
Alumni Mall		2800	G	88%	8%	3%	1%	1%	0%	C	0.106	F	0.512	2800	G	2014
Apperson Dr		140	G								0.159	F	0.611	140	G	2014
College Ave		NA									NA			NA		
Commuter Lot Entrance		4100	G	99%	0%	1%	0%	0%	0%	C	0.119	F	0.82	4100	G	2014
Country Club Dr		610	G	98%	0%	2%	0%	0%	0%	C	NA			610	G	2014
County Club Dr		4200	G	100%	0%	0%	0%	0%	0%	C	0.126	F	0.6	4200	G	2014
Draper Rd		370	G								0.211	F		390	G	2014
Drillfield Dr - In front of Price Hall		2300	G	95%	2%	2%	0%	0%	0%	C	0.114	F	0.921	2300	G	2014
Drillfield Dr - In front of Williams Hall		NA									NA			NA		
Duckpond Dr		6600	G	99%	0%	0%	1%	0%	0%	C	0.126	F	0.752	6600	G	2014
Duckpond Dr		4700	G	99%	0%	0%	1%	0%	0%	C	0.098	F	0.517	4700	G	2014
E Clay St		3100	G	99%	0%	0%	0%	0%	0%	F	NA			3300	G	2014
Edgewood Lane		290	G								NA			290	G	2014
Entrance to VT Inn & VT Visitor Center		1600	G	97%	0%	1%	3%	0%	0%	C	0.129	F	0.781	1600	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
Harrell St		440	G	96%	1%	1%	1%	0%	0%	C	0.117	F	0.615	440	G	2014
Hightop Road		3500	G	97%	1%	1%	1%	0%	0%	C	NA			3500	G	2014
Hillcrest Dr		90	G								0.152	F	0.533	90	G	2014
Jackson St		3900	G								NA			4300	G	2014
Kent St		4800	G	93%	3%	3%	0%	0%	0%	C	0.102	F	0.59	4800	G	2014
Kraft Dr		2500	G	95%	0%	3%	1%	0%	0%	C	0.117	F	0.505	2500	G	2014
Lucas Dr		330	G								0.143	F	0.51	330	G	2014
McBride Dr		710	G								0.107	F	0.640	760	G	2014
Meadowbrook Drive		620	G	98%	1%	1%	0%	0%	0%	C	NA			620	G	2014
Nellies Cave Road		2600	G	98%	1%	1%	0%	0%	0%	C	NA			2600	G	2014
Old Turner St		NA									NA			NA		
Otey St		2300	G	97%	0%	2%	0%	0%	0%	C	0.113	F	0.754	2300	G	2014
Perry St		3900	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.563	3900	G	2014
Perry St		5300	G	99%	1%	1%	0%	0%	0%	C	0.108	F	0.513	5300	G	2014
Perry St		4800	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.595	4800	G	2014
Plantation Rd		1900	G	99%	0%	0%	0%	0%	0%	C	0.095	F		1900	G	2014
Progress St		3400	G								0.094	F	0.569	3600	G	2014
Ramble Rd		6400	G	97%	1%	1%	1%	1%	0%	C	NA			6400	G	2014
Schultz Parking Lot Entrance		NA									NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
Schultz Parking Lot Entrance		NA									NA			NA		
Smithfield Rd		740	G	98%	0%	1%	1%	0%	0%	C	0.114	F	0.667	740	G	2014
Southgate Dr		11000	G	98%	0%	0%	1%	0%	0%	C	NA			11000	G	2014
Southgate Dr		NA									NA			NA		
Southgate Dr		6100	G	100%	0%	0%	0%	0%	0%	C	0.123	F	0.643	6100	G	2014
Spring Rd		7800	G	98%	0%	2%	0%	0%	0%	C	0.098	F	0.64	7800	G	2014
Stanger St		8100	G	95%	4%	1%	0%	0%	0%	C	0.105	F	0.502	8100	G	2014
Tech Center Dr		4000	G	96%	1%	3%	0%	0%	0%	C	0.121	F	0.641	4000	G	2014
Tech Center Dr		2000	G	94%	2%	3%	1%	0%	0%	C	0.154	F	0.709	2000	G	2014
Toms Creek Road		1800	G	99%	0%	1%	0%	0%	0%	C	NA			1800	G	2014
Washington St		10000	G	97%	2%	1%	0%	0%	0%	C	0.087	F	0.569	10000	G	2014
Washington St		5000	G	97%	0%	2%	0%	0%	0%	C	0.112	F	0.593	5000	G	2014
West Campus Dr		10000	G	96%	2%	2%	0%	0%	0%	C	0.092	F	0.514	10000	G	2014
West Campus Dr		17000	G	97%	3%	0%	0%	0%	0%	C	0.095	F	0.526	17000	G	2014