

**2015**  
**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.

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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

- 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  
 2015  
 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	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	0.521	29000	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	0.518	21000	G	
	To: Main St															
460	From: NCL Blacksburg															
	Town of Blacksburg (Maint: 60)	0.40	15000	G	91%	1%	1%	1%	7%	0%	C	0.096	0.679	17000	G	
	To: Bus US 460															
460	From: Bus US 460, N Main St															
	Town of Blacksburg (Maint: 60)	3.30	15000	G	90%	1%	1%	1%	7%	0%	C	0.096	0.676	16000	G	
460	From: SR 412 Prices Fork Rd															
	Town of Blacksburg (Maint: 60)	2.97	33000	G	95%	0%	1%	1%	3%	0%	C	0.101	0.550	35000	G	
	To: Southgate Dr															
460	From: BUS US 460															
	Town of Blacksburg (Maint: 60)	0.72	38000	G	95%	0%	1%	1%	3%	0%	F	0.1	0.628	40000	G	
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460; SCL Blacksburg															
	Town of Blacksburg	0.29	16000	N	98%	0%	0%	0%	0%	0%	N	0.102	0.588	17000	N	
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460															
	Town of Blacksburg	1.01	4800	G	98%	0%	1%	1%	0%	0%	C	0.104	0.651	5100	G	
	To: Mount Tabor Rd															
Bus 460 Main St	From: Mount Tabor Rd															
	Town of Blacksburg	0.87	7000	G	98%	1%	0%	0%	0%	0%	C	0.098	0.681	7400	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	0.098	0.681	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	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	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	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	0.504	18000	G	
	To: Clay St															

Virginia Department of Transportation  
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 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						
Bus 460 Main St	From: Clay St Town of Blacksburg	0.53	19000	G	98%	1%	0%	0%	0%	0%	F	0.092	0.522	20000	G	
Bus 460 Main St	To: Upland Rd From: Town of Blacksburg	1.00	20000	G	98%	1%	0%	0%	0%	0%	F	0.094	0.522	21000	G	
Bus 460 Main St	To: Ellett Rd From: Town of Blacksburg	1.43	21000	G	98%	1%	0%	0%	0%	0%	C	0.1	0.504	23000	G	
	To: US 460: SCL Blackburg															



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Town of Blacksburg

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Blacksburg</b>																
(F618) Holiday Lane	0.03	40	R								NA		NA			05/08/2013
			From: End State Maintenance													
			To: SCL Blacksburg													
(F618) Holiday Lane	0.09	120	R								NA		NA			05/08/2013
			From: Yellow Sulphur Rd													
			To: Prices Fork Rd													
(2) University City Blvd	1.11	11000	G	98%	1%	0%	0%	0%	0%	C	0.091		0.563	11000	G	2015
			From: Toms Creek Rd													
			To: 150-3159 Chickahominy Dr													
(3) Givens Lane	1.57	1500	G	99%	1%	0%	0%	0%	0%	C	0.093		0.543	1600	G	2015
			From: Bus US 460 North Main St													
			To: Bus US 460, N Main St													
(4) Progress St	0.64	3900	G	98%	0%	1%	0%	0%	0%	F	0.090		0.512	4200	G	2015
			From: 150-3165 Patrick Henry Dr													
			To: Cherokee Dr													
(4) Progress St	0.51	2000	G	98%	0%	1%	0%	0%	0%	C	0.109		0.643	2100	G	2015
			From: Northside Dr													
			To: Dead End													
(4) Progress St	0.01	130	G	98%	0%	1%	0%	0%	0%	F	0.161		0.546	140	G	2015
			From: Bus US 460													
			To: ECL Blacksburg; 60-1235, Floyd St													
(5) Clay St	0.92	2700	G	99%	0%	0%	0%	0%	0%	C	0.105		0.598	2900	G	2015
			From: Southgate Dr													
			To: Country Club Dr													
(3150) Airport Rd	0.23	5500	G	99%	0%	0%	0%	0%	0%	F	0.116		0.578	5800	G	2015
			From: Airport Rd													
			To: Main St													
(3150) Country Club Dr	0.40	3700	G	99%	0%	0%	0%	0%	0%	C	0.116		0.578	4000	G	2015
			From: SCL Blacksburg													
			To: S Main St													
(3151) Ellett Rd	0.71	6100	G	98%	1%	1%	0%	0%	0%	C	0.093		0.636	6400	G	2015
			From: WCL Blacksburg													
			To: Hethwood Blvd													
(3152) Prices Fork Rd	0.75	14000	G	98%	1%	1%	0%	0%	0%	C	0.112		0.53	15000	G	2015
			From: Heather Dr													
			To: US 460													
(3152) Prices Fork Rd	0.36	17000	G	98%	1%	1%	0%	0%	0%	F	0.096		0.54	18000	G	2015
			From: Heather Dr													
			To: US 460													
(3152) Prices Fork Rd	0.58	23000	G	98%	1%	1%	0%	0%	0%	F	0.092		0.531	24000	G	2015
			From: Southgate Dr													
			To: Main Street													
(3153) Airport Rd	0.37	1900	G	99%	1%	0%	0%	0%	0%	C	0.116		0.696	2000	G	2015
			From: WCL Blacksburg													
			To: Boxwood Dr													
(3154) Glade Rd	1.55	1200	G	98%	1%	1%	0%	0%	0%	C	0.105		0.567	1300	G	2015
			From: Oriole Dr													
			To: University City Blvd													
(3154) Glade Rd	0.46	1600	G	99%	0%	0%	0%	0%	0%	C	0.096		0.542	1700	G	2015
			From: Oriole Dr													
			To: University City Blvd													
(3154) Glade Rd	0.33	4800	G	99%	0%	0%	0%	0%	0%	F	0.098		0.634	5100	G	2015
			From: Main St													
			To: Owen St													
(3156) Roanoke St	0.49	4600	G	97%	0%	2%	0%	0%	0%	C	0.097		0.567	4900	G	2015
			From: Roanoke St													
			To: Owen St													
(3156) Owen St	0.11	5300	G	98%	0%	1%	1%	0%	0%	C	0.1		0.609	5700	G	2015
			From: Harding Ave													
			To: Owen St													
(3156) Harding Ave	0.11	5700	G	96%	1%	2%	1%	0%	0%	C	0.092		0.594	6100	G	2015
			From: Owen St													
			To: Cork Dr													

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Blacksburg</b>																
(3156) Harding Ave	0.66	4900	G	96%	1%	2%	1%	0%	0%	F	0.090		0.562	5300	G	2015
(3159) Tom's Creek Rd	1.08	9200	G	98%	1%	0%	0%	0%	0%	C	0.087		0.601	9700	G	2015
(3164) Mt Tabor Rd	0.92	3200	G	97%	1%	1%	2%	0%	0%	C	0.101		0.605	3400	G	2015
(3165) Patrick Henry Dr	0.79	4600	G	99%	0%	0%	0%	0%	0%	C	0.101		0.536	4900	G	2015
(3165) Patrick Henry Dr	0.83	12000	G	99%	0%	0%	0%	0%	0%	F	0.092		0.519	13000	G	2015
Alumni Mall		2800	G	88%	8%	3%	1%	1%	0%	C	0.106		0.512	2800	G	2015
Apperson Dr		140	G								0.159		0.611	140	G	2015
College Ave		NA									NA			NA		
Commuter Lot Entrance		4100	G	99%	0%	1%	0%	0%	0%	C	0.119		0.82	4100	G	2015
Country Club Dr		620	G	98%	0%	2%	0%	0%	0%	C	0.151		0.51	620	G	2015
County Club Dr		4200	G	100%	0%	0%	0%	0%	0%	C	0.126		0.6	4200	G	2015
Draper Rd		370	G								0.211			400	G	2015
Drillfield Dr - In front of Price Hall		2300	G	95%	2%	2%	0%	0%	0%	C	0.114		0.921	2300	G	2015
Drillfield Dr - In front of Williams Hall		NA									NA			NA		
Duckpond Dr		6600	G	99%	0%	0%	1%	0%	0%	C	0.126		0.752	6600	G	2015
Duckpond Dr		4700	G	99%	0%	0%	1%	0%	0%	C	0.098		0.517	4700	G	2015
E Clay St		3100	G	99%	0%	0%	0%	0%	0%	F	0.084		0.589	3400	G	2015
Edgewood Lane		290	G								0.102		0.607	290	G	2015
Entrance to VT Inn & VT Visitor Center		1600	G	97%	0%	1%	3%	0%	0%	C	0.129		0.781	1600	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Blacksburg</b>																
Harrell St		440	G	96%	1%	1%	1%	0%	0%	C	0.117		0.615	440	G	2015
Hightop Road		3500	G	97%	1%	1%	1%	0%	0%	C	0.088		0.553	3500	G	2015
Hillcrest Dr		90	G								0.152		0.533	100	G	2015
Jackson St		3900	G								0.121		0.522	4300	G	2015
Kent St		4800	G	93%	3%	3%	0%	0%	0%	C	0.102		0.59	4800	G	2015
Kraft Dr		2500	G	95%	0%	3%	1%	0%	0%	C	0.117		0.505	2500	G	2015
Lucas Dr		330	G								0.143		0.51	330	G	2015
McBride Dr		720	G								0.107		0.640	770	G	2015
Meadowbrook Drive		620	G	98%	1%	1%	0%	0%	0%	C	0.089		0.656	620	G	2015
Nellies Cave Road		2600	G	98%	1%	1%	0%	0%	0%	C	0.101		0.650	2600	G	2015
Old Turner St		NA										NA		NA		
Otey St		2300	G	97%	0%	2%	0%	0%	0%	C	0.113		0.754	2300	G	2015
Perry St		3900	G	99%	0%	0%	0%	0%	0%	C	0.102		0.563	3900	G	2015
Perry St		5300	G	99%	1%	1%	0%	0%	0%	C	0.108		0.513	5300	G	2015
Perry St		4800	G	99%	0%	1%	0%	0%	0%	C	0.109		0.595	4800	G	2015
Plantation Rd		1900	G	99%	0%	0%	0%	0%	0%	C	0.095			1900	G	2015
Progress St		3500	G								0.094		0.569	3700	G	2015
Ramble Rd		6400	G	97%	1%	1%	1%	1%	0%	C	0.131		0.843	6400	G	2015
Schultz Parking Lot Entrance		NA										NA		NA		

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Blacksburg</b>																
Schultz Parking Lot Entrance		NA									NA		NA			
Smithfield Rd		740	G	98%	0%	1%	1%	0%	0%	C	0.114		0.667	740	G	2015
Southgate Dr		11000	G	98%	0%	0%	1%	0%	0%	C	0.117		0.734	11000	G	2015
Southgate Dr		NA									NA		NA			
Southgate Dr		6100	G	100%	0%	0%	0%	0%	0%	C	0.123		0.643	6100	G	2015
Spring Rd		7800	G	98%	0%	2%	0%	0%	0%	C	0.098		0.64	7800	G	2015
Stanger St		8100	G	95%	4%	1%	0%	0%	0%	C	0.105		0.502	8100	G	2015
Tech Center Dr		4000	G	96%	1%	3%	0%	0%	0%	C	0.121		0.641	4000	G	2015
Tech Center Dr		2000	G	94%	2%	3%	1%	0%	0%	C	0.154		0.709	2000	G	2015
Toms Creek Road		1800	G	99%	0%	1%	0%	0%	0%	C	0.113		0.679	1800	G	2015
Washington St		10000	G	97%	2%	1%	0%	0%	0%	C	0.087		0.569	10000	G	2015
Washington St		5000	G	97%	0%	2%	0%	0%	0%	C	0.112		0.593	5000	G	2015
West Campus Dr		10000	G	96%	2%	2%	0%	0%	0%	C	0.092		0.514	10000	G	2015
West Campus Dr		17000	G	97%	3%	0%	0%	0%	0%	C	0.095		0.526	17000	G	2015