

**2016**  
**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 - 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  
 2016  
 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	28000	F	97%	2%	0%	0%	1%	0%	C	0.088	0.573	30000	F	
412 Prices Fork Rd	From: Toms Creek Rd															
	Town of Blacksburg	0.28	21000	F	97%	2%	0%	0%	1%	0%	F	0.084	0.549	22000	F	
	To: Main St															
460	From: NCL Blacksburg															
	Town of Blacksburg (Maint: 60)	0.40	14000	F	91%	1%	1%	1%	7%	0%	C	0.095	0.657	15000	F	
460	From: Bus US 460															
	Town of Blacksburg (Maint: 60)	3.30	16000	F	90%	1%	1%	1%	7%	0%	C	0.101	0.706	17000	F	
460	From: SR 412 Prices Fork Rd															
	Town of Blacksburg (Maint: 60)	2.97	36000	F	95%	0%	1%	1%	3%	0%	C	0.103	0.547	38000	F	
460	From: Southgate Dr															
	Town of Blacksburg (Maint: 60)	0.72	41000	F	95%	0%	1%	1%	3%	0%	F	0.103	0.653	44000	F	
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460; SCL Blacksburg															
	Town of Blacksburg	0.29	17000	N	98%	0%	1%	0%	0%	0%	N	0.091	0.593	18000	N	
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460															
	Town of Blacksburg	1.01	5000	F	98%	0%	1%	1%	0%	0%	C	0.1	0.57	5400	F	
Bus 460 Main St	From: Mount Tabor Rd															
	Town of Blacksburg	0.87	7500	F	98%	1%	0%	0%	0%	0%	C	0.098	0.636	8000	F	
Bus 460 Main St	From: Patrick Henry Dr															
	Town of Blacksburg	0.44	15000	F	98%	1%	0%	0%	0%	0%	F	0.081	0.562	16000	F	
Bus 460 Main St	From: Broce Dr															
	Town of Blacksburg	0.26	16000	F	98%	1%	0%	0%	0%	0%	F	0.082	0.534	17000	F	
Bus 460 Main St	From: Progress St															
	Town of Blacksburg	0.17	17000	F	98%	1%	0%	0%	0%	0%	F	0.081	0.513	18000	F	
Bus 460 Main St	From: Prices Fork Rd															
	Town of Blacksburg	0.53	18000	F	98%	1%	0%	0%	0%	0%	F	0.076	0.521	20000	F	
Bus 460 Main St	From: Roanoke St															
	Town of Blacksburg	0.19	17000	F	98%	1%	1%	0%	0%	0%	F	0.077	0.508	18000	F	
	To: Clay St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Main St	From: Clay St Town of Blacksburg	0.53	20000	F	98%	1%	1%	0%	0%	0%	F	0.087	0.529	21000	F	
Bus 460 Main St	To: Upland Rd From: Town of Blacksburg	1.00	22000	F	98%	1%	1%	0%	0%	0%	F	0.092	0.500	23000	F	
Bus 460 Main St	To: Ellett Rd From: Town of Blacksburg	1.43	23000	F	98%	1%	1%	0%	0%	0%	C	0.092	0.523	25000	F	
	To: US 460: SCL Blackburg															



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Route	Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
<b>Town of Blacksburg</b>																
(F618) Holiday Lane	0.03	40	R								NA			NA		05/08/2013
From: End State Maintenance																
(F618) Holiday Lane	0.09	120	R								NA			NA		05/08/2013
To: SCL Blacksburg																
From: Yellow Sulphur Rd																
(2) University City Blvd	1.11	8700	F	98%	2%	0%	0%	0%	0%	C	0.106		0.555	9200	F	2016
To: Prices Fork Rd																
From: Toms Creek Rd																
(3) Givens Lane	1.57	1300	F	98%	1%	0%	0%	0%	0%	C	0.104		0.5	1300	F	2016
To: 150-3159 Chickahominy Dr																
From: Bus US 460 North Main St																
(4) Progress St	0.64	3700	F	98%	0%	1%	0%	0%	0%	F	0.09		0.529	4000	F	2016
To: Bus US 460, N Main St																
(4) Progress St	0.51	1100	F	98%	0%	1%	0%	0%	0%	C	0.109		0.759	1200	F	2016
To: 150-3165 Patrick Henry Dr																
(4) Progress St	0.01	250	F	98%	0%	1%	0%	0%	0%	F	0.153		0.507	270	F	2016
To: Cherokee Dr																
From: Northside Dr																
To: Dead End																
(5) Clay St	0.92	2700	F	99%	0%	0%	0%	0%	0%	C	0.101		0.63	2900	F	2016
To: Bus US 460																
From: ECL Blacksburg; 60-1235, Floyd St																
(3150) Airport Rd	0.23	5400	F	99%	0%	0%	0%	0%	0%	F	0.119		0.620	5800	F	2016
To: Southgate Dr																
(3150) Country Club Dr	0.40	4200	F	99%	0%	0%	0%	0%	0%	C	0.119		0.620	4500	F	2016
To: Country Club Dr																
From: Airport Rd																
To: Main St																
(3151) Ellett Rd	0.71	5400	F	98%	1%	0%	0%	0%	0%	C	0.096		0.595	5800	F	2016
To: SCL Blacksburg																
From: S Main St																
(3152) Prices Fork Rd	0.75	14000	F	98%	1%	1%	0%	0%	0%	C	0.133		0.509	15000	F	2016
To: WCL Blacksburg																
(3152) Prices Fork Rd	0.36	17000	F	98%	1%	1%	0%	0%	0%	F	0.114		0.524	18000	F	2016
To: Hethwood Blvd																
(3152) Prices Fork Rd	0.58	24000	F	98%	1%	1%	0%	0%	0%	F	0.1		0.558	26000	F	2016
To: Heather Dr																
From: US 460																
(3153) Airport Rd	0.37	2000	F	98%	1%	1%	0%	0%	0%	C	0.129		0.629	2100	F	2016
To: Southgate Dr																
From: Main Street																
(3154) Glade Rd	1.55	1100	F	98%	1%	1%	0%	0%	0%	C	0.111		0.61	1100	F	2016
To: WCL Blacksburg																
(3154) Glade Rd	0.46	1500	F	99%	0%	1%	0%	0%	0%	C	0.103		0.584	1600	F	2016
To: Boxwood Dr																
(3154) Glade Rd	0.33	4500	F	99%	0%	1%	0%	0%	0%	F	0.104		0.65	4800	F	2016
To: Oriole Dr																
From: University City Blvd																
(3156) Roanoke St	0.49	5100	F	98%	0%	2%	0%	0%	0%	C	0.1		0.568	5400	F	2016
To: Main St																
(3156) Owen St	0.11	4400	F	98%	0%	2%	0%	0%	0%	C	0.104		0.567	4700	F	2016
To: Owen St																
From: Roanoke St																
(3156) Harding Ave	0.11	4500	F	97%	0%	2%	0%	0%	0%	C	0.105		0.587	4800	F	2016
To: Harding Ave																
From: Owen St																
To: Cork Dr																

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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>																
(3156) Harding Ave	0.66	3800	F	97%	0%	2%	0%	0%	0%	F	0.096		0.589	4000	F	2016
(3159) Tom's Creek Rd	1.08	9400	F	98%	1%	0%	0%	1%	0%	C	0.093		0.502	10000	F	2016
(3164) Mt Tabor Rd	0.92	2900	F	98%	1%	0%	0%	0%	0%	C	0.101		0.569	3100	F	2016
(3165) Patrick Henry Dr	0.79	3800	F	99%	0%	0%	0%	0%	0%	C	0.117		0.527	4100	F	2016
(3165) Patrick Henry Dr	0.83	8800	F	99%	0%	0%	0%	0%	0%	F	0.098		0.522	9400	F	2016
Alumni Mall		2800	G	88%	8%	3%	1%	1%	0%	C	0.106		0.512	2800	G	2016
Apperson Dr		150	F								0.137		0.591	150	F	2016
College Ave		NA									NA			NA		
Commuter Lot Entrance		4100	G	99%	0%	1%	0%	0%	0%	C	0.119		0.82	4100	G	2016
Country Club Dr		630	G	98%	0%	2%	0%	0%	0%	C	0.151		0.51	630	G	2016
County Club Dr		4200	G	100%	0%	0%	0%	0%	0%	C	0.126		0.6	4200	G	2016
Draper Rd		240	F								0.172			260	F	2016
Drillfield Dr - In front of Price Hall		2300	G	95%	2%	2%	0%	0%	0%	C	0.114		0.921	2300	G	2016
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	2016
Duckpond Dr		4700	G	99%	0%	0%	1%	0%	0%	C	0.098		0.517	4700	G	2016
E Clay St		3100	G	99%	0%	0%	0%	0%	0%	F	0.084		0.589	3400	G	2016
Edgewood Lane		290	G								0.102		0.607	290	G	2016
Entrance to VT Inn & VT Visitor Center		1600	G	97%	0%	1%	3%	0%	0%	C	0.129		0.781	1600	G	2016

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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	2016
Hightop Road		3500	G	97%	1%	1%	1%	0%	0%	C	0.088		0.553	3500	G	2016
Hillcrest Dr		110	F								0.19		0.824	110	F	2016
Jackson St		4000	G								0.121		0.522	4400	G	2016
Kent St		4800	G	93%	3%	3%	0%	0%	0%	C	0.102		0.59	4800	G	2016
Kraft Dr		2500	G	95%	0%	3%	1%	0%	0%	C	0.117		0.505	2500	G	2016
Lucas Dr		310	F								0.125		0.756	310	F	2016
McBride Dr		770	F								0.122		0.724	810	F	2016
Meadowbrook Drive		620	G	98%	1%	1%	0%	0%	0%	C	0.089		0.656	620	G	2016
Nellies Cave Road		2600	G	98%	1%	1%	0%	0%	0%	C	0.101		0.650	2600	G	2016
Old Turner St		NA									NA			NA		
Otey St		2300	G	97%	0%	2%	0%	0%	0%	C	0.113		0.754	2300	G	2016
Perry St		3900	G	99%	0%	0%	0%	0%	0%	C	0.102		0.563	3900	G	2016
Perry St		5300	G	99%	1%	1%	0%	0%	0%	C	0.108		0.513	5300	G	2016
Perry St		4800	G	99%	0%	1%	0%	0%	0%	C	0.109		0.595	4800	G	2016
Plantation Rd		1900	G	99%	0%	0%	0%	0%	0%	C	0.095			1900	G	2016
Progress St		3300	F								0.093		0.504	3600	F	2016
Ramble Rd		6400	G	97%	1%	1%	1%	1%	0%	C	0.131		0.843	6400	G	2016
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	2016
Southgate Dr		11000	G	98%	0%	0%	1%	0%	0%	C	0.117		0.734	11000	G	2016
Southgate Dr		NA										NA		NA		
Southgate Dr		6100	G	100%	0%	0%	0%	0%	0%	C	0.123		0.643	6100	G	2016
Spring Rd		7800	G	98%	0%	2%	0%	0%	0%	C	0.098		0.64	7800	G	2016
Stanger St		8100	G	95%	4%	1%	0%	0%	0%	C	0.105		0.502	8100	G	2016
Tech Center Dr		4000	G	96%	1%	3%	0%	0%	0%	C	0.121		0.641	4000	G	2016
Tech Center Dr		2000	G	94%	2%	3%	1%	0%	0%	C	0.154		0.709	2000	G	2016
Toms Creek Road		1800	G	99%	0%	1%	0%	0%	0%	C	0.113		0.679	1800	G	2016
Washington St		10000	G	97%	2%	1%	0%	0%	0%	C	0.087		0.569	10000	G	2016
Washington St		5000	G	97%	0%	2%	0%	0%	0%	C	0.112		0.593	5000	G	2016
West Campus Dr		10000	G	96%	2%	2%	0%	0%	0%	C	0.092		0.514	10000	G	2016
West Campus Dr		17000	G	97%	3%	0%	0%	0%	0%	C	0.095		0.526	17000	G	2016