

Appendix B: Input Data Source

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Table B.1 Estimated BT Demand at Each Bus Stop (1998).

Rt#	BUS STOP	zone	# Boar ding	# Alig ht	Rt#	BUS STOP	zone	# Boar ding	# Alig ht
1-0	Squires West Bound	E	15	0	4-11	South Main at Lake Motel	B,F	2	2
1-1	A Brodie	E,H	5	1	4-12	Marlington at Grayland	G	1	2
1-2	B Old-Security	E,H	1	0	4-13	Marlington past Charles	G	0	0
1-3	C B-lot	H	1	3	4-14	Grissom opposite Nellies Cave	G	0	1
1-4	N. Main past progress	D,H	1	3	4-15	New Kent after Grissom	G	0	1
1-5	N. Main wades	D,H	2	2	4-16	New Kent opposite Loudon	G	0	2
1-6	Lucas at Greenbriar Apartment	C,H	0	4	5-0	S. Main Time Check (Southbound)	G	0	7
1-7	Lucas before Giles	C	1	0	5-1	S. Main opposite Hill Top Plaza	B	0	0
1-8	Giles at Northview	C	0	4	5-2	S. Main at Poly Scientific	B	0	0
1-9	Giles past Turner	C	3	1	5-3	S. Main opposite Photo Express	B	0	0
1-10	Patrick Henry after Giles	C	0	0	5-4	S. Main opposite 2727	B	0	0
1-11	Patrick Henry Before North main	C	0	2	5-5	Ind. Park Dr. Before Ramble Rd.	B	0	0
1-12	N. Main opposite Food Lion	C,D	0	4	5-6	Yellow Sulphur at Hokie Hoda	B	0	0
1-13	N. Main opposite Electro-Tech	C,D	1	1	5-7	High Top Rd. After Grabdview Dr.	B	1	0
1-14	N. Main before Giles	C,D	0	0	6-0	Hospital (Time Check)	B,G	0	1
1-15	Givens Lane	D	0	2	6-1	Back Country before 460	B,G	0	1
2-0	N. Main Time Check	C	7	5	6-2	S. Main opposite Hokie honda	B,G	0	0
2-1	Whipple Drive at Main	C,D	5	0	6-3	S. Main after Industrial Park. Dr.	B,G	0	0
2-2	N. Main at Food Lion	C,D	1	0	6-4	S. Main at 2727	B,G	1	0
2-3	Hunters Ridge before Circle	D	0	0	6-5	S. Main at Photo Express	B,G	0	0
2-4	Pheasant Run Circle	D	4	1	6-6	S. Main opposite Poly Scientific	B,G	0	1
2-5	Hunters Ridge after Circle	D	1	0	6-7	South Main opposite Nations Bank	B,G	0	1
2-6	Patrick Henry before Main	D	2	0	7-0	S. Main Time Check(Northbound)	G	6	1
2-7	N. Main across "burg Feed & Seed	C,D	0	0	7-1	New Kent past Loudon	G	1	0
2-8	N. Main at Poly Scientific	C,D	1	0	7-2	New Kent past Sussex	G	0	0
2-9	N. Main at Fitness Connection	C,D	3	2	7-3	Grissom at Nellies Cave	G	1	0
2-10	N. Main opposite Wades	C,D	1	1	7-4	Marlington after Grissom	G	0	0
2-11	N. Main at El Rodeo	C	0	0	7-5	Marlington opposite Charles	G	0	0
2-12	N. Mian at FNB	C,E	0	5	7-6	Marlington before Grayland	B,G	11	0
2-13	BT Entrance	E	0	4	7-7	Marlington at S. Main	B	2	0
3-0	Squires West bound	E	12	12	7-8	S. Main at Landsdowne	B	2	0
3-1	Burrus	E	9	3	7-9	S. Main past Ardmore	B,G	0	0
3-2	Wallace & Litton Reaves	E	2	4	7-10	Blacksburg Square	B,G	2	0
3-3	Coliseum	E	0	3	7-11	S. Main past Cohee	B,G	0	0
3-4	Tennis court	E	0	2	7-12	S. Main past Sunset	B,G	2	0
3-5	Library	E	3	7	7-13	S. Main past Grave	B,G	3	0
4-0	Squires East	E	14	5	7-14	S. Main past Upland	B,G	0	0
4-1	Davidson's Mens store	B,F	1	0	7-15	S. Main past Hemlock	B,G	2	1
4-2	McCoy on South Main	B,F	0	0	7-16	S. Main past Eakin	B,G	0	0
4-3	South Main at Munciple Bldg.	B,F	3	0	7-17	Blacksburg Middle School	B,G	0	0
4-4	South Main before Eheart	B,F	0	0	7-18	S. Main opposite Miller	B,G	0	0
4-5	South Main past Eakin	B,F	0	0	7-19	Food Time	B,G	0	0
4-6	South Main past Hamlock	B,F	2	1	7-20	South Main Café	B,G	0	0
4-7	South Main past Edgewood	B,F	0	2	7-21	Blacksburg Post Office	B,G	0	1
4-8	South Main before Airport Rd.	B,F	0	3	7-22	VT Entrance	E	0	2
4-9	South Main past Olver Corp.	B,F	2	1		Squires West Bound	E	0	28
4-10	Gables	B,F	1	1		TOTAL		141	141

Table B.2 Intersection Characteristics Input Data.

Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7
1	6	1	2	1	10	16
20022	1002	20022	20022	20022	20031	20031
900	1	600	1000	600	500	600
	80					
	12					
18	1000	14	4	5	12	21
1002	1300	20033	1001	1003	1003	20031
1		900	0.9	1	1	500
105			65	86	86	
15			45	15	15	
350	11	26	900	200	900	32
1300	1002	20033	1500	800	1000	20022
	1	900				600
	80					
	12					
32	900	29	9	19	32	43
1003	1300	2004	1001	20021	1001	1001
0.9		400	0.9		1	0.9
86		900	70		60	65
12	12		50	21	45	45
400	20021	43	900	20031	900	1150
1350		20021	1500	200	1200	1500
	19			23		
38	20021		14	2004	46	45
1001			1001	200	1002	1001
0.9	23		0.9	800	1	0.7
65	20034		65		60	65
30	1000		50	26	45	45
1000			800	20022	900	1100
1500	25		1500	800	1200	1500
	1002					
44	1		51	55	50	82
20021	80		1001	20031	20031	1001
	12		0.9	200	800	0.9
48	600		65			65
2004	1200		50	68		45
500			800	20021		950
800	39		1500			1500
	1001					
62	0.9		53			87
20033	65		1001			1001
900	35		0.7			0.9
	1000		65			65
65	1500		50			45
1002			800			1000
1	45		1500			1500
80	1001					
12	0.9		64			92
450	86		20032			1001
1300	60		1000			0.9
	1000					65
	1350		75			45
84			20022			900
20031			400			1500
1000	55					
	20021					
86			80			94
20031			20021			20032
900						1000

Table B.3 Intersection Characteristics Input Data Format.

1 st row	Spot Number			
2 nd row	Intersection Code	1001, 1002, 1003	20021, 20022, 20031, 20032, 20033, 20034	2004
4 th row	Traffic Characteristics on the intersection	PF	capacity	volume
5 th row		signal cycle		capacity
6 th row		green time		
7 th row		volume		
8 th row		capacity		

PF : Progression Factor