2016
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
141

City of Bedford

Information in this report is included in Report

09

(Bedford 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

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
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wye - Wye 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 Maintainenance 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
City of Bedford

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
		From: SCL Bedford															
43 South St	City of Bedford		0.96	1700	F	98%	1%	1%	0%	0%	0%	C	0.092		0.557	1800	F
		To: SR 43 P Talbott St															
		From: South Street															
43 Talbot St	City of Bedford		0.05	700	F	98%	1%	1%	0%	0%	0%	F	0.11		0.506	750	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1600	F	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	F
		To: Otey Street															
		From: Talbot St															
43 Otey St	City of Bedford		0.14	880	F	98%	1%	1%	0%	0%	0%	C	0.107		0.651	940	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.563	1600	F
		To: Bus US 460 E Main St															
		From: Bus US 460															
43 Bus 460 E Main St	City of Bedford		0.07	5600	F	99%	0%	0%	0%	0%	0%	F	0.089		0.55	5900	F
		To: South St															
		From: Main St															
43 Bus 460 E Main St	City of Bedford		0.08	5500	F	99%	0%	0%	0%	0%	0%	F	0.091		0.514	5900	F
		To: Bus US 460, US 221															
		From:															
43 221 Bus 122 N Bridge St	City of Bedford		0.16	5400	F	98%	1%	1%	0%	0%	0%	F	0.084		0.574	5800	F
		To: Bedford Ave															
		From:															
43 221 Bus 122 N Bridge St	City of Bedford		0.11	7700	F	98%	1%	1%	0%	0%	0%	C	0.085		0.509	8200	F
		To: US 221Peaks St															
		From: N Bridge St															
43 Peaks St	City of Bedford		0.62	3300	F	99%	0%	0%	0%	0%	0%	F	0.089		0.571	3500	F
		To: Laurel St															
		From:															
43 Peaks St	City of Bedford		0.94	2500	F	99%	0%	0%	0%	0%	0%	C	0.092		0.631	2600	F
		To: NCL Bedford															
		From: SR 43 P Talbott St															
43 P South St	City of Bedford		0.14	870	F	98%	1%	0%	1%	0%	0%	C	0.1		0.593	920	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1600	F	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	F
		To: Washington St															
		From:															
43 P South St	City of Bedford		0.06	640	F	98%	1%	1%	0%	0%	0%	F	0.113			680	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.563	1600	F
		To: Main St															
		From: SCL Bedford															
122 Burks Hill Rd	City of Bedford		0.54	10000	F	96%	1%	1%	1%	2%	0%	C	0.087		0.631	11000	F
		To: US 460															
		From: SCL Bedford															
122 460	City of Bedford (Maint: 09)		0.94	21000	F	89%	1%	1%	1%	8%	0%	F	0.085		0.539	23000	F
		To: US 460															
		From: Bus US 460 E Main St															
122 Independence Blvd	City of Bedford		1.02	12000	F	95%	1%	1%	1%	3%	0%	F	0.086		0.538	12000	F
		To: Orange St															

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City of Bedford

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: Orange St															
122 Independence Blvd	City of Bedford	0.29	**11000**	**F**	95%	1%	1%	1%	3%	0%	C	0.085		0.508	12000	F
	To: / From: Dawn Dr															
122 Independence Blvd	City of Bedford	0.50	**9900**	**F**	95%	1%	1%	1%	3%	0%	F	0.084		0.501	11000	F
	To: Longwood Ave															
	From: Independence Ave															
122 Longwood Ave	City of Bedford	0.65	**5300**	**F**	94%	2%	1%	0%	2%	0%	C	0.108		0.529	5700	F
	To: NCL Bedford															
	From: US 460															
Bus 122 Crenshaw St	City of Bedford	0.96	**4400**	**F**	98%	1%	1%	0%	0%	0%	C	0.096		0.524	4700	F
	To: / From: W Main St															
Bus 122 Bus 221 460 W Main St	City of Bedford	0.19	**5900**	**F**	98%	1%	1%	0%	1%	0%	F	0.086		0.514	6300	F
	To: N Bridge St															
	From: E Main St															
Bus 122 221 43 N Bridge St	City of Bedford	0.16	**5400**	**F**	98%	1%	1%	0%	0%	0%	F	0.084		0.574	5800	F
	To: / From: Bedford Ave															
Bus 122 221 43 N Bridge St	City of Bedford	0.11	**7700**	**F**	98%	1%	1%	0%	0%	0%	C	0.085		0.509	8200	F
	To: / From: Peaks St															
Bus 122 221 Longwood Ave	City of Bedford	0.71	**7100**	**F**	98%	1%	1%	0%	0%	0%	F	0.089		0.53	7500	F
	To: / From: Oakwood St															
Bus 122 221 Longwood Ave	City of Bedford	0.47	**9700**	**F**	98%	1%	1%	0%	0%	0%	C	0.093		0.53	10000	F
	To: Forest Rd															
	From: WCL Bedford															
221 460	City of Bedford (Maint: 09)	0.67	**20000**	**F**	89%	1%	1%	1%	8%	0%	F	0.085		0.502	21000	F
	To: US 460 OLD TNPK RD															
	From: US 460 Old Turnpike Rd															
Bus 221 460	City of Bedford (Maint: 09)	0.33	**6600**	**N**	98%	1%	1%	0%	1%	0%	N	0.093		0.511	7000	N
	To: / From: Oakcrest St															
Bus 221 460 Blue Ridge Ave	City of Bedford	0.68	**6600**	**F**	98%	1%	1%	0%	1%	0%	C	0.093		0.511	7000	F
	To: / From: 4th St															
Bus 221 460 W Main St	City of Bedford	0.07	**5300**	**F**	98%	1%	1%	0%	1%	0%	F	0.098		0.518	5600	F
	To: / From: Crenshaw St															
Bus 221 460 Bus 122 W Main St	City of Bedford	0.19	**5900**	**F**	98%	1%	1%	0%	1%	0%	F	0.086		0.514	6300	F
	To: Bus US 460, SR 43; N Bridge St															
	From: Bus US 460, SR 43 Main St															
221 43 Bus 122 N Bridge St	City of Bedford	0.16	**5400**	**F**	98%	1%	1%	0%	0%	0%	F	0.084		0.574	5800	F
	To: Bedford Ave															

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Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 221 43 122 N Bridge St	City of Bedford	From: Bedford Ave	0.11	**7700**	**F**	98%	1%	1%	0%	0%	0%	C	0.085		0.509	8200	F
		To: Peaks St															
Bus 221 122 Longwood Ave	City of Bedford	From: SR 43 Peaks St	0.71	**7100**	**F**	98%	1%	1%	0%	0%	0%	F	0.089		0.53	7500	F
		To: Oakwood St															
Bus 221 122 Longwood Ave	City of Bedford	From:	0.47	**9700**	**F**	98%	1%	1%	0%	0%	0%	C	0.093		0.53	10000	F
		To: Forest Road															
221 Forest Rd	City of Bedford	From: Longwood Ave	0.68	**7000**	**F**	96%	1%	1%	1%	2%	0%	C	0.090		0.543	7500	F
		To: ECL Bedford															
460 221	City of Bedford (Maint: 09)	From: WCL Bedford	0.67	**20000**	**F**	89%	1%	1%	1%	8%	0%	F	0.085		0.502	21000	F
		To: US 221															
460	City of Bedford (Maint: 09)	From:	0.18	**16000**	**F**	84%	1%	1%	1%	11%	0%	C	0.082		0.513	17000	F
		To: ECL Bedford															
460	City of Bedford (Maint: 09)	From: WCL Bedford	0.90	**16000**	**F**	84%	1%	1%	1%	11%	0%	C	0.082		0.513	17000	F
		To: ECL Bedford															
460 122	City of Bedford (Maint: 09)	From: SCL Bedford	0.94	**21000**	**F**	89%	1%	1%	1%	8%	0%	F	0.085		0.539	23000	F
		To: SR 122, US 221, Bus US 460															
460	City of Bedford (Maint: 09)	From:	0.28	**20000**	**G**	89%	1%	1%	1%	8%	0%	F	0.089		0.533	21000	G
		To: ECL Bedford															
Bus 460 221	City of Bedford (Maint: 09)	From: US 460 Old Tnpk Rd	0.33	**6600**	**N**	98%	1%	1%	0%	1%	0%	N	0.093		0.511	7000	N
		To: Oakcrest St															
Bus 460 221 Blue Ridge Ave	City of Bedford	From:	0.68	**6600**	**F**	98%	1%	1%	0%	1%	0%	C	0.093		0.511	7000	F
		To: 4th St															
Bus 460 221 W Main St	City of Bedford	From:	0.07	**5300**	**F**	98%	1%	1%	0%	1%	0%	F	0.098		0.518	5600	F
		To: Crenshaw St															
Bus 460 221 Bus 122 W Main St	City of Bedford	From:	0.19	**5900**	**F**	98%	1%	1%	0%	1%	0%	F	0.086		0.514	6300	F
		To: N Bridge St															
Bus 460 43 E Main St	City of Bedford	From:	0.08	**5500**	**F**	99%	0%	0%	0%	0%	0%	F	0.091		0.514	5900	F
		To: South St															
Bus 460 43 E Main St	City of Bedford	From:	0.07	**5600**	**F**	99%	0%	0%	0%	0%	0%	F	0.089		0.55	5900	F
		To: SR 43 Otey St															
Bus 460 E Main St	City of Bedford	From:	1.11	**6500**	**F**	99%	0%	0%	0%	0%	0%	C	0.09		0.563	6900	F
		To: US 460, SR 122															

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City of Bedford																
(F609) Dinwiddie Dr	0.09	**160**	**R**								NA			NA		05/23/2013
From: SR 122 Burks Hill Rd																
To: SCL Bedford																
(1) 4th St	0.20	**9**	**F**	98%	2%	1%	0%	0%	0%	F	0.391		0.667	10	F	2016
From: Bedford Ave																
To: College St																
(1) College St	0.14	**1100**	**F**	98%	2%	1%	0%	0%	0%	F	0.119		0.618	1100	F	2016
From: 4th St																
To: SR 43 Peaks Street																
(2) Dawn Dr	0.63	**1300**	**F**	92%	1%	1%	2%	4%	0%	C	0.130		0.704	1400	F	2016
From: Park St																
To: Independence Blvd																
(3) Orange St	0.39	**800**	**F**	95%	1%	2%	1%	0%	0%	C	0.115		0.574	860	F	2016
From: Grove St																
To: Gold Rd																
(3) Orange St	1.47	**880**	**F**	95%	1%	2%	1%	0%	0%	F	0.115		0.54	940	F	2016
From: ECL Bedford																
To: SR 43 South St																
(4) Ridge St/Otey St	0.27	**340**	**F**	95%	4%	1%	0%	0%	0%	F	0.118		0.567	360	F	2016
From: SR 43 South St																
To: Washington St																
(5) Bridge St	0.07	**1700**	**F**	95%	4%	1%	0%	0%	0%	C	0.097		0.575	1800	F	2016
From: US 221, W Main St																
To: SR 43 Peaks St																
(6) Whitfield Rd	0.61	**1800**	**F**	99%	0%	1%	0%	0%	0%	C	0.093		0.622	1900	F	2016
From: Oakwood St																
To: W Main St																
(3050) Washington St	0.21	**1100**	**F**	97%	1%	1%	1%	0%	0%	C	0.103		0.612	1200	F	2016
From: Crenshaw St																
To: South St																
(3050) Washington St	0.25	**1400**	**F**	97%	1%	1%	1%	0%	0%	F	0.102		0.578	1500	F	2016
From: SR 43 South St																
To: Otey St																
(3050) Washington St	0.07	**1100**	**F**	97%	1%	1%	1%	0%	0%	F	0.121		0.616	1200	F	2016
From: SCL Bedford																
To: E Main St																
(3051) Link Rd	0.58	**4700**	**F**	97%	0%	1%	1%	1%	0%	C	0.084		0.529	5000	F	2016
From: W Main St																
To: Bedford Ave																
(3052) 4th St	0.15	**5700**	**F**	98%	2%	1%	0%	0%	0%	C	0.092		0.512	6100	F	2016
From: 4th St																
To: 2nd St																
(3052) Bedford Ave	0.10	**4000**	**F**	99%	1%	1%	0%	0%	0%	C	0.095		0.535	4300	F	2016
From:																
To: N Bridge St																
(3052) Bedford Ave	0.20	**3500**	**F**	99%	1%	1%	0%	0%	0%	F	0.095		0.561	3700	F	2016
From: Jackson St																
To: Grove St																
(3052) Jackson St	0.24	**960**	**F**	98%	1%	1%	0%	0%	0%	C	0.117		0.512	1000	F	2016
From: Jackson St																
To: Orange St																
(3052) Grove St	0.28	**1600**	**F**	97%	0%	2%	1%	1%	0%	C	0.104		0.581	1700	F	2016
From: Grove St																
To: E Main St																
(3052) Orange St	0.08	**1700**	**F**	97%	0%	2%	1%	1%	0%	F	0.105		0.572	1800	F	2016
From: Orange St																
To: Forest Rd																
(3054) McGhee St	0.54	**450**	**F**	99%	0%	0%	0%	0%	0%	C	0.113		0.517	470	F	2016

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bedford																
(3059) Park St	0.30	**870**	**F**	92%	1%	1%	2%	4%	0%	F	0.098		0.674	930	F	2016
From: 141-2 Gap Terminus Greenwood St																
To: US 221																
(3061) Oakwood St	0.59	**3600**	**F**	98%	0%	1%	0%	0%	0%	C	0.08		0.506	3800	F	2016
From: Longwood Ave																
To: Whitfield Rd																
Baltimore Ave		**270**	**F**								0.117		0.701	290	F	2016
From: Oak St																
To: Park St																
College St		**730**	**G**								0.178		0.551	730	G	2016
From: Bedford Ave																
To: Mountain Ave																
Pinecrest Ave		**480**	**F**								0.105		0.536	510	F	2016
From: Maybeury Dr																
To: Morgan St																
Shady Knoll Ave		**600**	**F**								0.121		0.522	630	F	2016
From: Venture Blvd																
To: Longwood Ave																