2010
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
2010
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%	0%	0%	0%	0%	C	0.108	F	0.590	1800	F
To: SR 43 P Talbott St																
From: South Street																
43 Talbot St	City of Bedford	0.05	**700**	**F**	97%	1%	1%	0%	0%	0%	F	0.100	F	0.583	750	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			**1600**	**F**	98%	1%	1%	0%	0%	0%	F	0.111	F	0.670	1700	F
To: Otey Street																
From: Talbot St																
43 Otey St	City of Bedford	0.14	**990**	**F**	97%	1%	1%	0%	0%	0%	C	0.095	F	0.584	1100	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			**1700**	**F**	97%	1%	1%	0%	0%	0%	F	0.095	F	0.813	1800	F
To: Bus US 460 E Main St																
From: Bus US 460																
43 Bus 460 E Main St	City of Bedford	0.07	**7100**	**G**	98%	0%	1%	0%	0%	0%	F	NA			7700	G
To: South St																
From: Main St																
43 Bus 460 E Main St	City of Bedford	0.08	**6500**	**F**	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	F
To: Bus US 460, US 221																
From:																
43 Bus 221 122 N Bridge St	City of Bedford	0.16	**6100**	**F**	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6500	F
To: Bedford Ave																
From:																
43 Bus 221 122 N Bridge St	City of Bedford	0.11	**7900**	**F**	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	8400	F
To: US 221Peaks St																
From: N Bridge St																
43 Peaks St	City of Bedford	0.62	**3000**	**F**	99%	0%	1%	0%	0%	0%	F	0.111	F	0.601	3300	F
To: Laurel St																
From:																
43 Peaks St	City of Bedford	0.94	**2500**	**F**	99%	0%	1%	0%	0%	0%	C	0.094	F	0.516	2700	F
To: NCL Bedford																
From: SR 43 P Talbott St																
43P South St	City of Bedford	0.14	**920**	**F**	98%	0%	1%	0%	1%	0%	C	0.124	F	0.713	980	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			**1600**	**F**	98%	1%	1%	0%	0%	0%	F	0.111	F	0.670	1700	F
To: Washington St																
From:																
43P South St	City of Bedford	0.06	**680**	**F**	98%	1%	0%	0%	0%	0%	F	0.124	F		730	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			**1700**	**F**	97%	1%	1%	0%	0%	0%	F	0.095	F	0.813	1800	F
To: Main St																
From: SCL Bedford																
122 Burks Hill Rd	City of Bedford	0.54	**9800**	**F**	96%	1%	1%	1%	2%	0%	C	0.087	F	0.635	10000	F
To: US 460																
From: SCL Bedford																
122 460	City of Bedford (Maint: 09)	0.94	**19000**	**F**	88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
To: US 460																
From: Bus US 460 E Main St																
122 Independence Blvd	City of Bedford	1.02	**10000**	**F**	95%	1%	1%	1%	3%	0%	F	0.089	F	0.564	11000	F
To: Orange St																

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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
	From: Orange St															
122 Independence Blvd	City of Bedford	0.29	**10000**	**F**	95%	1%	1%	1%	3%	0%	C	0.091	F	0.578	11000	F
	To: / From: Dawn Dr															
122 Independence Blvd	City of Bedford	0.50	**9200**	**F**	95%	1%	1%	1%	3%	0%	F	0.088	F	0.527	9800	F
	To: Longwood Ave															
	From: Independence Ave															
122 Longwood Ave	City of Bedford	0.65	**5100**	**F**	92%	2%	0%	0%	5%	0%	C	0.135	F	0.507	5400	F
	To: NCL Bedford															
	From: US 460															
Bus 122 Crenshaw St	City of Bedford	0.96	**4500**	**F**	98%	1%	1%	0%	0%	0%	C	0.102	F	0.593	4800	F
	To: / From: W Main St															
Bus 122 / Bus 221 / 460 W Main St	City of Bedford	0.19	**6300**	**F**	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	F
	To: N Bridge St															
	From: E Main St															
Bus 122 / 221 / 43 N Bridge St	City of Bedford	0.16	**6100**	**F**	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6500	F
	To: / From: Bedford Ave															
Bus 122 / 221 / 43 N Bridge St	City of Bedford	0.11	**7900**	**F**	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	8400	F
	To: / From: Peaks St															
Bus 122 / 221 Longwood Ave	City of Bedford	0.71	**7200**	**F**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7700	F
	To: / From: Oakwood St															
Bus 122 / 221 Longwood Ave	City of Bedford	0.47	**9300**	**F**	98%	1%	0%	0%	0%	0%	C	0.091	F	0.553	10000	F
	To: Forest Rd															
	From: WCL Bedford															
221 / 460	City of Bedford (Maint: 09)	0.67	**19000**	**F**	88%	1%	1%	1%	9%	0%	F	0.082	F	0.513	20000	F
	To: US 460 OLD TNPK RD															
	From: US 460 Old Turnpike Rd															
Bus 221 / 460	City of Bedford (Maint: 09)	0.33	**6800**	**N**	98%	1%	1%	0%	1%	0%	N	0.093	N	0.509	7300	N
	To: / From: Oakcrest St															
Bus 221 / 460 Blue Ridge Ave	City of Bedford	0.68	**6800**	**F**	98%	1%	1%	0%	1%	0%	C	0.093	F	0.509	7300	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	0.095	F	0.512	5700	F
	To: / From: Crenshaw St															
Bus 221 / Bus 460 / 122 W Main St	City of Bedford	0.19	**6300**	**F**	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	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	**6100**	**F**	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6500	F
	To: / From: Bedford Ave															
221 / 43 / Bus 122 N Bridge St	City of Bedford	0.11	**7900**	**F**	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	8400	F
	To: Peaks St															

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Bus 221 122 Longwood Ave	From: SR 43 Peaks St City of Bedford	0.71	**7200**	**F**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7700	F
	To: Oakwood St															
Bus 221 122 Longwood Ave	From: Oakwood St City of Bedford	0.47	**9300**	**F**	98%	1%	0%	0%	0%	0%	C	0.091	F	0.553	10000	F
	To: Forest Road															
221 Forest Rd	From: Longwood Ave City of Bedford	0.68	**6300**	**F**	96%	1%	1%	0%	2%	0%	C	0.095	F	0.507	6700	F
	To: ECL Bedford															
460 221	From: WCL Bedford City of Bedford (Maint: 09)	0.67	**19000**	**F**	88%	1%	1%	1%	9%	0%	F	0.082	F	0.513	20000	F
	To: US 221															
460	From: ECL Bedford City of Bedford (Maint: 09)	0.18	**15000**	**F**	88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
	To: WCL Bedford															
460	From: WCL Bedford City of Bedford (Maint: 09)	0.90	**15000**	**F**	88%	1%	1%	1%	9%	0%	F	0.079	F	0.503	16000	F
	To: ECL Bedford															
460 122	From: SCL Bedford City of Bedford (Maint: 09)	0.94	**19000**	**F**	88%	1%	1%	1%	9%	0%	F	0.080	F	0.514	20000	F
	To: SR 122, US 221, Bus US 460															
460	From: SR 122, US 221, Bus US 460 City of Bedford (Maint: 09)	0.28	**20000**	**G**	88%	1%	1%	1%	9%	0%	F	0.082	N	0.521	21000	G
	To: ECL Bedford															
Bus 460 221	From: US 460 Old Tnpk Rd City of Bedford (Maint: 09)	0.33	**6800**	**N**	98%	1%	1%	0%	1%	0%	N	0.093	N	0.509	7300	N
	To: Oakcrest St															
Bus 460 221 Blue Ridge Ave	From: Oakcrest St City of Bedford	0.68	**6800**	**F**	98%	1%	1%	0%	1%	0%	C	0.093	F	0.509	7300	F
	To: 4th St															
Bus 460 221 W Main St	From: 4th St City of Bedford	0.07	**5300**	**F**	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5700	F
	To: Crenshaw St															
Bus 460 221 Bus 122 W Main St	From: Crenshaw St City of Bedford	0.19	**6300**	**F**	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6800	F
	To: N Bridge St															
Bus 460 43 E Main St	From: N Bridge St City of Bedford	0.08	**6500**	**F**	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	F
	To: South St															
Bus 460 43 E Main St	From: South St City of Bedford	0.07	**7100**	**G**	98%	0%	1%	0%	0%	0%	F	NA			7700	G
	To: SR 43 Otey St															
Bus 460 E Main St	From: SR 43 Otey St City of Bedford	1.11	**6600**	**F**	98%	0%	1%	0%	0%	0%	C	0.095	F	0.558	7100	F
	To: US 460, SR 122															

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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							
City of Bedford																
F609 Dinwiddie Dr	0.09	**140**	**R**								NA			NA		07/10/2007
From: SR 122 Burks Hill Rd																
To: SCL Bedford																
1 4th St	0.20	**10**	**F**	99%	1%	0%	0%	0%	0%	F	0.211	F	0.5	10	F	2010
From: Bedford Ave																
To: College St																
1 College St	0.14	**1000**	**F**	99%	1%	0%	0%	0%	0%	F	0.190	F	0.534	1100	F	2010
From: 4th St																
To: SR 43 Peaks Street																
2 Dawn Dr	0.63	**1000**	**F**	94%	0%	1%	1%	4%	0%	C	0.155	F	0.739	1100	F	2010
From: Park St																
To: Independence Blvd																
3 Orange St	0.39	**780**	**F**	94%	1%	3%	1%	1%	0%	C	0.116	F	0.555	840	F	2010
From: Grove St																
To: Gold Rd																
3 Orange St	1.47	**830**	**F**	94%	1%	3%	1%	1%	0%	F	0.11	F	0.553	880	F	2010
From: ECL Bedford																
To: SR 43 South St																
4 Ridge St/Otey St	0.27	**400**	**F**	95%	3%	1%	0%	0%	0%	F	0.14	F	0.515	430	F	2010
From: SR 43 South St																
To: Washington St																
5 Bridge St	0.07	**1800**	**F**	95%	3%	1%	0%	0%	0%	C	0.102	F	0.517	1900	F	2010
From: US 221, W Main St																
To: SR 43 Peaks St																
6 Whitfield Rd	0.61	**1900**	**F**	99%	0%	0%	0%	0%	0%	C	0.091	F	0.668	2000	F	2010
From: Oakwood St																
To: W Main St																
3050 Washington St	0.21	**1400**	**F**	98%	1%	1%	0%	0%	0%	C	0.101	F	0.517	1500	F	2010
From: Crenshaw St																
To: South St																
3050 Washington St	0.25	**1800**	**F**	98%	1%	1%	0%	0%	0%	F	0.109	F	0.543	1900	F	2010
From: SR 43 South St																
To: Otey St																
3050 Washington St	0.07	**1500**	**F**	98%	1%	1%	0%	0%	0%	F	0.116	F	0.609	1600	F	2010
From: SCL Bedford																
To: E Main St																
3051 Link Rd	0.58	**4600**	**F**	97%	0%	1%	1%	1%	0%	C	0.097	F	0.571	5000	F	2010
From: W Main St																
To: Bedford Ave																
3052 4th St	0.15	**5500**	**F**	99%	1%	0%	0%	0%	0%	C	0.113	F	0.501	5900	F	2010
From: 4th St																
To: 2nd St																
3052 Bedford Ave	0.10	**4200**	**F**	99%	0%	0%	0%	0%	0%	C	0.095	F	0.6	4500	F	2010
From: N Bridge St																
To: Grove St																
3052 Bedford Ave	0.20	**3700**	**F**	99%	0%	0%	0%	0%	0%	F	0.094	F	0.641	3900	F	2010
From: Jackson St																
To: Orange St																
3052 Grove St	0.28	**1300**	**F**	96%	0%	1%	2%	1%	0%	C	0.109	F	0.535	1400	F	2010
From: Grove St																
To: E Main St																
3052 Orange St	0.08	**1400**	**F**	96%	0%	1%	2%	1%	0%	F	0.106	F	0.555	1500	F	2010
From: Orange St																
To: Forest Rd																
3054 McGhee St	0.54	**400**	**F**	99%	1%	1%	0%	0%	0%	C	0.116	F	0.596	430	F	2010

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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							
City of Bedford																
			From:	141-2 Gap Terminus Greenwood St												
(3059) Park St	0.30	**820**	**F**	94%	0%	1%	1%	4%	0%	F	0.129	F	0.686	870	F	2010
			To:	US 221												
			From:	Longwood Ave												
(3061) Oakwood St	0.59	**3400**	**F**	99%	0%	0%	0%	0%	0%	C	0.088	F	0.512	3600	F	2010
			To:	Whitfield Rd												
			From:	Oak St												
Baltimore Ave		**260**	**F**								0.129	F	0.649	280	F	2010
			To:	Park St												
			From:	Bedford Ave												
College St		**760**	**G**								NA			760	G	2010
			To:	Mountain Ave												
			From:	Maybeury Dr												
Pinecrest Ave		**240**	**F**								0.117	F		260	F	2010
			To:	Morgan St												
			From:	Venture Blvd												
Shady Knoll Ave		**520**	**F**								0.116	F	0.523	550	F	2010
			To:	Longwood Ave												