

2015
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

- 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
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 2015
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Bedford

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Bedford															
43 South St	City of Bedford	0.96	1600	G	97%	1%	1%	0%	0%	0%	C	0.091	0.536	1700	G	
	To: SR 43 P Talbot St															
	From: South Street															
43 Talbot St	City of Bedford	0.05	650	G	97%	1%	1%	0%	0%	0%	F	0.101	0.5	690	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	G
	To: Otey Street															
	From: Talbot St															
43 Otey St	City of Bedford	0.14	930	G	97%	1%	1%	0%	0%	0%	C	0.094	0.663	990	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1700	G
	To: Bus US 460 E Main St															
	From: Bus US 460															
43 460 E Main St	City of Bedford	0.07	5800	G	98%	0%	1%	0%	0%	0%	F	0.090	0.524	6200	G	
	To: South St															
	From: Main St															
43 460 E Main St	City of Bedford	0.08	5800	G	98%	0%	1%	0%	0%	0%	F	0.093	0.588	6200	G	
	To: Bus US 460, US 221															
	From:															
43 221 122 N Bridge St	City of Bedford	0.16	5800	G	98%	1%	1%	0%	0%	0%	F	0.093	0.535	6200	G	
	To: Bedford Ave															
	From:															
43 221 122 N Bridge St	City of Bedford	0.11	7900	G	98%	1%	1%	0%	0%	0%	C	0.092	0.526	8400	G	
	To: US 221 Peaks St															
	From: N Bridge St															
43 Peaks St	City of Bedford	0.62	3100	G	98%	0%	1%	0%	1%	0%	F	0.095	0.591	3300	G	
	To: Laurel St															
	From:															
43 Peaks St	City of Bedford	0.94	2600	G	98%	0%	1%	0%	1%	0%	C	0.094	0.579	2800	G	
	To: NCL Bedford															
	From: SR 43 P Talbot St															
43 South St	City of Bedford	0.14	900	G	99%	0%	1%	0%	0%	0%	C	0.094	0.544	960	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.526	1600	G
	To: Washington St															
	From:															
43 South St	City of Bedford	0.06	670	G	97%	1%	1%	0%	0%	0%	F	0.119	0.661	720	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	G	97%	1%	1%	0%	0%	0%	F	0.100	F	0.661	1700	G
	To: Main St															
	From: SCL Bedford															
122 Burks Hill Rd	City of Bedford	0.54	9700	G	96%	1%	1%	1%	2%	0%	C	0.088	0.642	10000	G	
	To: US 460															
	From: SCL Bedford															
122 460	City of Bedford (Maint: 09)	0.94	21000	G	88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G	
	To: US 460															
	From: Bus US 460 E Main St															
122 Independence Blvd	City of Bedford	1.02	11000	G	95%	1%	1%	1%	3%	0%	F	0.090	0.592	12000	G	
	To: Orange St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
122 Independence Blvd	From: Orange St City of Bedford	0.29	11000	G	95%	1%	1%	1%	3%	0%	C	0.091	0.576	11000	G	
122 Independence Blvd	To: Dawn Dr From: City of Bedford	0.50	9500	G	95%	1%	1%	1%	3%	0%	F	0.086	0.506	10000	G	
122 Longwood Ave	To: Longwood Ave From: Independence Ave City of Bedford	0.65	5000	G	92%	2%	0%	0%	5%	0%	C	0.135	0.507	5400	G	
Bus 122 Crenshaw St	To: NCL Bedford From: US 460 City of Bedford	0.96	4700	G	97%	2%	1%	0%	0%	0%	C	0.097	0.513	5000	G	
Bus 122 221 460 W Main St	To: W Main St From: City of Bedford	0.19	6200	G	98%	1%	1%	0%	1%	0%	F	0.097	0.533	6600	G	
Bus 122 221 43 N Bridge St	To: N Bridge St From: E Main St City of Bedford	0.16	5800	G	98%	1%	1%	0%	0%	0%	F	0.093	0.535	6200	G	
Bus 122 221 43 N Bridge St	To: Bedford Ave From: City of Bedford	0.11	7900	G	98%	1%	1%	0%	0%	0%	C	0.092	0.526	8400	G	
Bus 122 221 Longwood Ave	To: Peaks St From: City of Bedford	0.71	7300	G	98%	1%	1%	0%	0%	0%	F	0.091	0.545	7800	G	
Bus 122 221 Longwood Ave	To: Oakwood St From: City of Bedford	0.47	9500	G	75%	7%	17%	0%	0%	0%	C	0.092	0.507	10000	G	
221 460	To: Forest Rd From: WCL Bedford City of Bedford (Maint: 09)	0.67	20000	G	88%	1%	1%	1%	8%	0%	F	0.089	0.517	21000	G	
Bus 221 460	To: US 460 OLD TNPK RD From: US 460 Old Turnpike Rd City of Bedford (Maint: 09)	0.33	6600	N	98%	1%	1%	0%	1%	0%	N	0.094	0.506	7000	N	
Bus 221 460 Blue Ridge Ave	To: Oakcrest St From: City of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	C	0.094	0.506	7000	G	
Bus 221 460 W Main St	To: 4th St From: City of Bedford	0.07	4900	G	98%	1%	1%	0%	1%	0%	F	0.092	0.51	5200	G	
Bus 221 460 122 W Main St	To: Crenshaw St From: City of Bedford	0.19	6200	G	98%	1%	1%	0%	1%	0%	F	0.097	0.533	6600	G	
Bus 221 43 122 N Bridge St	To: Bus US 460, SR 43; N Bridge St From: Bus US 460, SR 43 Main St City of Bedford	0.16	5800	G	98%	1%	1%	0%	0%	0%	F	0.093	0.535	6200	G	
	To: Bedford Ave															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 221 43 122 N Bridge St	From: Bedford Ave To: Peaks St City of Bedford	0.11	7900	G	98%	1%	1%	0%	0%	0%	C	0.092	0.526	8400	G	
Bus 221 122 Longwood Ave	From: SR 43 Peaks St To: Oakwood St City of Bedford	0.71	7300	G	98%	1%	1%	0%	0%	0%	F	0.091	0.545	7800	G	
Bus 221 122 Longwood Ave	From: Oakwood St To: Forest Road City of Bedford	0.47	9500	G	75%	7%	17%	0%	0%	0%	C	0.092	0.507	10000	G	
221 Forest Rd	From: Longwood Ave To: ECL Bedford City of Bedford	0.68	6600	G	96%	1%	1%	1%	2%	0%	C	0.096	0.505	7000	G	
460 221	From: WCL Bedford To: US 221 City of Bedford (Maint: 09)	0.67	20000	G	88%	1%	1%	1%	8%	0%	F	0.089	0.517	21000	G	
460	From: US 221 To: ECL Bedford City of Bedford (Maint: 09)	0.18	16000	G	84%	1%	1%	1%	11%	0%	C	0.09	0.511	17000	G	
460	From: ECL Bedford To: WCL Bedford City of Bedford (Maint: 09)	0.90	16000	G	84%	1%	1%	1%	11%	0%	C	0.09	0.511	17000	G	
460 122	From: ECL Bedford To: SCL Bedford City of Bedford (Maint: 09)	0.94	21000	G	88%	1%	1%	1%	8%	0%	F	0.081	0.559	22000	G	
460	From: SR 122, US 221, Bus US 460 To: ECL Bedford City of Bedford (Maint: 09)	0.28	19000	G	88%	1%	1%	1%	8%	0%	F	0.084	0.532	20000	G	
Bus 460 221	From: US 460 Old Tnpk Rd To: Oakcrest St City of Bedford (Maint: 09)	0.33	6600	N	98%	1%	1%	0%	1%	0%	N	0.094	0.506	7000	N	
Bus 460 221 Blue Ridge Ave	From: Oakcrest St To: 4th St City of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	C	0.094	0.506	7000	G	
Bus 460 221 W Main St	From: 4th St To: Crenshaw St City of Bedford	0.07	4900	G	98%	1%	1%	0%	1%	0%	F	0.092	0.51	5200	G	
Bus Bus 460 221 122 W Main St	From: Crenshaw St To: N Bridge St City of Bedford	0.19	6200	G	98%	1%	1%	0%	1%	0%	F	0.097	0.533	6600	G	
Bus 460 43 E Main St	From: N Bridge St To: South St City of Bedford	0.08	5800	G	98%	0%	1%	0%	0%	0%	F	0.093	0.588	6200	G	
Bus 460 43 E Main St	From: South St To: SR 43 Otey St City of Bedford	0.07	5800	G	98%	0%	1%	0%	0%	0%	F	0.090	0.524	6200	G	
Bus 460 E Main St	From: SR 43 Otey St To: US 460, SR 122 City of Bedford	1.11	6600	G	98%	0%	1%	0%	0%	0%	C	0.091	0.605	7000	G	

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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	160	R								NA			NA		05/23/2013
(1) 4th St	0.20	10	G	98%	1%	1%	0%	0%	0%	F	0.286		0.5	10	G	2015
(1) College St	0.14	1000	G	98%	1%	1%	0%	0%	0%	F	0.162		0.622	1100	G	2015
(2) Dawn Dr	0.63	1300	G	94%	0%	1%	2%	4%	0%	C	0.13		0.717	1400	G	2015
(3) Orange St	0.39	790	G	96%	1%	2%	0%	0%	0%	C	0.103		0.562	840	G	2015
(3) Orange St	1.47	920	G	96%	1%	2%	0%	0%	0%	F	0.11		0.593	980	G	2015
(4) Ridge St/Otey St	0.27	400	G	94%	3%	1%	1%	1%	0%	F	0.117		0.556	430	G	2015
(5) Bridge St	0.07	1700	G	94%	3%	1%	1%	1%	0%	C	0.104		0.667	1800	G	2015
(6) Whitfield Rd	0.61	1900	G	99%	0%	1%	0%	0%	0%	C	0.091		0.603	2000	G	2015
(3050) Washington St	0.21	1300	G	98%	1%	1%	0%	0%	0%	C	0.107		0.507	1400	G	2015
(3050) Washington St	0.25	1600	G	98%	1%	1%	0%	0%	0%	F	0.098		0.521	1700	G	2015
(3050) Washington St	0.07	1200	G	98%	1%	1%	0%	0%	0%	F	0.109		0.666	1300	G	2015
(3051) Link Rd	0.58	4600	G	97%	0%	1%	1%	1%	0%	C	0.090		0.551	4900	G	2015
(3052) 4th St	0.15	5500	G	98%	1%	1%	0%	0%	0%	C	0.095		0.548	5800	G	2015
(3052) Bedford Ave	0.10	4000	G	98%	1%	1%	0%	0%	0%	C	0.098		0.527	4300	G	2015
(3052) Bedford Ave	0.20	3400	G	98%	1%	1%	0%	0%	0%	F	0.1		0.608	3700	G	2015
(3052) Jackson St	0.24	850	G	97%	0%	1%	1%	1%	0%	C	0.130		0.512	900	G	2015
(3052) Grove St	0.28	1500	G	96%	1%	2%	1%	1%	0%	C	0.106		0.5	1500	G	2015
(3052) Orange St	0.08	1500	G	96%	1%	2%	1%	1%	0%	F	0.102		0.567	1600	G	2015
(3054) McGhee St	0.54	410	G	99%	0%	1%	0%	0%	0%	C	0.133		0.5	440	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Bedford																
3059 Park St	0.30	750	G	94%	0%	From 141-2 Gap Terminus Greenwood St				F	0.128		0.578	800	G	2015
						To US 221										
3061 Oakwood St	0.59	3600	G	99%	0%	From Longwood Ave				C	0.092		0.579	3900	G	2015
						To Whitfield Rd										
Baltimore Ave		260	G			From Oak St					0.121		0.551	280	G	2015
						To Park St										
College St		720	G			From Bedford Ave					0.178		0.551	720	G	2015
						To Mountain Ave										
Pinecrest Ave		480	G			From Maybeury Dr					0.097		0.628	510	G	2015
						To Morgan St										
Shady Knoll Ave		510	G			From Venture Blvd					0.110		0.548	540	G	2015
						To Longwood Ave										