2009
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
2009
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**	**G**	98%	1%	1%	0%	0%	0%	C	0.096	F	0.546	1900	G
	To: SR 43 P Talbott St															
	From: South Street															
43 Talbot St	City of Bedford	0.05	**690**	**G**	97%	1%	1%	0%	0%	0%	F	0.096	F	0.503	750	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1700**	**G**	98%	1%	1%	0%	0%	0%	F	NA			1800	G
	To: Otey Street															
	From: Talbot St															
43 Otey St	City of Bedford	0.14	**940**	**G**	97%	1%	1%	0%	0%	0%	C	0.091	F	0.7	1000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1600**	**G**	97%	1%	1%	0%	0%	0%	F	NA			1700	G
	To: Bus US 460 E Main St															
	From: Bus US 460															
43 Bus 460 E Main St	City of Bedford	0.07	**6800**	**G**	98%	0%	1%	0%	1%	0%	F	0.094	F	0.554	7300	G
	To: South St															
	From: Main St															
43 Bus 460 E Main St	City of Bedford	0.08	**6800**	**G**	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	7400	G
	To: Bus US 460, US 221															
	From:															
43 221 Bus 122 N Bridge St	City of Bedford	0.16	**5800**	**G**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6300	G
	To: Bedford Ave															
	From:															
43 221 Bus 122 N Bridge St	City of Bedford	0.11	**8000**	**G**	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	8700	G
	To: US 221Peaks St															
	From: N Bridge St															
43 Peaks St	City of Bedford	0.62	**2900**	**G**	98%	0%	1%	0%	0%	0%	F	0.091	F	0.621	3100	G
	To: Laurel St															
	From:															
43 Peaks St	City of Bedford	0.94	**2600**	**G**	98%	0%	1%	0%	0%	0%	C	0.090	F	0.611	2800	G
	To: NCL Bedford															
	From: SR 43 P Talbott St															
43P South St	City of Bedford	0.14	**970**	**G**	98%	0%	1%	0%	0%	0%	C	0.11	F	0.630	1100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1700**	**G**	98%	1%	1%	0%	0%	0%	F	NA			1800	G
	To: Washington St															
	From:															
43P South St	City of Bedford	0.06	**620**	**G**	98%	1%	1%	0%	0%	0%	F	0.121	F		670	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1600**	**G**	97%	1%	1%	0%	0%	0%	F	NA			1700	G
	To: Main St															
	From: SCL Bedford															
122 Burks Hill Rd	City of Bedford	0.54	**9600**	**G**	95%	1%	1%	1%	3%	0%	C	0.088	F	0.614	10000	G
	To: US 460															
	From: SCL Bedford															
122 460	City of Bedford (Maint: 09)	0.94	**19000**	**G**	88%	1%	1%	1%	8%	0%	F	0.081	F	0.581	20000	G
	To: US 460															
	From: Bus US 460 E Main St															
122 Independence Blvd	City of Bedford	1.02	**9900**	**G**	95%	1%	1%	1%	3%	0%	F	0.084	F	0.501	11000	G
	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	**9900**	**G**	95%	1%	1%	1%	3%	0%	C	0.087	F	0.545	11000	G
	To: Dawn Dr															
	From:															
122 Independence Blvd	City of Bedford	0.50	**8600**	**G**	95%	1%	1%	1%	3%	0%	F	0.085	F	0.519	9300	G
	To: Longwood Ave															
	From: Independence Ave															
122 Longwood Ave	City of Bedford	0.65	**4200**	**G**	94%	1%	1%	1%	4%	0%	C	0.087	F	0.627	4500	G
	To: NCL Bedford															
	From: US 460															
Bus 122 Crenshaw St	City of Bedford	0.96	**4800**	**G**	97%	1%	1%	0%	0%	0%	C	0.101	F	0.584	5200	G
	To: W Main St															
	From:															
Bus 122 221 Bus 460 W Main St	City of Bedford	0.19	**6400**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	6900	G
	To: N Bridge St															
	From: E Main St															
Bus 122 221 43 N Bridge St	City of Bedford	0.16	**5800**	**G**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6300	G
	To: Bedford Ave															
	From:															
Bus 122 221 43 N Bridge St	City of Bedford	0.11	**8000**	**G**	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	8700	G
	To: Peaks St															
	From:															
Bus 122 221 Longwood Ave	City of Bedford	0.71	**7400**	**G**	98%	1%	1%	0%	0%	0%	F	0.093	F	0.504	8000	G
	To: Oakwood St															
	From:															
Bus 122 221 Longwood Ave	City of Bedford	0.47	**9400**	**G**	97%	1%	1%	0%	1%	0%	C	0.090	F	0.506	10000	G
	To: Forest Rd															
	From: WCL Bedford															
221 460	City of Bedford (Maint: 09)	0.67	**19000**	**G**	88%	1%	1%	1%	8%	0%	F	0.079	F	0.553	20000	G
	To: US 460 OLD TNPK RD															
	From: US 460 Old Turnpike Rd															
Bus 221 460	City of Bedford (Maint: 09)	0.33	**6600**	**N**	97%	1%	1%	0%	1%	0%	N	0.090	N	0.544	7100	N
	To: Oakcrest St															
	From:															
Bus 221 460	City of Bedford	0.68	**6600**	**G**	97%	1%	1%	0%	1%	0%	C	0.090	F	0.544	7100	G
	To: 4th St															
	From:															
Bus 221 460 W Main St	City of Bedford	0.07	**5300**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.528	5800	G
	To: Crenshaw St															
	From:															
Bus 221 460 Bus 122 W Main St	City of Bedford	0.19	**6400**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	6900	G
	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	**5800**	**G**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6300	G
	To: Bedford Ave															
	From:															
221 43 Bus 122 N Bridge St	City of Bedford	0.11	**8000**	**G**	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	8700	G
	To: Peaks 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
Bus 221 122 Longwood Ave	From: SR 43 Peaks St															
	City of Bedford	0.71	**7400**	**G**	98%	1%	1%	0%	0%	0%	F	0.093	F	0.504	8000	G
	To: Oakwood St															
Bus 221 122 Longwood Ave	From:															
	City of Bedford	0.47	**9400**	**G**	97%	1%	1%	0%	1%	0%	C	0.090	F	0.506	10000	G
	To: Forest Road															
221 Forest Rd	From: Longwood Ave															
	City of Bedford	0.68	**5800**	**G**	96%	1%	1%	1%	2%	0%	C	0.094	F	0.531	6300	G
	To: ECL Bedford															
460 221	From: WCL Bedford															
	City of Bedford (Maint: 09)	0.67	**19000**	**G**	88%	1%	1%	1%	8%	0%	F	0.079	F	0.553	20000	G
	To: US 221															
460	From:															
	City of Bedford (Maint: 09)	0.18	**16000**	**G**	88%	1%	1%	1%	8%	0%	F	0.074	F	0.544	16000	G
	To: ECL Bedford															
460	From: WCL Bedford															
	City of Bedford (Maint: 09)	0.90	**16000**	**G**	88%	1%	1%	1%	8%	0%	F	0.074	F	0.544	16000	G
	To: ECL Bedford															
460 122	From: SCL Bedford															
	City of Bedford (Maint: 09)	0.94	**19000**	**G**	88%	1%	1%	1%	8%	0%	F	0.081	F	0.581	20000	G
	To: SR 122, US 221, Bus US 460															
460	From:															
	City of Bedford (Maint: 09)	0.28	**19000**	**G**	88%	1%	1%	1%	8%	0%	F	0.079	F	0.538	20000	G
	To: ECL Bedford															
Bus 460 221	From: US 460 Old Tnpk Rd															
	City of Bedford (Maint: 09)	0.33	**6600**	**N**	97%	1%	1%	0%	1%	0%	N	0.090	N	0.544	7100	N
	To: Oakcrest St															
Bus 460 221	From:															
	City of Bedford	0.68	**6600**	**G**	97%	1%	1%	0%	1%	0%	C	0.090	F	0.544	7100	G
	To: 4th St															
Bus 460 221 W Main St	From:															
	City of Bedford	0.07	**5300**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.528	5800	G
	To: Crenshaw St															
Bus Bus 460 221 122 W Main St	From:															
	City of Bedford	0.19	**6400**	**G**	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	6900	G
	To: N Bridge St															
Bus 460 43 E Main St	From:															
	City of Bedford	0.08	**6800**	**G**	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	7400	G
	To: South St															
Bus 460 43 E Main St	From:															
	City of Bedford	0.07	**6800**	**G**	98%	0%	1%	0%	1%	0%	F	0.094	F	0.554	7300	G
	To: SR 43 Otey St															
Bus 460 E Main St	From:															
	City of Bedford	1.11	**6200**	**G**	98%	0%	1%	0%	1%	0%	C	0.094	F	0.564	6700	G
	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**	**G**	98%	1%	0%	0%	0%	0%	F	0.261	F	0.667	10	G	2009
From: Bedford Ave																
To: College St																
1 College St	0.14	**970**	**G**	98%	1%	0%	0%	0%	0%	F	0.162	F	0.633	1100	G	2009
From: 4th St																
To: SR 43 Peaks Street																
2 Dawn Dr	0.63	**1200**	**G**	94%	1%	1%	1%	4%	0%	C	0.146	F	0.765	1300	G	2009
From: Park St																
To: Independence Blvd																
3 Orange St	0.39	**750**	**G**	97%	1%	2%	1%	0%	0%	C	0.108	F	0.631	820	G	2009
From: Grove St																
To: Gold Rd																
3 Orange St	1.47	**850**	**G**	97%	1%	2%	1%	0%	0%	F	0.110	F	0.544	920	G	2009
From: ECL Bedford																
To: SR 43 South St																
4 Ridge St/Otey St	0.27	**340**	**G**	96%	2%	1%	1%	0%	0%	F	0.128	F	0.557	360	G	2009
From: SR 43 South St																
To: Washington St																
5 Bridge St	0.07	**1800**	**G**	96%	2%	1%	1%	0%	0%	C	0.104	F	0.606	2000	G	2009
From: US 221, W Main St																
To: SR 43 Peaks St																
6 Whitfield Rd	0.61	**2000**	**G**	99%	0%	0%	0%	0%	0%	C	0.087	F	0.509	2200	G	2009
From: Oakwood St																
To: W Main St																
3050 Washington St	0.21	**1500**	**G**	98%	1%	1%	0%	0%	0%	C	0.106	F	0.564	1600	G	2009
From: Crenshaw St																
To: South St																
3050 Washington St	0.25	**1800**	**G**	98%	1%	1%	0%	0%	0%	F	0.104	F	0.605	1900	G	2009
From: SR 43 South St																
To: Otey St																
3050 Washington St	0.07	**1400**	**G**	98%	1%	1%	0%	0%	0%	F	0.111	F	0.620	1500	G	2009
From: SCL Bedford																
To: E Main St																
3051 Link Rd	0.58	**4100**	**G**	96%	1%	1%	2%	1%	0%	C	0.096	F	0.544	4400	G	2009
From: W Main St																
To: Bedford Ave																
3052 4th St	0.15	**5200**	**G**	98%	1%	0%	0%	0%	0%	C	0.112	F	0.509	5600	G	2009
From: 4th St																
To: 2nd St																
3052 Bedford Ave	0.10	**4400**	**G**	98%	1%	0%	0%	0%	0%	C	0.098	F	0.568	4800	G	2009
From: N Bridge St																
To: Grove St																
3052 Bedford Ave	0.20	**4100**	**G**	98%	1%	0%	0%	0%	0%	F	0.1	F	0.640	4500	G	2009
From: Jackson St																
To: Orange St																
3052 Jackson St	0.24	**860**	**G**								0.138	F	0.579	930	G	2009
From: Grove St																
To: Orange St																
3052 Grove St	0.28	**1400**	**G**	96%	0%	1%	1%	1%	0%	C	0.105	F	0.508	1500	G	2009
From: Grove St																
To: E Main St																
3052 Orange St	0.08	**1600**	**G**	96%	0%	1%	1%	1%	0%	F	0.105	F	0.601	1800	G	2009
From: Orange St																
To: Forest Rd																
3054 McGhee St	0.54	**410**	**G**	99%	0%	1%	0%	0%	0%	C	0.1	F	0.571	450	G	2009

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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																
(3059) Park St	0.30	**920**	**G**	94%	1%	1%	1%	4%	0%	F	0.123	F	0.758	1000	G	2009
From: 141-2 Gap Terminus Greenwood St																
To: US 221																
(3061) Oakwood St	0.59	**3500**	**G**	99%	0%	0%	0%	0%	0%	C	0.087	F	0.504	3800	G	2009
From: Longwood Ave																
To: Whitfield Rd																
Baltimore Ave		**290**	**G**								0.122	F	0.687	310	G	2009
From: Oak St																
To: Park St																
College St		**720**	**G**								0.178	F	0.551	720	G	2009
From: Bedford Ave																
To: Mountain Ave																
Pinecrest Ave		**580**	**G**								0.1	F	0.517	630	G	2009
From: Mayberry Dr																
To: Morgan St																
Shady Knoll Ave		**510**	**G**								0.11	F	0.587	560	G	2009
From: Longwood Ave																
To: Dawn Dr																