

**2020**

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

where available

**Special Locality Report**

**141**

Town 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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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.

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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 buses.

**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  
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  
 Traffic Engineering Division  
 2020  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town 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	Town of Bedford	0.96	1500	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.536	1600	G
	To: SR 43 P Talbot St															
	From: South Street															
43 Talbot St	Town of Bedford	0.05	610	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.5	660	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1500	G
	To: Otey Street															
	From: Talbot St															
43 Otey St	Town of Bedford	0.14	760	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.663	830	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1300	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.660	1400	G
	To: Bus US 460 E Main St															
	From: Bus US 460															
43 460 E Main St	Town of Bedford	0.07	4800	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	5300	G
	To: South St															
	From: Main St															
43 460 E Main St	Town of Bedford	0.08	4800	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	5200	G
	To: Bus US 460, US 221															
	From:															
43 221 122 N Bridge St	Town of Bedford	0.16	4700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5100	G
	To: Bedford Ave															
	From:															
43 221 122 N Bridge St	Town of Bedford	0.11	6700	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	7300	G
	To: US 221 Peaks St															
	From: N Bridge St															
43 Peaks St	Town of Bedford	0.62	2900	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.591	3100	G
	To: Laurel St															
	From:															
43 Peaks St	Town of Bedford		2100	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.579	2300	G
	To: NCL Bedford															
	From: SR 43 P Talbot St															
43 South St	Town of Bedford	0.14	750	G	98%	1%	0%	1%	0%	0%	C	0.094	F	0.544	810	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1500	G
	To: Washington St															
	From:															
43 South St	Town of Bedford	0.06	550	G	98%	1%	1%	0%	0%	0%	F	0.119	F		600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1300	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.661	1400	G
	To: Main St															
	From: SCL Bedford															
122 Burks Hill Rd	Town of Bedford	0.54	9100	G	96%	1%	1%	1%	2%	0%	C	0.088	F	0.642	9900	G
	To: US 460															
	From: SCL Bedford															
122 460	Town of Bedford (Maint: 09)	0.94	19000	G	89%	1%	1%	1%	7%	0%	F	0.087	F	0.554	20000	G
	To: US 460															
	From: Bus US 460 E Main St															
122 Independence Blvd	Town of Bedford	1.02	10000	G	95%	1%	1%	1%	3%	0%	F	0.090	F	0.592	11000	G
	To: Orange St															



Virginia Department of Transportation  
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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Bedford

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
122 Independence Blvd	Town of Bedford	0.29	9700	G	95%	1%	1%	1%	3%	0%	C	0.091	F	0.576	11000	G
122 Independence Blvd	Town of Bedford	0.50	8600	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.506	9300	G
122 Longwood Ave	Town of Bedford	0.65	4600	G	94%	2%	1%	0%	2%	0%	C	0.135	F	0.507	5100	G
122 Crenshaw St	Town of Bedford	0.96	3800	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.513	4100	G
122 221 460 W Main St	Town of Bedford	0.19	5100	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	5600	G
122 221 43 N Bridge St	Town of Bedford	0.16	4700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5100	G
122 221 43 N Bridge St	Town of Bedford	0.11	6700	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	7300	G
122 221 Longwood Ave	Town of Bedford	0.71	6200	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	6700	G
122 221 Longwood Ave	Town of Bedford	0.47	8400	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.507	9100	G
221 460	Town of Bedford (Maint: 09)	0.67	17000	G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.510	18000	G
221 460	Town of Bedford (Maint: 09)	0.33	5700	N	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	6200	N
221 460 Blue Ridge Ave	Town of Bedford	0.68	5700	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.506	6200	G
221 460 W Main St	Town of Bedford	0.07	4600	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	4900	G
221 460 122 W Main St	Town of Bedford	0.19	5100	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	5600	G
221 43 122 N Bridge St	Town of Bedford	0.16	4700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5100	G
221 43 122 N Bridge St	Town of Bedford	0.11	6700	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	7300	G

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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						
Bus 221 122 Longwood Ave	From: SR 43 Peaks St Town of Bedford	0.71	6200	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	6700	G
	To: Oakwood St															
Bus 221 122 Longwood Ave	From: Oakwood St Town of Bedford	0.47	8400	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.507	9100	G
	To: Forest Road															
221 Forest Rd	From: Forest Road Town of Bedford	0.68	6100	G	96%	1%	1%	1%	2%	0%	C	0.096	F	0.505	6600	G
	To: ECL Bedford															
460 221	From: WCL Bedford Town of Bedford (Maint: 09)	0.67	17000	G	89%	1%	1%	1%	7%	0%	F	0.089	F	0.510	18000	G
	To: US 221															
460	From: US 221 Town of Bedford (Maint: 09)	0.18	14000	G	89%	1%	1%	1%	7%	0%	F	0.086	F	0.542	15000	G
	To: ECL Bedford															
460	From: WCL Bedford Town of Bedford (Maint: 09)	0.90	14000	G	89%	1%	1%	1%	7%	0%	F	0.086	F	0.542	15000	G
	To: ECL Bedford															
460 122	From: ECL Bedford Town of Bedford (Maint: 09)	0.94	19000	G	89%	1%	1%	1%	7%	0%	F	0.087	F	0.554	20000	G
	To: SCL Bedford															
460	From: SCL Bedford Town of Bedford (Maint: 09)	0.28	14000	N	89%	1%	1%	1%	7%	0%	N	0.084	F	0.532	15000	N
	To: SR 122, US 221, Bus US 460															
	To: ECL Bedford															
Bus 460 221	From: US 460 Old Tnpk Rd Town of Bedford (Maint: 09)	0.33	5700	N	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	6200	N
	To: Oakcrest St															
Bus 460 221 Blue Ridge Ave	From: Oakcrest St Town of Bedford	0.68	5700	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.506	6200	G
	To: 4th St															
Bus 460 221 W Main St	From: 4th St Town of Bedford	0.07	4600	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	4900	G
	To: Crenshaw St															
Bus Bus 460 221 122 W Main St	From: Crenshaw St Town of Bedford	0.19	5100	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	5600	G
	To: N Bridge St															
Bus 460 43 E Main St	From: N Bridge St Town of Bedford	0.08	4800	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	5200	G
	To: South St															
Bus 460 43 E Main St	From: South St Town of Bedford	0.07	4800	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	5300	G
	To: SR 43 Otey St															
Bus 460 E Main St	From: SR 43 Otey St Town of Bedford	1.11	5700	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.605	6100	G
	To: US 460, SR 122															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
<b>Town of Bedford</b>																
(F609) Dinwiddie Dr	0.07	140	R								NA			NA		10/16/2019
(1) 4th St	0.20	8	G	98%	2%	1%	0%	0%	0%	F	0.286	F	0.5	9	G	2020
(1) College St	0.14	940	G	98%	2%	1%	0%	0%	0%	F	0.162	F	0.622	1000	G	2020
(2) Dawn Dr	0.63	1100	G	92%	1%	1%	2%	4%	0%	C	0.13	F	0.717	1200	G	2020
(3) Orange St	0.39	700	G	95%	1%	2%	1%	0%	0%	C	0.103	F	0.562	760	G	2020
(3) Orange St	1.47	770	G	95%	1%	2%	1%	0%	0%	F	0.11	F	0.593	830	G	2020
(4) Ridge St/Otey St		290	G	95%	4%	1%	0%	0%	0%	F	0.117	F	0.556	320	G	2020
(5) Bridge St	0.07	1500	G	95%	4%	1%	0%	0%	0%	C	0.104	F	0.667	1600	G	2020
(6) Whitfield Rd		1600	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.603	1700	G	2020
(3050) Washington St	0.21	990	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.507	1100	G	2020
(3050) Washington St	0.25	1200	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.521	1300	G	2020
(3050) Washington St	0.07	950	G	97%	1%	1%	1%	0%	0%	F	0.109	F	0.666	1000	G	2020
(3051) Link Rd	0.58	4100	G	97%	0%	1%	1%	1%	0%	C	0.090	F	0.551	4400	G	2020
(3052) 4th St	0.11	5000	G	98%	2%	1%	0%	0%	0%	C	0.095	F	0.548	5400	G	2020
(3052) Bedford Ave	0.14	3500	G	99%	1%	1%	0%	0%	0%	C	0.098	F	0.527	3800	G	2020
(3052) Bedford Ave	0.20	3000	G	99%	1%	1%	0%	0%	0%	F	0.1	F	0.608	3300	G	2020
(3052) Jackson St	0.24	830	G	98%	1%	1%	0%	0%	0%	C	0.130	F	0.512	900	G	2020
(3052) Grove St	0.28	1400	G	97%	0%	2%	1%	1%	0%	C	0.106	F	0.5	1500	G	2020
(3052) Orange St	0.08	1500	G	97%	0%	2%	1%	1%	0%	F	0.102	F	0.567	1600	G	2020
(3054) McGhee St	0.54	390	G	99%	0%	0%	0%	0%	0%	C	0.133	F	0.5	420	G	2020

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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									
<b>Town of Bedford</b>																		
						From	141-2 Gap Terminus Greenwood St											
(3059) Park St	0.30	760	G	92%	1%	1%	2%	4%	0%	F	0.128	F	0.578	820	G	2020		
						To	US 221											
						From	Longwood Ave											
(3061) Oakwood St	0.59	3100	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.579	3400	G	2020		
						To	Whitfield Rd											
						From	Oak St											
Baltimore Ave		230	G			To	Park St				0.121	F	0.551	250	G	2020		
						From	Bedford Ave											
College St		650	G			To	Mountain Ave				0.178	F	0.551	650	G	2020		
						From	Maybeury Dr											
Pinecrest Ave		420	G			To	Morgan St				0.097	F	0.628	460	G	2020		
						From	Venture Blvd											
Shady Knoll Ave		510	G			To	Longwood Ave				0.110	F	0.548	560	G	2020		