

2007

**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

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
2007
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	1800	F	98%	1%	1%	0%	0%	0%	C	0.096	F	0.546	1900	F
	To: SR 43 P Talbot St															
43 South St	City of Bedford	0.14	1000	F	98%	0%	1%	0%	0%	0%	C	0.11	F	0.630	1100	F
	From: Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1700	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.544	1900	F
	To: Washington St															
43 South St	City of Bedford	0.06	640	F	98%	1%	1%	0%	0%	0%	F	0.121	F		690	F
	From: Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	F	97%	1%	1%	0%	0%	0%	F	0.098	F	0.779	1800	F
	To: Main St															
43 460 E Main St	City of Bedford	0.08	7100	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	7700	F
	From: RT 460 BUS & RT 221															
43 221 122 N Bridge St	City of Bedford	0.16	6100	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6600	F
	From: BEDFORD AVE															
43 221 122 N Bridge St	City of Bedford	0.11	8300	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	9000	F
	To: RT 221															
	From: N Bridge St															
43 Peaks St	City of Bedford	0.62	3000	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.621	3300	F
	To: Laurel St															
43 Peaks St	City of Bedford	0.94	2700	F	98%	0%	1%	0%	0%	0%	C	0.090	F	0.611	2900	F
	To: NCL Bedford															
	From: South Street															
43 Talbot St	City of Bedford	0.05	710	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.503	770	F
	From: Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1700	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.544	1900	F
	To: Otey Street															
43 Otey St	City of Bedford	0.14	980	F	97%	1%	1%	0%	0%	0%	C	0.091	F	0.718	1100	F
	From: Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	F	97%	1%	1%	0%	0%	0%	F	0.098	F	0.779	1800	F
	To: Bus US 460 E Main St															
	From: SCL Bedford															
122 Burks Hill Rd	City of Bedford	0.54	9900	F	95%	1%	1%	1%	3%	0%	C	0.088	F	0.614	11000	F
	To: US 460															
	From: SCL Bedford															
122 460	City of Bedford (Maint: 09)	0.94	20000	F	87%	1%	1%	2%	9%	0%	F	0.081	F	0.581	21000	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	0.084	F	0.501	11000	F
	To: Orange St															
122 Independence Blvd	City of Bedford	0.29	10000	F	95%	1%	1%	1%	3%	0%	C	0.087	F	0.545	11000	F
	To: Dawn Dr															
122 Independence Blvd	City of Bedford	0.50	8900	F	95%	1%	1%	1%	3%	0%	F	0.085	F	0.519	9700	F
	To: Longwood Ave															

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City of Bedford

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
122 Longwood Ave	From: Independence Ave City of Bedford To: NCL Bedford	0.65	4300	F	94%	1%	1%	1%	4%	0%	C	0.087	F	0.627	4700	F
Bus 122 Crenshaw St	From: US 460 City of Bedford To: W Main St	0.96	4900	F	97%	1%	1%	0%	0%	0%	C	0.101	F	0.584	5400	F
Bus 122 221 460 W Main St	From: N Bridge St City of Bedford To: E Main St	0.19	6600	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	7100	F
Bus 122 221 43 N Bridge St	From: Bedford Ave City of Bedford To: Peaks St	0.16	6100	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6600	F
Bus 122 221 43 N Bridge St	From: Peaks St City of Bedford To: Oakwood St	0.11	8300	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	9000	F
Bus 122 221 Longwood Ave	From: Oakwood St City of Bedford To: Forest Rd	0.71	7700	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.504	8300	F
Bus 122 221 Longwood Ave	From: Forest Rd City of Bedford To: WCL Bedford	0.47	9700	F	97%	1%	1%	0%	1%	0%	C	0.090	F	0.506	11000	F
221 460	From: WCL Bedford City of Bedford (Maint: 09) To: US 460 OLD TNPK RD	0.67	20000	F	87%	1%	1%	2%	9%	0%	F	0.079	F	0.553	21000	F
Bus 221 460	From: US 460 OLD TNPK RD City of Bedford (Maint: 09) To: Oakcrest St	0.33	6800	N	97%	1%	1%	0%	1%	0%	N	0.090	N	0.544	7400	N
Bus 221 460	From: Oakcrest St City of Bedford To: 4th St	0.68	6800	F	97%	1%	1%	0%	1%	0%	C	0.090	F	0.544	7400	F
Bus 221 460 W Main St	From: 4th St City of Bedford To: Crenshaw St	0.07	5500	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.528	6000	F
Bus 221 460 122 W Main St	From: Crenshaw St City of Bedford To: N Bridge St	0.19	6600	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	7100	F
Bus 221 43 122 N Bridge St	From: N Bridge St City of Bedford To: E Main St	0.16	6100	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6600	F
Bus 221 43 122 N Bridge St	From: E Main St City of Bedford To: Bedford Ave	0.16	6100	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.564	6600	F
Bus 221 43 122 N Bridge St	From: Bedford Ave City of Bedford To: Peaks St	0.11	8300	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.543	9000	F
Bus 221 122 Longwood Ave	From: Peaks St City of Bedford To: Oakwood St	0.71	7700	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.504	8300	F

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							2Axle	3+Axle	1Trail	2Trail						
Bus 221 122 Longwood Ave	From: Oakwood St City of Bedford	0.47	9700	F	97%	1%	1%	0%	1%	0%	C	0.090	F	0.506	11000	F
	To: Forest Road															
221 Forest Rd	From: Longwood Ave City of Bedford	0.68	6000	F	96%	1%	1%	1%	2%	0%	C	0.094	F	0.531	6500	F
	To: ECL Bedford															
460 221	From: WCL Bedford City of Bedford (Maint: 09)	0.67	20000	F	87%	1%	1%	2%	9%	0%	F	0.079	F	0.553	21000	F
	To: US 221															
460	From: US 221 City of Bedford (Maint: 09)	0.18	16000	F	87%	1%	1%	2%	9%	0%	F	0.074	F	0.544	17000	F
	To: ECL Bedford															
460	From: WCL Bedford City of Bedford (Maint: 09)	0.90	16000	F	87%	1%	1%	2%	9%	0%	F	0.074	F	0.544	17000	F
	To: ECL Bedford															
460 122	From: SCL Bedford City of Bedford (Maint: 09)	0.94	20000	F	87%	1%	1%	2%	9%	0%	F	0.081	F	0.581	21000	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	F	87%	1%	1%	2%	9%	0%	F	0.079	F	0.538	21000	F
	To: ECL Bedford															
Bus 460 221	From: US 460 Old Tnpk Rd City of Bedford (Maint: 09)	0.33	6800	N	97%	1%	1%	0%	1%	0%	N	0.090	N	0.544	7400	N
	To: Oakcrest St															
Bus 460 221	From: Oakcrest St City of Bedford	0.68	6800	F	97%	1%	1%	0%	1%	0%	C	0.090	F	0.544	7400	F
	To: 4th St															
Bus 460 221 W Main St	From: 4th St City of Bedford	0.07	5500	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.528	6000	F
	To: Crenshaw St															
Bus 460 221 122 W Main St	From: Crenshaw St City of Bedford	0.19	6600	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.531	7100	F
	To: N Bridge St															
Bus 460 43 E Main St	From: N Bridge St City of Bedford	0.08	7100	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.501	7700	F
	To: South St															
Bus 460 E Main St	From: South St City of Bedford	0.27	7000	F	98%	0%	1%	0%	1%	0%	F	0.094	F	0.554	7600	F
	To: Orange St															
Bus 460 E Main St	From: Orange St City of Bedford	0.91	6400	F	98%	0%	1%	0%	1%	0%	C	0.094	F	0.564	7000	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				From: SR 122 Burks Hill Rd				NA		NA		07/10/2007	
							To: SCL Bedford									
(1) 4th St	0.20	10	F	98%	1%	0%	0%	0%	0%	F	0.261	F	0.667	10	F	2007
							From: Bedford Ave									
							To: College St									
(1) College St	0.14	1000	F	98%	1%	0%	0%	0%	0%	F	0.162	F	0.633	1100	F	2007
							From: 4th St									
							To: SR 43 Peaks Street									
(2) Dawn Dr	0.63	1300	F	94%	1%	1%	1%	4%	0%	C	0.146	F	0.765	1400	F	2007
							From: Park St									
							To: Independence Blvd									
(3) Orange St	0.39	780	F	97%	1%	2%	1%	0%	0%	C	0.108	F	0.631	850	F	2007
							From: Grove St									
							To: Gold Rd									
(3) Orange St	1.47	880	F	97%	1%	2%	1%	0%	0%	F	0.110	F	0.544	960	F	2007
							From: ECL Bedford									
							To: SR 43 South St									
(4) Ridge St/Otey St	0.27	350	F	96%	2%	1%	1%	0%	0%	F	0.128	F	0.557	380	F	2007
							From: SR 43 South St									
							To: SR 43 South St									
(5) Bridge St	0.07	1900	F	96%	2%	1%	1%	0%	0%	C	0.104	F	0.606	2000	F	2007
							From: Washington St									
							To: US 221, W Main St									
(6) Whitfield Rd	0.61	2100	F	99%	0%	0%	0%	0%	0%	C	0.087	F	0.509	2300	F	2007
							From: SR 43 Peaks St									
							To: Oakwood St									
(3050) Washington St	0.21	1500	F	98%	1%	1%	0%	0%	0%	C	0.106	F	0.564	1700	F	2007
							From: W Main St									
							To: Crenshaw St									
(3050) Washington St	0.25	1900	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.605	2000	F	2007
							From: South St									
							To: SR 43 South St									
(3050) Washington St	0.07	1400	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.620	1600	F	2007
							From: SR 43 South St									
							To: Otey St									
(3051) Link Rd	0.58	4200	F	96%	1%	1%	2%	1%	0%	C	0.096	F	0.544	4600	F	2007
							From: SCL Bedford									
							To: E Main St									
(3052) 4th St	0.15	5400	F	98%	1%	0%	0%	0%	0%	C	0.112	F	0.509	5800	F	2007
							From: W Main St									
							To: Bedford Ave									
(3052) Bedford Ave	0.10	4600	F	98%	1%	0%	0%	0%	0%	C	0.098	F	0.568	5000	F	2007
							From: 4th St									
							To: 2nd St									
(3052) Bedford Ave	0.20	4300	F	98%	1%	0%	0%	0%	0%	F	0.1	F	0.640	4600	F	2007
							From: 2nd St									
							To: N Bridge St									
(3052) Jackson St	0.24	890	F	98%	0%	1%	1%	0%	0%	C	0.138	F	0.579	970	F	2007
							From: N Bridge St									
							To: Grove St									
(3052) Grove St	0.28	1400	F	96%	0%	1%	1%	1%	0%	C	0.105	F	0.508	1500	F	2007
							From: Jackson St									
							To: Orange St									
(3052) Orange St	0.08	1700	F	96%	0%	1%	1%	1%	0%	F	0.105	F	0.601	1800	F	2007
							From: Grove St									
							To: E Main St									
(3054) McGhee St	0.54	430	F	99%	0%	1%	0%	0%	0%	C	0.1	F	0.571	470	F	2007
							From: Orange St									
							To: Forest Rd									

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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	960	F	94%	1%	1%	1%	4%	0%	F	0.123	F	0.758	1000	F	2007
						To: US 221										
						From: Longwood Ave										
(3061) Oakwood St	0.59	3600	F	99%	0%	0%	0%	0%	0%	C	0.087	F	0.504	3900	F	2007
						To: Whitfield Rd										
						From: Oak St										
Baltimore Ave		300	F								0.122	F	0.687	330	F	2007
						To: Park St										
						From: Bedford Ave										
College St		750	F								0.178	F	0.551	750	F	2007
						To: Mountain Ave										
						From: Mayberry Dr										
Pinecrest Ave		600	F								0.1	F	0.517	650	F	2007
						To: Morgan St										
						From: Longwood Ave										
Shady Knoll Ave		530	F								0.11	F	0.587	580	F	2007
						To: Dawn Dr										