

**2019**  
**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**

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 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
-  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  
 2019  
 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	1700	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.536	1900	G
	To: SR 43 P Talbot St															
	From: South Street															
43 Talbot St	Town of Bedford	0.05	710	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.5	770	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	G
	To: Otey Street															
	From: Talbot St															
43 Otey St	Town of Bedford	0.14	890	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.663	960	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G	98%	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	Town of Bedford	0.07	5600	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	6100	G
	To: South St															
	From: Main St															
43 460 E Main St	Town of Bedford	0.08	5600	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	6000	G
	To: Bus US 460, US 221															
	From: Bus US 460, US 221															
43 221 122 N Bridge St	Town of Bedford	0.16	5500	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	G
	To: Bedford Ave															
	From: Bedford Ave															
43 221 122 N Bridge St	Town of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	8400	G
	To: US 221Peaks St															
	From: N Bridge St															
43 Peaks St	Town of Bedford	0.62	3300	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.591	3600	G
	To: Laurel St															
	From: Laurel St															
43 Peaks St	Town of Bedford	0.94	2500	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.579	2700	G
	To: NCL Bedford															
	From: SR 43 P Talbot St															
43 South St	Town of Bedford	0.14	870	G	98%	1%	0%	1%	0%	0%	C	0.094	F	0.544	940	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1600	G	98%	1%	1%	1%	0%	0%	F	0.096	F	0.526	1700	G
	To: Washington St															
	From: Washington St															
43 South St	Town of Bedford	0.06	640	G	98%	1%	1%	0%	0%	0%	F	0.119	F		700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.661	1700	G
	To: Main St															
	From: SCL Bedford															
122 Burks Hill Rd	Town of Bedford	0.54	11000	G	96%	1%	1%	1%	2%	0%	C	0.088	F	0.642	11000	G
	To: US 460															
	From: SCL Bedford															
122 460	Town of Bedford (Maint: 09)	0.94	22000	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
	To: US 460															
	From: Bus US 460 E Main St															
122 Independence Blvd	Town of Bedford	1.02	12000	G	95%	1%	1%	1%	3%	0%	F	0.090	F	0.592	13000	G
	To: Orange St															

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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	11000	G	95%	1%	1%	1%	3%	0%	C	0.091	F	0.576	12000	G
122 Independence Blvd	Town of Bedford	0.50	10000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.506	11000	G
122 Longwood Ave	Town of Bedford	0.65	5400	G	94%	2%	1%	0%	2%	0%	C	0.135	F	0.507	5900	G
Bus 122 Crenshaw St	Town of Bedford	0.96	4400	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.513	4800	G
Bus 122 221 460 W Main St	Town of Bedford	0.19	6000	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	G
Bus 122 221 43 N Bridge St	Town of Bedford	0.16	5500	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	G
Bus 122 221 43 N Bridge St	Town of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	8400	G
Bus 122 221 Longwood Ave	Town of Bedford	0.71	7100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7800	G
Bus 122 221 Longwood Ave	Town of Bedford	0.47	9700	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.507	11000	G
221 460	Town of Bedford (Maint: 09)	0.67	19000	F	90%	1%	1%	1%	6%	0%	F	0.089	F	0.510	21000	F
Bus 221 460	Town of Bedford (Maint: 09)	0.33	6600	N	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	7200	N
Bus 221 460 Blue Ridge Ave	Town of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.506	7200	G
Bus 221 460 W Main St	Town of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5700	G
Bus 221 460 122 W Main St	Town of Bedford	0.19	6000	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	G
Bus 221 43 122 N Bridge St	Town of Bedford	0.16	5500	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.535	5900	G



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							2Axle	3+Axle	1Trail	2Trail						
Bus 221 43 122 N Bridge St	Town of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.526	8400	G
Bus 221 122 Longwood Ave	Town of Bedford	0.71	7100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.545	7800	G
Bus 221 122 Longwood Ave	Town of Bedford	0.47	9700	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.507	11000	G
221 Forest Rd	Town of Bedford	0.68	7100	G	96%	1%	1%	1%	2%	0%	C	0.096	F	0.505	7700	G
460 221	Town of Bedford (Maint: 09)	0.67	19000	F	90%	1%	1%	1%	6%	0%	F	0.089	F	0.510	21000	F
460	Town of Bedford (Maint: 09)	0.18	16000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
460	Town of Bedford (Maint: 09)	0.90	16000	F	90%	1%	1%	1%	6%	0%	F	0.086	F	0.542	17000	F
460 122	Town of Bedford (Maint: 09)	0.94	22000	F	90%	1%	1%	1%	6%	0%	F	0.087	F	0.554	23000	F
460	Town of Bedford (Maint: 09)	0.28	16000	N	90%	1%	1%	1%	6%	0%	N	0.084	F	0.532	17000	N
Bus 460 221	Town of Bedford (Maint: 09)	0.33	6600	N	98%	1%	1%	0%	1%	0%	N	0.094	F	0.506	7200	N
Bus 460 221 Blue Ridge Ave	Town of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.506	7200	G
Bus 460 221 W Main St	Town of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.51	5700	G
Bus Bus 460 221 122 W Main St	Town of Bedford	0.19	6000	G	98%	1%	1%	0%	1%	0%	F	0.097	F	0.533	6500	G
Bus 460 43 E Main St	Town of Bedford	0.08	5600	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	6000	G
Bus 460 43 E Main St	Town of Bedford	0.07	5600	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.524	6100	G
Bus 460 E Main St	Town of Bedford	1.11	6600	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.605	7100	G

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Bedford</b>																
(F609) Dinwiddie Dr	0.09	160	R								NA			NA		05/23/2013
(1) 4th St	0.20	9	G	98%	2%	1%	0%	0%	0%	F	0.286	F	0.5	10	G	2019
(1) College St	0.14	1100	G	98%	2%	1%	0%	0%	0%	F	0.162	F	0.622	1200	G	2019
(2) Dawn Dr	0.63	1300	G	92%	1%	1%	2%	4%	0%	C	0.13	F	0.717	1400	G	2019
(3) Orange St	0.39	810	G	95%	1%	2%	1%	0%	0%	C	0.103	F	0.562	880	G	2019
(3) Orange St	1.47	890	G	95%	1%	2%	1%	0%	0%	F	0.11	F	0.593	970	G	2019
(4) Ridge St/Otey St	0.27	340	G	95%	4%	1%	0%	0%	0%	F	0.117	F	0.556	370	G	2019
(5) Bridge St	0.07	1700	G	95%	4%	1%	0%	0%	0%	C	0.104	F	0.667	1900	G	2019
(6) Whitfield Rd	0.61	1800	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.603	2000	G	2019
(3050) Washington St	0.21	1100	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.507	1200	G	2019
(3050) Washington St	0.25	1400	G	97%	1%	1%	1%	0%	0%	F	0.098	F	0.521	1600	G	2019
(3050) Washington St	0.07	1100	G	97%	1%	1%	1%	0%	0%	F	0.109	F	0.666	1200	G	2019
(3051) Link Rd	0.58	4700	G	97%	0%	1%	1%	1%	0%	C	0.090	F	0.551	5100	G	2019
(3052) 4th St	0.15	5800	G	98%	2%	1%	0%	0%	0%	C	0.095	F	0.548	6300	G	2019
(3052) Bedford Ave	0.10	4100	G	99%	1%	1%	0%	0%	0%	C	0.098	F	0.527	4400	G	2019
(3052) Bedford Ave	0.20	3500	G	99%	1%	1%	0%	0%	0%	F	0.1	F	0.608	3800	G	2019
(3052) Jackson St	0.24	970	G	98%	1%	1%	0%	0%	0%	C	0.130	F	0.512	1000	G	2019
(3052) Grove St	0.28	1600	G	97%	0%	2%	1%	1%	0%	C	0.106	F	0.5	1800	G	2019
(3052) Orange St	0.08	1700	G	97%	0%	2%	1%	1%	0%	F	0.102	F	0.567	1800	G	2019
(3054) McGhee St	0.54	450	G	99%	0%	0%	0%	0%	0%	C	0.133	F	0.5	490	G	2019

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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>																
3059 Park St	0.30	880	G	92%	1%	From: 141-2 Gap Terminus Greenwood St				F	0.128	F	0.578	960	G	2019
						To: US 221										
3061 Oakwood St	0.59	3600	G	98%	0%	From: Longwood Ave				C	0.092	F	0.579	3900	G	2019
						To: Whitfield Rd										
Baltimore Ave		270	G			From: Oak St					0.121	F	0.551	290	G	2019
						To: Park St										
College St		750	G			From: Bedford Ave					0.178	F	0.551	750	G	2019
						To: Mountain Ave										
Pinecrest Ave		490	G			From: Maybeury Dr					0.097	F	0.628	530	G	2019
						To: Morgan St										
Shady Knoll Ave		600	G			From: Venture Blvd					0.110	F	0.548	650	G	2019
						To: Longwood Ave										