

2011
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
2011
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						
122 Independence Blvd	From: Orange St City of Bedford	0.29	9900	G	95%	1%	1%	1%	3%	0%	C	0.091	F	0.578	11000	G
122 Independence Blvd	To: Dawn Dr City of Bedford	0.50	9100	G	95%	1%	1%	1%	3%	0%	F	0.088	F	0.527	9800	G
122 Longwood Ave	From: Longwood Ave Independence Ave City of Bedford	0.65	5000	G	92%	2%	0%	0%	5%	0%	C	0.135	F	0.507	5400	G
122 Crenshaw St	To: NCL Bedford															
122 Crenshaw St	From: US 460 City of Bedford	0.96	4400	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.593	4700	G
122 221 460 W Main St	To: W Main St City of Bedford	0.19	6300	G	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6700	G
122 221 43 N Bridge St	From: N Bridge St E Main St City of Bedford	0.16	6000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6400	G
122 221 43 N Bridge St	To: Bedford Ave City of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	8300	G
122 221 Longwood Ave	From: Peaks St City of Bedford	0.71	7200	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7600	G
122 221 Longwood Ave	To: Oakwood St City of Bedford	0.47	9300	G	98%	1%	0%	0%	0%	0%	C	0.091	F	0.553	9900	G
221 460	From: Forest Rd WCL Bedford City of Bedford (Maint: 09)	0.67	19000	G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.513	20000	G
221 460	To: US 460 OLD TNPK RD US 460 Old Turnpike Rd City of Bedford (Maint: 09)	0.33	6800	N	98%	1%	1%	0%	1%	0%	N	0.093	N	0.509	7200	N
221 460 Blue Ridge Ave	From: Oakcrest St City of Bedford	0.68	6800	G	98%	1%	1%	0%	1%	0%	C	0.093	F	0.509	7200	G
221 460 W Main St	To: 4th St City of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5600	G
221 460 122 W Main St	From: Crenshaw St City of Bedford	0.19	6300	G	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6700	G
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	6000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.622	6400	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	7800	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	8300	G
Bus 221 122 Longwood Ave	From: SR 43 Peaks St To: Oakwood St City of Bedford	0.71	7200	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.527	7600	G
Bus 221 122 Longwood Ave	From: Oakwood St To: Forest Road City of Bedford	0.47	9300	G	98%	1%	0%	0%	0%	0%	C	0.091	F	0.553	9900	G
221 Forest Rd	From: Longwood Ave To: ECL Bedford City of Bedford	0.68	6200	G	96%	1%	1%	0%	2%	0%	C	0.095	F	0.507	6600	G
460 221	From: WCL Bedford To: US 221 City of Bedford (Maint: 09)	0.67	19000	G	89%	1%	1%	1%	8%	0%	F	0.082	F	0.513	20000	G
460	From: US 221 To: ECL Bedford City of Bedford (Maint: 09)	0.18	15000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.503	15000	G
460	From: ECL Bedford To: WCL Bedford City of Bedford (Maint: 09)	0.90	15000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.503	15000	G
460 122	From: ECL Bedford To: SCL Bedford City of Bedford (Maint: 09)	0.94	19000	G	89%	1%	1%	1%	8%	0%	F	0.080	F	0.514	20000	G
460	From: SR 122, US 221, Bus US 460 To: ECL Bedford City of Bedford (Maint: 09)	0.28	19000	G	89%	1%	1%	1%	8%	0%	F	0.082	N	0.521	20000	G
Bus 460 221	From: US 460 Old Tnpk Rd To: Oakcrest St City of Bedford (Maint: 09)	0.33	6800	N	98%	1%	1%	0%	1%	0%	N	0.093	N	0.509	7200	N
Bus 460 221 Blue Ridge Ave	From: Oakcrest St To: 4th St City of Bedford	0.68	6800	G	98%	1%	1%	0%	1%	0%	C	0.093	F	0.509	7200	G
Bus 460 221 W Main St	From: 4th St To: Crenshaw St City of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.512	5600	G
Bus Bus 460 221 122 W Main St	From: Crenshaw St To: N Bridge St City of Bedford	0.19	6300	G	98%	1%	1%	0%	1%	0%	F	0.090	F	0.544	6700	G
Bus 460 43 E Main St	From: N Bridge St To: South St City of Bedford	0.08	6500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.569	6900	G
Bus 460 43 E Main St	From: South St To: SR 43 Otey St City of Bedford	0.07	6700	G	98%	0%	1%	0%	0%	0%	F	NA		7300	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	0.095	F	0.558	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	140	R								NA			NA		07/10/2007
			From: SR 122 Burks Hill Rd													
			To: SCL Bedford													
(1) 4th St	0.20	10	G	99%	1%	0%	0%	0%	0%	F	0.211	F	0.5	10	G	2011
			From: Bedford Ave													
			To: College St													
(1) College St	0.14	1000	G	99%	1%	0%	0%	0%	0%	F	0.190	F	0.534	1100	G	2011
			From: 4th St													
			To: SR 43 Peaks Street													
(2) Dawn Dr	0.63	1000	G	94%	0%	1%	1%	4%	0%	C	0.155	F	0.739	1100	G	2011
			From: Park St													
			To: Independence Blvd													
(3) Orange St	0.39	780	G	94%	1%	3%	1%	1%	0%	C	0.116	F	0.555	830	G	2011
			From: Grove St													
			To: Gold Rd													
(3) Orange St	1.47	820	G	94%	1%	3%	1%	1%	0%	F	0.11	F	0.553	870	G	2011
			From: ECL Bedford													
			To: SR 43 South St													
(4) Ridge St/Otey St	0.27	400	G	95%	3%	1%	0%	0%	0%	F	0.14	F	0.515	430	G	2011
			From: SR 43 South St													
			To: SR 43 South St													
(5) Bridge St	0.07	1800	G	95%	3%	1%	0%	0%	0%	C	0.102	F	0.517	1900	G	2011
			From: Washington St													
			To: US 221, W Main St													
(6) Whitfield Rd	0.61	1900	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.668	2000	G	2011
			From: SR 43 Peaks St													
			To: Oakwood St													
(3050) Washington St	0.21	1400	G	98%	1%	1%	0%	0%	0%	C	0.101	F	0.517	1500	G	2011
			From: W Main St													
			To: Crenshaw St													
(3050) Washington St	0.25	1800	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.543	1900	G	2011
			From: South St													
			To: SR 43 South St													
(3050) Washington St	0.07	1500	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.609	1600	G	2011
			From: SR 43 South St													
			To: Otey St													
(3051) Link Rd	0.58	4600	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.571	4900	G	2011
			From: SCL Bedford													
			To: E Main St													
(3052) 4th St	0.15	5400	G	99%	1%	0%	0%	0%	0%	C	0.113	F	0.501	5800	G	2011
			From: W Main St													
			To: Bedford Ave													
(3052) Bedford Ave	0.10	4200	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.6	4500	G	2011
			From: 4th St													
			To: 2nd St													
(3052) Bedford Ave	0.20	3700	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.641	3900	G	2011
			From: 2nd St													
			To: N Bridge St													
(3052) Jackson St	0.24	800	G	98%	0%	1%	0%	0%	0%	C	0.127	F	0.577	860	G	2011
			From: N Bridge St													
			To: Grove St													
(3052) Grove St	0.28	1300	G	96%	0%	1%	2%	1%	0%	C	0.109	F	0.535	1400	G	2011
			From: Jackson St													
			To: Orange St													
(3052) Orange St	0.08	1400	G	96%	0%	1%	2%	1%	0%	F	0.106	F	0.555	1500	G	2011
			From: Orange St													
			To: E Main St													
(3054) McGhee St	0.54	400	G	99%	1%	1%	0%	0%	0%	C	0.116	F	0.596	430	G	2011
			From: Orange St													
			To: Forest Rd													

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						2Axle	3+Axle	1Trail	2Trail							
City of Bedford																
③059 Park St	0.30	810	G	94%	0%	From: 141-2 Gap Terminus Greenwood St				F	0.129	F	0.686	860	G	2011
						To: US 221										
③061 Oakwood St	0.59	3300	G	99%	0%	From: Longwood Ave				C	0.088	F	0.512	3600	G	2011
						To: Whitfield Rd										
Baltimore Ave		260	G			From: Oak St					0.129	F	0.649	280	G	2011
						To: Park St										
College St		720	G			From: Bedford Ave				NA			720	G	2011	
						To: Mountain Ave										
Pinecrest Ave		240	G			From: Maybeury Dr					0.117	F		260	G	2011
						To: Morgan St										
Shady Knoll Ave		510	G			From: Venture Blvd					0.116	F	0.523	550	G	2011
						To: Longwood Ave										