2017

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.

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

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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.

_					_		Truck			K		Dir		
Route	Jurisdictio	n Length	AADT QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDI	QV
	From:		SCL Bedford G	000/	10/	10/ 00	00/	00/	0	0.000		0 557	1000	0
43 South St			1700 G 43 P Talbott St	98%	1%	1% 0%	0%	0%	С	0.092		0.557	1800	G
	From:		South Street											
43) Talbot St	Town of Bed		710 G	98%	1%	1% 0%	0%	0%	F	0.11		0.506	750	G
40	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route:	1600 G	98%	1%	1% 1%	0%	0%	F	0.096	F	0.526	1700	G
	То:		Otey Street				• • • •	• • •						-
_	From:		Talbot St											
₄₃) Otey St	Town of Bed		890 G	98%	1%	1% 0%	0%	0%	С	0.107		0.651	950	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500 G	98%	1%	<u>1%</u> 0%	0%	0%	F	0.090	F	0.563	1600	C
	To:		JS 460 E Main St										1700 950	
			Bus US 460	000/	00/		00/	00/	F	0.000		0.55	0000	
43 460 E Main St		ford 0.07	5600 G	99%	0%	0% 0%	0%	0%	г	0.089		0.55	6000	Ċ
Bus	From:		South St Main St											
43) (460) E Main St	Town of Bed	ford 0.08	5600 G	99%	0%	0% 0%	0%	0%	F	0.091		0.514	5900	C
43 400	T												1800 750 1700 950 1600 5900 5800 3300 2600 930 1700 680 1600	
Bus	From	Bus	US 460, US 221											
43 221 122 N Bridge St	Town of Bed		5500 G	98%	1%	1% 0%	» 0%	0%	F	0.084		0.574	5800	(
Bus	From		Bedford Ave											
43) (221) (122) N Bridge St	Town of Bed	ford 0.11	7800 G	98%	1%	<u>1%</u> 0%	0%	0%	С	0.085		0.509	8300	(
	To:		S 221Peaks St											
Beeke St	Town of Bod		N Bridge St	000/	0%	0% 0%	00/	00/	F	0.000		0.571	2500	
43 Peaks St	TOWITOT BED	ford 0.62	3300 G	99%	0%	0% 0%	o 0%	0%	Г	0.089		0.571	3500	(
	To: From:		Laurel St											
43) Peaks St	Town of Bed		2500 G	99%	0%	0% 0%	0%	0%	С	0.092		0.631	2600	C
	То:	1	NCL Bedford											
_	From:	SR	43 P Talbott St											
$_{\text{43}}$) South St	Town of Bed	ford 0.14	880 G	98%	1%	0% 1%	0%	0%	С	0.1		0.593	930	(
P)	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	C
	Ta	V	Vashington St											
43 South St	Town of Bed		640 G	98%	1%	1% 0%	0%	0%	F	0.113			680	C
	Town of I Combined Traffic Estimates for 2 Para Combined Traffic Estimates for 2 Para Town of I Combined Traffic Estimates for 2 Para Town of I Town of I Town of I Town of I Combined Traffic Estimates for 2 Para Town of I Combined Traffic Estimates for 2 Para	Roadways on this Route:	1500 G	98%	1%	1% 0%	0%	0%	F	0.090	F	0.563	1600	(
	To:		Main St					• • •			-			
	From:	(SCL Bedford											
22)Burks Hill Rd	Town of Bed		11000 G	96%	1%	1% 1%	2%	0%	С	0.087		0.631	11000	C
22)Band I in I ia	To:	0.01	US 460	0070	170		2/0	070	Ũ	0.007		0.001	11000	
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122 460	Town of Bedford (I		21000 G	89%	1%	1% 1%	8%	0%	F	0.085		0.539	22000	C
	To:		US 460											
	From:		JS 460 E Main St											
122)Independence Blvd	Town of Bed	ford 1.02	12000 G	95%	1%	1% 1%	3%	0%	F	0.086		0.538	12000	G
\checkmark	To:		Orange St											

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Bus Town of Bedford (Maint: 09) 0.33 6600 N 98% 1% 1% 0% N 0.093 0.511 7100 N Bus Town of Bedford (Maint: 09) 0.33 6600 N 98% 1% 1% 0% N 0.093 0.511 7100 N Bus Town of Bedford 0.68 6600 G 98% 1% 1% 0% C 0.093 0.511 7100 G Bus Town of Bedford 0.68 6600 G 98% 1% 1% 0% C 0.093 0.511 7100 G Bus Town of Bedford 0.68 6600 G 98% 1% 1% 0% F 0.093 0.511 7100 G 221 460 W Main St Town of Bedford 0.07 5300 G 98% 1% 1% 0% F 0.086 0.518 5700 G 221	(221)(460)				0378	1 /0	1 /8	1 /0	0 /0	0 /8	'	0.005		0.302	a 12000 1 11000 a 5700 4 4700 4 6300 4 5800 a 5800 a 7600 a 10000 a 7100 a 5700 a 5700	u
Bus Town of Bedford Oakcrest St 221 460 Blue Ridge Ave Town of Bedford 0.68 6600 G 98% 1% 1% 0% C 0.093 0.511 7100 G 221 460 Bus 4th St 4th St 4th St 6th St	Bus	From:														
Bus Town of Bedford 0.68 6600 G 98% 1% 1% 0% C 0.093 0.511 7100 G Bus Bus Heat He	{221} {460}	Town of Bedford (Maint: 09)	0.33 6600	Ν	98%	1%	1%	0%	1%	0%	Ν	0.093		0.511	7100	Ν
Image: Construction of Bedford 0.68 6600 G 98% 1% 1% 0% C 0.093 0.511 7100 G Bus Image: Construction of Bedford 0.07 5300 G 98% 1% 1% 0% C 0.093 0.511 7100 G Bus Construction of Bedford 0.07 5300 G 98% 1% 1% 0% F 0.098 0.518 5700 G Image: Constaw St Image: Dist Town of Bedford 0.19 6000 G 98% 1% 1% 0% F 0.086 0.514 6300 G Bus Bus US 460, SR 43; N Bridge St Free: Bus US 460, SR 43; N Bridge St Free: Bus US 460, SR 43; N Bridge St Image: Dist Town of Bedford 0.16 5500 G 98% 1% 1% 0% 0% 0% F 0.084 0.574 5800 G		To: From:	Oakcrest St	t												
Total Bus Town of Bedford 0.07 5300 G 98% 1% 0% 1% 0% F 0.098 0.518 5700 G Bus Bus Bus Bus Crenshaw St		Town of Bedford	0.68 6600	G	98%	1%	1%	0%	1%	0%	С	0.093		0.511	7100	G
Bus 221 460 W Main St Town of Bedford 0.07 5300 G 98% 1% 1% 0% F 0.098 0.518 5700 G Bus Bus Crenshaw St Town of Bedford 0.19 6000 G 98% 1% 1% 0% F 0.086 0.514 6300 G Town of Bedford 0.19 6000 G 98% 1% 1% 0% F 0.086 0.514 6300 G Bus US 460, SR 43; N Bridge St Bus US 460, SR 43; Main St Crenshaw St Bus US 460, SR 43; N Bridge St Bus US 460, SR 43; Main St Crenshaw St Bus US 460, SR 43; Main St Crenshaw St Bus US 460, SR 43; Main St Crenshaw St State Sta		To														
Tak Crenshaw St Bus Bus Crenshaw St Cre	Bus	From:									_					•
Bus Non- 221 460 122 W Main St Town of Bedford 0.19 6000 G 98% 1% 0% 1% 0% F 0.086 0.514 6300 G Bus Bus US 460, SR 43; N Bridge St From Bus US 460, SR 43; N Bridge St From Bus US 460, SR 43 Main St (221) (43) (122) N Bridge St Town of Bedford 0.16 5500 G 98% 1% 0% 0% N 0%	221 460 W Main St	I own of Bedford	0.07 5300	G	98%	1%	1%	0%	1%	0%	F	0.098		0.518	5700	G
Image: Constraint of the section of the sectin of the section of the section of the section of the section of	Bus Bus	To: From:	Crenshaw S	t												
Tr Bus US 460, SR 43; N Bridge St Bus Bus US 460, SR 43; N Bridge St From Bus US 460, SR 43 Main St (221) (43) (122) N Bridge St Town of Bedford 0.16 5500 G 98% 1% 0% S S		Town of Bedford	0.19 6000	G	98%	1%	1%	0%	1%	0%	F	0.086		0.514	6300	G
(221) (43) (122) N Bridge St Town of Bedford 0.16 5500 G 98% 1% 1% 0% 0% 0% F 0.084 0.574 5800 G		To		<u> </u>												
	Bus (and) (and (and N) Bridge St	Town of Bedford				1%	1%	0%	0%	0%	F	0.084		0 574	5800	G
	(221) (43) (122) 14 Bildge St				30%	1 70	170	070	070	070	Г	0.004		0.074	5600	a

								Tru	ck			К	Dir	AAWDT	
Route	Jurisdiction	Length	AADT	QA	4 l ire	Bus					QC	Factor	QK Factor		QW
Bus	From:]	Bedford Ave												
(221) (43) (122) N Bridge St	Town of Bedford	0.11	7800	G	98%	1%	1%	0%	0%	0%	С	0.085	0.509	8300	G
\sim	To:	0													
Eus (221)(122)Longwood Ave	Town of Rodford				000/	10/	10/	0%	00/	0%	E	0 090	0.52	7600	G
221 122 Longwood Ave				G	90 /6	1 /0	1 /0	0 /8	0 /0	0 /8		0.009	0.55	7000	G
Bus	To: From:		Oakwood St												
(122) Longwood Ave	Town of Bedford	0.47	9700	G	98%	1%	1%	0%	0%	0%	С	0.093	0.53	10000	G
\bigcirc	To:		Forest Road												
~~~	From:										-				-
221 Forest Rd	I own of Bedford				96%	1%	1%	1%	2%	0%	С	0.090	0.543	7500	G
~	10:	I	ECL Bedford												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:														
460) [221]	Town of Bedford (Maint: 09)	Jurisdiction Length AADT QA 4 Tire Bus 2Axle 3+Axle 1 Trail QC Factor CK Factor CK <td>21000</td> <td>G</td>	21000	G											
	To		US 221				\neg								
460	Town of Bedford (Maint: 09)	0.18	16000	G	89%	1%	1%	1%	8%	0%	F	0.082	0.513	17000	G
	To:	H	ECL Bedford												
~~~~	From:										_				-
460	Town of Bedford (Maint: 09)				89%	1%	1%	1%	8%	0%	F	0.082	0.513	17000	G
~~	io: From:														
400 400	Town of Bedford (Maint: 09)				80%	1%	1%	1%	8%	0%	F	0.085	0 539	22000	G
460 122						170	170	170	070	0 /0		0.000	0.000	22000	u
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Too From:					1.47				<b></b>					
460	I own of Bedford (Maint: 09)				89%	1%	1%	1%	8%	0%	N	0.089	0.533	17000	Ν
•	10.														
Bus	From:	Left of Ave Left of Ave Practice Practice													
460)(221)	Town of Bedford (Maint: 09)	0.33	6600	Ν	98%	1%	1%	0%	1%	0%	Ν	0.093	0.511	7100	Ν
Bus	To: From:		Oakcrest St												
460 221 Blue Ridge Ave	Town of Bedford	0.68	6600	G	98%	1%	1%	0%	1%	0%	С	0.093	0 511	7100	G
		0.00		ŭ	0070	170	170	070	170	070	U	0.000	0.011	1100	ŭ
Bus	To: From:		4th St												
460 221 W Main St	Town of Bedford	0.07	5300	G	98%	1%	1%	0%	1%	0%	F	0.098	0.518	5700	G
	To		Crenshaw St												
Bus	From:										_				-
460)(221)(122)W Main St	Town of Bedford	0.19	6000	G	98%	1%	1%	0%	1%	0%	F	0.086	0.514	6300	G
Bus	To: From:		N Bridge St												
460 (43) E Main St	Town of Bedford	0.08	5600	G	99%	0%	0%	0%	0%	0%	F	0 091	0.514	5900	G
400 (45) 2 main of		0.00			0070	0 /0		0.0	070	070	•	0.001	0.014	0000	G
Bus	To: From:		South St												
460 (43) E Main St	Town of Bedford	0.07	5600	G	99%	0%	0%	0%	0%	0%	F	0.089	0.55	6000	G
$\bigcirc \bigcirc$	Тог	\$	R 43 Otev St	t											
Bus	From:										_	• • • •			_
(460) E Main St					99%	0%	0%	0%	0%	0%	С	0.09	0.563	7000	G
>	To:	U	S 460, SR 12	22											

						TOWIT		Ju								
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Facto	r QK	Dir Factor	AAWDT	QW	Year
Town of Bedford		From	1			SR 122	Burks Hil	1 Rd								
(F609) Dinwiddie Dr	0.09	160	R			51(122	Durks Thi	i itu			NA			NA		05/23/2013
		То				SCI	. Bedford									
1 4th St	0.20	From 9	G	98%	2%	Bec 1%	lford Ave 0%	09/	0%	F	0.391		0.667	10	G	2017
(1) 4th St	0.20	Э	G	90%	2%		ollege St	0%	0%	Г	0.391		0.007	10	G	2017
		From					4th St									
(1) College St	0.14	1100	G	98%	2%	1%	0%	0%	0%	F	0.119		0.618	1100	G	2017
		From	1				Peaks Str	eet								
2 Dawn Dr	0.63	1300	G	92%	1%	1%	Park St 2%	4%	0%	С	0.130)	0.704	1400	G	2017
		То				Indepe	ndence Bl	lvd								
		From					rove St									
3 Orange St	0.39	810	G	95%	1%	2%	1%	0%	0%	С	0.115		0.574	860	G	2017
		From		050/	10/		old Rd	00/	00/	-			0.54	050	0	0017
3 Orange St	1.47	890 To	G	95%	1%	2% FCI	1% Bedford	0%	0%	F	0.115)	0.54	950	G	2017
		From					3 South S	t			1					
4 Ridge St/Otey St	0.27	340	G	95%	4%	1%	0%	0%	0%	F	0.118		0.567	360	G	2017
\bigcirc		То				SR 4	3 South S	t								
	0.07	From		050/	40/		hington S		00/				0 575	1000	0	0017
5 Bridge St	0.07	1700 To	G	95%	4%	1%	0% , W Mair	0%	0%	С	0.097		0.575	1900	G	2017
		From					3 Peaks S									
6 Whitfield Rd	0.61	1800	G	99%	0%	1%	0%	0%	0%	С	0.093	;	0.622	1900	G	2017
\bigcirc		To				Oal	wood St									
		From					Main St								_	
(3050) Washington St	0.21	1100	G	97%	1%	1%	1%	0%	0%	С	0.103		0.612	1200	G	2017
Machington St	0.25	From		97%	1%	Cre 1%	nshaw St 1%	0%	0%	F	0.102	,	0.578	1500	G	2017
(3050) Washington St	0.25	1400 то	G	97%	1 70		outh St	0%	0%	Г	0.102		0.576	1500	G	2017
		From				SR 4	3 South S			_					_	
(3050) Washington St	0.07	1100 _{To}	G	97%	1%	1%	1% Dtey St	0%	0%	F	0.121		0.616	1200	G	2017
		From														
(3051) Link Rd	0.58	4700	G	97%	0%	1%	<u>Bedford</u> 1%	1%	0%	С	0.084		0.529	5000	G	2017
		То	-			E	Main St									
<u></u>		From					Main St			_					_	
(3052) 4th St	0.15	5800 To	G	98%	2%	1%	0% Iford Ave	0%	0%	С	0.092		0.512	6100	G	2017
		From					4th St									
(3052) Bedford Ave	0.10	4100	G	99%	1%	1%	0%	0%	0%	С	0.095	i	0.535	4300	G	2017
<u> </u>		To					2nd St									
(3052) Bedford Ave	0.20	3500	G	99%	1%	1%	0%	0%	0%	F	0.095		0.561	3800	G	2017
		From					Bridge St			_						
(3052) Jackson St	0.24	970 ^{To}	G	98%	1%	1%	0% rove St	0%	0%	С	0.117		0.512	1000	G	2017
		From				Ja	ckson St									
(3052) Grove St	0.28	1600 _{To}	G	97%	0%	2%	1%	1%	0%	С	0.104		0.581	1800	G	2017
~		From					range St rove St									
(3052) Orange St	0.08	1700	G	97%	0%	2%	1%	1%	0%	F	0.105		0.572	1800	G	2017
\smile		To					Main St									
McGhoc St	0 54	From		000/	00/		range St	00/	00/	<u> </u>	0 110		0 617	100	6	2017
(3054) McGhee St	0.54	450 To	G	99%	0%	0% Fo	0% orest Rd	0%	0%	С	0.113	,	0.517	480	G	2017
			I			FO	nest Ku				1					

						TOWIT	or Beard	nu									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW	Year	
Town of Bedford						ZAXIE	3+Axle	TTAI	211111		Factor		Factor				
From 141-2 Gap Terminus Greenwood St																	
(3059) Park St	0.30	880	G	92%	1%	1%	2%	4%	0%	F	0.098		0.674	940	G	2017	
\bigcirc		To				I	JS 221										
		From:				Long	gwood Ave	;									
(3061) Oakwood St	0.59	3600	G	98%	0%	1%	0%	0%	0%	С	0.08		0.506	3800	G	2017	
\bigcirc		To				Wh	itfield Rd										
		From					Oak St										
Baltimore Ave		270	G								0.117		0.701	290	G	2017	
		To:]	Park St										
		From:				Bee	lford Ave										
College St		740	G								0.178		0.551	740	G	2017	
		To:				Mo	intain Ave										
		From:				Ma	ybeury Dr										
Pinecrest Ave		490	G								0.105		0.536	520	G	2017	
		To:		Morgan St													
		From:				Vei	ture Blvd										
Shady Knoll Ave		600	G								0.121	21	0.522	640	G	2017	
		To:		Longwood Ave													