2002

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

where available

Special Locality Report 102

City of Bristol

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour 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
81 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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 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.

						City	of Bristo)l								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				F												
11 Euclid Ave	0.75	16000	G	98%	0%	1%	tate St 0%	0%	0%	F	0.085	F	0.525	17000	G	2002
Euclid Ave	0.75	10000	Ü	70 /0	070			0 70		'	0.000		0.020	17000	J	2002
11 Euclid Ave	0.19	18000	G	From: 98%	0%	1%	ance St 0%	0%	0%	F	0.087	F	0.562	19000	G	2002
				To			orrison Bl									
11 Euclid Ave	0.18	21000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.601	21000	G	2002
				To:		Commo	onwealth A	lve								
11 Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G	2002
				To		Pied	mont Ave									
11 Euclid Ave	0.56	8100	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.505	8400	G	2002
<u> </u>				To: From:		N	loore St		1							
11 Lee Hwy	0.77	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2002
<i></i>				To		V	alley Dr									
11 Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	0%	С	NA			15000	G	2002
				To:		Ov	erhill Rd		1							
11 Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.554	17000	G	2002
				To		Is	land Rd		1							
11 Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.58	20000	G	2002
<u> </u>				To:			nham Rd									
11 Lee Hwy	0.30	18000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.582	19000	G	2002
11)				To:			Airport Rd			-		-				
11 Lee Hwy	0.68	12000	G	From: 96%	0%	2%	0%	1%	0%	F	0.098	F	0.529	13000	G	2002
11) 200 11111	0.00	12000	Ŭ	To	070		L Bristol	170	070	•	0.000	•	0.020	10000	Ü	2002
ruck				From:	S	R 381 Co		lth Ave	Ī							
11) (421) State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2002
				To		102-3305	Piedmont	Δve								
ruck	0.24	0000	_	From:	0%				00/	_	0.007	_	0.507	40000	0	2000
11 (421) State St	0.34	9900	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2002
ruck				From:		ST	ATE ST									
11) Randall St	0.93	7500	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.507	7800	G	2002
<u> </u>				To: From:		Cum	berland St		-							
11 13 Moore St	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2002
11) (113)	0.12	10000	·	To:	070		clid Ave	170		•	0.001	•	0.010	11000	Ū	2002
				From:			JS 421									
19 (381) Commonwealth A	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002
				To		SR 113 C	umberland	Ave	1							
19 (381) Commonwealth A	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002
10) (01)				To			ar Sycamo									
19 (381) Commonwealth A	0.19	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.569	21000	G	2002
19 (301)				To:												
19 (11) Euclid Ave	0.48	11000	G	From: 98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G	2002
19) {11} Euclid Ave	0.10				070					•	0.001	•	0.020	11000	Ū	2002
19 (11) Euclid Ave	0.56	8100	G	From: 98%	0%	1%	mont Ave 0%	0%	0%	С	0.094	F	0.505	8400	G	2002
19) (11) Euclid Ave	5.00	0.00	9	Ta-	J /0			3 /0	J /0	5	5.004	•	0.000	3-100	J	_002
19 (11) Lee Hwy	0.77	17000	G	From: 98%	0%	N	loore St 0%	0%	0%	F	0.088	F	0.564	18000	G	2002
19) (11) Lee Hwy	0.11	17000	3	JO /0	U /0			U /0	U /0		0.000	-	0.504	10000	J	2002
To Civil an Hum	0.70	15000	•	From:	00/		alley Dr	10/	00/	^	NIA			15000	G	2002
19) (11) Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	0%	С	NA			15000	G	2002
~ ~ L	0.70	40000		From:	001		erhill Rd	401	00′		0.000		0.554	47000		
19) (11) Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.554	17000	G	2002
~ · · · ·	4.5=	46665		From:	001		land Rd	401			0.05=					
19 (11) Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.58	20000	G	2002
				To:		Во	nham Rd									

							City of	D								
Route	La	nath	AADT	ΟΛ	4Tire	Bus		Truck		QC	Peak	QK	Dir	AAWDT	O\\\	Year
Roule	Le	igui	AADI	QA	41116	Dus	2Axle 3	8+Axle 1T	rail 2Tra	il	Hour	ŲΝ	Factor	AAWDI	QVV	real
City of Bristol					From:		D 1	D.1		1						
19 (11) Lee Hv	wv 0	.30	18000	G	96%	0%	2%	am Rd 0% 1°	% 0%	∟ F	0.095	F	0.582	19000	G	2002
(19) (11) 200111	,	.00	10000		To:	0,0			70 070	¬ .	0.000	·	0.002	10000	Ū	2002
19 11 Lee Hv	νν <u>0</u>	.68	12000	G	From: 96%	0%	2%	rport Rd 0% 1°	% 0%	F	0.098	F	0.529	13000	G	2002
(19) (11) Lee Hv	wy 0	.00	12000	J	To:	0 70		Bristol	70 070	י ר	0.030	'	0.525	13000	U	2002
Truck					From:	ç		nonwealth Av	IA.	1						
19 (421) State S	St 0	.21	10000	G	92%	0%	2%	1% 4°		∟ F	0.088	F	0.547	11000	G	2002
19) (421) State C			10000			070			70 070	¬ .	0.000	·	0.017	11000	Ü	2002
Truck					From:			iedmont Ave								
19) (421) State S	St 0	.34	9900	G	92%	0%	2%	1% 49		_ F	0.087	F	0.537	10000	G	2002
~ ~ <u> </u>					To: From:			11 Randall S	İ							
Truck Truck 19 11 Randa	ill St 0	.93	7500	G	97%	0%	1%	ΓΕ ST 1% 1 ^o	% 0%	_ c	0.086	F	0.507	7800	G	2002
19) (11) Randa	0	.00	1000	Ŭ	To:	070		LAND ST	70 070	٦Ŭ	0.000	•	0.007	7000	Ü	2002
ruck					From:			ew Ave								
19 (113) Moore	St 0	.12	10000	G	96%	0%	2%	0% 19	% 0%	F	0.087	F	0.513	11000	G	2002
\sim					To:		Eucli	d Ave]						
~~					From:			Bristol								
58 Gate City Hw	vy 0	.50	5200	G	97%	0%	1%	1% 19	% 0%	С	0.088	F	0.635	5400	G	2002
<u> </u>					To: From:		- ,	JS 421		1						
	2	.44			FIOIII.	0,		US 421 directional	traffic vol	⊥ ume oc⁴	imatos fo	or this	comont			
58 81	Combined Tra		32000	G	75%	1%	2%	1% 20		ume esi F	0.068	F This	0.506	32000	G	
	Combined 118	anic.	32000	G	75%	170			70 170		0.000	Г	0.506	32000	G	
			-		From:			381		J					-	
58 81		.39		_				directional					segment.		_	
~ ~	Combined Tra	affic:	48000	G	75%	1%	2%	1% 20	% 1%	F	0.075	F		48000	G	
~~~					From:			, US 19								
58 (81)		.13				Se	ee I-81 for	directional	traffic vol	ume est	imates fo	or this	segment.			
$\sim$ $\sim$	Combined Tra	affic:	43000	G	75%	1%	2%	1% 20	% 1%	F	0.074	F		44000	G	
					To- From:		Old Ai	rport Rd								
58 (81)	0	.93				Se	ee I-81 for	directional	traffic vol	ume est	imates fo	or this	segment.			
$\bigcirc$	Combined Tra	affic:	50000	G	75 <u>%</u>	1%	2%	1% 20	% 1%	_ F	0.083	F		50000	G	
					To:		NCL	Bristol								
North																
(81)					From:		SCL	Bristol								
$\smile$	0	.61	14000	G	From:	1%	2%	Bristol 1% 22	% 1%	F	0.062	F		14000	G	2002
	0 Combined Tra		14000 30000	G G		1% 1%				F F	0.062 0.065	F F	0.566	14000 30000	G G	2002
NIM-					74% 75%		2% 2%	1% 22					0.566			2002
	Combined Tra	affic:	30000	G	74% 75%	1%	2% 2% US 58,	1% 22 1% 20 US 421	% 1%	F ]——	0.065	F	0.566	30000	G	
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	Combined Tra	affic:	30000	G	74% 75%	1%	2% 2% US 58, 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20	% 1% % 1%	F F	0.065	F	0.566	30000	G	
81	Combined Tra	affic:	30000 16000	G G	74% 75% From: 74%	1%	2% 2% US 58, 2% 2%	1% 22 1% 20 US 421 1% 22	% 1% % 1%	F F	0.065	F		30000 16000	G G	
North	Combined Tra	affic:	30000 16000	G G	74% 75% To From: 74% 75%	1%	2% 2% US 58, 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20	% 1% % 1% % 1%	F F F	0.065	F		30000 16000	G G	2002
81 North	Combined Tra	affic: .44 affic:	30000 16000 32000	G G G	74% 75%  To From: 74% 75%  To From:	1% 1% 1%	2% 2% US 58, 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20	% 1% % 1% % 1% % 1%	F F F	0.065 0.072 0.068	F F		30000 16000 32000	G G G	2002
North 81	Combined Tra  2 Combined Tra  1	affic: .44 affic:	30000 16000 32000 26000	G G G	74% 75% 74% 75% 74% 75% 74% 75%	1% 1% 1%	2% 2% US 58, 2% 2% I-: 2%	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20	% 1% % 1% % 1% % 1%	F F F	0.065 0.072 0.068 0.075	F F F		30000 16000 32000 26000	G G G	2002
North  North	Combined Tra  2 Combined Tra  1 Combined Tra	affic: 44 affic: 39 affic:	30000 16000 32000 26000 48000	G G G	74% 75%  To From 74% 75%  74% 75%  Ta From 74% 75%	1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20	% 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.075	F F F		30000 16000 32000 26000 48000	G G G	2002
North North	Combined Tra  2 Combined Tra  1 Combined Tra  2	affic: 44 affic: 39 affic:	30000 16000 32000 26000 48000	G G G G	74% 75%	1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% I-: 2% 2% US 11	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20 ,US 19	% 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.075	F F F		30000 16000 32000 26000 48000	G G G G	2002
North  North	Combined Tra  2 Combined Tra  1 Combined Tra	affic: 44 affic: 39 affic:	30000 16000 32000 26000 48000	G G G	74% 75%  To From 74% 75%  74% 75%  Ta From 74% 75%	1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20 US 19 1% 22 1% 20	% 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.075	F F F		30000 16000 32000 26000 48000	G G G	2002
North 81 North 81	Combined Tra  2 Combined Tra  1 Combined Tra  2	affic: 44 affic: 39 affic:	30000 16000 32000 26000 48000	G G G G	74% 75%	1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20 ,US 19	% 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.075	F F F		30000 16000 32000 26000 48000	G G G G	2002
North 81  North 81  North	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra	affic: 44 affic: 39 affic:	30000 16000 32000 26000 48000	G G G G	74% 75% 74% 75% 74% 75% 74% 75% 74% 75%	1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11 2% 2%	1% 22 1% 20 US 421 1% 22 1% 20 381 1% 22 1% 20 US 19 1% 22 1% 20	% 1% % 1% % 1% % 1% % 1% % 1% % 1%	F F F F F F	0.065 0.072 0.068 0.075 0.075	F F F		30000 16000 32000 26000 48000	G G G G	2002
North North North	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra	affic: 44 affic:39 affic:13 affic:	30000 16000 32000 26000 48000 22000 43000	G G G G	74% 75%  To. From: 74% 75%  74% 75%  To. From: 74% 75%  To. From: 74% 75%	1% 1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11- 2% 2% US 11	1% 22 1% 20 US 421 1% 20 381 1% 20 .US 19 1% 20 .US 19 1% 20 .US 19	% 1% % 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.075 0.074 0.074	F F F F		30000 16000 32000 26000 48000 22000 44000	G G G G	2002
North 81  North 81  North	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra  2 Combined Tra  0	affic: 44 affic:39 affic:13 affic:	30000 16000 32000 26000 48000 22000 43000	G G G G G	74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 74%	1% 1% 1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11 2% 2% Old Ai 2% 2%	1% 22 1% 20 US 421 1% 20 1% 20 381 1% 22 1% 20 US 19 1% 20 The port Rd 1% 22	% 1% % 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.074 0.074 0.083	F F F F		30000 16000 32000 26000 48000 22000 44000	G G G G G	2002
North 81  North 81  North 81	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra  2 Combined Tra  0	affic: 44 affic:39 affic:13 affic:	30000 16000 32000 26000 48000 22000 43000	G G G G G	74% 75%	1% 1% 1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11- 2% 2% Old Ai 2% NCL	1% 22 1% 20 US 421 1% 20 1% 20 381 1% 20 1% 20 ,US 19 1% 20 1% 20 port Rd 1% 22 1% 20 Bristol	% 1% % 1% % 1% % 1% % 1% % 1%	F F F F F	0.065 0.072 0.068 0.075 0.074 0.074 0.083	F F F F		30000 16000 32000 26000 48000 22000 44000	G G G G G	2002
North 81  North 81  North 81  South	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra  0 Combined Tra	affic: 44 affic:39 affic:13 affic:	30000 16000 32000 26000 48000 22000 43000	G G G G G	74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 75% 75% 75%	1% 1% 1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11 2% 2% Old Ai 2% NCL	1% 22 1% 20 US 421 1% 20 381 1% 20 .US 19 1% 20 .US 19 1% 20 .Toport Rd 1% 22 1% 20	% 1% % 1% % 1% % 1% % 1% % 1% % 1% % 1%	F F F F F F F F F F F F F F F F F F F	0.065 0.072 0.068 0.075 0.074 0.074 0.083	F F F F		30000 16000 32000 26000 48000 22000 44000	G G G G G	2002
North  North  North  North	Combined Tra  2 Combined Tra  1 Combined Tra  2 Combined Tra  0 Combined Tra		30000 16000 32000 26000 48000 22000 43000 22000 50000	G G G G G	74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 74% 75% 75% 76 76 76 77 76 77 77 77 77 77 77 77 77	1% 1% 1% 1% 1% 1% 1% 1%	2% 2% US 58, 2% 2% 2% US 11- 2% 2% Old Ai 2% NCL SCL	1% 22 1% 20 US 421 1% 20 1% 20 381 1% 22 1% 20 ,US 19 1% 22 1% 20 port Rd 1% 22 1% 20 Bristol Bristol	% 1% % 1% % 1% % 1% % 1% % 1% % 1% % 1%	F F F F F F	0.065 0.072 0.068 0.075 0.075 0.074 0.074 0.083 0.083	F F F F F		30000 16000 32000 26000 48000 22000 44000 22000 50000	G G G G G	2002 2002 2002 2002

							City	of Bristo	ال								
Route		Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck : 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol					From:		LIC 5	0.110.40	1	1							
South		3.58	16000	G	77%	1%	2%	8, US 42 1%	19%	1%	F	0.067	F		16000	G	2002
81	Combined												Г				2002
	Combined	тапіс:	32000	G	75% —	1%	2%	1%	20%	1%	F	NA			32000	G	
South					From:			I-381									
(81)		1.25	22000	G	77%	1%	2%	1%	19%	1%	F	0.074	F		23000	G	2002
01)	Combined	Traffic:	48000	G	75%	1%	2%	1%	20%	1%	F	NA			48000	G	
	00111011100					. , ,					•				.0000	•	
South					From:		US .	11, US 19	,								
(81)		1.99	21000	G	77%	1%	2%	1%	19%	1%	F	0.071	F		21000	G	2002
	Combined	Traffic:	43000	G	75%	1%	2%	1%	20%	1%	F	NA			44000	G	
					To: From:		Old A	Airport Ro	d								
South		0.50	27000	_		10/				10/	_	0.070	_		20000	_	2002
81	0	0.50	27000	G	77%	1%	2%	1%	19%	1%	F	0.072	F		28000	G	2002
	Combined	raffic:	50000	G	75% To:	1%	2%	1%	20%	1%	F	NA			50000	G	
							NC	L Bristol		<u> </u>							,
	<b>.</b>			_	From:			nwealth A			_		_			_	
113 Cumberland		0.28	2700	G	96%	0%	2%	1%	1%	0%	С	0.090	F	0.528	2800	G	2002
	Combined	Traffic:	3800	G	96%	0%	1%	1%	1%	0%	С	0.091	F	0.508	4000	G	
					To: From:		US 421 I										
113 Piedmont Ave	ے	0.08	3800	G	96%	0%	2%	berland S 0%	1%	0%	F	0.093	F	0.539	4000	G	2002
113) i leditioni Ave	= Combined		4900	G	90%	0%	2%	0%	1%	0%	F	0.093	F	0.539	5100	G	2002
	Combined	Hailic.	4900	G	97%	U%	2%	0%	170	0%	Г	0.093	Г	0.527	5100	G	
					From:		SR 113 P,										
113 Piedmont Ave	9	0.25	3200	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.528	3400	G	2002
					To: From:			view Ave									
Osloviovy Avo		0.60	2200	G	96%	0%	2%	mont Ave	1%	0%	С	0.1	F	0.525	2300	G	2002
113 Oakview Ave		0.00	2200	G	90 76 To:	070		oore St	1 70	076	C	0.1	Г	0.525	2300	G	2002
					From:			view Ave	:								
113 Moore St		0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2002
					To:		Euc	clid Ave									
					From:	5	SR 381 Con	nmonwea	lth Ave	Ī							
Sycamore St		0.40	1100	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	1100	G	2002
(13) 5) 50	Combined		3800	G	96%	0%	1%	1%	1%	0%	C	NA		0.02.	4000	G	
	Combined	manic.	3000	J	To:	0 70		mont Ave		070	O	INA			4000	J	
North					From:			R 381		1							
North		1.39	7700	Α	94%	1%	2%	1%	3%	0%	Α	0.11	Α		7800	Α	2002
381	Combined				94%	0%	2%	0%	3%		A			0.588			2002
	Combined	Hailic.	15000	Α	94 70 To:	070		I-81	3%	0%	A	0.101	Α	0.366	15000	Α	
					From:												
South		1.67	7400	۸		Ω0/		R 381	20/	00/	۸	0.100	۸		7600	۸	2002
381	0 1- 11	1.67	7400	A	94%	0%	2%	0%	3%	0%	A	0.109	Α		7600	A	2002
	Combined	i rattic:	15000	Α	94% To:	0%	2%	0%	3%	0%	Α	NA			15000	Α	
								I-81		I							
				_	From:			JS 421			_		_			_	
(381) Commonwea	Ith Ave	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002
					To: From:		SR 113 C	umberlan	d Ave								
(381) Commonwea	Ith Ave	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002
					To:		SR 133 Pa		ore St		_					_	
(381) Commonwea	Ith Ave	0.19	21000	G	From: 94%	1%	2%	1%	3%	0%	F	0.087	F	0.569	21000	G	2002
381 Commonwea		0.10	2.500	•	J-170	1 /0				<b>U</b> /U	'	0.007	1	0.000	21000	5	2002
	111 A	0.05	00000		From:	401		Euclid A				0.05=					
381 Commonwea	Ith Ave	0.63	23000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.55	23000	G	2002
<u> </u>					To:			St; I-381	l	J							
~~~ ~~					From:			L Bristol									
421 58 Gate C	ity Hwy	0.50	5200	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.635	5400	G	2002
$\overline{}$					To		US	58; I-81									
421		0.21	7200	G	92%	0%	2%	1%	4%	0%	F	0.079	F	0.614	7400	G	2002
721)			•	_	To:	- / •		and Rd			-		-			-	·
							151	unu IVU									

						City of Brist)I								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bristol															
421)	0.80	8500	G	92%	0%	Island Rd 2% 1%	4%	0%	F	0.087	F	0.566	8900	G	2002
421 11 Euclid Ave	0.75	16000	G	From: 98%	0%	1% 0%	0%	0%	F	0.085	F	0.525	17000	G	2002
421 11 Euclid Ave	0.19	18000	G	From: 98%	0%	1% 0%	0%	0%	F	0.087	F	0.562	19000	G	2002
421) (11) Euclid Ave	0.18	21000	G	From: 98%	0%	Bob Morrison B 1% 0%	lvd 0%	0%	F	0.085	F	0.601	21000	G	2002
421 381 Commonwealth A	0.19	21000	G	From: 94%	1%	E RT 11 2% 1%	3%	0%	F	0.087	F	0.569	21000	G	2002
421 381 Commonwealth A	0.16	21000	G	94%	1%	SR 133 Par Sycamo 2% 1%	ore St 3%	0%	F	0.087	F	0.551	21000	G	2002
421 381 Commonwealth A	0.16	20000	G	From: 94%	0%	SR 113 Cumberlan	d Ave 2%	0%	F	0.084	F	0.532	21000	G	2002
421 State St	0.21	10000	G	To: From: 92%	0%	RT 381 SR 381 Commonwea 2% 1%	lth Ave	0%	F	0.088	F	0.547	11000	G	2002
421 State St	0.34	9900	G	From: 92%	0%	102-3305 Piedmon		0%	F	0.087	F	0.537	10000	G	2002
421 State St	0.28	13000	G	From: 92%	0%	Truck US 11 Rand		0%	F	0.082	F	0.514	13000	G	2002
721)				To:		odson St; Tennessee Island Rd			-		-				
1 Benham Rd	0.03	5500	G	97% Ta-	0%	1% 1% NCL Bristol	1%	0%	F	0.093	F	0.616	5800	G	2002
2 Goodson St	0.36	3800	G	96% To:	0%	State St 1% 1% Mary St	1%	0%	С	0.093	F	0.573	4000	G	2002
5 Commonwealth Ave	0.33	4900	G	From: 96%	0%	Keys St 1% 1%	2%	0%	С	0.087	F	0.644	5100	G	2002
				To:		Pittstown Rd Commonwealth	Ave								
6 Glenway Ave	0.42	4700	G	97% To:	0%	2% 0% Piedmont Ave	0%	0%	С	0.107	F	0.587	4900	G	2002
8 Pittstown Rd	0.45	3900	G	97% To:	0%	Commonwealth 1% 1%	Ave 1%	0%	С	0.099	F	0.651	4100	G	2002
9 Randolph Ave	0.22	4600	G	From: 98%	0%	Vance St 1% 0%	1%	0%	F	0.1	F	0.514	4800	G	2002
	0.51	6900	G	To- From: 98%	0%	Wagner Rd 1% 0%	1%	0%	С	0.114	· 	0.576	7200	 G	2002
9 Randolph Ave	J.J.			To:	0 /0	Spurgeon Ln Fairview St		3,0		0.117		0.070	. 200		
10 Rhode Island Rd	0.35	1700	G	96% To:	1%	2% 0% Texas St	1%	0%	С	0.113	F	0.579	1800	G	2002
11) Spurgeon Ln	0.12	5800	G	99% To:	0%	Randolph Avo	0%	0%	С	0.108	F	0.547	6000	G	2002
12) Texas St	0.49	2100	G	From: 92%	1%	Rhode Island A 3% 1%		0%	С	NA			2200	G	2002
	0.12	3200	-	From:	00/	E Valley Dr US 11Euclid A		00/		0.000	E	0.507	3300		2002
13) Vance St	0.13	3200	G	98% Ta-	0%	1% 0% Randolph Ave	0%	0%	C	0.098	F	0.507	3300	G	2002

Citral Briston Factor Fa							City of Bristo	OI								
Size State	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
State St 0.55 17000 G 97% 0% 2% 0% 1% 0% F 0.0079 F 0.524 17000 G 20 State St 0.67 15000 G 97% 0% 2% 0% 1% 0% F 0.081 F 0.519 15000 G 20 State St 0.67 15000 G 97% 0% 2% 0% 1% 0% F 0.081 F 0.519 15000 G 20 State St 0.67 15000 G 97% 0% 2% 0% 1% 0% F 0.081 F 0.519 15000 G 20 State St 0.67 15000 G 97% 0% 2% 0% 1% 0% F 0.081 F 0.563 3900 G 20 State St 0.41 1000 G 97% 0% 2% 0% 1% 0% F 0.081 F 0.563 3900 G 20 State St 0.41 1000 G 97% 0% 15% 0% 1% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.554 5100 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.555 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.555 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.550 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.550 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.550 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% F 0.098 F 0.550 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 15% 0% 0% F 0.098 F 0.550 4800 G 20 State St 0.41 1000 G 97% 0% 15% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	City of Bristol															
Pedan State St 0.67 15000 G 97% 0% 2% 0% 1% 0% 0% 1% 0% 0% 0																
State St	3300) State St	0.55	17000	G	97%	0%	2% 0%	1%	0%	С	0.079	F	0.524	17000	G	2002
State St					To		Paters St									
Commenced Nate State Sta	State St	0.67	15000	G		0%		1%	Ω%	F	0.081	F	0.510	15000	G	2002
SR 1818 JR IN NA	3300) State St	0.07	13000	G	_	0 70			070	'	0.001	'	0.515	13000	O	2002
100 100																
Editorical Ave		0.40					SK 381 JB-1N	N			N.1.0			N.1.0		
100 100	3300)	0.43	NA		. —						NA			NA		
Beb Marrison Blvd	<u> </u>				10:		Edgemont Ave	e								
See					From:		W State St									
103 10 104 104 105 10 104	Bob Morrison Blvd	0.45	3700	G	97%	0%		1%	0%	С	0 104	F	0.563	3900	G	2002
Piedmont Ave 0.05 NA	3301) 202	00		•		0,0				•	0	•	0.000	0000	•	_00_
Piedmont Ave 0.05 NA NA NA NA NA NA NA							US II W Euclid	AVC								
1036 Piedmont Ave 0.15 2200 G 389% 036 13% 03%					From:		102-3300; State S	treet								
10 10 10 10 10 10 10 10	Piedmont Ave	0.05	NA								NA			NA		
Second Price					To:		US 421 Gap Term	ninus								
Warry St					From:		Oakview Ave									
Warry St	Piedmont Ave	0.15	2200	G	98%	0%			0%	С	0.098	F	0.544	2300	G	2002
Many S State St	5505)				_											
Piedmont Ave 0.15 4900 G 88% 0% 1% 0% 1% 0% F 0.098 F 0.554 5100 G 20					From:											
Fairded Ave US 11 State St	Diodmont Ava	0.15	4000	G		00/		10/	00/	_	0.000	Е	0 EE4	5100	C	2002
State Stat	3305) Pledifiont Ave	0.15	4900	G		0%			0%	Г	0.096	Г	0.554	5100	G	2002
Moore St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% 0% 0					lo:		Euclid Ave US	11								
Moore St 0.41 1000 G 97% 0% 2% 0% 0% 0% 0% 0% 0					From:		State St									
Cumberland St	Moore St	0.41	1000	G	97%	0%		0%	0%	С	0 123	F		1100	G	2002
More St 0.43 1700 G 97% 0% 2% 0% 0% 0% 0% 0% 0	3307)	• • • • • • • • • • • • • • • • • • • •		•	_	0,0				•	00	•			•	
Moore St 0.43 1700 G 97% 0% 2% 0% 0% 0% 0% 0% 0					From:			ı								
Total Color	Manus Ct	0.40	4700	_	070/	00/		00/	00/	_	0.000	_	0.50	4000	_	2002
Solution	3307) Moore St	0.43	1700	G		0%		0%	0%	г	0.093	г	0.59	1800	G	2002
Fairview St 0.27 3600 G 97% 0% 1% 0% 1% 0% F 0.099 F 0.501 3700 G 20					To-		Oakview St									
Fairview St 0.27 3600 G 97% 0% 1% 0% 1% 0% F 0.099 F 0.501 3700 G 20 Massachusetts Ave					From:		Mary St		1							
Massachusetts Ave 102-10	Fairview St	0.27	3600	G	97%	በ%		1%	0%	F	0 099	F	0.501	3700	G	2002
Rhode Island Ave 0.37 1500 G 97% 0% 1% 0% 1% 0% 0% C 0.127 F 0.645 1600 G 20	3308) 1 all view of	0.27	3000	J	31 /0	0 70	170 070	1 /0	0 70	•	0.000	•	0.501	3700	0	2002
Rhode Island Ave 0.37 1500 G 97% 0% 1% 0% 1% 0% C 0.127 F 0.645 1600 G 20					To: From:		Massachusetts A	ve								
102-10 1	Rhode Island Ave	0.37	1500	G		0%	1% 0%	1%	0%	С	0.127	F	0.645	1600	G	2002
No.000 No.0000																
Hillside Ave Same							102-10									
Hillside Ave Same	3308) Rhode Island Ave	0.15	1500	N	97%	0%	1% 0%	1%	0%	Ν	0.127	Ν	0.645	1600	N	2002
Same Sings Mill Pike 0.46 4900 G 96% 0% 1% 1% 1% 0% F 0.088 F 0.504 5100 G 20					To		TT:11-: J - A									
Frame				_		201		407				_			_	
Valley Dr Says Sings Mill Pike 1.12 7300 G 96% 0% 1% 1% 1% 0% C 0.087 F 0.561 7600 G 20	3308) Kings Mill Pike	0.46	4900	G	96%	0%		1%	0%	F	0.088	F	0.504	5100	G	2002
Same							E Valley Dr									
Old Airport Rd O.36 7500 G 96% 0% 1% 1% 1% 0% 0% F 0.085 F 0.57 7900 G 20					From:		Valley Dr									
Old Airport Rd O.36 7500 G 96% 0% 1% 1% 1% 0% 0% F 0.085 F 0.57 7900 G 20	3308) Kings Mill Pike	1.12	7300	G	96%	0%	1% 1%	1%	0%	С	0.087	F	0.561	7600	G	2002
Same					-		011.11									
To ECL Bristol Green Hill Rd Green Hil							•									
From: Green Hill Rd	3308) Kings Mill Rd	0.36	7500	G	96%	0%	1% 1%	1%	0%	F	0.085	F	0.57	7900	G	2002
3312 W Valley Dr 0.93 2200 G 97% 1% 2% 1% 0% 0% F 0.107 F 0.580 2300 G 20 Solid Airport Rd Solid Airpor					To:		ECL Bristol									
3312 W Valley Dr 0.93 2200 G 97% 1% 2% 1% 0% 0% F 0.107 F 0.580 2300 G 20 State			-		From:		Gran Hill D.				-					
Sale	M Valley De	0.00	2222	_		40/			00/	_	0.407	_	0.500	2200	_	2002
E Valley Dr 0.56 7200 G 97% 1% 2% 1% 0% 0% F 0.093 F 0.618 7500 G 20	3312) W Valley Dr	0.93	2200	G	97%	1%	2% 1%	0%	0%	F	0.107	F	0.580	2300	G	2002
E Valley Dr 0.56 7200 G 97% 1% 2% 1% 0% 0% F 0.093 F 0.618 7500 G 20	<u> </u>				To		US 11 Lee Hw	v	1							
Solution	E Valley Dr	0.56	7200	G	G7%	1%			0%	F	0 003	F	0.618	7500	G	2002
Sale E Vallet Dr 0.72 4700 G 97% 1% 2% 1% 0% 0% 0% C 0.084 F 0.555 4900 G 20	3312) L Valley Di	0.50	1200	J	31 /0	1 /0	270 170	0 /0	0 70	•	0.000	•	0.010	7 300	0	2002
Sale E Vallet Dr 0.72 4700 G 97% 1% 2% 1% 0% 0% 0% C 0.084 F 0.555 4900 G 20	_				From:		Old Abingdon P	ike								
To Kingsmill Pike 102-1 Pittston Rd 102-1 Pittston Rd NA NA NA	3312 E Vallet Dr	0.72	4700	G		1%			0%	С	0.084	F	0.555	4900	G	2002
State Stat																
Sand Road 2.01 NA NA NA NA NA NA NA NA																
To 102-3319 Wallace Pike Walla					From:		102-1 Pittston F	Rd								
To 102-3319 Wallace Pike Walla	3314) Island Road	2.01	NA								NA			NA		
Sand Rd 0.31 4000 G 93% 0% 2% 2% 2% 0% C 0.092 F 0.574 4100 G 20 C 0.092 F 0.574 4100 G 0.092 C 0.092 C 0.092 F 0.574 4100 G 0.092 C 0.					To		102-3319 Wallace	Pike								
Salad Rd 0.31 4000 G 93% 0% 2% 3% 2% 0% C 0.092 F 0.574 4100 G 20 C 0.092 F 0.574 4100 G 0.092 C 0.092 F 0.574 4100 G 0.092 C					From:		Wallace Pike									
Tro US 11 Lee Hwy From: 102-3308 King Mill Rd NA NA	3314 Island Rd	0.31	4000	G	93%	0%			0%	С	0.092	F	0.574	4100	G	2002
102-3308 King Mill Rd		5.01		•		J / 0			- 70	-		•		50	_	_552
Old Airport Rd 0.96 NA NA NA																
					From:	_	102-3308 King Mi	ll Rd								
	3318) Old Airport Rd	0.96	NA								NA			NA		
To: Bonham Rd					To:		Bonham Rd									
To: Bonham Rd	\cup				To:		Bonham Rd									
Domini No.							Boillan Ra		L.							

						Oity of Briotoi									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Bristol				-											
318) Old Airport Rd	0.98	NA		From:		Bonham Rd				NA			NA		
318) Old Airport Rd	0.20	NA		To: From:		I-81				NA			NA		
318) Gla / III port rta	0.20	147		To:		US 11				147 (14/1		
				From:		Island Rd									
319) Wallace Pike	0.33	2300	G	97%	1%	2% 0%	1%	0%	С	0.095	F	0.624	2400	G	2002
319)				To:		NCL Bristol									
				From:		Valley Dr		i							
320) Old Abingdon Pike	1.27	3100	G	94%	1%	2% 1%	3%	0%	С	0.092	F	0.590	3300	G	2002
3.20				To:		US 11 Lee Hwy									
				From:		US 11 Lee Hwy									
321) Clear Creek Rd	0.13	5300	G	93%	1%	3% 1%	2%	0%	С	0.087	F	0.551	5500	G	200
				To:		NCL Bristol									
				From:		W State St									
Peters St	0.28	2900	G	96%	0%	1% 1%	2%	1%	С	NA			3000	G	200
				To:		US 11 Euclid Av									
				From:		102-6 Glenway Av	/e	Ī							
325) Piedmont Ave	0.16	NA				102 0 Glenway 110	<u> </u>			NA			NA		
323)				To:		102-3312 Valley Г)r								
				From:		Piedmont Ave									
326) W Mary St	0.45	3400	G	97%	0%	1% 0%	1%	0%	С	0.094	F	0.503	3500	G	200
326) 11 mary 31	0.10	0.00	•	0.70	070					0.001	•	0.000	0000	Ū	
	0.00	5000	_	From:	00/	Randall St	40/	00/	_	0.000		0.040	5000		000
W Mary St	0.23	5300	G	97% To:	0%	1% 0%	1%	0%	F	0.093	F	0.616	5600	G	200
						Fairview St									
~ • • • • • • • • • • • • • • • • • • •			_	From:	201	Old Airport Rd		20/	_		_				
Bonham Rd	0.32	6500	G	97%	0%	1% 0%	1%	0%	F	0.088	F	0.500	6800	G	200
-				From:		I-81									
Bonham Rd	0.45	8200	G	97%	0%	1% 0%	1%	0%	С	0.087	F	0.535	8500	G	200
				To:		US 11 Lee Hwy									
				From:		Glenway Ave									
Chester St		420	G							0.153	F	0.5	440	G	200
				To:		Arlington Ave									
				From:		Shawnee Rd									
Cheyenne Rd		210	G							0.115	F	0.542	220	G	200
				To:		Sherwood Dr									
				From:		Newton St									
Daniel St		290	G							0.129	F	0.846	300	G	200
				To:		Tennessee State Li	ne								
				From:		Cherry Ln									
Jefferson Dr		460	G			•			ļi	0.126	F	0.521	480	G	2002
				To:		Cedar Ln									
				From:		Moore St									
Lester St		710	G						ļi	0.093	F	0.564	740	G	200
<u> </u>				To:		Russell St									
				From:		Prospect Ave									
Pearl St		90	G			1105pect 71VC				0.115	F	0.524	90	G	200
			_	To:		Arlington Ave					,	 .		-	
				From:											
Poplar St		70	G			Oakview Dr				0.136	F	0.579	70	G	200
i opiai Ot		, 0	3	To:		Meadow Dr		1		0.130	1	0.518	70	3	200
				Ere											
Corina Dranah Dal		E0	_	From:		Overlake Dr				0.440	_	0.000	00	0	200
Spring Branch Rd		50	G	To:		W L D			1	0.116	۲	0.833	60	G	200
				10.		Vale Dr									