2007

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

where available

Special Locality Report 102

City of Bristol

Information in this report is included in Report

95

(Washington 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 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye 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 o	of Bristol												
5 .					_		Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷۱
	From:	St	ate St				0 17 11 11 0				. 40.0.				
11 421 Euclid Ave	City of Bristol		3000 F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	14000	F
11 421 Euclid Ave	Oity of Briston	0.75	3000 1	3370	070	1 70	070	070	070	'	0.000	•	0.021	14000	'
~~ ~~	To: From:		ince St												
(11) (421) Euclid Ave	City of Bristol	0.19 1 4	4000 F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.504	15000	F
\bigcirc	To	Roh Mo	orrison Blvd												
(11) (421) Euclid Ave	City of Bristol		5000 F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.522	16000	F
11 421 Euclid Ave	only of Briefor				070		070	070	070	•	0.001	•	0.022	10000	•
~~ ~~	To: From:		monwealth Ave												
11 \ 19 \ Euclid Ave	City of Bristol	0.48 8	300 F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.525	9100	F
\bigcirc	To:	Piedn	nont Ave												
11 19 Euclid Ave	City of Bristol		600 F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.518	7200	F
11) 19) Euclid Ave	Only of Briston	0.00		0070	070	170	070	070	070	•	0.000	•	0.010	7200	•
~~ ~~	To: From:		oore St												
11 \ { 19 \ Lee Highway	City of Bristol	0.48 1 5	5000 F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.511	16000	F
\bigcirc	To	Val	lley Dr												
11 19 Lee Highway	City of Bristol		3000 F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	15000	F
11) 19 Lee Highway	To:		I-81	0070	070		070	070	070	•	0.001	•	0.011	10000	•
	From:		p to I-81												
11 19 Lee Highway	City of Bristol		6000 F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.515	18000	F
11) (19) ===								.,.		-		-			-
~~~	From:		ham Rd									_			_
11 \ (19 \ Lee Highway	City of Bristol	0.51 <b>1</b> 7	7000 F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.507	18000	F
<del></del>	To:	Old A	Airport Rd			<u> </u>									
11 19 Lee Highway	City of Bristol		5000 F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.562	17000	F
	To:	NCL	Bristol												
	From:														
Truck Truck	<u></u>		nmonwealth Ave		00/	10/	40/	40/	00/	F	0.406	_	0.606	1200	_
11) (421) (19) Goode St	City of Bristol (Maint: 95)	0.21 <b>1</b>	100 F	97%	0%	1%	1%	1%	0%	Г	0.106	F	0.686	1200	F
Fruels Truels	To: From:	102-3305 I	Piedmont Ave												
Truck Truck  11 \ \( \frac{421}{19} \) Cumberland St	City of Bristol (Maint: 95)	0.34 <b>2</b>	900 F	97%	0%	1%	10/	1%	0%	С	0.091	F	0.613	3100	F
11 (421) 19 Cumberland St	City of Bristoi (Maint. 95)		ate St	9176	0%	170	1%	170	0%	C	0.091	Г	0.013	3100	Г
Truck Truck	From:		Sumberland St												
11 \ 19 \ Randall St	City of Bristol		300 F	98%	0%	1%	1%	1%	0%	С	0.09	F	0.516	6800	F
11) (19) Kandan St	To:		St; Oakview A		070	1 /0	1 70	1 70	070	C	0.03	'	0.510	0000	'
Fruck Truck	From:		perland St	vc											
11 (113) (19) Moore St	City of Bristol		3400 F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.549	9100	F
11) (113) (19) Moore of	To:		did Ave	01 70	170		070	170	070	•	0.000	•	0.010	0100	•
	From		nessee State Lir		401		401	40.	001	_	0.00-	_		4=000	_
19 (381) (421 ) Commonwealth Ave	City of Bristol	0.23 16	6000 F	93%	1%	1%	1%	4%	0%	F	0.087	F	0.55	17000	F
~ ~ ~	To	SR 113 Cu	ımberland Ave			<u> </u>									
(19) (381) (421) Commonwealth Ave	City of Bristol		2000 F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	F
13 (301) (421)	5, o. 2			-3,0	- / 0		- / 0	_,,	- / 0	•	2.300	-			•
~~~	From:		r Sycamore St			—,⊢									
(19) (381) (421) Commonwealth Ave	City of Bristol		2000 F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	23000	F
\sim \sim	To·	US 11 I	Euclid Ave												

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From:	SR 381 Commonv	vealth Ave												
19 (11) Euclid Ave	City of Bristol	0.48 8300	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.525	9100	F
~ ~	Ta: From:	Piedmont A	Ave												
19 (11) Euclid Ave	City of Bristol	0.56 6600	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.518	7200	ا
~ ~	Tac From:	Moore S	t												
19 (11) Lee Highway	City of Bristol	0.48 15000	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.511	16000	
	To: From:	Valley D	r												
19 (11) Lee Highway	City of Bristol	1.26 13000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	15000	
	To:	Overhill F													
~ ~ Lead 15 decree	From:	Ramp to I-		070/	00/	40/	407	40/	00/	_	0.007	_	0.545	40000	
9 (11) Lee Highway	City of Bristol	1.36 16000	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.515	18000	
~ ~	To: From:	Bonham F													
9) (11) Lee Highway	City of Bristol	0.51 17000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.507	18000	
>	Ta: From:	Old Airport	Rd												
9) (11) Lee Highway	City of Bristol	0.68 15000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.562	17000	
	To:	NCL Brist	ol												
uck Truck	From:	SR 381 Commonv	vealth Ave												
9 \ \ \ 421 \ \ \ 11 \ \ Goode St	City of Bristol (Maint: 95)	0.21 1100	F	97%	0%	1%	1%	1%	0%	F	0.106	F	0.686	1200	
	To: From:	102-3305 Piedm	ont Ave			<u> </u>									
$\underbrace{7}_{9} \underbrace{7}_{421} \underbrace{7}_{11} \underbrace{7}$	City of Bristol (Maint: 95)	0.34 2900	F	97%	0%	1%	1%	1%	0%	С	0.091	F	0.613	3100	
9 (421) (11) Cumberland St	To To Distor (Waint. 33)	Truck US 11 Ra		31 /0	070		1 70	1 /0	070	O	0.001	•	0.013	3100	
ıck Truck	From:	State St	induii 5t												
9) (11) Randall St	City of Bristol	0.93 6300	F	98%	0%	1%	1%	1%	0%	С	0.09	F	0.516	6800	
	To	Cumberland													
uck Truck	From:	Oakview A		070/	40/	40/	00/	40/	00/	_	0.000	_	0.540	0400	
9 113 11 Moore St	City of Bristol	0.12 8400 Euclid Av	F	97%	1%	1%	0%	1%	0%	г	0.088	F	0.549	9100	
Coto City I have	City of Bristol (Maint: 95)	WCL Bris 0.50 4900	tol F	98%	0%	10/	00/	40/	00/	С	0.096	_	0.600	5300	
Gate City Hwy	City of Bristor (Maint. 95)	0.50 4900 I-81; US 4		96%	0%	1%	0%	1%	0%	C	0.096	Г	0.623	5300	
	From:	US 58; US													
8 (81)	City of Bristol (Maint: 95)	2.44			See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
9 69	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 38000	F	74%	1%	1%	1%	22%	1%	F	NA			42000	
	To	I-381													
8 (81)	City of Bristol (Maint: 95)	1.39			See I-8	1 for dire	ectional t	raffic vo	olume es	timate	s for this	sean	nent.		
8) 81	Combined Traffic Estimates for 2 Parallel Roadwa		F	74%	1%	1%	1%	22%		F	NA	oog		53000	
	Tallo Louridico for 2 Farano Rodawa	•			. 70	. /0	1 /0	/0	. 70	•	. 4/ (55000	
	City of Priotol (Moint: 05)	US 11, US 2.13	19		Soo L o	1 for dire	otional 4	roffic . "	dumo co	timoto	o for this	0000	nont		
58 81	City of Bristol (Maint: 95)		_								s for this	segn	en.	40000	
	Combined Traffic Estimates for 2 Parallel Roadwa	,		74%	1%	1%	1%	22%	1%	F	NA			48000	(
	To:	Old Airport		1470	170	1 70	1 70	ZZ 70	1 70	Г	INA			40000	_

			CITA OL PLI					Tri	uck			K		Dir		
Route	Jurisdictio	n Lenç	gth AADT	QA	4Tire	Bus	2Axle	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		Old Airport	Rd												
(58) (81)	City of Bristol (M	aint: 95) 0.9	3			See I-8	31 for di	rectional	traffic vo	olume es	timate	s for this	s segm	ent.		
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou		F	74%	1%	1%	1%	22%	1%	F	NA			49000	G
	10:		NCL Brist													
North	City of Bristol (M	aint: 95) 0.6	SCL Bristo 1 <b>18000</b>	ol A	72%	1%	1%	1%	24%	1%	С	0.092	Α		18000	А
81	Combined Traffic Estimates for 2 Paralle	,		A	74%	1%	1%	1%	24%	1%	С	0.092 NA	А		36000	A
	Combined Traffic Estimates for 2 Farane	ei Roadways on this Rot			7470	1 /0	1 /0	1 /0	ZZ /0	1 /0	C	INA			30000	-
lorth	From:		US 58, US 4													
81) (58)	City of Bristol (M	aint: 95) 2.4	4 <b>20000</b>	F	72%	1%	1%	1%	24%	1%	F	NA			21000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ite: <b>38000</b>	F	74%	1%	1%	1%	22%	1%	F	NA			42000	G
orth	To: From:		I-381													
81) (58)	City of Bristol (M	aint: 95) 1.3	9 <b>26000</b>	F	72%	1%	1%	1%	24%	1%	F	NA			27000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou	ıte: <b>51000</b>	F	74%	1%	1%	1%	22%	1%	F	NA			53000	(
	Tax		US 11, US	19												
orth	City of Bristol (M	aint: 95) 2.1		F	72%	1%	1%	1%	24%	1%	F	NA			24000	(
81 (58)	Combined Traffic Estimates for 2 Paralle	,		F	74%	1%	1%	1%	24%	1%	F	NA NA				(
	Combined Traffic Estimates for 2 Parallel	ei Roadways on this Rot			74%	1%	1%	1%	22%	170	Г	INA			48000	,
orth	To: From:		Old Airport	Rd												
81) (58)	City of Bristol (M			F	72%	1%	1%	1%	24%	1%	F	NA			26000	(
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rou		F	74%	1%	1%	1%	22%	1%	F	NA			49000	(
	10:		NCL Brist	ol												
orth	From:	aint: 95) 0.3	I-81 N 0 <b>690</b>	F	96%	0%	1%	0%	2%	0%	F	NA			330	(
81) Ramp I-81 N Exit 3 to I-381	S City of Bristol (M Combined Traffic Estimates for 2 Paralle	*		F	96%	0%	1%	0%	2% 2%	0% 0%		NA NA			670	(
	Combined Traffic Estimates for 2 Faralle	er Roadways on this Rot	I-381 S	Г	90%	0%	170	0%	270	076	Г	INA			670	•
o <u>ut</u> h	From:		SCL Bristo	al .			<u> </u>									
81)	City of Bristol (M	aint: 95) 0.1		<u>А</u>	76%	1%	1%	1%	20%	1%	С	0.099	Α		18000	A
01)	Combined Traffic Estimates for 2 Paralle		ite: <b>35000</b>	Α	74%	1%	1%	1%	22%	1%	С	NA			36000	,
	Tax		US 58. US 4	121												
outh	From:	-:			700/	40/	40/	40/	000/	40/	_	N.1.0			04000	,
81) [58]	City of Bristol (M	,		F	76%	1%	1%	1%	20%	1%	F	NA			21000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Rol		F	74%	1%	1%	1%	22%	1%	F	NA			42000	(
outh	To: From:		I-381													
<del>81</del> ) (58)	City of Bristol (M	aint: 95) 1.2	5 <b>25000</b>	F	76%	1%	1%	1%	20%	1%	F	NA			27000	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Rou	ite: <b>51000</b>	F	74%	1%	1%	1%	22%	1%	F	NA			53000	C
outh.	To: From:		US 11, US	19			⊒⊦									
South 58	City of Bristol (M	aint: 95) 1.9	9 <b>31000</b>	F	76%	1%	1%	1%	20%	1%	F	NA			23000	(
01) (30)	Combined Traffic Estimates for 2 Parallel	,		F	74%	1%	1%	1%	20 %	1%	, E	NA			48000	
	To:	i rodawaya on ina rod	Old Airport		1770	1 /0	1/0	1 /0	<b>LL</b> /0	1 /0	'	1 1/-1			70000	

			LV OI BIISTOI					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus		3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:	0	ld Airport Rd				1	017.040	TTTQII	Ziiaii		1 40101		1 40101		
(81) (58)	City of Bristol (Mai		22000	F	76%	1%	1%	1%	20%	1%	F	NA			23000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	F	74%	1%	1%	1%	22%	1%	F	NA			49000	G
	То:		NCL Bristol													
	From:	Com	monwealth A	ve												
(113) Cumberland St	City of Bristo	ol 0.28	2200	F	97%	1%	1%	1%	1%	0%	С	0.096	F	0.554	2400	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3100	F	97%	1%	1%	1%	1%	0%	С	0.095	F	0.502	3300	F
	To:		21 Piedmont A	Ave												
	From:		umberland St								_		_			
113 Piedmont Ave	City of Bristo		3300	F	97%	1%	1%	0%	1%	0%	F	0.100	F	0.534	3600	F
	Combined Traffic Estimates for 2 Parallel		4200	F	97%	1%	1%	0%	1%	0%	F	NA			4500	F
	To:		3 P, Sycamore													
113 Piedmont Ave	City of Bristo		P, Sycamore <b>3000</b>	F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.544	3300	F
113 T ledition Ave	To:		Oakview Ave	-	31 /0	1 /0	170	070	1 /0	070	'	0.033	•	0.544	3300	'
	From:		iedmont Ave													
(113) Oakview Ave	City of Bristo		2500	F	97%	1%	1%	0%	1%	0%	С	0.098	F	0.533	2700	F
	To:		Moore St													
Truck Truck	From:		akview Ave													
(113)(11)(19) Moore St	City of Bristo		8400	F	97%	1%	1%	0%	1%	0%	F	0.088	F	0.549	9100	F
	To:		Euclid Ave													
	From:		Commonwealt	th Ave												
Sycamore St	City of Bristo	ol 0.40	840	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.51	910	F
F	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3100	F	97%	1%	1%	1%	1%	0%	С	0.095	F	0.502	3300	F
	To:	Pi	iedmont Ave													
North	From:	SR 381 C	Commonwealt	th Ave												
(381)	City of Bristol (Mai	int: 95) 1.14	8200	Α	96%	0%	1%	0%	2%	0%	С	0.109	Α		8600	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	Α	96%	0%	1%	0%	2%	0%	С	0.102	Α	0.582	17000	Α
	To:		I-81													
North	From:	· 05) 0.05	I-381 N	_	000/	00/	40/	00/	00/	00/	_	0.400			7700	_
381 Ramp I-381 N to I-81 N	City of Bristol (Mai	•	7400	F	96%	0%	1%	0%	2%	0%	-	0.109	N		7700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	96%	0%	1%	0%	2%	0%	F	NA			14000	G
	10.		I-81 N													
North	From:		I-381 N								_					
381 Ramp I-381 N to I-81 S	City of Bristol (Mai	,	830	F	96%	0%	1%	0%	2%	0%	F	NA			340	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	F	96%	0%	1%	0%	2%	0%	F	NA			670	G
	To:		I-81 S													
South (381)	From:		Commonwealt													
(381)	City of Bristol (Mai		7800	Α	96%	0%	1%	0%	2%	0%	С	0.105	Α		8300	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	Α	96%	0%	1%	0%	2%	0%	С	0.102	Α	0.582	17000	Α
	To:		I-81													

			01 0113101	_		_		Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT Q	A 4	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		-381 S													_
381 Ramp I-381 S from I-81 S	City of Bristol (Maint: 95)		7200 F		96%	0%	1%	0%	2%	0%	F	0.105	N		6400	G
Co	ombined Traffic Estimates for 2 Parallel Roadways		5000 F		96%	0%	1%	0%	2%	0%	F	NA			14000	G
			-81 S													
Commonwealth Ave	e City of Bristol	State St; Ten	6000 F		93%	1%	10/	40/	40/	00/	F	0.007	F	0.55	17000	F
381 (19) (421) Commonwealth Ave	City of Briston	0.23 <b>1</b>	0000 г		93%	170	1%	1%	4%	0%	Г	0.087	Г	0.55	17000	Г
	To: From:		Cumberland S										_			
381) (19) (421) Commonwealth Ave	e City of Bristol	0.16 <b>2</b>	2000 F	- !	96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	F
<u> </u>	To- From:	SR 133 Pa	ır; Sycamore S													
381) (19) (421) Commonwealth Ave	e City of Bristol	0.19 <b>2</b>	2000 F	•	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	23000	F
	To:	US 11	Euclid Ave													
381)Commonwealth Ave	City of Bristol		0000 F		96%	0%	1%	0%	2%	0%	F	0.090	F	0.522	21000	F
	To:	Keys	St; I-381													
	From:	WC	L Bristol													
421 58 Gate City Hwy	City of Bristol (Maint: 95)		1900 F		98%	0%	1%	0%	1%	0%	С	0.096	F	0.623	5300	F
	To	IIC	58; I-81													
Gate City Hwy	City of Bristol (Maint: 95)		3800 F	-	98%	0%	1%	0%	1%	0%	С	0.091	F	0.553	9500	F
421 Sale Sky i wy	City of Bristor (Maint: 50)				0070	070		070	170	070	Ü	0.001	•	0.000	5500	•
Coto City I have	City of Drietal		and Rd 3500 F		98%	0%	10/	00/	1%	0%	F	0.006	F	0.599	0200	F
Gate City Hwy	City of Bristol					0%	1%	0%	170	0%	Г	0.096	Г	0.599	9300	Г
	From:	W US 11 N Euc	US 11	state S	St											
421 \( \int 11 \) Euclid Ave	City of Bristol		3000 F		99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	14000	F
***************************************	To															
421 (11) Euclid Ave	City of Bristol		ance St 4000 F		99%	0%	1%	0%	0%	0%	F	0.082	F	0.504	15000	F
421 (11) Euclid Ave	Oity of Briston				3370	070	170	070	070	070	'	0.002	•	0.504	13000	•
~~~~	To:		orrison Blvd	_	000/	00/		201	00/	201		0.004	_	0.500	40000	
421 (11) Euclid Ave	City of Bristol	0.18 1	5000 F	•	99%	0%	1%	0%	0%	0%	F	0.084	F	0.522	16000	F
~~~~	To- From:		RT 11													
421 (381) (19) Commonwealth Ave	e City of Bristol	0.19 <b>2</b>	2000 F	- !	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	23000	F
$\bigcirc$	To:	SR 133 Pa	ar Sycamore S	St			$\neg$ $\vdash$									
421 (381) (19) Commonwealth Ave	e City of Bristol	0.16 <b>2</b>	2000 F		96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	F
<del></del>	To:	SD 113 C	umberland Av	70												
421 (381) (19) Commonwealth Ave	e City of Bristol		6000 F		93%	1%	1%	1%	4%	0%	F	0.087	F	0.55	17000	F
421 381 19 Commonwealth Ave	To:		id Overlap >>		0070	170		170	470	070	•	0.007	•	0.00	17000	•
Truck Truck	From:		nmonwealth A													
421 (11) (19) Goode St	City of Bristol (Maint: 95)	0.21 1	1100 F		97%	0%	1%	1%	1%	0%	F	0.106	F	0.686	1200	F
$\downarrow \downarrow \downarrow \downarrow \downarrow$	To:	102-3305	Piedmont Av	re												
Truck Truck	From:				070/	00/	40/	407	407	001	_	0.007	_	0.046	0.4.0.0	_
421 (11) (19) Cumberland St	City of Bristol (Maint: 95)		2900 F		97%	0%	1%	1%	1%	0%	С	0.091	F	0.613	3100	F
~ ~	10:	Truck US	11 Randall S	it												

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
·	From:	Truck US	5 11; Cumbe	erland St												
(421) Randall St	City of Bristol (Maint: 95)	0.28	11000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.599	12000	F
	To:	State St;	Γennessee S	tate Line	9											

						City of Bris	toi								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From:				Dead End				-					
F35)	0.60	NA				Dead End				NA			NA		
		To				Dead End									
		From				Island Rd									
1 Benham Rd	0.03	5100	F	99%	0%	1% 0%	0%	0%	F	0.091	F	0.647	5500	F	2007
		To:				NCL Bristo	1								
Coodeen Ct	0.26	From:		97%	00/	State St	00/	00/	С	0.094	_	0.570	2400	_	2007
2 Goodson St	0.36	2900 To:		91%	0%	1% 1% Mary St	0%	0%		0.094	F	0.578	3100	F	2007
		From:				US 421									
3)	2.36	NA				05 421				NA			NA		
9		To				102-8									
		From:				US 421									
4)	0.56	NA								NA			NA		
<u> </u>		To:				102-13									
$\widehat{}$		From:				Keys St									
5 Commonwealth Ave Ext	0.33	3200	F	99%	0%	1% 0%	0%	0%	С	0.092	F	0.611	3500	F	2007
<u> </u>		To:				Pittstown R									
Glonway Ava	0.42	3200		99%	0%	Commonwealth 0% 0%	Ave 0%	0%	С	0.099	F	0.501	3500	F	2007
6 Glenway Ave	0.42	3∠UU ™		33%	U%	Piedmont Av		υ%	<u> </u>	0.099	Г	0.501	3300	Г	2007
		From:	<del></del>		C	ommonwealth Ave									
8 Pittstown Rd	0.45	3000	F	99%	0%	1% 0%	0%	0%	С	0.093	F	0.633	3200	F	2007
9)		To:				Island Rd					-				
		From:				Vance St									
Randolph Ave	0.22	3200	F	99%	0%	1% 0%	0%	0%	F	0.095	F	0.528	3400	F	2007
<u> </u>		To				Wagner Ro	1								
Randolph Ave	0.51	4000 From:	F	99%	0%	1% 0%	0%	0%	С	0.094	F	0.510	4300	F	2007
		To:				Spurgeon La	ne								
		From				Fairview S									
10) Rhode Island Rd	0.35	1400	F	97%	1%	1% 0%	1%	0%	С	0.108	F	0.62	1500	F	2007
<u> </u>		To:				Texas Ave									
Comment to	0.40	From:	<u> </u>	000/	00/	Randolph Av		00/			_	0.500	4000	_	2007
11) Spurgeon Ln	0.12	4500 To:	F	99%	0%	1% 0% Commonwealth	0% Ave	0%	С	0.088	F	0.508	4900	F	2007
		From													
12) Texas St	0.49	2000	F	98%	1%	Rhode Island A	0%	0%	С	0.101	F	0.602	2200	F	2007
12)		To:				E Valley D					-			-	
		From				US 11Euclid A	Ave								
13) Vance St	0.13	2400	F	99%	0%	1% 0%	0%	0%	С	0.096	F	0.52	2600	F	2007
<u> </u>		To:				Randolph Av	/e			<b>—</b> —					
13) Vance St	0.44	NA				•				NA			NA		
$\overline{}$		To				102-4									
		From:				US 421									
(14)	0.58	NA								NA			NA		
		To	<u> </u>			102-13									
	0.00	From:				SR 113 Piedmor	it Ave						NIA		
15)	0.23	NA To:				Truck US 1	1			NA			NA		
_		From								<u> </u>					
State St	0.55	15000	F	98%	0%	US 11 Euclid . 1% 0%	Ave 1%	0%	С	0.080	F	0.519	17000	F	2007
	0.50			0070	J /0		170	0 /0		<del></del>	•	0.010		•	_007
3300)		lo.	1			Peters St									
01212 01	0.67	15000		QQ0/:	∩0/:		10/	∩0/:	F	U U86	⊏		16000	F	2007
0.01212.01	0.67	15000	F	98%	0%	1% 0%	1%	0%	F	0.086	F		16000	F	2007
	0.67	15000 From:	F	98% 98%				0%	F F	0.086	F 	0.501	16000	F 	2007

						City of B	113101								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol															
Pob Marriago Plyd	0.45	From		000/	00/	W State		00/	С	0.006	F	0.501	2200	F	2007
Bob Morrison Blvd	0.45	3000 _{To}		98%	0%	1% 1' US 11 W Eu	% 1%	0%	C	0.096	Г	0.581	3200	Г	2007
		From	.1							_					
3305) Piedmont Ave	0.05	4000	F	99%	0%	102-3300 S 1% 0'	% 0%	0%	F	0.093	F	0.633	4300	F	2007
(3305) Pleamont Ave	0.00	То	Ė	0070	070	US 421 Go		070			·	0.000	1000	•	2001
		From				Oakview	Ave								
3305) Piedmont Ave	0.15	2100	F	99%	0%	1% 0	% 0%	0%	С	0.116	F	0.582	2300	F	2007
		To From				Highland	Ave								
3305) Piedmont Ave	0.15	4200	F	99%	0%	1% 0	% 0%	0%	F	0.1	F	0.589	4600	F	2007
		То	:			US 11 Eucl	id Ave								
		From				US 42									
3307) Moore St	0.41	830	F	99%	0%	0% 0	% 0%	0%	С	0.126	F		900	F	2007
<u> </u>		To	:			Cumberla									
3307) Moore St	0.43	1600	F	99%	0%	Mary 5	% 0%	0%	F	0.087	F	0.608	1700	F	2007
3307) 1110010 01	0.10	То	Ė	0070	070	Oakviev		070			·	0.000	1700	•	2001
		From	:			Mary				i					
3308) Fairview St	0.27	3100	F	96%	1%		% 0%	0%	F	0.1	F	0.602	3400	F	2007
		To													
3308 Massachusetts Ave	0.37	2100	F	96%	1%	Rhode Islar 2% 1	% 0%	0%	С	0.11	F	0.597	2200	F	2007
Massachusetts Ave	0.01	2100		0070	170			070			•	0.007	2200	•	2007
Managahupatta Ava	0.15	From	<u> </u>	060/	10/	Texas A		00/	NI		NI.	0.507	2200	N.I.	2007
Massachusetts Ave	0.15	2100	N	96%	1%	2% 1	% 0%	0%	N	0.11	N	0.597	2200	N	2007
		From	<u> </u>			Hillside .					_				
3308 Kings Mill Pike	0.46	3700	<u>_F</u>	97%	1%		% 1%	0%	F	0.099	F	0.518	4000	F	2007
		From				E Valley Valley									
3308) Kings Mill Pike	1.12	5800	F	97%	1%		% 1%	0%	С	0.096	F	0.559	6300	F	2007
		To								_					
3308) Kings Mill Rd	0.36	6900	F	97%	1%	Old Airpo	% 1%	0%	F	0.095	F	0.639	7500	F	2007
Kings Milli Ra	0.00	То	Ė	01.70	170	ECL Bri		070			•	0.000	7000	•	2001
		From	: :			Piedmont									
3312) W Valley Dr	1.00	1400	F	98%	0%		% 0%	0%	F	0.096	F	0.513	1500	F	2007
5512)		To								_	•			-	
3312) E Valley Dr	0.56	6200		98%	0%	US 11 Lee F	% 0%	0%	F	0.093	F	0.56	6700	F	2007
E Valley Dr	0.50	0200		30 70	070			070	'	0.033	'	0.50	0700	'	2007
C 5 1/2    2   2	0.70	From		000/	00/	Old Abingdo		00/		0.000		0.504	4400	_	0007
3312 E Valley Dr	0.72	3800 _{To}	F	98%	0%	1% 1' Kingsmill	% 0%	0%	С	0.088	F	0.501	4100	F	2007
			1												
3314) Island Rd	2.01	2800		98%	1%	CL Bristol; 102- 1% 0	-1 Pittston Rd % 0%	0%	F	0.108	F	0.527	3100	F	2007
Island Rd	2.01	<b>2000</b>		90%	170	102-3319 Wal		0%	ŗ	0.108	Г	0.527	3100	Г	2007
		From				Wallace			_						
3314) Island Rd	0.31	3800	F	98%	1%		% 0%	0%	С	0.098	F	0.563	4200	F	2007
$\overline{}$		To	:			US 11 Lee F	Highway								
		From				102-3308 King	Mill Pike								
3318) Old Airport Rd	0.96	8600	F	94%	1%	1% 1	% 2%	1%	F	0.091	F	0.6	9300	F	2007
$\smile$		To From	:			Bonham	Rd			$\neg$ —					
3318) Old Airport Rd	0.98	8600 From	F	94%	1%		% 2%	1%	С	0.086	F	0.55	9300	F	2007
		To				I-81									
<u></u>		From	<u> </u>			I-81 Ex									
3318) Old Airport Rd	0.20	16000	<u>_</u> F_	94%	1%		% 2%	1%	F	0.086	F	0.522	18000	F	2007
		То	1			US 11 Lee				<u> </u>					
<u> </u>		From				Island l					_				
(3319) Wallace Pike	0.33	2000	F	98%	1%		% 0%	0%	С	0.096	F	0.665	2100	F	2007
$\sim$		To	1			NCL Bri	istol								

						City C	ot Bristo	1								
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From	1			37.1	1 D				-1-					
Old Abingdon Hwy	1.27	3600 _{то}	F	97%	0%	1%	ley Dr 1% ee Highw	1%	0%	С	0.113	F	0.621	3900	F	2007
		From	1				ee Highw									
3321) Clear Creek Rd	0.13	5300	G	98%	1%	1%	0%	0%	0%	С	0.092	Ν	0.554	5800	G	2007
3321)		То	Ť				Bristol								_	
		From				WS	State St									
Peters St	0.28	<b>2100</b>	F	98%	0%	1%	0% Euclid Av	0% re	0%	С	0.097	F	0.512	2300	F	2007
		From				US 11 F	Euclid Av	re.								
Piedmont Ave	0.30	1700	F	99%	0%	1%	0%	0%	0%	F	0.12	F	0.61	1900	F	2007
O Distance Asse	0.40	From	<u> </u>	000/	00/		lenway A		00/		0.407		0.500	4700	_	0007
3325) Piedmont Ave	0.16	1600 _{To}	F	99%	0%	1%	0%	0%	0%	F	0.107	F	0.532	1700	F	2007
							2 Valley l	Dr								
○ www o	0.45	From	<u> </u>	200/	40/		nont Ave	20/	201			_	0.540	0000	_	0007
3326 W Mary St	0.45	2900	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.546	3200	F	2007
		To From				Truck US		11 St								
W Mary St	0.14	4700	F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.616	5100	F	2007
<u> </u>		To From				Goo	dson St									
3326) W Mary St	0.09	4700	N	98%	1%	1%	0%	0%	0%	N	0.100	Ν	0.616	5100	Ν	2007
		To				Fair	view St									
		From				Old A	irport Rd									
Bonham Rd	0.32	6800	F	99%	0%	1%	0%	0%	0%	F	0.103	F	0.543	7300	F	2007
		To From	-			]	I-81									
Bonham Rd	0.45	9200	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.533	10000	F	2007
		To				US 11 L	ee Highw	ay								
		From				Glenv	way Ave									
Chester St		270	F								0.118	F	0.553	290	F	2007
		To				Arling	gton Ave									
		From				Shav	vnee Rd									
Cheyenne Rd		150	F								0.12	F	0.641	160	F	2007
		To				Sherv	wood Dr									
		From				Nev	vton St									
Daniel St		480	F								NA			520	F	2007
		To				Tennesse	e State L	ine								
		From				Cher	ry Lane									
Jefferson Dr		330	F								0.169	F	0.748	360	F	2007
		To				Ced	ar Lane									
		From				Mo	ore St									
Lester St		500	F								0.119	F	0.605	540	F	2007
		То				Rus	sell St									
		From				Prosp	ect Ave									
Pearl St		90	G								NA			100	G	2007
		To	<u> </u>			•	gton Ave				<u>_</u>					
		From				Oakv	view Dr									
Poplar St		70	G								NA			80	G	2007
		То	<u> </u>			Mea	dow Dr									
		From				Over	lake Dr									
Spring Branch Rd		47	G								NA			50	G	2007
		To				Va	ıle Dr									