2016

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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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.

Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

		0.1.7	of Bristoi	•				т				IZ.	D:		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	AAWD.	T QW
	From:		a a.				2AXIE	3+Axle	1 I raii	21raii		Factor	Fac	or	
11) (421) Euclid Ave	City of Bristol		State St 11000	F	99%	0%	1%	0%	0%	0%	F	0.089	0.5	27 12000	F
11 421 Euclid Ave	City of Briston	0.75	11000	Г	99%	0%	1 70	0%	076	0%	Г	0.069	0.5	12000	Г
	To: From:		Vance St												
11) (421) Euclid Ave	City of Bristol	0.19	12000	F	99%	0%	1%	0%	0%	0%	F	0.087	0.5	36 13000	F
	To: From:	Bob M	Aorrison Blv	/d			\neg \vdash								
11 (421 Euclid Ave	City of Bristol		14000	F	99%	0%	1%	0%	0%	0%	F	0.094	0.5	28 15000	F
$\rightarrow \bigcirc$	To From:	SR 381 Cc	ommonwealt	th Ave											
11 19 Euclid Ave	City of Bristol		7200	F	99%	0%	1%	0%	0%	0%	F	0.091	0.50	00 7700	F
11) (19)				-				- , -	• , •				-		
Tualid Ava	City of Priotol		dmont Ave	_	99%	0%	10/	00/	0%	00/	^	0.001	0.50	NE E000	F
11) (19) Euclid Ave	City of Bristol	0.56	5400	F	99%	0%	1%	0%	0%	0%	С	0.091	0.50	5800	г
<u> </u>	To: From:		Moore St												
11 (19) Lee Highway	City of Bristol	0.48	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.5	31 12000	F
	To: From:	V	/alley Dr				\neg \vdash								
11 (19) Lee Highway	City of Bristol		12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.5	12000	F
	To:		I-81												
	From:	End Sta	te Maintena	ince											
11 (19) Lee Highway	City of Bristol	1.36	13000	F	98%	0%	0%	1%	0%	0%	F	0.088	0.5	14000	F
\rightarrow	To: From:	Bo	onham Rd				\lnot \vdash								
11 19 Lee Highway	City of Bristol		14000	F	98%	0%	0%	1%	0%	0%	F	0.089	0.5	9 15000	F
	Tol	011													
Lea Highway	City of Printel		Airport Rd 13000	F	98%	0%	0%	10/	0%	0%	F	0.093	0.5	7 13000	F
11 (19) Lee Highway	City of Bristol		CL Bristol	Г	90%	076	0%	1%	0%	0%	Г	0.093	0.5	7 13000	Г
	<u> </u>														
~~~ D	From:		11, US 19									0.000		2000	_
Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)		3300	G								0.098		3300	G
~	10.		I-81 N												
<u> </u>	From:		11, US 19												
Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)			G								0.097		4300	G
~	To:		I-81 S												
ruck Truck	From:	SR 381 Cc	ommonwealt	th Ave											
11 (19) Goode St	City of Bristol	0.21	1100	F	99%	0%	1%	0%	0%	0%	F	0.118	0.6	5 1100	F
<del></del>	То	102-330	5 Piedmont	Ave											
ruck Truck	From:				2221						_				_
11) (19) Cumberland St	City of Bristol		2400	F	99%	0%	1%	0%	0%	0%	С	0.105	0.50	88 2500	F
well Twel	From:		S 11 Randal Cumberland												
ruck Truck	City of Bristol		5800	F	98%	0%	1%	0%	1%	0%	С	0.091	0.50	2 6100	F
11) (19) Randall St	Tre	SR 113 Moo				U /0	1 /0	0 /0	1 /0	0 /0	J	0.031	0.50	,_ 0100	'
ruck Truck	From		nberland St	icw A	v.C		_								
11) (113) (19) Moore St	City of Bristol		7900	F	97%	1%	2%	0%	0%	0%	F	0.096	0.5	3 8400	F
	To To		uclid Ave	-				- / -		- /-			2.0	2.50	

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#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

					_		Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	State St; Tennessee Sta												
(19) (381) (421) Commonwealth Ave	City of Bristol	0.07 15000	F 9	92%	1%	1%	0%	6%	0%	F	0.087	0.55	16000	F
	To: From:	US 421 Goode St												
19) (381) (421) Commonwealth Ave	City of Bristol	0.16 15000	F 9	92%	1%	1%	0%	6%	0%	F	0.087	0.525	16000	F
~ ~ ~	To: From:	SR 113 Cumberland	Ave											
19) (381) (421) Commonwealth Ave	City of Bristol	0.16 17000	F 9	96%	0%	1%	0%	2%	0%	F	0.089	0.507	18000	F
\$ \(\tag{\tau} \)	To: From:	SR 133 Par Sycamor	re St											
19) (381) (421) Commonwealth Ave	City of Bristol	0.19 18000		96%	0%	1%	0%	2%	0%	F	0.090	0.527	19000	F
	To: From:	US 11 Euclid Ave												
19 11 Euclid Ave	City of Bristol	SR 381 Commonwealt 0.48 7200		99%	0%	1%	0%	0%	0%	F	0.091	0.500	7700	F
19) (11) 200110 / 110	only of Bridge			70 70	0 70		070	070	0 70	•	0.001	0.000	7700	•
19 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Bristol	Piedmont Ave 0.56 5400	F 9	99%	0%	1%	0%	0%	0%	С	0.091	0.505	5800	F
19) (11) Euclid Ave	City of Briston		Г	70	0 /6	1 /0	0 /6	0 /0	0 /6	C	0.031	0.505	3600	
~ Last Bakaras	From	Moore St		200/	00/		00/	00/	00/		0.004	0.504	10000	
19) (11) Lee Highway	City of Bristol	0.48 12000	F 9	99%	0%	1%	0%	0%	0%	F	0.091	0.531	12000	F
~ ~	To: From:	Valley Dr												
19) (11) Lee Highway	City of Bristol	1.26 12000	F 9	99%	0%	1%	0%	0%	0%	F	0.091	0.541	12000	F
~ ~	10: From:	I-81 End State Maintena	ince											
19 \ 11 Lee Highway	City of Bristol	1.36 13000		98%	0%	0%	1%	0%	0%	F	0.088	0.543	14000	F
	To	Bonham Rd												
19 (11) Lee Highway	City of Bristol	0.51 14000	F 9	98%	0%	0%	1%	0%	0%	F	0.089	0.519	15000	F
19) (11) 200	Tol.			70 70	0,0		. , 0	0,0	0 / 0	•	0.000	0.0.0	.0000	
19 (11 Lee Highway	City of Bristol	Old Airport Rd 0.68 13000	F 9	98%	0%	0%	1%	0%	0%	F	0.093	0.57	13000	F
19) (11) Lee Highway	To:	NCL Bristol		70 70	0 70	70	1 /0	0 70	0 70	•	0.000	0.57	10000	٠
ruck Truck	From:	SR 381 Commonwealt	th Ave											
19) (11) (11) Goode St	City of Bristol	0.21 1100		99%	0%	1%	0%	0%	0%	F	0.118	0.65	1100	F
900	_	102-3305 Piedmont A												
ruck Truck Truck	Tor													
19) (11) (11) Cumberland St	City of Bristol	0.34 2400		99%	0%	1%	0%	0%	0%	С	0.105	0.568	2500	F
ruck Truck	From:	Truck US 11 Randal State St	II St											
19 11 Randall St	City of Bristol	0.93 5800	F 9	98%	0%	1%	0%	1%	0%	С	0.091	0.502	6100	ı
	To:	Cumberland St												
ruck Truck	From:	Oakview Ave												
19 (113) (11) Moore St	City of Bristol	0.12 7900	F 9	97%	1%	2%	0%	0%	0%	F	0.096	0.573	8400	F
~ ~ ~	To	Euclid Ave												
Cata City I have	From:	WCL Bristol	-	200/	00/	10′	001	00/	00/	_	0.000	0.040	4000	-
58 (421) Gate City Hwy	City of Bristol (Maint: 95)	0.50 4500	F 9	98%	0%	1%	0%	0%	0%	С	0.096	0.612	4800	F

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Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

Sept Supplementary Suppl	Douto	- Inviodiation		Longth	AADT	- O A	4Tiro	Due		Trı	ıck		00	K	OK	Dir	4 4 W/DT	OW
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4200	noute	Junsaicht	JII				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QN	Factor	AAWDI	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1% 1% 1% 18% 1% 18% 1% 1	(FO) (O1)	City of Bristol (M	*L //aint: 95)		JS 58; US 42	21	S	ee I-81	for dire	ectional t	affic vo	lume es	timate	es for this	s sea	ment		
1-38 1-38	(36) (61)	· · · · · · · · · · · · · · · · · · ·	,		42000	Α									•		42000	Α
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City of Bristol (Maint: 95) 2.13 See 431 for directional traffic volume estimates for this segment.		Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	58000	F	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	57000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$4000		T _e r From	r:		US 11, US 1	9												
City of Bristo (Maint: 95) 0.93	58) (81)	· · · · · · · · · · · · · · · · · · ·	,				S	ee I-81	for dire	ectional t	affic vo	lume es	timate	es for this	s seg	ment.		
Combined Traffic Estimates for 2 Parallel Roadways on this Route Star De September Star De September	\diamond	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	54000	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.532	56000	Α
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Second Part Part		From	1:				06 4											
Second S	Ramp to I-81 S at Exit 1	City of Bristol (M	Maint: 95)				90A							0.083			1600	G
Salt	30) '	To:)															
Figure 1-81 North 1-81 No		From:	n:	Ramps US 5	8 E 96B; U	S 421 W	66B											
Second Part Part	58 Ramp to I-81 N at Exit 1	City of Bristol (M	/aint: 95)	0.02										0.100			2800	G
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Samp US 58 W US 421 E to I-81 N at Exit 1 City of Bristol (Maint: 95) 0.14 960 G	East	From	12															
North Sal Sa	~~~	E to I-81 N at Exit 1 City of Bristol (M	Maint: 95)											0.138			960	G
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North City of Bristol (Maint: 95) 0.61 21000 A 77% 1% 1% 1% 19% 1% C 0.097 21000	58 Hamp US 58 W US 421	W to I-81 S at Exit 1 City of Bristol (M	/laint: 95)				<i>C</i> A							0.09			1000	G
City of Bristol (Maint: 95) 0.61 21000 A 77% 1% 1% 19% 19% 1 C 0.097 21000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1 1% 1 1% 1 18% 1 1% C 0.100 A 0.531 41000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	.1	From	n'				0A											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1% 1% 18% 1% C 0.100 A 0.531 41000 North		City of Bristol (M	Maint: 95)				77%	1%	1%	1%	19%	1%	С	0.097			21000	Α
North From US 58, US 421 Gate City Hwy September September	01)	,	,										_		Α	0.531		Α
City of Bristol (Maint: 95) 2.44 21000 A 77% 1% 1% 19% 1% F 0.097 21000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1% 1% 1% 18% 1% F 0.099 A 0.503 42000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 F 77% 1% 1% 1% 19% 1% F 0.082 29000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 F 79% 1% 1% 1% 18% 1% F 0.082 F 0.513 57000		То	-			City Hw	, v											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 A 79% 1% 1% 18% 1% F 0.099 A 0.503 42000 North 1-381	<u> </u>	City of Priotol /N/	Maint: 05)					10/	10/	10/	100/	10/	E	0.007			21000	Α
North From I-381 North From I-381 North From I-381 North I-381 N	81 (58)	,	,										F		Δ	0 503		A
City of Bristol (Maint: 95) 1.39 29000 F 77% 1% 1% 19% 1% F 0.082 29000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 F 79% 1% 1% 18% 1% F 0.082 F 0.513 57000		Tamo Estimates for 2 i ardiner	. Todoways	on this Houle.			1 3 /0	1 /0	1 /0	1 /0	10 /0	1 /0	'	0.000	^	0.505	72000	^
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 58000 F 79% 1% 1% 18% 1% F 0.082 F 0.513 57000	~~~	From:											_					_
<u> </u>	81 [58]	•	,										F		_	0.510		F
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Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

			ty of Brist					Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
North	From		JS 11, US 19													
(81) (58)	City of Bristol (M	•	27000	Α	77%	1%	1%	1%	19%	1%	F	0.091			28000	Α
\checkmark	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	54000	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.532	56000	Α
North	To From	O	ld Airport R	.d												
(81) (58)	City of Bristol (M	,	25000	Α	77%	1%	1%	1%	19%	1%	F	0.09			26000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.543	52000	Α
	То	x	NCL Bristol													
North	From	4 :	I-81 North									0.405			1000	_
Ramp I-81 N Exit 1	City of Bristol (M		1900 58 W, US 42	G			_					0.105			1900	G
N. d.	From	"] US 3		1 W												
North (81) Ramp I-81 N Exit 3 to I-	381 S City of Bristol (M	*L Maint: 95) 0.30	I-81 North 790	F	96%	0%	1%	0%	2%	0%	F	0.112			840	F
(81) 1 1 2 1 1 2 2 1 1 2 1 1 1	To To		I-381 South	•	0070	0,0		0,0	_,,	0,0	•	J			0.0	•
North	From	r.	I-81 North													
(81) Ramp I-81 N Exit 5 to U	S 11, US 19 City of Bristol (M	Maint: 95) 0.22	4300	G								0.104			4300	G
	То	r [JS 11, US 19	9												
North	From	r.	I-81 North													
(81) Ramp I-81 N Exit 7 to O	ld Airport Rd City of Bristol (M		6600	G								0.087			6600	G
<u> </u>	10		ld Airport R	.d												
South	City of Bristol (M		SCL Bristol 21000	Α	80%	1%	1%	1%	16%	1%	С	0.107			20000	Α
81	Combined Traffic Estimates for 2 Parallel			A	79%	1%	1%	1%	18%	1%	С	0.107	Α	0.531	41000	A
	Combined Trainic Estimates for 2 Faraner					1 /0	1 /0	1 /0	10 /6	1 /0	C	0.100	^	0.551	41000	^
South	From	,	S 421 Gate 0	City Hw												
(81) (58)	City of Bristol (M	,	21000	Α	80%	1%	1%	1%	16%	1%	F	0.105			21000	Α
V -	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	42000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α	0.503	42000	Α
South	To From	ar 11	I-381													
(81) (58)	City of Bristol (M	Maint: 95) 1.25	29000	F	80%	1%	1%	1%	16%	1%	F	0.084			28000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	F	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	57000	F
0 "	To Prom	Ţ.	JS 11, US 19	9			_									
South (81) (58)	City of Bristol (M	Maint: 95) 1.99	27000	Α	80%	1%	1%	1%	16%	1%	F	0.099			28000	Α
(30)	Combined Traffic Estimates for 2 Parallel	•		A	79%	1%	1%	1%	18%	1%	F.	0.093	Α	0.532	56000	Α
			ld Airport R				— <u> </u>									
South	From				0001	461	427	467	1001	467	_	0.400			00000	
81 [58]	City of Bristol (M		26000	A	80%	1%	1%	1%	16%	1%	F	0.102	٨	0.540	26000	A
-	Combined Traffic Estimates for 2 Parallel		NCL Bristol	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.543	52000	Α
South	From	·	I-81 South													
200III	From															
Ramp I-81 S Exit 1A to	US 58, US 421 City of Bristol (M	faint: 95) 0.17	1500	G								0.096			1500	G

Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South 81 Ramp I-81 S Exit 1B to U	US 58, US 421	City of Bristol (Main	,	I-81 South 1200	G								0.104			1200	G
\smile		To:	US 58	US 421 Wes	stbound												
South		From:		I-81 South													
81 Ramp I-81 S Exit 5 to US	S 11; US 19	City of Bristol (Main	,	2900	G								0.112			2900	G
\smile		To:	Ţ	US 11, US 19	9												
South		From:		I-81 S													
(81) Ramp I-81 S Exit 7 to O	ld Airport Rd	City of Bristol (Main		5100	Α								0.116			5100	Α
\smile		To:	C	Old Airport R	ld												
South		From:		I-81 South													
81) Ramp I-81 S Exit 10 to F	- -310	City of Bristol (Main	nt: 95) 0.11	2000	G								0.093			2000	G
\smile		To:		F-310													
		From:	SR 381	Commonwea	alth Ave	,											
113 Cumberland St		City of Bristol	0.28	1900	F	98%	0%	0%	1%	0%	0%	С	0.093		0.682	2000	F
	Combined Traffic Es	stimates for 2 Parallel Ro	adways on this Route:	2600	F	98%	0%	0%	1%	0%	0%	С	0.098	F	0.590	2700	F
		To:		21 Piedmont	t Ave												
		From:		Cumberland S													
113)Piedmont Ave		City of Bristol	0.08	3200	F	97%	1%	2%	0%	0%	0%	F	0.103		0.621	3500	F
	Combined Traffic Es	stimates for 2 Parallel <u>Ro</u>	adways on this Route:	3900	F	97%	1%	2%	0%	0%	0%	F	0.102	F	0.526	4200	F
		To:		13 P, Sycamo													
		From:		3 P, Sycamor		070/	10/		00/	00/	201	_	0.400		0.500	0500	_
113 Piedmont Ave		City of Bristol	0.25	3300	F	97%	1%	2%	0%	0%	0%	F	0.100		0.569	3500	F
<u> </u>		From:		Oakview Ave Piedmont Ave													
113)Oakview Ave		City of Bristol	0.60	2100	F	97%	1%	2%	0%	0%	0%	С	0.108		0.53	2300	F
113 Carview Ave		To:	0.00	Moore St	-	31 /0	1 /0		0 70	0 70	0 70	J	0.100		0.55	2000	
Truck Truck		From:		Oakview Ave	e												
113) (11) (19) Moore St		City of Bristol	0.12	7900	F	97%	1%	2%	0%	0%	0%	F	0.096		0.573	8400	F
		To:		Euclid Ave													
		From:	SR 381	Commonwea	alth Ave												
1 ₁₃)Sycamore St		City of Bristol		690	F	98%	0%	1%	0%	0%	0%	С	0.115		0.512	730	F
1,300,000	Combined Traffic Fo	stimates for 2 Parallel Ro			F	98%	0%	0%	1%	0%	0%	C	0.098	F	0.590	2700	F
	Combined Trailic L.	To:	, , , , , , , , , , , , , , , , , , ,	Piedmont Ave		30 /6	0 /0		1 /0	0 /6	0 /6	O	0.030	'	0.550	2700	'
L. d		From:															
North		City of Bristol (Main		7700	A A	96%	0%	1%	0%	2%	0%	С	0.104			8200	Α
381	Occasion and Torottic E	•	•												0.540		
	Combined Traffic Es	stimates for 2 Parallel Ro	adways on this Route:		Α	96%	0%	1%	0%	2%	0%	С	0.104	Α	0.516	16000	Α
North		From:	R	I-81 Camp to I-81	S												
381)I-381 N Ramp		City of Bristol (Main		6800	F	96%	0%	1%	0%	2%	0%	F	0.104			7300	F
301). 30	Combined Traffic Fo	stimates for 2 Parallel Ro			F	96%	0%	1%	0%	2%	0%	F	0.104	Α	0.516	14000	F
	Combined Hame L	To:	advayo on this rioute.	I-81 North	-	JJ /0	0 /0		0 /0	- /0	0 /0	•	0.104	, ,	0.010	1-1000	'
N		F															
North		City of Drietal (Maria		I-381 North	F	069/	00/	10/	00/	20/	00/	_	0.100			1000	F
381 Ramp I-381 N to I-81 S		City of Bristol (Main	nt: 95) 0.31	950		96%	0%	1%	0%	2%	0%	F	0.120			1000	F
<u> </u>		To		I-81 South													

						_		Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
outh	From		Commonwe	ealth Ave												
381)	City of Bristol (N	,	7200	Α	96%	0%	1%	0%	2%	0%	С	0.108			7700	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	96%	0%	1%	0%	2%	0%	С	0.104	Α	0.516	16000	
	To	X	I-81	XY .1												
outh 381)I-381 S Ramp	City of Bristol (M		p From I-81	North F	96%	0%	1%	Λο/	20/	09/	F	0.108			7100	
381 /1-301 3 hallip	,	,	6700					0%	2%	0%			۸	0.510		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	I-81 South	F	96%	0%	1%	0%	2%	0%	F	0.104	Α	0.516	14000	
							<u> </u>									
	Prom		Tennessee S			10/	10/	00/	C 0/	00/	_	0.007		0.55	10000	
81) (19) (421) Commonwe	ealth Ave City of Bris	stol 0.07	15000	F	92%	1%	1%	0%	6%	0%	F	0.087		0.55	16000	
<u> </u>		U	S 421 Goode	e St												
81) (19) (421) Commonwo	ealth Ave City of Bris	stol 0.16	15000	F	92%	1%	1%	0%	6%	0%	F	0.087		0.525	16000	
	_ To	SR 1	13 Cumberla	and St												
81) (19) (421) Commonwe	ealth Ave City of Bris		17000	F	96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	
	To	CD 12	12 D C	C.												
81) (19) (421) Commonw	ealth Ave City of Bris	I.	33 Par; Sycar 18000	more St F	96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	
81) [19] [421] Commonw	ealth Ave City of Bris	0.19	10000	Г	90 /6	0 /6	1 /0	0 /6	Z /0	0 /6	•	0.090		0.527	19000	
	To From	i.	S 11 Euclid													
81)Commonwealth Ave	City of Bris		18000	F	96%	0%	1%	0%	2%	0%	F	0.092		0.523	19000	
<u> </u>	To	x]	Keys St; I-38	81												
~~ ~~	From		WCL Bristo	ol												
21 (58) Gate City Hwy	City of Bristol (N	Maint: 95) 0.50	4500	F	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	
~ ~	To	X	US 58; I-81													
Cata City I luny	City of Printel (N		5 58; I-81 Ex		000/	0%	00/	00/	10/	00/	С	0.005		0.500	9000	
Gate City Hwy	City of Bristol (M	Maint: 95) 0.21	7500	F	98%	0%	0%	0%	1%	0%	C	0.095		0.563	8000	
~~	To From	v.	Island Rd													
21 Gate City Hwy	City of Bris		7500	F	98%	0%	0%	0%	1%	0%	С	0.095		0.563	8000	
~	To	W US 11 N	N Euclid Ave	e; W Stat	e St											
Tuelled Ave	Oits of Dai	·L0.75	W US 11		000/	00/	10/	00/	00/	00/	F	0.000		0.507	10000	
21 11 Euclid Ave	City of Bris	stol 0.75	11000	F	99%	0%	1%	0%	0%	0%	г	0.089		0.527	12000	
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	To From	x.	Vance St													
21 11 Euclid Ave	City of Bris	stol 0.19	12000	F	99%	0%	1%	0%	0%	0%	F	0.087		0.536	13000	
~ · · ·	To	Во	b Morrison l	Blvd												
Euclid Ave	City of Bris	I. B.	14000	F	99%	0%	1%	0%	0%	0%	F	0.094		0.528	15000	
			E DT 11				 1									
21 (381) (19) Commonwo	ealth Ave City of Bris	stol 0.19	E RT 11 18000	F	96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	
21 (381) (19) Commonw	Only of Bills				JU /0	U /0	1 /0	0 /0	∠ /0	U /0	'	0.030		0.521	1 3000	
~~~	To From	1"	33 Par Sycan													
121 (381) (19) Commonw	ealth Ave City of Bris	stol 0.16	17000	F	96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	
~ ~ ~	To	SR 11	13 Cumberla	ind Ave			<u> </u>									
$\sim$	ealth Ave City of Bris	stol 0.16	15000	F	92%	1%	1%	0%	6%	0%	F	0.087		0.525	16000	
21 (381) (19) Commonw	ealth Ave City of Bris	5101 0.10	15000		9270	170	170	0%	0%	070		0.007		0.525	10000	

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

E						2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK F	Factor	AAWDT	QVV
City of Bristol	0.07	Tennessee S 15000	F	e 92%	1%	1%	0%	6%	0%	F	0.087		0.55	16000	F
From	0.07	US 421 W <b>1700</b>	G								0.111			1700	G
	City of Bristol  To:  From:  City of Bristol (Maint: 95)  To:	Troit US From: City of Bristol (Maint: 95) 0.07	Troc US 421 Goode From US 421 W City of Bristol (Maint: 95) 0.07 <b>1700</b>	To         US 421 Goode St           From         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G	To: US 421 Goode St From: US 421 W	Tro US 421 Goode St  From US 421 W  City of Bristol (Maint: 95) 0.07 1700 G	To: US 421 Goode St  From US 421 W  City of Bristol (Maint: 95) 0.07 1700 G	Toc         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07 1700 G	To US 421 Goode St  From US 421 W  City of Bristol (Maint: 95) 0.07 1700 G	To: US 421 Goode St  From US 421 W  City of Bristol (Maint: 95) 0.07 1700 G	To:         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G	Toc         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G         0.111	To         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G         0.111	To:         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G         0.111	Tro         US 421 Goode St           From:         US 421 W           City of Bristol (Maint: 95)         0.07         1700         G         0.111         1700

						Oity	or Briste	/1								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From	1.			Commo	nwealth A	I V/P								
F35) N Pinecrest Ln	0.60	750	R			Commo	niwcaidi 7	ive			NA			NA		02/25/201
		Tr	n-			End State	e Maintena	ance								
$\sim$		Fron	1:				and Rd									
( ₁ ) Benham Rd	0.10	3900	F_	98%	0%	1%	1%	0%	0%	F	0.098		0.652	4200	F	2016
			,				L Bristol									
Goodson St	0.36	2700	` <u>L</u>	97%	0%	S 1%	tate St 1%	0%	0%	С	0.099		0.533	2900	F	2016
2 Goodson St	0.00	<b>2700</b>	»:	31 /0	0 70		Iary St	0 70	0 70		0.000		0.000	2500		2010
		Fron	1:				Gate City I	Hwv								
3 Island Rd	1.01	1600	F								0.104		0.588	1600	F	2016
		T _c				Wa	gner Rd				<b>—</b> —					
3 Island Rd	0.85	1500	F				•				0.106		0.646	1500	F	2016
		T. Fron				Nin	inger Rd									
3 Island Rd	0.12	1500	F								0.108		0.63	1500	F	2016
		Fron				Commony	wealth Ave	e Ext								
3 Island Rd	0.38	1400	G								0.108		0.524	1400	G	2016
		To	):			102-8 F	Pittstown I	Rd								
<u> </u>		Fron					Gate City I									
4 Osborne St	0.56	740	F	97%	1%	2%	0%	0%	0%	С	0.103		0.512	780	F	2016
		From	1				13 Page St	[								
5 Commonwealth Ave Ex	+ 033	3100	`L	98%	0%	K	Leys St 1%	0%	0%	С	0.095		0.601	3300	F	2016
Commonwealth Ave Ex	. 0.00	т.		30 /0	0 70		stown Rd	0 70	0 70		0.000		0.001	3300		2010
		Fron	1:				nwealth A	ve			i					
6 Glenway Ave	0.42	3200	F	99%	0%	1%	0%	0%	0%	С	0.101		0.507	3400	F	2016
		To	):			Pied	mont Ave									
O -: :		From	<u> </u>			ommonwea										
8 Pittstown Rd	0.45	2700	F	98%	0%	1%	1%	0%	0%	С	0.098		0.615	2800	F	2016
		Fron					and Rd									
9 Randolph Ave	0.22	2700		99%	0%	1%	ance St 0%	0%	0%	F	0.103		0.505	2900	F	2016
9 Randolph Ave	0.22	2700	·	00 /0	0 70			070	070				0.000	2000	•	2010
9 Randolph Ave	0.51	3500 From	F	99%	0%	Wa	igner Rd 0%	0%	0%	С	0.096		0.507	3700	F	2016
9 Randolph Ave	0.01	To		0070	0 70		geon Lane		0 70		0.000		0.007	0700	•	2010
		Fron	1:			Fai	rview St									
10 Rhode Island Rd	0.35	1300	F	97%	1%	1%	0%	0%	0%	С	0.093		0.576	1400	F	2016
$\overline{}$		To	):		_	Te	xas Ave			_						
$\overline{}$		Fron					lolph Ave									
(11) Spurgeon Ln	0.12	4000	F	99%	0%	1%	0%	0%	0%	F	0.102		0.517	4300	F	2016
		10	):				nwealth A									
12 Texas Ave	0.49	2000	<u> </u>	97%	1%	Rhode 1%	Island Av	/e 0%	0%	С	0.106		0.598	2200	F	2016
(12) Texas Ave	0.49	<b>2000</b>	);	91 /0	1 /0		alley Dr	0 /6	0 /6		0.100		0.590	2200	'	2010
		From	1				Euclid Av	/e			$\equiv$					
13) Vance St	0.13	1900	F	98%	1%	1%	0%	0%	0%	С	0.103		0.528	2000	F	2016
		То	12				ndolph St									
13) Vance St	0.32	560 From	F				, p				0.099		0.516	590	F	2016
$\smile$		To	):				age St									
13) Page St	0.12	680	<u></u>			V	ance St				0.113		0.525	680	F	2016
(13) Page St	0.12	To	, F			102-4	Osborne S	St			0.113		0.020	000	Г	2010
		Fron	1:				Gate City I				$\overline{}$					
(14) Catherine St	0.58	380	F			0.5 721	saw City I	y			0.115		0.677	380	F	2016
		To				102-1	3 Vance S	St								

						City of B	110101							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK Fac	$\Delta \Delta M DT$	QW	Year
City of Bristol		From				SR 113 Piedn	aont Ava							
15) Scott St	0.23	710	F			SK 113 Ficul	ioni Ave			0.11	0.69	98 710	F	2016
		To				Truck US 11 F	Randall St							
Mortin Luther King I	~ Dlu4) 00	From:	F	000/	00/	US 1; Sta		00/		0.105	0.50	7100	_	2016
16 Martin Luther King J	1 DIVW.09	6700	<u> </u>	99%	0% U	1% 0' S 19; US 11; Cı	% 1%	0%	С	0.105	0.50	39 7100	F	2016
		From				US 11 Eucl								
W State St	0.55	14000	F	98%	0%		% 0%	0%	С	0.085	0.50	15000	F	2016
$\stackrel{\smile}{\sim}$		To: From:				Peters				_				
W State St	0.67	14000	F	98%	0%	1% 0	% 0%	0%	F	0.085	0.56	15000	F	2016
Ctata Ct	0.40	From:	_	000/		R 381 Commor		00/			0.51	-0 0000		0010
State St	0.43	8300 To:	F	98%	0%	1% 0° Martin Luther K	% 0%	0%	F	0.083	0.5	50 8900	F	2016
		From:				W State								
Bob Morrison Blvd	0.45	3100	F	99%	0%		% 0%	0%	С	0.107	0.56	3300	F	2016
$\mathcal{L}$		To:				US 11 W Eu	clid Ave							
<u> </u>		From:				102-3300 S								
Piedmont Ave	0.05	3800 To:	F	98%	0%	1% 0° US 421 Go	% 0%	0%	F	0.096	0.5	1 4100	F	2016
		From:				Oakview								
Piedmont Ave	0.15	2400	G	98%	0%	1% 0	% 0%	0%	С	0.11	0.62	22 2500	G	2016
<u> </u>		To- From:				Highland	Ave			$\supset$				
Piedmont Ave	0.15	3900	F	98%	0%	1% 0		0%	F	0.114	0.56	63 4100	F	2016
		10:				US 11 Eucl				_				
Moore St	0.41	490	F	98%	0%	1% 0°	1 % 0%	0%	С	0.177		520	F	2016
Moore St	0.41	To	•	30 /0	0 70	Cumberla		0 70		0.177		320	Į.	2010
O 11 0:		From		2221		Mary		221				.=		
Moore St	0.43	1200 To:	F	98%	0%	1% 0'		0%	F	0.098	0.54	17 1200	F	2016
		From:				Oakviev								
Fairview St	0.27	3100	F	96%	1%	Mary 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		0%	F	0.103	0.52	27 3300	F	2016
33009		To				Rhode Islar								
Massachusetts Ave	0.37	2100 From:	F	96%	1%		% 0%	0%	С	0.105	0.5	11 2300	F	2016
		To				Texas A	ve							
Massachusetts Ave	0.15	2100 From:	N	96%	1%		% 0%	0%	Ν	0.105	0.5	11 2300	Ν	2016
		To				Hillside .	Ave			$\neg$ —				
3308) Kings Mill Pike	0.46	3700	F	98%	0%	1% 1	% 0%	0%	F	0.093	0.53	3900	F	2016
$\overline{}$		To: From:				E Valley								
3308) Kings Mill Pike	1.12	6100	F	98%	0%	1% 1 st	% 0%	0%	С	0.093	0.52	23 6500	F	2016
33009		To				Old Airpo								
3308) Kings Mill Pike	0.36	7200 From:	F	98%	0%		% 0%	0%	F	0.108	0.6	18 7700	F	2016
<u> </u>		To:				ECL Bri	stol							
$\widehat{}$		From				Piedmont								
W Valley Dr	1.00	1400	F	96%	1%	2% 1	% 1%	0%	F	0.103	0.63	35 1500	F	2016
	0.50	From		0001	401	US 11 Lee H		001				-0 -5000		
E Valley Dr	0.56	5300	F	96%	1%	2% 1'	% 1%	0%	F	0.094	0.55	52 5600	F	2016
E Vallay Dr	0.70	From:	_	060/	10/	Old Abingdo		00/		0.004	0.50	00 4000		0017
E Valley Dr	0.72	4000 To:	F	96%	1%	2% 1' Kings Mill	% 1% I Pike	0%	С	0.094	0.50	9 4300	F	2016
		From:			N	CL Bristol; 102-								
3314) Island Rd	2.01	2600	F	98%	0%		% 0%	0%	F	0.099	0.55	57 2800	F	2016
$\bigcirc$		To				102-3319 Wal	lace Pike							

						City	OI DIISIO	И							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Bristol		From				***	n 10.11								
314) Island Rd	0.31	4200	F	98%	0%	1%	llace Pike 0%	0%	0%	С	0.102	0.598	4400	F	2016
1314) Island Hd	0.01	<b>7200</b>	Ė	30 /0	0 70		Lee Highw		0 70		0.102	0.550	4400	'	2010
		From					King Mill				i				
Old Airport Rd	0.96	8700	F	95%	1%	1%	1%	3%	0%	F	0.094	0.591	9200	F	2016
		To				Bot	nham Rd								
Old Airport Rd	0.98	8600 From	F	95%	1%	1%	1%	3%	0%	С	0.09	0.515	9200	F	2016
		To	_			1.0	1 Exit 7								
318) Old Airport Rd	0.20	16000	F	95%	1%	1%	1%	3%	0%	F	0.089	0.535	17000	F	2016
<u> </u>		To				US 1	1 Lee Hwy	/							
		From				102-3318	Old Airpo	rt Rd							
318) Ramp to I-81 N at Exit 7	0.14	5000	G								0.084		5000	G	2016
<u> </u>		То				I	I-81 N								
_		From				102-3318	Old Airpo	rt Rd							
3318 Ramp to I-81 S at Exit 7	0.19	5400	G								0.089		5400	G	2016
		То	1				I-81 S								
3319 Wallace Pike	0.00	From	F	000/	10/		land Rd	00/	00/		0 11 4	0.504	0500	_	001
	0.33	2300 _{To}	┌╌	98%	1%	1%	0%	0%	0%	С	0.114	0.594	2500	F	2016
		From					L Bristol								
Old Abingdon Hwy	1.27	4000	F	97%	0%	1%	alley Dr 1%	1%	0%	С	0.096	0.552	4300	F	2016
Old Abingdon Hwy	1.27	То	Ė	01 70	0 70		Lee Highw		070		7	0.002	4000	•	2010
		From					Lee Highw								
Gazi) Clear Creek Rd	0.13	5200	N	98%	1%	1%	0%	1%	0%	N	0.097	0.511	5600	N	201
<u></u>		To				NC	L Bristol								
		From				W	State St								
Peters St; Vance St	0.28	1600	F	98%	0%	1%	0%	0%	0%	С	0.104	0.509	1700	F	2016
<u> </u>		То				US 11	Euclid Av	/e							
O B 1 H 6:	0.40	From	<u> </u>	000/		mont Ave;						0.500	7500	_	201
Randall St	0.19	7000	F	98%	0%	1%	0%	1%	0%	С	0.095	0.583	7500	F	2016
		-	<u> </u>		St	ate St; Ter									
Piedmont Ave	0.30	1400		98%	0%	1%	Euclid Av 0%	<u>те</u> 0%	0%	F	0.134	0.504	1500	F	2016
Pledmont Ave	0.30	1400		90 /6	0 /6				0 /6		0.134	0.304	1300	1	2010
3325) Piedmont Ave	0.10	From	ᆫ	000/	00/		Glenway A		00/			0.500	1500		0010
	0.16	1400 To	F	98%	0%	1%	0% 12 Valley	0% Dr	0%	F	0.1	0.526	1500	F	2016
		From						DI							
W Mary St	0.45	2500	F	99%	0%	1%	mont Ave	0%	0%	С	0.101	0.565	2700	F	2016
W Mary St	0.40	2300		0070							——————————————————————————————————————	0.000	2700	•	2010
W Mary St	0.14	4700 From	F	99%	Truck 0%	US 11 Ma 1%	artin Luthe 0%	r King Bl	vd 0%	F	0.099	0.567	5000	F	2016
W Mary St	0.14	4700		33 /6	0 /6			0 /6	0 /6		0.099	0.307	3000	1	2010
W Mary St	0.00	From From	N	000/	0%		odson St	00/	00/	N	0.000	0.507	E000	N.I	0017
W Mary St	0.09	4700 To	IN IN	99%	0%	1% Fai	0% rview St	0%	0%	IN	0.099	0.567	5000	N	201
		From													
328) Bonham Rd	0.32	6000	F	98%	0%	1%	Airport Rd 0%	1%	0%	F	0.104	0.539	6400	F	2016
020) 202111 110	0.02		·	3070	0 /0			. ,0	3,0	•		3.000	0.00	•	
328) Bonham Rd	0.45	6500 From	F	98%	0%	1%	I-81 0%	1%	0%	С	0.089	0.509	6900	F	2016
Bonnam Rd	0.40	То	Ė	JU /0	U /0		Lee Highw		U /0		0.003	0.509	0300	'	2010
		From	·				nway Ave	- /			_				
Chester St		190	F			Giei	iway Ave				0.123	0.588	200	F	201
		То				Arlir	ngton Ave								
		From					wnee Rd				Ī				
Cheyenne Rd		160	F								0.154	0.52	170	F	2016
		To				Shei	rwood Dr								
<del></del>															

						Tru	ıck		K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		( )( :	Factor	QK	Factor	AAWDT	QW	Year
ty of Bristol						27000 01700	THAN ZITA		1 40101		, doto			
Daniel St  Jefferson Dr		270				Newton St								
		F						0.13		0.877	280	F	2016	
		To				Tennessee State L	ine							
		From				Cherry Lane								
		320	F						0.153		0.689	340	F	2016
		To				Cedar Lane								
Lester St		From				Moore St								
		120	F						0.120		0.588	130	F	2016
		To				Russell St								
Pearl St  Poplar St  Spring Branch Rd		From				Prospect Ave								
	80	G						0.128		0.52	90	G	2016	
		То				Arlington Ave								
		From				Oakview Dr								
	60	G						0.253	3 0.5	0.59	70	G	2016	
		To				Meadow Dr								
		From				Overlake Dr								
		40	G						0.31		0.516	46	G	2016
		To				Vale Dr								