## 2011

# 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	of Bristo	)I												
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir	AAWDT	QW
	From:		Ctata Ct				ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
11) (421) Euclid Ave	City of Bristol		State St 13000	G								0.090	F	0.531	14000	G
11) (421) Edolid 7.Vo	- F											0.000	•	0.001	14000	Ŭ
~ Coolid Aug	From:		Vance St	_								0.00	_	0.505	45000	
11 (421) Euclid Ave	City of Bristol	0.19 1	14000	G								0.09	F	0.535	15000	G
~~~	Tro: From:		Morrison Bl													
11) (421) Euclid Ave	City of Bristol	0.18 1	15000	G								0.093	F	0.587	16000	G
~ ~	To- From:	SR 381 Cor	mmonweal	th Ave												
11) (19) Euclid Ave	City of Bristol	0.48	8500	G								0.091	F	0.503	9000	G
$\sim$	To- From:	Piec	dmont Ave													
11) (19) Euclid Ave	City of Bristol		6300	G								0.085	F	0.55	6700	G
0	T-1															
11 19 Lee Highway	City of Priotol		Moore St 13000	G								0.087	F	0.524	14000	G
11) (19) Lee Highway	City of Bristol			<u> </u>								0.067	Г	0.324	14000	G
~~	To: From:		/alley Dr													
11) (19) Lee Highway	City of Bristol	1.29 1	13000	G								0.087	F	0.509	14000	G
~ ~	From:	End Stat	I-81 ite Maintena	ance												
11 \ 19 \ Lee Highway	City of Bristol		17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508	17000	G
11) (19) 200 1 119111114)	_				0070	070		070	170	070	•	0.000	•	0.000	11000	Ŭ
	From:		onham Rd	_	000/	007		00/	40/	00/	_	0.000	_	0.54	40000	
11) (19) Lee Highway	City of Bristol	0.51 1	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	18000	G
	To: From:		Airport Rd													
11) (19) Lee Highway	City of Bristol		16000	G	98%	0%	0%	0%	1%	0%	F	0.122	Ν		17000	G
<del>*</del>	To:	NC	CL Bristol													
<b>~</b>	From:		11, US 19													
11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15	NA									NA			NA	
<del>~</del>	To:		I-81 N													
~~~	From:	US	11, US 19													
Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18	NA									NA			NA	
~	To:		I-81 S													
ruck Truck	From:	SR 381 Cor	ommonweal	th Ave												
11 \ (19 \) Goode St	City of Bristol	0.21	1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	G
~ <u> </u>	To: From:	102-3305	5 Piedmont	Ave			_									
ruck Truck	- · · · · · · · · · · · · · · · · · · ·				000/	0%	00/	00/	10/	00/	С	0.100	F	0.569	2200	G
11) (19) Cumberland St	City of Bristol		3000	G	98%	0%	0%	0%	1%	0%	C	0.102	Г	0.568	3200	G
ruck Truck	From:		S 11 Randa Cumberlan				-+									
11) (19) Randall St	City of Bristol		6100	G	98%	0%	0%	0%	0%	0%	С	0.095	F	0.532	6500	G
(a)	To:	SR 113 Moor					<u> </u>				-					_
ruck Truck	From:		nberland St													
11 (113) (19) Moore St	City of Bristol	0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	G
$\sim$ $\sim$	To:	Ev	uclid Ave													

			tv of Bristo	OI .												
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	- Q\
	From:	State St:	Γennessee S	tate Line			27 (7.10	0171710	TTTUI	Ziiaii		1 40101		1 dotoi		
19 381 421 Commonwealth	Ave City of Bristo		16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
	To: From:	SR 113	Cumberlan	d Ave												
19 381 421 Commonwealth	Ave City of Bristo	ol 0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
~ ~ ~ ~	To: From:		3 Par Sycamo													
(381) (421) Commonwealth	Ave City of Briston	ol 0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	C
	То:		11 Euclid A													
~ ~~	From:		Commonwea													
9 (11) Euclid Ave	City of Bristo	ol 0.48	8500	G								0.091	F	0.503	9000	(
~ ~~	To: From:	P.	iedmont Ave	e												
9 (11) Euclid Ave	City of Bristo	ol 0.56	6300	G								0.085	F	0.55	6700	(
	To: From:		Moore St													
9 (11) Lee Highway	City of Bristo	ol 0.48	13000	G								0.087	F	0.524	14000	(
	To: From:		Valley Dr													
9 11 Lee Highway	City of Bristo	ol 1.29	13000	G								0.087	F	0.509	14000	(
	To:		I-81													
	From:	End S	tate Mainten	nance												
9 (11) Lee Highway	City of Bristo	ol 1.36	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508	17000	(
	To: From:		Bonham Rd													
9 11 Lee Highway	City of Bristo	ol 0.51	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	18000	(
	To: From:	0	ld Airport Ro	d												
9 11 Lee Highway	City of Bristo	ol 0.68	16000	G	98%	0%	0%	0%	1%	0%	F	0.122	Ν		17000	(
	To	1	NCL Bristol													
uck Truck Truck	From:	SD 381 (	Commonwea	olth Ava												
~ ~ ~ ~	City of Bristo		1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	(
9) (11) (11) Goode St	To From:		05 Piedmon		30 /0	070		078	1 70	078	'	0.030	'	0.300	1200	
uck Truck Truck																
9 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Bristo		3000	G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.568	3200	(
	To:	Truck	US 11 Rand	lall St												
uck Truck	From:		State St													
9 \ { 11 } Randall St	City of Bristo	ol 0.93	6100	G	98%	0%	0%	0%	0%	0%	С	0.095	F	0.532	6500	(
	To:		umberland S													
uck Truck	From:		akview Ave													
9 (113) (11) Moore St	City of Bristo		8300 Euclid Ave	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	•
~~~-	From:		VCL Bristol								_		_			
Gate City Hwy	City of Bristol (Ma	,	4900	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5200	(
~ ~	To:		-81; US 421				_									
$\sim$	From		S 58; US 42	1												
8 (81)	City of Bristol (Ma				,	See I-8	1 for dire	ectional t	raffic vo	lume es	tımate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	В	77%	1%	1%	1%	19%	1%	F	0.091	Α		38000	1

					ILV UI DIIS	toi				Tr	ıck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
		From:			I-381				ZANIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
58 (81)		City of Bristol (M	laint: 95)	1.39	1 301			See I-8	1 for di	rectional	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Es	stimates for 2 Paralle	,	n this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	0.081	F	0.501	49000	G
		To:	<u> </u>		JS 11, US 1													
(58) (81)		City of Bristol (M	laint: 95)	2.13	55 11, 05 1			See I-8	1 for di	rectional	raffic vo	olume es	timate	s for this	sean	nent.		
(30) (11)	Combined Traffic Es	stimates for 2 Paralle	,		50000	Α	77%	1%	1%	1%				0.09	•		52000	Α
		To:			Old Airport F					.,.	,.	.,,	-					
(58) (81)		City of Bristol (M	laint: 95)	0.93	ла Апрон г	\u		See I-8	1 for di	rectional	raffic vo	olume es	timate	s for this	sean	nent.		
(36) (61)	Combined Traffic F	stimates for 2 Paralle	,		47000	Α	77%	1%	1%	1%	19%			0.092	_	10111.	48000	Α
	Combined Traine E	To:	- Roadways of		NCL Bristo		1170	170	Ť	170	10 /0	170	•	0.002	,,		40000	,,
		From:		Ramps US 5	58 E 96A· U	IS 58 W	96A		1									
Ramp to I-81 S at Exit 1		City of Bristol (M	laint: 95)	0.24	NA									NA			NA	
36)		To-			I-81 S													
		From:		Ramps US 5	8 E 96B: U	S 421 W	66B											
Ramp to I-81 N at Exit 1		City of Bristol (M	laint: 95)	0.02	2700	G								0.089	F		2700	G
		To:	ĺ		I-81 North													
East		From:		US 58	US 421 Eas	stbound												
58 Ramp US 58 W US 421 E	to I-81 S at Exit 1	City of Bristol (M	laint: 95)	0.03	NA									NA			NA	
		To		Ra	mp US 58 9	96A												
East		From:		US 58	US 421 Eas	stbound												
√58 Ramp US 58 W US 421 E	to I-81 N at Exit 1	City of Bristol (M	laint: 95)	0.14	NA									NA			NA	
$\bigcirc$		To:		Ramps US	58 96B; US	421 W 6	66B											
West		From:		US 58	US 421 We	stbound												
58 Ramp US 58 W US 421 W	/ to I-81 S at Exit 1	City of Bristol (M	laint: 95)	0.02	NA									NA			NA	
<u> </u>		To:		Ramps US	58 E 96A;	US 58 96	δA											
North		From:			SCL Bristol	1												
81)		City of Bristol (M	,	0.61	18000	В	76%	1%	1%	1%	21%	1%	С	0.092	Α		18000	В
$\bigcirc$	Combined Traffic Es	stimates for 2 Paralle	el Roadways or	n this Route:	35000	В	77%	1%	1%	1%	19%	1%	С	NA			35000	В
N		To: From:		US 58, U	S 421 Gate	City Hw	y		$\Box$									
North		City of Bristol (M	laint: 95)	2.44	19000	В	76%	1%	1%	1%	21%	1%	F	0.089	Α		19000	В
81 (58)	Combined Traffic Fo	stimates for 2 Paralle	,			В	77%	1%	1%	1%	19%	1%	F	0.003	A		38000	В
	Combined Frantic La	Sumales for 2 Farance	ei Roadways oi	i iiiis ixoute.			11/0	1 /0	1 /0	1 /0	1970	1 /0	-	0.091	^		30000	ь
North		To: From:			I-381													
(81) (58)		City of Bristol (M	laint: 95)	1.39	25000	G	76%	1%	1%	1%	21%	1%	F	0.079	F		26000	G
$\sim$	Combined Traffic Es	stimates for 2 Paralle	el Roadways or	n this Route:	48000	G	77%	1%	1%	1%	19%	1%	F	0.081	F	0.501	49000	G
		To:		Ţ	JS 11, US 1	9			<u> </u>									
North (50)		City of Bristol (M	laint: 05)	2.13	25000		76%	1%	1%	1%	21%	10/	_	0.089	Α		26000	Α
81 [58]	Combined Troff: - F					A						1%	F					
	Combined Frantic Es	stimates for 2 Paralle	eiroauways or		Old Airport F	A	77%	1%	1%	1%	19%	1%	г	0.09	Α		52000	Α
		10.	<u> </u>	C	nu Aurport F	ΛU												

## Virginia Department of Transportation Traffic Engineering Division

## 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Bristol

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	Old A	Airport Rd												
(81) (58)	City of Bristol (Maint: 95)	0.93 <b>2</b> 3	3000 A	76%	1%	1%	1%	21%	1%	F	0.089	Α		24000	Α
Combined	d Traffic Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.092	Α		48000	Α
	To:		L Bristol												
North	From:		-81-N												
81 Ramp I-81 N Exit 1	City of Bristol (Maint: 95)	0.24	NA								NA			NA	
North	Too From:	Ran	mp Split												
81) Ramp I-81 N Exit 1 to US 58 W	City of Bristol (Maint: 95)	0.03	NA								NA			NA	
$\smile$	To:	US 58 W	W, US 421 W												
North	From:		mp Split												
(81) Ramp I-81 N Exit 1 to US 58 E, US 421	I E City of Bristol (Maint: 95)		NA								NA			NA	
<u> </u>	To		E, US 421 E												
North	From:		1 North	070/	00/	40/	00/	00/	00/	_	0.400	_		000	_
81 Ramp I-81 N Exit 3 to I-381 S	City of Bristol (Maint: 95)		<b>650 G</b> 81 South	97%	0%	1%	0%	2%	0%	۲	0.109	F		690	G
	From					-									
North (81) Ramp I-81 N Exit 5 to US 11, US 19	City of Bristol (Maint: 95)		I-81 N <b>NA</b>								NA			NA	
81) Ramp For West o to do 11, do 15	To:		11, US 19								14/			14/1	
North	From:	I-	[-81 N												
81) Ramp I-81 N Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.21	NA			-					NA			NA	
$\smile$	To:	Old A	Airport Rd												
South	From:		L Bristol												
81)	City of Bristol (Maint: 95)		7000 A	78%	1%	1%	1%	18%	1%	С	0.103	Α		17000	Α
Combined	d Traffic Estimates for 2 Parallel Roadways	on this Route: 3	5000 B	77%	1%	1%	1%	19%	1%	С	NA			35000	В
South	To: From:	US 58, US 42	21 Gate City Hw	vy											
81) (58)	City of Bristol (Maint: 95)	3.58 19	9000 B	78%	1%	1%	1%	18%	1%	F	0.098	Α		19000	В
	d Traffic Estimates for 2 Parallel Roadways	on this Route: 3	8000 B	77%	1%	1%	1%	19%	1%	F	0.091	Α		38000	В
	To:	I	I-381												
South	City of Bristol (Maint: 95)		3000 G	78%	1%	1%	1%	18%	1%	F	0.083	F		24000	G
81 (58) Combiner	d Traffic Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.083	F	0.501	49000	G
Combined	Traine Estimates for 21 arailer (Cadways			1170	1 /0	1 70	1 /0	13 /0	1 70	'	0.001	'	0.501	43000	G
South	From:		11, US 19												
<del>81)</del> (58)	City of Bristol (Maint: 95)		25000 A	78%	1%	1%	1%	18%	1%	F	0.096	Α		26000	Α
Combined	d Traffic Estimates for 2 Parallel Roadways	on this Route: 50	0000 A	77%	1%	1%	1%	19%	1%	F	0.09	Α		52000	Α
South	To: From:	Old A	Airport Rd												
81) (58)	City of Bristol (Maint: 95)	0.50 <b>2</b> :	3000 A	78%	1%	1%	1%	18%	1%	F	0.1	Α		24000	Α
	d Traffic Estimates for 2 Parallel Roadways			77%	1%	1%	1%	19%	1%	F	0.092	Α		48000	Α
	To:		L Bristol												

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QI
South		From:		I-81 S				27 0.10	01717410	TTTU	ZIIGII		1 40101		1 40101		
81) Ramp I-81 S Exit 1A to US	58, US 421	City of Bristol (Mai	int: 95) 0.17	NA									NA			NA	
<u> </u>		To:	US 58	US 421 Eas	stbound												
outh		From:		I-81 South													
Ramp I-81 S Exit 1B to US	58, US 421	City of Bristol (Mai	,	1100	G								0.12	F		1100	(
<u> </u>		To:	US 58	US 421 We	stbound												
outh		From:		I-81 S													
81) Ramp I-81 S Exit 5 to US 1	1; US 19	City of Bristol (Mai	int: 95) 0.07	NA									NA			NA	
<u> </u>		To:		US 11, US 1	9												
outh		From:		I-81 S													
Ramp I-81 S Exit 7 to Old A	Airport Rd	City of Bristol (Mai	,	5200	Α								0.111	Α		5100	
		To:		Old Airport I	Rd												
outh		From:		I-81 South													
$\overline{B1}$ Ramp I-81 S Exit 10 to F-3	10	City of Bristol (Mai	int: 95) 0.11	1700	G								0.104	F		1700	
<u> </u>		To:		F-310													
		From:		Commonwe													
13) Cumberland St		City of Bristo		2300	G	98%	0%	0%	0%	1%	0%	С	0.096	F	0.565	2400	
	Combined Traffic E	stimates for 2 Parallel	Roadways on this Route		G	98%	0%	0%	0%	1%	0%	С	0.095	F	0.555	3300	
		To: From:		121 Piedmor Cumberland				_									
13) Piedmont Ave		City of Bristo		3700	G G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.505	3900	
13)1 learner (14)	Combined Traffic F	•	Roadways on this Route		G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	4800	
	Combined Traine L	To:	-	13 P, Sycam		3070	170		070	070	070	•	0.000	•	0.510	4000	
		From:		3 P, Sycamo													_
13) Piedmont Ave		City of Bristo	ol 0.25	3300	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.565	3600	
		To:		Oakview Av													
O almianu Ana		City of Driets		Piedmont Av		070/	40/	40/	00/	00/	00/	_	0.404	_	0.570	0700	
Oakview Ave		City of Bristo	0.60	2500	G	97%	1%	1%	0%	0%	0%	С	0.101	F	0.578	2700	
Truck Truck		From:		Moore St Oakview Av	e												
13) (11) (19) Moore St		City of Bristo	ol 0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	
		To		Euclid Ave													
		From:	SR 381	Commonwe	alth Ave	<u> </u>											
3 Sycamore St		City of Bristo		780	G	99%	0%	0%	0%	0%	0%	С	0.103	F	0.540	830	
<u> </u>	Combined Traffic E	stimates for 2 Parallel	Roadways on this Route	3100	G	98%	0%	0%	0%	1%	0%	С	0.095	F	0.555	3300	
		To:	•	Piedmont Av	/e												
rth		From:	SR 381	Commonwe	alth Ave	<u>;</u>											_
31)		City of Bristol (Mai		8100	F	97%	0%	1%	0%	2%	0%	С	0.109	Α		8600	
	Combined Traffic E		Roadways on this Route		F	97%	0%	1%	0%	2%	0%	С	0.104	Α	0.909	17000	
		To:		I-81													
orth		From:		Ramp to I-81										_			
1-381 N Ramp		City of Bristol (Mai	,	7100	G	97%	0%	1%	0%	2%	0%	F	0.092	F		7500	
	Combined Traffic E	stimates for 2 Parallel	Roadways on this Route		G	97%	0%	1%	0%	2%	0%	F	NA			15000	
		To:		I-81 N													

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From	2	I-381 N				ZANIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
381) Ramp I-381 N to I-81 S	City of Bristol (N	laint: 95) 0.31	730	G	97%	0%	1%	0%	2%	0%	F	0.133	F		770	G
301)	To	:	I-81 S					-,-	_,,	-,-	•		-			_
South	From	SR 381	Commonwe	alth Ave												
381)	City of Bristol (N		7700	F	97%	0%	1%	0%	2%	0%	С	0.11	Α		8200	F
361)	Combined Traffic Estimates for 2 Parall	,		F	97%	0%	1%	0%	2%	0%	C	0.104	Α	0.909	17000	F
	To	:	I-81		0170	070		070	270	070	Ü	0.104	,,	0.000	17000	•
South	From	Ram	p From I-81	North												
381)I-381 S Ramp	City of Bristol (M	faint: 95) 0.61	6800	G	97%	0%	1%	0%	2%	0%	F	0.091	F		7200	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	14000	G	97%	0%	1%	0%	2%	0%	F	NA			15000	G
	То		I-81 South													
	From	State St;	Tennessee :	State Lin	e											
381) (19) (421) Commonwealth	Ave City of Bris	stol 0.23	16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
	To	SR 1	13 Cumberl	and St												
381) (19) (421) Commonwealth	Ave City of Bris		19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
381) (19) (421)					0.70	0,0		0,0	_,0	0,0	•	0.00.	•	0.000		
	From		33 Par; Sycar		070/	007	40/	00/	20/	00/	_	0.007	_	0.550	20000	
381 (19) (421) Commonwealth	Ave City of Bris	stol 0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
	To From		S 11 Euclid													
381 Commonwealth Ave	City of Bris		18000	G	97%	0%	1%	0%	2%	0%	F	0.089	F	0.548	19000	G
$\smile$	To		Keys St; I-38	31												
	From	i .	WCL Bristo	ol												
421 58 Gate City Hwy	City of Bristol (M	faint: 95) 0.50	4900	G	98%	0%	0%	0%	1%	0%	С	0.086	F	0.575	5200	G
~~~	То		US 58; I-81													
~~~	From		5 58; I-81 Ex		000/	00/		00/	407	00/	_	0.004	_	0.044	0000	_
Gate City Hwy	City of Bristol (N	faint: 95) 0.21	8400	G	98%	0%	0%	0%	1%	0%	С	0.091	F	0.611	8900	G
	To From		Island Rd													
421 Gate City Hwy	City of Bris	stol 0.80	8100	G	98%	0%	0%	0%	1%	0%	F	0.100	F	0.576	8600	G
<del>~</del>	To	W US 11 N	V Euclid Ave	; W Stat	e St											
Franki Arm	O'the of Dela		W US 11									0.000	_	0.504	4.4000	_
421 (11) Euclid Ave	City of Bris	stol 0.75	13000	G								0.090	F	0.531	14000	G
	To From		Vance St													
421 \ ( 11 ) Euclid Ave	City of Bris	stol 0.19	14000	G								0.09	F	0.535	15000	G
$\longrightarrow$	To From	Во	b Morrison l	Blvd												
421 (11) Euclid Ave	City of Bris		15000	G								0.093	F	0.587	16000	G
<del></del>			E DT 11													
421 (381) (19) Commonwealth	Ave City of Bris	stol 0.19	ERT 11 19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
421 (381) (19) Commonwealth	City Of Bills				31 /0	0 /0	1 /0	U /0	∠/0	U /0	Г	0.007	Г	0.559	20000	G
~~	To From	:	33 Par Sycan													
421 (381 (19 Commonwealth )	Ave City of Bris	stol 0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
$\sim$ $\sim$	To	SR 11	3 Cumberla	nd Ave			_									
421 (381) (19) Commonwealth	Ave City of Bris		16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
	То		S 421 Goode	St												

Route	Jurisdiction	Length AAI	T QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW
West	From:	US 42	1 W								
West $421$ Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07 <b>N</b>	١					NA		NA	
	То:	Ramps US 58 E 9	6B; US 58 9	6B							

						City of Brist	Oi								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From:				Dead End				1					
(F35)	0.60	190	R			Dead Elid				NA			NA		09/03/2008
		To				Dead End									
		From				Island Rd									
(1) Benham Rd	0.10	4500 To:	G	99%	0%	0% 0%	0%	0%	F	0.096	F	0.679	4800	G	2011
		From:	<u> </u>			NCL Bristol				<u> </u>					
2 Goodson St	0.36	2900	G	98%	0%	State St 1% 1%	0%	0%	С	0.093	F	0.527	3100	G	2011
2) 30000011 01	0.00	To:		0070	070	Mary St	070	070		0.000	•	0.027	0.00	Ū	2011
		From:				US 421 Gate City	Hwy								
3 Island Rd	1.01	NA								NA			NA		
		To: From:				Wagner Rd									
3 Island Rd	0.85	1500	G							0.110	F	0.57	1500	G	2011
		To:				Nininger Rd				$\supset$					
3 Island Rd	0.12	1600	G							0.104	F	0.556	1600	G	2011
		To: From:				Commonwealth Av	ve Ext								
3 Island Rd	0.38	1400	G							0.108	F	0.524	1400	G	2011
$\overline{}$		To:				102-8 Pittstown									
Oakarra Ot	0.50	From:	<u> </u>	000/	40/	US 421 Gate City		00/			_	0.504	000	_	0044
4 Osborne St	0.56	860 To:	G	98%	1%	1% 0% 102-13 Page S	0%	0%	С	0.11	F	0.524	920	G	2011
		From:				Keys St									
5 Commonwealth Ave E	xten <b>sJo</b> 33	3100	G	99%	0%	0% 0%	0%	0%	С	0.093	F	0.575	3300	G	2011
3		To				Pittstown Rd									-
		From:				Commonwealth .	Ave								
6 Glenway Ave	0.42	3000	G							0.096	F	0.529	3200	G	2011
<u> </u>		To:				Piedmont Ave	е								
O 5:::	0.45	From		200/		ommonwealth Ave I		00/			_	0.500	2222	0	2014
8 Pittstown Rd	0.45	2700 To:	G	99%	0%	0% 0% Island Rd	0%	0%	С	0.099	F	0.560	2900	G	2011
		From:				Vance St									
9 Randolph Ave	0.22	2900	G	99%	0%	0% 0%	0%	0%	F	0.106	F	0.536	3100	G	2011
<u> </u>	_	To				Wagner Rd									_
9 Randolph Ave	0.51	3700 From:	G	99%	0%	0% 0%	0%	0%	С	0.095	F	0.501	4000	G	2011
•		To				Spurgeon Lan	e								
		From				Fairview St									
(10) Rhode Island Rd	0.35	1300	G	98%	0%	1% 0%	0%	0%	С	0.102	F	0.536	1400	G	2011
<u> </u>		To:				Texas Ave									
	0.40	From		200/	00/	Randolph Ave		221			_	0.540	4500	0	2011
11) Spurgeon Ln	0.12	4200 To:	G	99%	0%	0% 0% Commonwealth	0%	0%	F	0.094	F	0.518	4500	G	2011
		From:													
(12) Texas Ave	0.49	1900	G	98%	0%	Rhode Island A	0%	0%	С	0.108	F	0.573	2000	G	2011
(12)		To:				E Valley Dr					-				
		From	•			US 11 Euclid A	ve								
(13) Vance St	0.13	2200	G	98%	1%	1% 0%	1%	0%	С	0.096	F	0.511	2300	G	2011
		To: From:				Randolph St									
(13) Vance St	0.32	760	G							0.114	F	0.576	820	G	2011
$\overline{}$		To: From:				Page St Vance St									
13) Page St	0.12	910	G			v ance St				0.114	F	0.530	910	G	2011
		To:				102-4 Osborne	St								
		From:				US 421 Gate City	Hwy								
(14) Catherine St	0.58	570	G							0.119	F	0.515	570	G	2011
$\smile$		To				102-13 Vance	St								

						City of Bri	Stol								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol															
O 00.		From				SR 113 Piedmo	ont Ave			<u> </u>	_				
15) Scott St	0.23	540	G			m 1 110 11 D	1.11.0			0.103	F	0.679	540	G	2011
		10	<u> </u>			Truck US 11 Ra									
3300) W State St	0.55	From	G	000/	1%	US 11 Euclid		0%	С	0.087	F	0.512	16000	G	2011
(3300) W State St	0.55	15000		98%	1 /0	170 07	0 1/0	0 /6		0.007	-	0.512	10000	G	2011
	0.07	From	┖	000/	40/	Peters S		00/		0.005		0.500	40000		2011
W State St	0.67	15000		98%	1%	1% 0%		0%	F	0.085	F	0.582	16000	G	2011
	0.40	From		000/		R 381 Commony		00/			_		0400		
State St	0.43	8500 <sub>To</sub>	G	98%	1%	1% 0%		0%	F	0.083	F	0.507	9100	G	2011
		From			ľ	Martin Luther Kir				_					
Bob Morrison Blvd	0.45	2700	G	98%	0%	W State S 1% 0%		0%	С	0.097	F	0.579	2900	G	2011
Bob Morrison Blvd	0.43	<b>2700</b> To		30 76	0 70	US 11 W Eucl		070		0.037	'	0.573	2300	G	2011
		From	:			102-3300 Sta									
Piedmont Ave	0.05	4100	G	99%	0%	0% 0%		0%	F	0.103	F	0.551	4300	G	2011
5303) - 104	0.00	То	<u> </u>	0070	0,0	US 421 Goo		0,0			•	0.00	.000		
<u> </u>		From				Oakview A					_			_	
Piedmont Ave	0.15	2100	G	99%	0%	0% 0%	6 0%	0%	С	0.108	F	0.629	2300	G	2011
<u> </u>		To From				Highland A	Ave			$\Box$					
Piedmont Ave	0.15	4300	G	99%	0%	0% 0%		0%	F	0.104	F	0.591	4600	G	2011
		То	:			US 11 Euclio	l Ave								
<u> </u>		From				US 421									
Moore St	0.41	670	G	97%	1%	2% 0%		0%	С	0.112	F		720	G	2011
		From	:			Cumberland Mary St				-					
Moore St	0.43	1400	G	97%	1%	2% 0%		0%	F	0.099	F	0.553	1500	G	2011
		To	:			Oakview	St								
		From	:			Mary St	t								
Fairview St	0.27	3200	G	97%	0%	1% 1%	6 0%	0%	F	0.106	F	0.642	3400	G	2011
$\overline{}$		To From				Rhode Island	l Ave								
3308) Massachusetts Ave	0.37	2200	G	97%	0%	1% 1%	6 0%	0%	С	0.096	F	0.589	2400	G	2011
<u> </u>		To	-			Texas Av	/e			$\neg$ —					
3308) Massachusetts Ave	0.15	2200 From	N	97%	0%	1% 1%		0%	N	0.096	Ν	0.589	2400	Ν	2011
		To				Hillside A	VA								
3308) Kings Mill Pike	0.46	3800 From	G	98%	0%	1% 1%		0%	F	0.095	F	0.507	4100	G	2011
3300) ·go ·		То	:			E Valley			-		•				
$\bigcirc$		From	:			Valley D									
(3308) Kings Mill Pike	1.12	5900	G	98%	0%	1% 1%	6 0%	0%	С	0.100	F	0.546	6300	G	2011
<u> </u>		To From				Old Airport	t Rd			$\Box$					
3308) Kings Mill Pike	0.36	6900	G	98%	0%	1% 1%		0%	F	0.094	F	0.548	7400	G	2011
<u> </u>		To	<u> </u>			ECL Brist	tol								
O =		From				Piedmont A					_				
3312 W Valley Dr	1.00	1400	G	97%	1%	1% 1%	6 1%	0%	F	0.107	F	0.585	1500	G	2011
<u>~</u>		From				US 11 Lee Hi									
E Valley Dr	0.56	5200	G	97%	1%	1% 1%	6 1%	0%	F	0.096	F	0.535	5500	G	2011
<u>~</u>		To From				Old Abingdor	n Hwy								
3312) E Valley Dr	0.72	3800	G	97%	1%	1% 1%		0%	С	0.095	F	0.519	4000	G	2011
$\overline{}$		To				Kings Mill	Pike								
		From	:		NO	CL Bristol; 102-1									
			G	98%	0%	1% 0%	6 0%	0%	F	0.097	F	0.522	2900	G	2011
3314) Island Rd	2.01	2700	<u> </u>	0070	070			070	_ '		•				
3314) Island Rd	2.01	To	Ě	3070	070	102-3319 Walla	ace Pike	070			•				
3314) Island Rd	0.31		G	98%	0%		ace Pike ike	0%	C	0.103	F	0.544	4400	G	2011

						City of Brist	.Oi								
Route	Length	AADT	QA	4Tire	Bus	Ti 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol										-					
Old Airmant Dd	0.00	From	<u> </u>	050/	40/	102-3308 King Mi		40/		0.004	_	0.505	0000	0	0044
Old Airport Rd	0.96	9000	G	95%	1%	1% 1%	2%	1%	F	0.091	F	0.585	9600	G	2011
Old Airmant Dd	0.00	From	<u> </u>	050/	40/	Bonham Rd		40/				0.505	40000		2011
Old Airport Rd	0.98	9400		95%	1%	1% 1%	2%	1%	С	0.092	F	0.505	10000	G	2011
O 011 A1	0.00	From		050/	407	I-81 Exit 7	201	40/				0.545	10000		0044
3318 Old Airport Rd	0.20	17000 <sub>To</sub>	G	95%	1%	1% 1% US 11 Lee Hv	2%	1%	F	0.089	F	0.545	19000	G	2011
_		From													
Ramp to I-81 N at Exit 7	0.14	NA	<u> </u>			102-3318 Old Airp	ort Ku			NA			NA		
3316) Ramp to For IV at 22th F	0.11	To				I-81 N							1471		
		From				102-3318 Old Airp	ort Rd			i					
Ramp to I-81 S at Exit 7	0.19	NA								NA			NA		
		To				I-81 S									
_		From				Island Rd									
Wallace Pike	0.33	2200	G	98%	1%	1% 0%	0%	0%	С	0.110	F	0.539	2300	G	2011
$\bigcirc$		To				NCL Bristol									
<u> </u>		From	<u> </u>			Valley Dr					_			_	
Old Abingdon Hwy	1.27	3800 <sub>ть</sub>	G	97%	0%	1% 0%	2%	0%	С	0.097	F	0.626	4100	G	2011
		From				US 11 Lee High									
Clear Creek Rd	0.13	4800	G	97%	0%	US 11 Lee High 1% 0%	way 2%	0%	F	0.090	N	0.644	5200	G	2011
Clear Creek Rd	0.13	<b>4000</b> To		91 /0	0 /6	NCL Bristol		076		0.090	IN	0.044	3200	G	2011
		From				W State St	•								
Peters St; Vance St	0.28	2000	G	98%	0%	1% 0%	0%	0%	С	0.104	F	0.579	2100	G	2011
5323) - 61616 61, 761166 61	0.20	To		00,0	0,0	US 11 Euclid A		0,70			•	0.0.0	2.00		
		From			Edger	nont Ave; Tennesse	ee State Lii	ne							
3324) State St	0.19	7900	G	98%	0%	0% 0%	1%	0%	F	0.099	F	0.607	8500	G	2011
		To			St	ate St; Tennessee S	State Line								
		From				US 11 Euclid A	Ave								
Piedmont Ave	0.30	1500	G	99%	0%	0% 0%	0%	0%	F	0.115	F	0.523	1600	G	2011
		To From				102-6 Glenway	Ave								
3325 Piedmont Ave	0.16	1500	G	99%	0%	0% 0%	0%	0%	F	0.108	F	0.536	1600	G	2011
$\overline{}$		To				102-3312 Valley	y Dr								
$\sim$		From				Piedmont Av									
3326 W Mary St	0.45	2900	G	98%	0%	0% 0%	0%	0%	С	0.098	F	0.5	3100	G	2011
<u> </u>		To From				Truck US 11 Rand									
3326 W Mary St	0.14	5200	G	98%	0%	0% 0%	0%	0%	F	0.098	F	0.508	5500	G	2011
<u>~</u>		To From				Goodson St									
3326) W Mary St	0.09	5200	N	98%	0%	0% 0%	0%	0%	N	0.098	N	0.508	5500	N	2011
<u> </u>		To				Fairview St									
	0.00	From	لبِــا	0001	001	Old Airport R		001			_	0.5:-	7500		
3328 Bonham Rd	0.32	7000	G	99%	0%	0% 0%	0%	0%	F	0.094	F	0.545	7500	G	2011
<u> </u>		From				I-81									
3328 Bonham Rd	0.45	8200	G	99%	0%	0% 0%	0%	0%	С	0.097	F	0.501	8800	G	2011
		To				US 11 Lee High									
Chester St		From	<u> </u>			Glenway Ave	2			0.124	F	0.544	200	<u></u>	2044
CHESTEL ST		280 <sub>To</sub>	G			Arlington Av	e.			0.134	Г	0.544	290	G	2011
		From								_					
Cheyenne Rd		150	G			Shawnee Rd	ı			0.112	F	0.556	160	G	2011
onojonilo ita		To				Sherwood D	r				•	0.000	100	J	2011
		From				Newton St									
Daniel St		350	G			1 TO WILLIAM				0.148	F	0.737	370	G	2011
			-									-	-		

Route	Length	AADT	QA	4Tire	Bus	Truck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol											. 4010.			
Jefferson Dr		From <b>300</b>				Cherry Lane							G	2011
			G						0.195	F	0.581	320		
						Cedar Lane								
Lester St		From: <b>500</b>	1			Moore St				F	0.754	530	G	2011
			G						0.098					
						Russell St								
Pearl St		From <b>80</b>				Prospect Ave						90	G	2011
			G						NA					
						Arlington Ave								
Poplar St		70 To				Oakview Dr								
			G					NA			70	G	2011	
						Meadow Dr								
Spring Branch Rd		40 To				Overlake Dr								
			G					NA			47	G	2011	
						Vale Dr								