2014

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

		-	-					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		State St													
11 (421) Euclid Ave	City of Bristol	0.75	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	G
~~-	To: From:		Vance St													
11 (421) Euclid Ave	City of Bristol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	G
~~~=	From:		Morrison E		2221											
11 (421) Euclid Ave	City of Bristol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	G
Fuelid Ave	To: From:		commonwe		99%	00/	10/	00/	00/	00/		0.005	F	0.504	0000	_
11) (19) Euclid Ave	City of Bristol	0.48	7700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	(
Tuelid Aug	To: From:		edmont Av		000/	00/	10/	00/	00/	00/		0.004	F	0.550	0000	
11) (19) Euclid Ave	City of Bristol	0.56	5900	G	99%	0%	1%	0%	0%	0%	С	0.094	Г	0.552	6300	(
Lea Highway	City of Priotol		Moore St		000/	0%	10/	00/	00/	00/	F	0.00	F	0.504	12000	_
11 (19) Lee Highway	City of Bristol		12000	G	99%	0%	1%	0%	0%	0%	г	0.09	г	0.504	13000	C
Loo Highway	City of Priotol		Valley Dr		000/	00/	10/	00/	00/	00/	F	0.00	F	0.502	12000	_
11) Lee Highway	City of Bristor	1.20		G	99%	0%	1%	0%	0%	0%	Г	0.09	Г	0.502	13000	(
	From:	End Sta		nance												
11) (19) Lee Highway	City of Bristol	1.36	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	15000	(
\	To: From:	В	Bonham Rd													
11) (19) Lee Highway	City of Bristol	0.51	17000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.559	18000	(
~	To: From:	Old	d Airport R	Rd			\Box									
11 (19) Lee Highway	City of Bristol			G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.518	15000	(
~ ~	To:															
Dama to LO1 N at First 5	From:											0.000	F		0000	,
11) Hamp to 1-81 N at Exit 5	City of Bristoi (Maint: 95)	0.15		G								0.098	г		3300	(
	From:	110		0												
11 Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18										0.097	F		4300	(
<u>:</u>	To:		I-81 S													
ruck Truck	From:	SR 381 C	ommonwe	alth Ave												
11) (19) Goode St	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	(
ruck Truck	To: From:	102-330	05 Piedmoi	nt Ave												
~~	City of Bristol	0.34	2900	G	98%	0%	0%	0%	1%	0%	F	NA			3100	(
	To:					- / -		- / -		- / -						
~~ ~~	From:				0001	001		001	00′	061		0.007	_	0.5	0400	
11) (19) Handall St	City of Bristol					0%	0%	0%	0%	0%	С	0.097	F	0.5	6100	(
City of Bristol 1.26 12000 G 99% 0% 1% 0% 0% 0% 0% 1% 0% 0																
~~ <i>~</i> ~~	City of Bristol	0.12	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	C
\sim \sim	To	E	Euclid Ave													

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

Dir AANA/DT (
Factor AAWDT (
0.501 16000
0.521 16000
0.521 16000
0.321 10000
0.529 18000
0.525
0.542 19000
0.542 15000
0.534 8200
0.552 6300
0.504 13000
0.502 13000
0.507 15000
0.307
0.559 18000
0.559 16000
0.510 15000
0.518 15000
0.533 1300
0.000
3100
0.5 6100
0.0
0.533 8300
0.6 5300

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

58 81 Co	City of Bristol (Management of the property of the property of Bristol (Management of the property	aint: 95) 2 Roadways on this Roadways on	I-3 .39 oute: 490 US 11,	US 421 000 381 000 , US 19	A G	Se 77% Se	ee I-81 1 1% ee I-81 1 1%	for dired	1% ctional tr	affic vol	lume es 1%	F timate	Factor es for this 0.097 es for this 0.083	A s seg	Factor ment. 0.515	38000 50000	A G
Co (58) (81) (Co) (58) (81)	City of Bristol (Machine Department of the Depar	Roadways on this Roadwa	.44 Dute: 370 1-3 .39 Dute: 490 US 11, .13 Dute: 490 Old Air	000 381 000 , US 19	G	77% Se 77%	1% ee I-81 1 1%	1% for dired	1% ctional tr	19% affic vol	1% lume es	F timate	0.097	A s seg	0.515 ment.		
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(58) (81) Co	City of Bristol (Micrombined Traffic Estimates for 2 Parallel Take Promise City of Bristol (Micrombined City of Bristol (Micrombine	aint: 95) 2 Roadways on this Ro	US 11, 1.13 Dute: 490 Old Air	, US 19		Se			1 70	1070	. , ,	•	0.000	•	0.000	00000	<u> </u>
Co	ombined Traffic Estimates for 2 Parallel Take Transport	Roadways on this Roadways on the Roadways of the Ro	.13 oute: 490 Old Air	000	A		1 04										
Co	ombined Traffic Estimates for 2 Parallel Take Transport	Roadways on this Roadways on the Roadways of the Ro	Old Air		Α		ee 1-81 '	for dire	ctional tr	affic vol	lume es	timate	es for this	s sea	ment.		
(58) (81)	Tal Promit City of Bristol (Mi	aint: 95) 0	Old Air			77%	1%	1%	1%	19%	1%		0.093	_		51000	Α
58 81 Cc	•	,				,0	. , ,		. , 0	.070	. , ,	•	0.000				
Cc	•	,	.9.3	iport Ku		Se	ee I-81	for dire	ctional tr	affic vol	lume es	timate	es for this	s sea	ment.		
	Τα			000	Α	77%	1%	1%	1%	19%			0.094	_		48000	Α
			NCL I			, .	.,,		.,,	, .	.,,						
	From:	Ramp	s US 58 E 96	6A; US 5	58 W 9	96A											
758 Ramp to I-81 S at Exit 1	City of Bristol (Ma				G								0.083	F		1600	G
<u> </u>	To:		I-8	81 S													
~~~	From:		S US 58 E 96		21 W 6	66B											
(58) Ramp to I-81 N at Exit 1	City of Bristol (M	aint: 95) 0			G								0.100	F		2800	G
	Τα			North													
East	From:		US 58 US 42										0.100	F		E00	_
58 Ramp US 58 W US 421 E to	o I-81 S at Exit 1 City of Bristol ( $M_{re}$	aint: 95) 0	.03 <b>53</b>		G								0.132	Г		530	G
	From:		US 58 US 42														
East $\overbrace{58}$ Ramp US 58 W US 421 E to	o I-81 N at Exit 1 City of Bristol (Ma				G								0.138	F		960	G
38)	To:	· · · · · · · · · · · · · · · · · · ·	os US 58 96E			6B							000	•			0.
West	From:	Ţ	JS 58 US 42	21 Westbo	ound												
58 Ramp US 58 W US 421 W t	to I-81 S at Exit 1 City of Bristol (Ma		.02 10		G								0.09	F		1000	G
	To:	Ram	ps US 58 E	96A; US	58 96	iΑ											
North	From:		SCL E	Bristol													
81)	City of Bristol (Ma	,	.61 <b>180</b>		Α	76%	1%	1%	1%	21%	1%	С	0.097	Α		18000	Α
Co	ombined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute: <b>360</b>	000	Α	77%	1%	1%	1%	19%	1%	С	NA			36000	Α
North	To: From:	US	58, US 421	Gate City	ty Hwy	у											
North (81) (58)	City of Bristol (Ma	aint: 95) 2	.44 190	000	Α	76%	1%	1%	1%	21%	1%	F	0.096	Α		19000	Α
Cc	ombined Traffic Estimates for 2 Parallel	,				77%	1%	1%	1%	19%	1%	F	0.097	Α	0.515	38000	Α
	Too	,	I-3														
North	From:	02.)			_	700/	40/	40/	40/	040/	40/	_	0.005	_		07000	_
81 (58)	City of Bristol (Ma	•	.39 270		G	76%	1%	1%	1%	21%	1%	F	0.085	F	0.500	27000	G
Co	ombined Traffic Estimates for 2 Parallel	Hoadways on this Ro		000 , US 19	G	77%	1%	1%	1%	19%	1%	F	0.083	F	0.563	50000	G

				of Bristoi					Tru	ck			K		Dir		
Route		Jurisdiction	Length A	ADT (	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
orth ~~		From:		1, US 19													
81) (58)	•	Bristol (Maint: 95)			Α	76%	1%	1%	1%	21%	1%	F	0.091	Α		26000	Α
~	Combined Traffic Estimates for	2 Parallel Roadways o	n this Route: 49	9000	Α	77%	1%	1%	1%	19%	1%	F	0.093	Α	0.531	51000	А
orth		To: From:	Old A	Airport Rd													
<del>81</del> ) (58)	City of	Bristol (Maint: 95)	0.93 23	3000	Α	76%	1%	1%	1%	21%	1%	F	0.091	Α		24000	Δ
	Combined Traffic Estimates for	2 Parallel Roadways o	n this Route: 46	6000	Α	77%	1%	1%	1%	19%	1%	F	0.094	Α	0.521	48000	A
		To:	NCL	L Bristol													
orth	011	From:		1 North													
Ramp I-81 N Exit 1	City of	Bristol (Maint: 95)		<b>NA</b> V, US 421 V	(X)			_					NA			NA	
		From:			vv												
orth 31 Ramp I-81 N Exit 1	to US 58 E, US 421 E City of	Bristol (Maint: 95)		mp Split <b>NA</b>									NA			NA	
51)	0.i, 0.	To:		E, US 421 F	E												
orth		From:	I-81	1 North													
Ramp I-81 N Exit 3	to I-381 S City of	Bristol (Maint: 95)	0.30	610	G	96%	0%	1%	0%	2%	0%	F	NA			640	
<u> </u>		To:	I-38	31 South													
orth		From:		1 North													
Ramp I-81 N Exit 5	to US 11, US 19 City of	Bristol (Maint: 95)		NA									NA			NA	
		10.		1, US 19													
orth 81 Ramp I-81 N Exit 7	to Old Airport Pd City of	Bristol (Maint: 95)		1 North									NA			NA	
Ramp I-81 N Exit 7	to Old Allport Hu City of	To:		Airport Rd									INA			INA	
outh		From:		L Bristol													
81)	City of	Bristol (Maint: 95)			Α	79%	1%	1%	1%	18%	1%	С	0.104	Α		18000	/
	Combined Traffic Estimates for	2 Parallel Roadways o	n this Route: 36	6000	Α	77%	1%	1%	1%	19%	1%	С	NA			36000	1
		To: Grown	US 58, US 42	21 Gate Cit	y Hwy	y		_									
outh 81) (58)	City of	Bristol (Maint: 95)	3.58 <b>19</b>	9000	Α	79%	1%	1%	1%	18%	1%	F	0.104	Α		19000	
01) (00)	Combined Traffic Estimates for	,			Α	77%	1%	1%	1%	19%	1%	F	0.097	Α	0.515	38000	
		To To		I-381	-	,0	. , ,		. 70	.070	. , ,	•	0.007		0.0.0		
outh ~	Others	From:			_	700/	40/	40/	40/	4.00/	40/	_	0.000	_		00000	
<u>81</u> (58)		Bristol (Maint: 95)			G	79% 77%	1% 1%	1% 1%	1% 1%	18% 19%	1% 1%	F	0.082 0.083	F F	0.563	22000 50000	(
	Combined Traffic Estimates for	2 Parallel Roadways 0			G	11%	170	1%	170	19%	170	Г	0.083	Г	0.563	50000	,
outh		From:	US 1	1, US 19													
<del>81</del> ) (58)	City of	Bristol (Maint: 95)	1.99 <b>2</b> 4	4000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α		25000	1
	Combined Traffic Estimates for	2 Parallel Roadways o	n this Route: 49	9000	Α	77%	1%	1%	1%	19%	1%	F	0.093	Α	0.531	51000	1
outh		To: From:	Old A	Airport Rd													
58)	City of	Bristol (Maint: 95)	0.50 23	3000	Α	79%	1%	1%	1%	18%	1%	F	0.102	Α		24000	,
	Combined Traffic Estimates for	, ,			Α	77%	1%	1%	1%	19%	1%	F	0.094	Α	0.521	48000	
		To:		L Bristol									-				

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

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		True	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South Ramp I-81 S Exit 1A to U	S 58, US 421	City of Bristol (Mai	,	I-81 South <b>1500</b> 3 US 421 Eas	<b>F</b>								0.096	F		1500	F
South 81 Ramp I-81 S Exit 1B to U	S 58, US 421	City of Bristol (Mai	,	I-81 South 1100 US 421 We	<b>G</b>								NA			1100	G
outh 81 Ramp I-81 S Exit 5 to US	11; US 19	City of Bristol (Mai		I-81 South  NA  US 11, US 1	9								NA			NA	
Ramp I-81 S Exit 7 to Old	d Airport Rd	Fron: City of Bristol (Mai		I-81 S <b>5000</b> Old Airport F	<b>A</b>								0.119	Α		5000	Α
South Ramp I-81 S Exit 10 to F-	-310	From: City of Bristol (Mai	int: 95) 0.11	I-81 South <b>2000</b> F-310	F								0.093	F		2000	F
113) Cumberland St	Combined Traffic Est	From	ol 0.28 Roadways on this Route	2100 : 2900 421 Piedmon	G G	98% 98%	0% 0%	1% 1%	0% 0%	1% 0%	0% 0%	C C	0.101 0.103	F F	0.57 0.524	2200 3100	G G
113 Piedmont Ave	Combined Traffic Est	City of Bristo	ol 0.08 Roadways on this Route	Cumberland 3600	St G G	97% 97%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.095 0.098	F F	0.507 0.515	3800 4700	G
Piedmont Ave		City of Bristo	SR 1 bl 0.25	3500 Oakview Av	G G	97%	1%	1%	0%	0%	0%	F	0.097	F	0.607	3700	G
Oakview Ave		City of Bristo		2300 Moore St	G	97%	1%	1%	0%	0%	0%	С	0.106	F	0.549	2500	G
Truck Truck 113 (11) (19) Moore St		City of Bristo	0.12	Oakview Av 7800 Euclid Ave	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G
1 ₁₃ Sycamore St	Combined Traffic Est	City of Bristo	ol 0.40 Roadways on this Route	820 : 2900 Piedmont Av	G G	98% 98%	1% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C C	0.112 0.103	F F	0.546 0.524	870 3100	G G
Jorth 381	Combined Traffic Est	City of Bristol (Maitimates for 2 Parallel R	SR 381	7500		96% 96%	0% 0%	1% 1%	0% 0%	2% 2%	0% 0%	C C	0.106 0.105	A A	0.506	7900 15000	A
North 381 I-381 N Ramp	Combined Traffic Est	City of Bristol (Mai		Ramp to I-81 <b>6700</b>	S G G	96% 96%	0% 0%	1% 1%	0% 0%	2% 2%	0% 0%	F F	0.106 NA	N		7000 14000	G

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

									Tru	ck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q'
lorth		From:		I-381 N													
81) Ramp I-381 N to I-81 S		City of Bristol (Mair	nt: 95) 0.31	680	G	96%	0%	1%	0%	2%	0%	F	NA			720	(
<i></i>		To:		I-81 S													
outh		From:		Commonwe	ealth Ave												
81)		City of Bristol (Main	nt: 95) 1.06	7000	Α	96%	0%	1%	0%	2%	0%	С	0.110	Α		7500	
	Combined Traffic Estima	ates for 2 Parallel Ro	oadways on this Route:	14000	Α	96%	0%	1%	0%	2%	0%	С	0.105	Α	0.506	15000	
		To:		I-81	XY .1												
outh 81)I-381 S Ramp		City of Bristol (Mair		From I-81 <b>6300</b>	North <b>G</b>	96%	0%	 1%	0%	2%	0%	F	0.096	F		6700	
81 JI-301 3 Hallip	Combined Troffic Estima	•	,				0%		0%	2%		F	NA	'			
	Combined Traffic Estima	ales for 2 Parallel Ro	oadways on this houte.	I-81 South	G	96%	0%	1%	0%	2%	0%	Г	INA			14000	
		-															
	alth Ava	City of Prioto		Tennessee S 15000		92%	1%	10/	00/	<b>C</b> 0/	00/	NI	0.085	N	0.501	10000	
81 (19) (421) Commonwe	aith Ave	City of Bristol	0.07	15000	N	92%	1%	1%	0%	6%	0%	N	0.085	IN	0.521	16000	
		To: From:	US	421 Goode													
81) (19) (421) Commonwe	alth Ave	City of Bristo	ol 0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	
		To:	SR 11	3 Cumberla	and St												
31) (19) (421) Commonwe	alth Ave	City of Bristo	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	
		To		Dom Cricom													
31) 19 (421 Commonwe	alth Δνα	City of Bristo		3 Par; Sycar 18000	G G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	
81) [19] [421] Commonwe	aitii Avo	Oity of Diffstor				30 /6	0 70	1 /0	0 /0	<b>2</b> /0	0 70	'	0.000	•	0.542	13000	
		From:		11 Euclid A		000/	00/		00/	201	201	_		_	0.540	10000	
Commonwealth Ave		City of Bristo		18000	G	96%	0%	1%	0%	2%	0%	F	0.093	F	0.516	19000	
		10.	K	leys St; I-38	31												
~~~		From:		WCL Bristo								_		_			
21) (58) Gate City Hwy		City of Bristol (Mair		5000	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.6	5300	
~ ~		From:		US 58; I-81 58; I-81 Ex													
21 Gate City Hwy		City of Bristol (Mair		8200	G	98%	0%	0%	0%	1%	0%	С	0.102	F	0.61	8700	
21 Gaile Oily Tiwy		Oity of Bristor (Mail	111. 55) 0.21			30 /6	0 70	<u> </u>	0 /0	1 /0	0 70	J	0.102	•	0.01	0700	
~		From:	1 0.00	Island Rd		000/	00/		00/	10/	00/	_	0.005	_	0.500	0000	
Gate City Hwy		City of Bristol		8500	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.520	9000	
<u>~</u>		From:	W US 11 N	W US 11	; W Stat	e St											
21 (11) Euclid Ave		City of Bristo	0.75	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	
21) (11) 246/14 7/16		only of Brioton	0.70			0070	0 / 0		070	0 70	0 70	•	0.000	•	0.000	10000	
~~~= "		From:		Vance St		000/	00/		00/	00/	201	_		_	2.5	45000	
21 (11) Euclid Ave		City of Bristol	ol 0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	
~ ~~		To: From:		Morrison I													
21 (11) Euclid Ave		City of Bristo	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	
~ <i>~</i>		To		E RT 11				$\neg$ $\vdash$									
21 (381) (19) Commonwe	alth Ave	City of Bristo	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	
		т															
$\sim$	- lul- A	City of Bristo		3 Par Sycan 17000	nore St G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	
21 (381) (19) Commonwe																	

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### 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
	From:	SR 113	3 Cumberla	nd Ave												
(421)(381) (19) Commonwealth Ave	City of Bristol	0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	G
	To:	SR 381	Commonwe	alth Ave												
	From:	State St;	Tennessee S	State Lin	e											<u></u>
(421)(381) (19) Commonwealth Ave	City of Bristol	0.07	15000	N	92%	1%	1%	0%	6%	0%	Ν	0.085	Ν	0.521	16000	N
	To:	US	421 Goode	St												
West	From:		US 421 W													
(421) Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700	G								0.111	F		1700	G
	To:	Ramps US	58 E 96B;	US 58 90	6B											

						City	of Bristo	ol								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From	1-			D	ead End									
(F35)	0.60	750	R				caa Ena				NA			NA		02/25/201
		Te	n-			D	ead End									
		From				Is	land Rd									
1 Benham Rd	0.10	3900 _{To}	G	99%	0%	0%	0% L Bristol	0%	0%	F	0.097	F	0.696	4100	G	2014
		From	1.				State St									
2 Goodson St	0.36	2800	G	98%	0%	1%	1%	0%	0%	С	0.098	F	0.521	2900	G	2014
		To	):			N	Aary St									
		From	1:			US 421	Gate City l	Hwy								
(3) Island Rd	1.01	1500	R								NA			NA		09/13/201
<u> </u>		From	11			Wa	agner Rd									
(3) Island Rd	0.85	1500	G								NA			1500	G	2014
<u> </u>		From	11			Nir	ninger Rd									
(3) Island Rd	0.12	1600	G								NA			1600	G	2014
<u> </u>		From	1			Common	wealth Av	e Ext								
(3) Island Rd	0.38	1400	<u> </u>			100.0	D'u i l	2.1			NA —			1400	G	2014
		From	1				Pittstown l				<u> </u>					
4 Osborne St	0.56	900	G	98%	1%	1%	Gate City 1	1wy 0%	0%	С	0.103	F	0.546	960	G	2014
4 Osborne St	0.00	To	, <u> </u>	30 70	1 /0		13 Page St		0 70			•	0.040	000	ď	2014
		From	1-				Keys St									
5 Commonwealth Ave Ex	t 0.33	3000	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.651	3200	G	2014
		To	١.			Pitt	stown Rd									
		From				Commo	onwealth A	ve								
6 Glenway Ave	0.42	3100	G	99%	1%	0%	0%	0%	0%	С	0.107	F	0.568	3300	G	2014
			"				mont Ave									
Pittstown Rd	0.45	2600	L	99%	0%	ommonwea 0%	alth Ave E 0%	xtension 0%	0%	С	0.094	F	0.669	2800	G	2014
8 Pittstown Rd	0.43	<b>2000</b> To	, G	33 /6	0 /6		land Rd	0 /6	0 78	-	0.034	•	0.003	2000	ч	2014
		From	1:				ance St									
9 Randolph Ave	0.22	2700	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.515	2900	G	2014
		To				W	agner Rd				_					
9 Randolph Ave	0.51	3500 From	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.504	3700	G	2014
		To	):			Spur	geon Lane									
		From	1:				irview St									
(10) Rhode Island Rd	0.35	1300	G	97%	1%	1%	1%	0%	0%	С	0.116	F	0.521	1400	G	2014
<u> </u>		To	):				xas Ave									
(11) Spurgeon Ln	0.10	From		000/	00/		dolph Ave	00/	00/	F	0.000	_	0.504	4400	0	2014
(11) Spurgeon Ln	0.12	4100	G	99%	0%	0%	0% onwealth A	0%	0%	F	0.098	F	0.584	4400	G	2014
		From	1:				Island Av									
(12) Texas Ave	0.49	2000	G	98%	0%	1%	1%	0%	0%	С	0.111	F	0.597	2100	G	2014
(12)		To	):				/alley Dr									
	· <u></u>	From	1.			US 11	Euclid Av	/e								
(13) Vance St	0.13	2100	G	98%	0%	1%	0%	0%	0%	С	0.104	F	0.578	2300	G	2014
$\overline{}$		To From	2			Rai	ndolph St				$\supset$ —					
(13) Vance St	0.32	730	G								0.102	F	0.587	780	G	2014
$\overline{}$		To	1:				Page St									
13) Page St	0.12	890	G			V	ance St				0.101	F	0.516	890	G	2014
10) 100 21	21.5	To				102-4	Osborne S	St								
		From	1				Gate City l									
(14) Catherine St	0.58	490	G								0.099	F	0.583	490	G	2014
$\overline{}$		To	):			102-1	3 Vance S	t								

							OI BIIOTOI								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From						ZIIGII		1 40101		1 40101			
15) Scott St	0.23	620	G			SK 113	Piedmont Ave			0.101	F	0.585	620	G	2014
13)		To	-			Truck US	S 11 Randall St				-			-	
		From		102	2-3324; 1		B-TN EDGEMON	T AVEN		1					
16)	0.09	NA								NA			NA		
		To	c			T	'US 11								
		From				US 11	Euclid Ave								
W State St	0.55	14000	G	98%	0%	1%	0% 1%	0%	С	0.082	F	0.508	15000	G	2014
<u> </u>		To From	_			P	eters St			$\neg$ —					
W State St	0.67	14000	G	98%	0%	1%	0% 1%	0%	F	0.083	F	0.510	15000	G	2014
<u> </u>		T _e From			S	R 381 Co	mmonwealth Ave								
State St	0.43	7700	G	98%	0%	1%	0% 1%	0%	F	0.106	F	0.612	8100	G	2014
		To	c		l	Martin Lut	her King Jr Blvd								
		From	c			W	State St								
Bob Morrison Blvd	0.45	3400	G	99%	0%	1%	0% 0%	0%	С	0.095	F	0.533	3600	G	2014
<u> </u>		To	1			US 11 V	W Euclid Ave								
		From	i:			102-3	300 State St								
Piedmont Ave	0.05	4500	G	98%	0%	1%	0% 0%	0%	F	0.096	F	0.525	4800	G	2014
<u> </u>		To					21 Goode St								
Piedmont Ave	0.15	2300	G	98%	0%	1%	view Ave 0%	0%	С	0.11	F	0.622	2400	G	2014
Pleamont Ave	0.10	2000	<u> </u>	3070	0 70			0 70			•	0.022	2400	u	201
Pindment Ave	0.15	4500	<u></u>	000/	Λ0/		hland Ave 0% 0%	00/	F	0.106	F	0.55	4700	G	201/
Piedmont Ave	0.15	4500 To	G	98%	0%	1%	0% 0% Euclid Ave	0%	Г	0.106	Г	0.55	4700	G	2014
		From													
Moore St	0.41	570	G	99%	0%	1%	JS 421 0% 0%	0%	С	0.127	F		610	G	2014
Moore St	0.41	770 Ta	<del>г</del>	33 76	0 70		aberland St	0 70		-0.127	•		010	ч	201-
_		From					Aary St								
Moore St	0.43	1300	G	99%	0%	1%	0% 0%	0%	F	0.094	F	0.620	1400	G	2014
<u> </u>		To	c			Oa	kview St								
<u> </u>		From					Aary St								
Fairview St	0.27	3100	G	97%	1%	1%	1% 0%	0%	F	NA			3300	G	2014
		Te From				Rhode	e Island Ave								
Massachusetts Ave	0.37	2000	G	97%	1%	1%	1% 0%	0%	С	0.103	F	0.650	2100	G	2014
<u> </u>		To From	-			Te	xas Ave								
Massachusetts Ave	0.15	2000	N	97%	1%	1%	1% 0%	0%	N	0.103	Ν	0.650	2100	Ν	2014
$\mathcal{I}$		To	_			Hill	Iside Ave								
3308) Kings Mill Pike	0.46	3700 From	G	98%	0%	1%	1% 0%	0%	F	0.092	F	0.506	3900	G	2014
		To					/alley Dr								
		From					alley Dr			ᆜ				_	
Kings Mill Pike	1.12	5800	G	98%	0%	1%	1% 0%	0%	С	NA			6100	G	2014
<u> </u>		From				Old A	Airport Rd								
Kings Mill Pike	0.36	7000	G	98%	0%	1%	1% 0%	0%	F	0.098	F	0.627	7400	G	2014
		To				EC	L Bristol								
		From	Ĺ				mont Ave				_			_	
W Valley Dr	1.00	1500	G	96%	1%	1%	0% 1%	0%	F	0.106	F	0.543	1600	G	2014
<u> </u>		To From				US 11	Lee Highway			-					
E Valley Dr	0.56	5500	G	96%	1%	1%	0% 1%	0%	F	0.100	F	0.584	5900	G	2014
		To From				Old At	oingdon Hwy								
E Valley Dr	0.72	3800	G	96%	1%	1%	0% 1%	0%	С	0.089	F	0.52	4000	G	2014
$\mathcal{L}$		To	c			King	s Mill Pike								
		From	ı		NO	CL Bristol;	; 102-1 Pittston Rd								
3314) Island Rd	2.01	2600	G	98%	1%	1%	0% 0%	0%	F	0.094	F	0.592	2800	G	2014
$\smile$		To	c			102-3319	Wallace Pike								

						Oity .	or Bristo	1								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol						*** .										
Island Rd	0.31	4000	L	98%	1%	1%	lace Pike 0%	0%	0%	С	0.098	F	0.582	4200	G	2014
Island Rd	0.51	<b>4000</b>		30 /6	1 /0		Lee Highw		0 /6		0.030	•	0.302	4200	u	2014
		From					King Mill				i					
3318) Old Airport Rd	0.96	9200	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.578	9800	G	2014
3316)		To						- , ,			_	-			-	
Old Airport Rd	0.98	9200 From	G	95%	0%	1%	nham Rd 1%	3%	0%	С	0.094	F	0.518	9800	G	2014
Old Airport Rd	0.00	3200		0070	0 70			070	0 70		0.004	•	0.010	3000	u	201
Old Airport Rd	0.20	17000	G	95%	0%	1-8 1%	1 Exit 7 1%	3%	0%	F	0.087	F	0.541	18000	G	2014
Old Airport Rd	0.20	17000 To		93 /6	0 /6		l Lee Hwy		0 /6	-	0.067	•	0.541	10000	G	2014
		From	1								1					
3318) Ramp to I-81 N at Exit 7	7 0 14	5000	G			102-3318	Old Airpoi	rt Ka			0.084	F		5000	G	2014
Ramp to I-81 N at Exit	0.14	To	r <u> </u>			ĭ	-81 N				0.004	•		0000	u	201
		From				102-3318		ut D.J								
Ramp to I-81 S at Exit	7 0.19	5400	G			102-3316	Old Alipo	n Ku			0.089	F		5400	G	2014
316)	00	То	Ť			I	-81 S					•		0.00	<b>.</b>	_0.
		From					and Rd				Ī					
Wallace Pike	0.33	2200	G	98%	1%	1%	0%	0%	0%	С	0.105	F	0.553	2300	G	2014
3319) 11 4400 110		То					L Bristol									
<u> </u>		From					alley Dr									
Old Abingdon Hwy	1.27	3600	G	97%	0%	1%	0%	2%	0%	С	0.11	F	0.622	3800	G	2014
		To				US 11 I	Lee Highw	ay								
		From	1			US 11 I	ee Highw	ay								
Clear Creek Rd	0.13	4600	G	97%	0%	1%	0%	2%	0%	F	0.096	Ν	0.626	5000	G	2014
$\mathcal{I}$		To				NC.	L Bristol									
		From				W	State St									
Peters St; Vance St	0.28	1700	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.525	1800	G	2014
<u> </u>		To				US 11	Euclid Av	re								
<u> </u>		From				mont Ave;										
Randall St	0.19	7500	G	98%	0%	1%	0%	1%	0%	С	0.092	F	0.611	7900	G	2014
<u> </u>		10			St	ate St; Ten	inessee Sta	ate Line								
O 5: 1		From	<u> </u>	000/	00/		Euclid Av		00/			_	0.505	4700	_	004
Piedmont Ave	0.30	1600	G	98%	0%	1%	0%	0%	0%	F	0.129	F	0.535	1700	G	2014
<u> </u>		To From					Glenway A									
Piedmont Ave	0.16	1600	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.556	1700	G	2014
<u> </u>		To					12 Valley l	Dr								
~ a.		From		2221			mont Ave					_				
W Mary St	0.45	2700	G	99%	0%	1%	0%	0%	0%	С	0.096	F	0.5	2900	G	2014
<u> </u>		From				US 11 Ma										
W Mary St	0.14	4900	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.564	5200	G	2014
<u> </u>		To From				Goo	odson St				$\Box$					
3326) W Mary St	0.09	4900	N	99%	0%	1%	0%	0%	0%	N	0.098	Ν	0.564	5200	Ν	2014
<u> </u>		To				Fai	rview St									
_		From				Old A	Airport Rd									
Bonham Rd	0.32	6800	G	98%	0%	1%	0%	1%	0%	F	0.099	F	0.526	7200	G	2014
		To					I-81									
Bonham Rd	0.45	7600	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.516	8100	G	2014
$\mathcal{L}$		To				US 11 I	Lee Highw	ay								
		From				Gler	nway Ave									
Chester St		250	G								0.144	F	0.684	270	G	2014
		То				Arlir	ngton Ave									
		From				Sha	wnee Rd									
Cheyenne Rd		160	G								0.103	F	0.546	170	G	2014
		To				Sher	wood Dr									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Bristol													
Daniel St		From				Newton St		<u> </u>	_			_	
		380	G					0.129	F	0.864	410	G	2014
		Tr	).			Tennessee State Line							
		Fron	1:			Cherry Lane							
Jefferson Dr		320	G			•		0.129	F	0.684	340	G	201
		To	):			Cedar Lane							
		Fron				M C4							
Lester St			ь			Moore St		0.097	F	0.697	450	G	201
		420	G			- 42		0.097	Г	0.697	450	G	201
		10	,			Russell St							
Pearl St Poplar St		Fron	1:			Prospect Ave							
	80	80	G	G							90	G	201
		To	):			Arlington Ave							
		Fron	1:			Oakview Dr							
		60	G					NA			70	G	201
		To	):			Meadow Dr							
Spring Branch Rd		Fron	1:			Overlake Dr		i					
	,	40	G Overland B1								45	G	2014
		<b>40</b>				Vale Dr		NA			40	u	201
						vale Di							