### 2015

# 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

		City of B	15101				Tru	ı alı			I/	Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		3+Axle			QC	K Factor	QK Factor	AAWDT	QW
	From:	State S	t			ZAXIC	JTANE	TITALI	ZIIali		1 actor	i actor		
11) (421) Euclid Ave	City of Bristol	0.75 <b>1300</b>		99%	0%	1%	0%	0%	0%	F	0.088	0.605	14000	G
11) (421)	To	Vance	2+											
11 \ 421 Euclid Ave	City of Bristol	0.19 <b>1400</b>		99%	0%	1%	0%	0%	0%	F	0.09	0.5	15000	G
11) (421) = 0.010	,							• , •		-				-
11 (421 Euclid Ave	City of Bristol	Bob Morriso 0.18 <b>1500</b>		99%	0%	1%	0%	0%	0%	F	0.093	0.534	16000	G
11 421 Euclid Ave	·				0 70	1 70	0 70	0 70	0 70	•	0.000	0.554	10000	u
Tuelid Aug	To- From:	SR 381 Common			0%	10/	00/	00/	00/		0.005	0.504	0500	
11) (19) Euclid Ave	City of Bristol	0.48 <b>8000</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	0.534	8500	G
	To: From:	Piedmont												
11 \ (19) Euclid Ave	City of Bristol	0.56 <b>610</b> 0	G	99%	0%	1%	0%	0%	0%	С	0.094	0.552	6500	G
<b>~ ~</b>	To: From:	Moore	St			⊒⊢								
11 (19) Lee Highway	City of Bristol	0.48 <b>1300</b>	G G	99%	0%	1%	0%	0%	0%	F	0.09	0.504	14000	G
<del></del>	To: From:	Valley	Or											
11 (19) Lee Highway	City of Bristol	1.26 <b>1200</b>		99%	0%	1%	0%	0%	0%	F	0.09	0.502	13000	G
$\mathcal{O}$	To:	I-81												
~~	From:	End State Mai								_				_
11) (19) Lee Highway	City of Bristol	1.36 <b>1400</b>	) G	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	G
<del></del>	To: From:	Bonham												
11) (19) Lee Highway	City of Bristol	0.51 <b>1700</b>	G G	98%	0%	0%	1%	0%	0%	F	0.091	0.559	17000	G
<del>\</del>	To: From:	Old Airpo	t Rd											
11 (19) Lee Highway	City of Bristol	0.68 <b>1400</b>	G	98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	G
$\sim$	To:	NCL Bri	stol											
	From:	US 11, U	S 19											
11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15 <b>330</b> 0									0.098		3300	G
~	To:	I-81 N	[											
~~	From:	US 11, U												
11) Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18 <b>430</b> 0									0.097		4300	G
~	To:	I-81 S												
ruck Truck	From:	SR 381 Commor												
11 (19) Goode St	City of Bristol	0.21 <b>120</b> 0	G	98%	0%	0%	0%	1%	0%	F	0.099	0.533	1300	G
ruck Truck	To: From:	102-3305 Pied	nont Ave											
11 \ \( \) \( \) Cumberland St	City of Bristol	0.34 <b>300</b> 0	G	98%	0%	0%	0%	1%	0%	F	0.102	0.568	3200	G
11) (19) Gambonand St	To:	Truck US 11 F		0070	0 70		070	1 /0	070	•	0.102	0.000	0200	Ŭ
ruck Truck	From	US 421 Cumb												
11) (19) Randall St	City of Bristol	0.93 <b>5900</b>	G	99%	0%	0%	0%	0%	0%	С	0.097	0.5	6300	G
$\rightarrow$	To	SR 113 Moore St;		ve										
ruck Truck	From:	Cumberla		070/	40/		00/	00/	00/	_	0.007	0.500	0000	_
11) (113) (19) Moore St	City of Bristol	0.12 8100		97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	G
~ ~ ~	To	Euclid A	ve											

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

_				_		Tru	ck			K	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
~~~	From:	State St; Tennessee State		10/		201	00/	00/		0.005	0.504	17000	
19 381 421 Commonwealth Ave	City of Bristol	0.07 <b>16000 N</b>	92%	1%	1%	0%	6%	0%	N	0.085	0.521	17000	N
Commonwealth Ave	City of Projected	US 421 Goode St	000/	10/		00/	00/	00/	F	0.005	0.501	17000	
19 (381) (421) Commonwealth Ave	City of Bristol	0.16 <b>16000 (</b>		1%	1%	0%	6%	0%	г	0.085	0.521	17000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	SR 113 Cumberland A		201		20/	00/	00/	_	0.007	0.500	10000	_
19 381 421 Commonwealth Ave	City of Bristol	0.16 <b>18000 (</b>	96%	0%	1%	0%	2%	0%	F	0.087	0.529	19000	G
	From:	SR 133 Par Sycamore									2 - 12		
(381) (421) Commonwealth Ave	City of Bristol	0.19 <b>18000 C</b>	96%	0%	1%	0%	2%	0%	F	0.088	0.542	20000	G
<del>+ 0 +</del>	From:	US 11 Euclid Ave SR 381 Commonwealth	Ave.										
19) (11) Euclid Ave	City of Bristol	0.48 <b>8000 C</b>		0%	1%	0%	0%	0%	F	0.095	0.534	8500	C
	To	Piedmont Ave											
19 11 Euclid Ave	City of Bristol	0.56 <b>6100 C</b>	99%	0%	1%	0%	0%	0%	С	0.094	0.552	6500	
	Tot												
19 (11) Lee Highway	City of Bristol	Moore St 0.48 <b>13000 C</b>	99%	0%	1%	0%	0%	0%	F	0.09	0.504	14000	(
11) Lee riigilway	only of Briston		<b>a</b> 5576	0 70	170	0 70	0 70	0 70	•	0.03	0.504	14000	`
9 11 Lee Highway	City of Bristol	Valley Dr 1.26 <b>12000 C</b>	99%	0%	1%	0%	0%	0%	F	0.09	0.502	13000	(
9 (11) Lee Highway	City of Bristor	1.20 <b>12000 C</b>	<b>1</b> 99%	0%	1%	0%	0%	0%	Г	0.09	0.502	13000	(
	From:	End State Maintenance	e										
19 (11) Lee Highway	City of Bristol	1.36 <b>14000 (</b>	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	(
	To- From:	Bonham Rd			<u> </u>								
9 (11) Lee Highway	City of Bristol	0.51 <b>17000 C</b>	98%	0%	0%	1%	0%	0%	F	0.091	0.559	17000	(
	To:	Old Airport Rd											
19 11 Lee Highway	City of Bristol	0.68 <b>14000 C</b>	98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	(
	To:	NCL Bristol											
uck Truck Truck	From:	SR 381 Commonwealth	Ave										
19) (11) (11) Goode St	City of Bristol	0.21 <b>1200 (</b>		0%	0%	0%	1%	0%	F	0.099	0.533	1300	(
	To: From:	102-3305 Piedmont A	/e										
ruck Truck	City of Bristol			0%	00/	00/	10/	00/	F	0.100	0.500	2200	(
(19) (11) (11) Cumberland St	City of Bristoi	0.34 <b>3000</b> C		0%	0%	0%	1%	0%	r	0.102	0.568	3200	(
uck Truck	From:	State St	51										
9 11 Randall St	City of Bristol	0.93 <b>5900 C</b>	99%	0%	0%	0%	0%	0%	С	0.097	0.5	6300	(
	To:	Cumberland St											
uck Truck	From:	Oakview Ave	070/	40/	40/	00/	00/	00/	_	0.007	0.500	0000	
19 (113) (11) Moore St	City of Bristol	0.12 8100 (	97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	(
		Euclid Ave			<u> </u>								
Gate City Hwy	City of Priotol (Maint: 05)	WCL Bristol	070/	00/	10/	10/	10/	00/	0	0.005	0.6	EE00	
58 \ { 421 } Gate City Hwy	City of Bristol (Maint: 95)	0.50 <b>5100 C</b>	97%	0%	1%	1%	1%	0%	С	0.095	0.6	5500	(

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

Route	Jurisdictio	nn .	Length	AADT	ΟΛ	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟW
rioute	Junsaiche	) ii				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
	City of Bristol (M	laint: 05\	2.44	IS 58; US 42	21	9	00 I Q1	for dire	ctional t	offic vo	lumo oc	timate	oc for thi		mont		
58 81	Combined Traffic Estimates for 2 Parallel	,		40000	Α	78%	1%	1%	1%	18%	1%	F	0.1		0.525	40000	Α
	Combined Traine Estimates for 21 araner	110auways on	tilis rioute.			7070	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.1	^	0.525	40000	^
	City of Bristol (M	laint: 05\	1.39	I-381		9.	00 I Q1	for dire	ctional t	offic vo	lumo oc	timate	oc for thi	2 200	mont		
58 81	Combined Traffic Estimates for 2 Parallel	,		52000	G	78%	1%	1%		18%	1%		0.083	_	0.563	54000	G
	Combined Traine Estimates for 21 araner	110auways on				7076	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.003	'	0.505	34000	
	City of Bristol (M	laint: 95\	2.13	JS 11, US 1	9	9,	oo I-81	for dire	ctional t	affic vo	luma as	timate	e for thi	c coa	mont		
58 81	Combined Traffic Estimates for 2 Parallel	,		E2000	F	78%	1%	1%	1%	18%	1%		0.093	_		55000	F
	Combined Trainic Estimates for 2 Faraner	Hoadways on				7076	1 /0	1 /0	1 /0	10 /0	1 /0	'	0.093	^	0.551	33000	
$\longrightarrow$ $\bigcap$	City of Bristol (M	lointi OE\	0.93	old Airport R	Rd		aa I 01	for dire	ctional t	offic vo	luma aa	tim ata	o for thi		mont		
58) (81)	City of Bristor (M Combined Traffic Estimates for 2 Parallel	,		40000										_		E1000	,
	Combined Trainc Estimates for 2 Parallel	Roadways on		NCL Bristol	A	78%	1%	1%	1%	18%	170	Г	0.095	А	0.539	51000	F
	From		Ramps US 5			06 4											
Ramp to I-81 S at Exit 1	City of Bristol (M	Laint: 95)	0.24	1600	<u>3 38 W</u>	90A							0.083			1600	(
36)	To:		V.= .	I-81 S									0.000				
	From	4	Ramps US 5	8 E 96B: US	S 421 W	66B											
Ramp to I-81 N at Exit 1	City of Bristol (M	laint: 95)	0.02	2800	G								0.100			2800	(
	To:			I-81 North													
East	From:	5	US 58	US 421 Eas	tbound												
58 Ramp US 58 W US 421	E to I-81 S at Exit 1 City of Bristol (M	laint: 95)	0.03	530	G								0.132			530	C
<del></del>	To	c	Ra	mp US 58 9	6A												
East	From:			US 421 Eas													
58 Ramp US 58 W US 421	E to I-81 N at Exit 1 City of Bristol (M	laint: 95)	0.14	960	G								0.138			960	(
~	10:			58 96B; US		66B											
West	From:	: 		US 421 Wes									0.00			4000	,
58 Ramp US 58 W US 421	W to I-81 S at Exit 1 City of Bristol (M	iaint: 95)	0.02	1000 58 E 96A;	G	6 A		1					0.09			1000	C
1 0	From					0A											
North 81	City of Bristol (M	Laint: 95)	0.61	SCL Bristol 20000	A	77%	1%	1%	1%	19%	1%	С	0.098			20000	ļ
01)	Combined Traffic Estimates for 2 Parallel	,			A	78%	1%	1%	1%	18%	1%	С	0.101	Α	0.545	39000	,
	-						1 /0	. 70	1 /0	10/0	1 /0	J	0.101		0.040	55000	,
lorth	To From:		•	S 421 Gate	City Hw	*											
81) (58)	City of Bristol (M	,	2.44	20000	Α	77%	1%	1%	1%	19%	1%	F	0.099			20000	,
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	Roadways on	this Route:	40000	Α	78%	1%	1%	1%	18%	1%	F	0.1	Α	0.525	40000	1
lorth	To: From:			I-381													
North (58)	City of Bristol (M	laint: 95)	1.39	29000	G	77%	1%	1%	1%	19%	1%	F	0.085			30000	(
(30)	Combined Traffic Estimates for 2 Parallel	,			G	78%	1%	1%	1%	18%	1%	F	0.083	F	0.563	54000	
	To:	:		JS 11, US 1		.0,0	1 /0	$\stackrel{\cdot }{\dashv}$	. , 5	1070	. , ,	•	3.000	•	3.000	0.000	•

			City of Bil	0101				Tru	ıck			K		Dir		
Route	Jurisdict	ion Len	gth <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	Fro	om:	US 11, US	19				017.04.0				. 45151		. 40101		
(81) (58)	City of Bristol (	Maint: 95) 2.	3 <b>27000</b>	F	77%	1%	1%	1%	19%	1%	F	0.091			27000	F
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ite: <b>53000</b>	F	78%	1%	1%	1%	18%	1%	F	0.093	Α	0.531	55000	F
N I =4I=	Fin	To:	Old Airport	Rd			$\rightarrow$									
North (58)	City of Bristol (	Maint: 95) 0.9	3 <b>24000</b>	Α	77%	1%	1%	1%	19%	1%	F	0.092			25000	Α
(61) (36)	Combined Traffic Estimates for 2 Paralle				78%	1%	1%	1%	18%	1%	F	0.095	Α	0.539	51000	Α
		То:	NCL Brist													
North	Fre	om:	I-81 Nort	h												
(81) Ramp I-81 N Exit 1	City of Bristol (			G								0.105			1900	G
$\overline{}$		To:	US 58 W, US	421 W												
North	Fn	om:	I-81 Nort													
Ramp I-81 N Exit 3 to	I-381 S City of Bristol (	Maint: 95) 0.3		G	96%	0%	1%	0%	2%	0%	F	0.116			650	G
	E		I-381 Sou													
North Ramp I-81 N Exit 5 to	US 11, US 19 City of Bristol (I	Maint: 95) 0.2	I-81 Nort	G G								0.104			4300	G
81 Hamp For IV Exit 5 to	oc 11, oc 15	To: 0.2	US 11, US									0.104			4000	ч
North	Fr	om:	I-81 Nort				i									
Ramp I-81 N Exit 7 to	Old Airport Rd City of Bristol (	Maint: 95) 0.2		G								0.087			6600	G
	· · · · · · · · · · · · · · · · · · ·	To:	Old Airport	Rd												
South	Fr	om:	SCL Brist	ol												
(81)	City of Bristol (	,			80%	1%	1%	1%	17%	1%	С	0.108			19000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ite: <b>39000</b>	Α	78%	1%	1%	1%	18%	1%	С	0.101	Α	0.545	39000	Α
South	Fr	US 5	8, US 421 Gat	e City Hy	vy		$\Box$									
(81) (58)	City of Bristol (	Maint: 95) 3.5	8 <b>20000</b>	Α	80%	1%	1%	1%	17%	1%	F	0.105			20000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ite: <b>40000</b>	Α	78%	1%	1%	1%	18%	1%	F	0.1	Α	0.525	40000	Α
		To	I-381													
South	City of Bristol (	Maint: 95) 1.2		G	80%	1%	1%	1%	17%	1%	F	0.082			24000	G
81     58	Combined Traffic Estimates for 2 Paralle	,			78%	1%	1%	1%	18%	1%	, E	0.082	F	0.563	54000	G
	Combined Traine Estimates for 21 draine	To			7070	1 70		1 /0	1070	1 /0	•	0.000	•	0.000	04000	u
South	Fro	om:	US 11, US													
81   58	City of Bristol (	,			80%	1%	1%	1%	17%	1%	F	0.099			28000	F
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Roi	ite: <b>53000</b>	F	78%	1%	1%	1%	18%	1%	F	0.093	Α	0.531	55000	F
South	Fro	To: om:	Old Airport	Rd												
(81) (58)	City of Bristol (	Maint: 95) 0.9	<b>25000</b>	Α	80%	1%	1%	1%	17%	1%	F	0.104			25000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Ro	ite: <b>49000</b>	Α	78%	1%	1%	1%	18%	1%	F	0.095	Α	0.539	51000	Α
		To:	NCL Brist	ol												
South	Fr	om:	I-81 Sout													
Ramp I-81 S Exit 1A to	O US 58, US 421 City of Bristol (			G								0.096			1500	G
<u> </u>		10: U	58 US 421 E	astbound												

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

				City of Bris	lOI												
Route		Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW
0 11		From:		Y 0.1.0				2AXI	e 3+Axle	1 I rail	21raii		Factor		Factor		
South Ramp I-81 S Exit 1B to U	10 50 110 401	City of Bristol (Ma	aint: 95) 0.33	I-81 South 1200	G								0.104			1200	G
81 Ramp I-81 S Exit 1B to I	03 30, 03 421	To:	<u>'</u>	8 US 421 We				_					0.104			1200	G
			US														
South	0.44.110.40	Prom:	-1-1-05) 0.03	I-81 South									0.440			0000	_
Ramp I-81 S Exit 5 to US	5 11; 05 19	City of Bristol (Ma	aint: 95) 0.07		G								0.112			2900	G
		10.		US 11, US 1	.9												
South		From:		I-81 S													
(81) Ramp I-81 S Exit 7 to O	ld Airport Rd	City of Bristol (Ma	aint: 95) 0.19		Α								0.118			5100	Α
$\stackrel{\smile}{}$		To:		Old Airport F	Rd												
South		From:		I-81 South													
81) Ramp I-81 S Exit 10 to F	<del>-</del> -310	City of Bristol (Ma	aint: 95) 0.11	2000	G								0.093			2000	G
$\smile$		To:		F-310													
-		From:	SR 38	1 Commonwe	alth Ave	<del></del>											
113)Cumberland St		City of Brist	ol 0.28	2200	G	98%	0%	1%	0%	1%	0%	С	0.101		0.57	2300	G
	Combined Traffic Estin	nates for 2 Parallel F	Roadways on this Route	e: <b>3000</b>	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.524	3200	G
		To:		421 Piedmon	t Ave												
		From:		Cumberland	St												
113)Piedmont Ave		City of Brist	ol 0.08	3700	G	97%	1%	1%	0%	0%	0%	F	0.095		0.507	3900	G
	Combined Traffic Estin	nates for 2 Parallel F	Roadways on this Route	e: <b>4500</b>	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4800	G
		To:		113 P, Sycam													
		From:		13 P, Sycamo								_					_
113 Piedmont Ave		City of Brist	ol 0.25		G	97%	1%	1%	0%	0%	0%	F	0.097		0.607	3800	G
<u> </u>		To:		Oakview Av													
113)Oakview Ave		City of Brist	ol 0.60	Piedmont Av	G G	97%	1%	1%	0%	0%	0%	С	0.106		0.549	2500	G
113 Oakview Ave		To:	.01 0.00	Moore St	G	31 /0	1 /0		0 /6	0 /6	0 /6	C	0.100		0.549	2300	G
Truck Truck		From:		Oakview Av	re.												
113) (11) (19) Moore St		City of Brist	ol 0.12		G	97%	1%	1%	0%	0%	0%	F	0.087		0.533	8600	G
113) (11) (13)		To:		Euclid Ave				Ť	• , •							-	-
		From:	CD 20	1 Commonwe													
1 <sub>13</sub> Sycamore St		L City of Brist			G G	98%	1%	1%	0%	0%	0%	С	0.112		0.546	890	G
113 Gycamore of	Combined Traffic Estin	,			G	98%	0%	1%		0%	0%	C	0.112	F	0.524	3200	G
	Combined Trainic Estin	To:	noadways on this nout	Piedmont Av		90%	0%	170	0%	0%	0%	C	0.103	Г	0.524	3200	G
North		Oltano de Dalinto I (MA)		1 Commonwe			00/		00/	00/	00/	_	0.405			0000	
381		City of Bristol (Ma	•		Α	96%	0%	1%	0%	2%	0%	С	0.105			8200	Α
<u> </u>	Combined Traffic Estin	nates for 2 Parallel I	Roadways on this Route		Α	96%	0%	1%	0%	2%	0%	С	0.106	Α	0.508	16000	Α
North		To: From:		I-81 Ramp to I-81	c												
North 381 N Ramp		City of Bristol (Ma	aint: 95) 0.25		G G	96%	0%	1%	0%	2%	0%	F	0.105			7200	G
381)1 001 14 11411111111111111111111111111	Combined Traffic Estin	•	Roadways on this Route		G	96%	0%	1%		2%	0%	F	0.103	Α	0.508	14000	G
	Combined Trainic Estin	ا اهادی انا کے حماطالوا ا امر	nuauways un inis Ruui	I-81 North	G	30%	U 70	1 %	U-70	∠70	U-76	Г	0.106	А	0.508	14000	G
North		From	1	I-381 North						•	•	_					_
381 Ramp I-381 N to I-81 S		City of Bristol (Ma	aint: 95) 0.31		G	96%	0%	1%	0%	2%	0%	F	0.135			740	G
<u>~</u>		To		I-81 South													

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	ı:	SR 381	Commonwe	ealth Ave			ZAXIC	OTANIC	TTTAII	ZITAII		1 40101		1 actor		
381)	City of Bristol (M	laint: 95)	1.06	7200	A	96%	0%	1%	0%	2%	0%	С	0.111			7700	Α
	Combined Traffic Estimates for 2 Parallel				A	96%	0%	1%	0%	2%	0%	C	0.106	Α	0.508	16000	Α
	To	·	yo on this Houte.	I-81		0070	0 70		0 70	270	0 /0	J	0.100	,,	0.000	10000	, ·
South	From		Ramp	From I-81	North												
381 I-381 S Ramp	City of Bristol (M	1aint: 95)	0.61	6400	G	96%	0%	1%	0%	2%	0%	F	0.111			6800	G
	Combined Traffic Estimates for 2 Parallel	Roadway	ys on this Route:	13000	G	96%	0%	1%	0%	2%	0%	F	0.106	Α	0.508	14000	G
	To			I-81 South	l												
	From	ı:	State St:	Tennessee	State Lin	e											
381) (19) (421) Commonwea	alth Ave City of Bris	stol	0.07	16000	N	92%	1%	1%	0%	6%	0%	Ν	0.085		0.521	17000	Ν
301) (19) (421)																	
Commonwood	From			421 Good		000/	1%	10/	00/	6%	00/	F	0.005		0.501	17000	
381 (19) (421) Commonwea	alth Ave City of Bris	SIOI	0.16	16000	G	92%	1%	1%	0%	6%	0%	г	0.085		0.521	17000	G
	To From		SR 1	13 Cumberl	and St												
381) (19) (421) Commonwea	alth Ave City of Bris	stol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087		0.529	19000	G
	То		SR 13	3 Par; Syca	more St			<u> </u>									
381) (19) (421) Commonwea	alth Ave City of Bris	stol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088		0.542	20000	G
001) (13) (421)	T-																
Commonwealth Ave	From City of Deig			11 Euclid	Ave <b>G</b>	069/	0%	10/	00/	20/	00/	F	0.000		0 E10	10000	G
381 Commonwealth Ave	City of Bris		0.63	<b>18000</b> Keys St; I-3:		96%	0%	1%	0%	2%	0%	Г	0.093		0.516	19000	G
		I															
0-1-0-11	From			WCL Bristo		070/	00/	40/	40/	40/	00/	_	0.005		0.0	5500	_
421 58 Gate City Hwy	City of Bristol (M	laint: 95)	0.50	5100	G	97%	0%	1%	1%	1%	0%	С	0.095		0.6	5500	G
	From			US 58; I-8 58; I-81 E													
421 Gate City Hwy	City of Bristol (M	laint: 95)	0.21	8400	G	98%	0%	0%	0%	1%	0%	С	0.102		0.61	9000	G
421	Only of Briefor (ii	iaiii. 00)	0.21			0070	0 / 0		070	1 /0	0 70	Ū	0.102		0.01	0000	_
~~	To From			Island Rd													
421 Gate City Hwy	City of Bris	stol	0.80	8700	G	98%	0%	0%	0%	1%	0%	F	0.095		0.520	9300	G
<del>~</del>	From		W US 11 N	W US 11	e; W Stat	e St											
421 (11) Euclid Ave	City of Bris	etal	0.75	13000	G	99%	0%	1%	0%	0%	0%	F	0.088		0.605	14000	G
421 11 Euclid Ave	Oity of Bris		0.75			33 76	0 70	1 /0	0 70	0 /0	0 70	'	0.000		0.005	14000	ч
~~~~ =	To From			Vance St		2221										.=	
421)(11) Euclid Ave	City of Bris	stol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09		0.5	15000	G
<del></del>			Bol	Morrison	Blvd												
421 11 Euclid Ave	City of Bris	stol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093		0.534	16000	G
$\sim$	To			E RT 11													
421 (381) (19) Commonwea	alth Ave City of Bris	stol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088		0.542	20000	G
421 (381) (19) Commonwea	Oity of Brid					55,5	0 / 0		0 / 0	_ / 0	0 / 0	•	3.000		3.0 12	_0000	~
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From	<u> </u>		3 Par Sycar													
421 (381) (19) Commonwea	alth Ave City of Bris	stol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087		0.529	19000	G
~ ~ ~	To From		SR 11	3 Cumberla	nd Ave												
421 (381) (19) Commonwea	alth Ave City of Bris	stol	0.16	16000	G	92%	1%	1%	0%	6%	0%	F	0.085		0.521	17000	G
	To	r	SR 381	Commonw	ealth Ave												

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

Route	Jurisdiction	Length AAD	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
(421)(381) (19) Commonwealth Ave	City of Bristol	State St; Tennesse 0.07 <b>1600</b>		ne 92%	1%	1%	0%	6%	0%	N	0.085		0.521	17000	N
	Τα	US 421 Go	ode St												
West (421) Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	US 421 0.07 <b>1700</b> Ramps US 58 E 96	G	96B							0.111			1700	G

						0.1.7	or Brioto	•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Bristol		From	1-			Do	ad End								
(F35)	0.60	750	R			De	au Enu				NA		NA		02/25/2013
		To	n.			De	ad End								
<u> </u>		From					and Rd							_	
1 Benham Rd	0.10	4000 To	, G	99%	0%	0%	0% L Bristol	0%	0%	F	0.097	0.696	4200	G	2015
		From	1.				tate St								
(2) Goodson St	0.36	2800	G	98%	0%	1%	1%	0%	0%	С	0.098	0.521	3000	G	2015
$\bigcup$		To	):			M	lary St								
O Internal Date	4.04	From	12			US 421 C	Gate City I	lwy					NIA		00/40/004
3 Island Rd	1.01	1500	R								NA		NA		09/13/201
3 Island Rd	0.85	1500	G			Wa	gner Rd				0.110	0.57	1500	G	2015
3 Island Rd	0.65	1500									0.110	0.57	1300	G	2013
3 Island Rd	0.12	1600	G			Nin	inger Rd				0.104	0.556	1600	G	2015
3) 1014114	0	T				Commonu	voolth Ave	Evt				0.000			
3 Island Rd	0.38	1400 From	G			Commony	vealui Ave	EXI			0.108	0.524	1400	G	2015
<u> </u>		To	):			102-8 P	ittstown F	Rd							
		From	1:				ate City I								
(4) Osborne St	0.56	930 To	G	98%	1%	1%	0%	0%	0%	С	0.103	0.546	990	G	2015
		From	1				3 Page St								
5 Commonwealth Ave Ex	d 0.33	3100	G	99%	0%	0%	eys St 0%	0%	0%	С	0.094	0.651	3300	G	2015
3		Te	)				town Rd		• , ,						
_		From	1:			Commo	nwealth A	ve							
6 Glenway Ave	0.42	3200	G	99%	1%	0%	0%	0%	0%	С	0.107	0.568	3400	G	2015
<u> </u>		To	):				mont Ave								
8 Pittstown Rd	0.45	2700	L	99%	0%	ommonwea 0%	lth Ave Ex	tension 0%	0%	С	0.094	0.669	2900	G	2015
8 Pittstown Rd	0.40	<b>2700</b>	<u> </u>	0070	0 70		and Rd	0 70	0 70		0.004	0.000	2000	ŭ	2010
		From	1:			Va	ance St								
9 Randolph Ave	0.22	2800	G	99%	0%	0%	0%	0%	0%	F	0.097	0.515	3000	G	2015
		To From	11			Wa	gner Rd				_				
(9) Randolph Ave	0.51	3600	G	99%	0%	0%	0%	0%	0%	С	0.094	0.504	3800	G	2015
		To	<u> </u>				geon Lane								
(10) Rhode Island Rd	0.35	1400	G G	97%	1%	1%	rview St 1%	0%	0%	С	0.116	0.521	1500	G	2015
10) 1 11000 1010110 110	0.00	To		0.70	. , ,		xas Ave	0,70	0,0			0.02.	.000	<u> </u>	
		From	1:			Rand	lolph Ave								
(11) Spurgeon Ln	0.12	4300	G	99%	0%	0%	0%	0%	0%	F	0.098	0.584	4500	G	2015
		To	):				nwealth A								
12 Texas Ave	0.49	2000	G G	98%	0%	Rhode 1%	Island Av	0%	0%	С	0.111	0.597	2200	G	2015
(12) Texas Ave	0.43	<b>2000</b>	· C	30 /6	0 78		alley Dr	0 /6	0 76		0.111	0.537	2200	u	2013
		From	1.				Euclid Av	ve .							
(13) Vance St	0.13	2200	G	98%	0%	1%	0%	0%	0%	С	0.104	0.578	2300	G	2015
		To From	2			Ran	dolph St				ightharpoons				
(13) Vance St	0.32	<b>750</b>	G				~				0.102	0.587	800	G	2015
		From	1:				age St ance St				_				
(13) Page St	0.12	890	G								0.101	0.516	890	G	2015
$\bigcirc$		To	):			102-4	Osborne S	St							
0-11-1-01	0.50	From				US 421 C	Sate City I	Hwy			0.000	0 = 0.5	100	_	0017
(14) Catherine St	0.58	490 To	G			102.17	3 Vanca C	t			0.099	0.583	490	G	2015
			I			102-13	3 Vance S	ι							

						Oity	of Bristol									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	ΩK	Dir actor	AAWDT	QW	Year
City of Bristol																
15 Scott St	0.23	620	G			SR 113	Piedmont A	ve			0.101	0	585	620	G	2015
Scott St	0.23	020 To				Truck US	S 11 Randal	1 St			0.101	0.	303	020	u	2013
		From		102	2-3324 1		B-TN EDG		AVEN		i					
16)	0.09	NA		102	25521, 1	02 3300 3	D TIVEDO	LINOIVI	2111211		NA			NA		
		To				Т	US 11									
		From				US 11	Euclid Ave	;								
3300) W State St	0.55	14000	G	98%	0%	1%	0%	1%	0%	С	0.082	0.	508	15000	G	2015
$\bigcirc$		To From				P	eters St									
3300) W State St	0.67	15000	G	98%	0%	1%	0%	1%	0%	F	0.083	0.	510	15000	G	2015
		To			S	R 381 Co	mmonwealtl	h Ave								
3300) State St	0.43	7900 From	G	98%	0%	1%	0%	1%	0%	F	0.106	0.	612	8400	G	2015
3300)		To			N		ther King Jr									
		From				W	State St									
Bob Morrison Blvd	0.45	3500	G	99%	0%	1%	0%	0%	0%	С	0.095	0.	533	3700	G	2015
$\mathcal{O}$		To				US 11	W Euclid Av	ve								
·		From				102-3	300 State St	i								
Piedmont Ave	0.05	4600	G	98%	0%	1%	0%	0%	0%	F	0.096	0.	525	4900	G	2015
<u> </u>		To				US 42	21 Goode St									
Diadenant A	0.15	From	<u> </u>	000/	00/		view Ave	00/	00/			0	000	0500	_	0015
Piedmont Ave	0.15	2400	G	98%	0%	1%	0%	0%	0%	С	0.11	0.	622	2500	G	2015
O =		From	<u> </u>				hland Ave									
Piedmont Ave	0.15	4600	G	98%	0%	1%	0%	0%	0%	F	0.106	0	.55	4900	G	2015
<u> </u>		10	<u> </u>			US 11	Euclid Ave	)								
O 11 0:		From	<u> </u>				US 421				<u> </u>				_	
Moore St	0.41	590	G	99%	0%	1%	0%	0%	0%	С	0.127			630	G	2015
		From					hberland St Mary St									
3307 Moore St	0.43	1400	G	99%	0%	1%	0%	0%	0%	F	0.094	0.	620	1500	G	2015
3337)		To				Oa	kview St									
		From				N	Mary St									
3308) Fairview St	0.27	3200	G	97%	1%	1%	1%	0%	0%	F	0.106	0.	642	3500	G	2015
		To				Rhode	e Island Ave									
Massachusetts Ave	0.37	2000 From	G	97%	1%	1%	1%	0%	0%	С	0.103	0.	650	2200	G	2015
3300)		To									_				-	
Massachusetts Ave	0.15	2000 From	N	97%	1%	1%	exas Ave 1%	0%	0%	N	0.103	0	650	2200	N	2015
3308) Massacriascus 71vc	0.10	2000		01 /0	1 /0			0 70	0 / 0		0.100	0.	000	2200		2010
Vinga Mill Dika	0.46	From	<u> </u>	000/	00/		lside Ave	00/	00/	F	0.092		EOC	4000		2015
3308 Kings Mill Pike	0.46	3800 To	G	98%	0%	1%	1% Valley Dr	0%	0%	Г	0.092	0.	506	4000	G	2015
		From					alley Dr									
3308) Kings Mill Pike	1.12	6000	G	98%	0%	1%	1%	0%	0%	С	0.100	0.	546	6400	G	2015
		To					Airport Rd									
3308) Kings Mill Pike	0.36	7200 From	G	98%	0%	1%	1%	0%	0%	F	0.098	0.	627	7700	G	2015
3306) 1 90 11 10	0.00	To		0070	0 70		L Bristol	0 70	0 70	•		0.	·		<b>O</b> .	
		From	1				lmont Ave									
3312) W Valley Dr	1.00	1600	G	96%	1%	1%	0%	1%	0%	F	0.106	0.	543	1700	G	2015
3312) 11 14.10) 21		To			. , ,				0 70	•		0.	0.0		<b>O</b> .	
3312) E Valley Dr	0.56	5700	L	060/	10/		Lee Highwa		<b>0</b> º/	F	0.100	0	584	6100	G	2015
E Valley Dr	0.06	5/00	G	96%	1%	1%	0%	1%	0%	Г	0.100	0.	J04	6100	G	2015
<u> </u>		From	<u> </u>				oingdon Hw									
3312) E Valley Dr	0.72	3900	G	96%	1%	1%	0%	1%	0%	С	0.089	0	.52	4200	G	2015
<u> </u>		To					s Mill Pike									
		From					; 102-1 Pitts									
3314) Island Rd	2.01	2700	G	98%	1%	1%	0%	0%	0%	F	0.094	0.	592	2900	G	2015
$\overline{}$		To	1			102-331	9 Wallace P	ike								

						City	OI DIISIO	)							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Fact	$\Delta \Delta W DT$	QW	Year
ity of Bristol		From				***	n 10.11								
314) Island Rd	0.31	4100	G	98%	1%	1%	llace Pike 0%	0%	0%	С	0.098	0.58	32 4300	G	2015
1314) ISIANG NG	0.01	To	Ĕ	30 /0	1 /0		Lee Highw		0 70		0.000	0.50	7000	a	2010
		From:					King Mill				i				
Old Airport Rd	0.96	9500	G	95%	0%	1%	1%	3%	0%	F	0.094	0.57	78 10000	G	2015
		To				Box	nham Rd								
Old Airport Rd	0.98	9500 From:	G	95%	0%	1%	1%	3%	0%	С	0.094	0.51	18 10000	G	2015
		To				1.0	1 Exit 7								
Old Airport Rd	0.20	18000	G	95%	0%	1%	1%	3%	0%	F	0.087	0.54	11 19000	G	2015
1		To					1 Lee Hwy								
		From				102-3318	Old Airpo	rt Rd							
Ramp to I-81 N at Exit 7	0.14	5000	G								0.084		5000	G	2015
<u> </u>		To				1	I-81 N								
		From				102-3318	Old Airpo	rt Rd							
318) Ramp to I-81 S at Exit 7	0.19	5400	G								0.089		5400	G	2015
$\overline{}$		To			-	]	I-81 S	-	-						
~ · · · · ·		From					land Rd								
Wallace Pike	0.33	2300	G	98%	1%	1%	0%	0%	0%	С	0.105	0.55	53 2400	G	2015
<u> </u>		To					L Bristol								
	4.07	From	Ļ	070/	00/		alley Dr	00/	00/			0.00		0	004
Old Abingdon Hwy	1.27	3700 To.	G	97%	0%	1%	0% Lee Highw	2%	0%	С	0.11	0.62	22 4000	G	2015
		From													
Clear Creek Rd	0.13	4800	L	97%	0%	1%	Lee Highw 0%	2%	0%	F	0.096	0.62	26 5200	G	2015
Glear Greek Hd	0.13	4000 To		31 /6	0 /6		L Bristol	2 /0	0 /6		0.090	0.02	5200	G	201
		From:					State St				1				
Peters St; Vance St	0.28	1800	G	98%	0%	1%	0%	1%	0%	С	0.097	0.52	25 1900	G	2015
1323)		To					Euclid Av							-	
		From			Edge	mont Ave;	Tennessee	State Li	ne						
Randall St	0.19	7700	G	98%	0%	1%	0%	1%	0%	С	0.092	0.61	11 8200	G	2015
		To			St	tate St; Ter	nnessee Sta	ate Line							
		From				US 11	Euclid Av	ve							
Piedmont Ave	0.30	1600	G	98%	0%	1%	0%	0%	0%	F	0.129	0.53	35 1700	G	2015
<u> </u>		To				102-6 0	Glenway A	ve							
Piedmont Ave	0.16	1600	G	98%	0%	1%	0%	0%	0%	F	0.105	0.55	56 1700	G	2015
		To				102-33	12 Valley	Dr							
		From				Pied	mont Ave								
3326) W Mary St	0.45	2800	G	99%	0%	1%	0%	0%	0%	С	0.096	0.5	2900	G	2015
<u> </u>		To			Truck	US 11 Ma	artin Luthe	r King Bl	vd						
W Mary St	0.14	5100 From:	G	99%	0%	1%	0%	0%	0%	F	0.098	0.56	5400	G	2015
$\mathcal{L}$		To				Go	odson St								
W Mary St	0.09	5100 From:	N	99%	0%	1%	0%	0%	0%	N	0.098	0.56	5400	N	2015
·		To					rview St								
		From				Old A	Airport Rd								-
Bonham Rd	0.32	7000	G	98%	0%	1%	0%	1%	0%	F	0.099	0.52	26 7400	G	2015
$\mathcal{L}$		To					I-81								
328) Bonham Rd	0.45	7800 From	G	98%	0%	1%	0%	1%	0%	С	0.095	0.51	16 8300	G	2015
		To					Lee Highw					·			
		From					nway Ave								
Chester St		260	G								0.144	0.68	34 280	G	2015
		To				Arliı	ngton Ave								
		From:				Sha	wnee Rd					<u> </u>			
Cheyenne Rd		170	G								0.103	0.54	16 180	G	201
		To				Sher	rwood Dr								
<del></del>															

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	()(;	K Factor	QK	Dir Factor	AAWDT	QW	Yea
V OI BIISIOI		From				Newton St							
Daniel St  Jefferson Dr  Lester St  Pearl St  Poplar St  Spring Branch Rd		390	G					0.129		0.864	420	G	201
		To				Tennessee State Line							
		From				Cherry Lane							
		330	G					0.129		0.684	350	G	2015
		To				Cedar Lane							
		From				Moore St							
		440	G					0.097		0.697	470	G	2015
		To				Russell St							
		From				Prospect Ave							
		80	G					0.128		0.52	90	G	2015
		To				Arlington Ave							
		From				Oakview Dr							
	7	70	G					0.253		0.59	70	G	2015
		To				Meadow Dr							
		From				Overlake Dr							
		40	G	•			·	0.31		0.516	47	G	2015
		To	4			Vale Dr							