### 2019

# 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	
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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)	Wve - Wve Route connector

Virginia State Route

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	11000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	F
Tuelid Aug	To- From:		Vance St	_	000/	00/	10/	00/	00/	00/		0.000		0.54.4	40000	
11 (421) Euclid Ave	City of Bristol	0.19	11000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	F
Tuelid Aug	To: Front		Morrison E		99%	00/	10/	00/	00/	00/	F	0.000	F	0.500	15000	F
11) (421) Euclid Ave	City of Bristol		14000	F		0%	1%	0%	0%	0%	г	0.096	г	0.526	15000	ı
Fuelid Ave	City of Bristol	SR 381 Co		alth Ave	99%	0%	10/	00/	00/	00/	F	0.000	F	0.515	7000	
11) (19) Euclid Ave	City of Bristoi	0.48	7300	r	99%	0%	1%	0%	0%	0%	г	0.093	г	0.515	7800	
Tuelid Aug	To: Front		dmont Av		000/	00/	10/	00/	00/	00/		0.007	F	0.50	0000	
11) (19) Euclid Ave	City of Bristol	0.56	5600	F	99%	0%	1%	0%	0%	0%	С	0.097	Г	0.56	6000	ı
	Tor- Front		Moore St		000/	00/	10/	00/	00/	00/	F	0.000	F	0.505	10000	
11) (19) Lee Highway	City of Bristol		12000	F	99%	0%	1%	0%	0%	0%	г	0.092	Г	0.505	13000	ı
— Las Historia	To: Front		/alley Dr		000/	00/	10/	00/	00/	00/		0.000	F	0.500	10000	
11 (19) Lee Highway	City of Bristol	1.26	12000 I-81	F	99%	0%	1%	0%	0%	0%	F	0.088	Г	0.539	13000	ı
	From:	End Sta	ite Maintei	nance												
11 \ (19) Lee Highway	City of Bristol	1.36	13000	F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	
<i>~ ~</i>	To: From:	Во	onham Rd													
11) (19) Lee Highway	City of Bristol	0.51	14000	F	98%	0%	0%	0%	0%	0%	F	0.105	F	0.528	15000	ı
<del>\</del>	Tos From:	Old	Airport R	ld												
11) (19) Lee Highway	City of Bristol		13000	F	98%	0%	0%	0%	0%	0%	F	0.119	Α	0.504	13000	ı
<del></del>	Te:	N	CL Bristol	l												
~~~ B	From:		11, US 19									0.000	_		0500	
Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)		<b>3500</b> I-81 N	G			1					0.098	F		3500	(
	From		11, US 19	0												
11 Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)		4500	G								0.097	F		4500	(
The state of the s	To:		I-81 S									0.007	•		.000	
ruck Truck	From:	SR 381 Co	ommonwe	alth Ave												
11) (19) Goode St	City of Bristol	0.21	1000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	1100	(
$\sim$	To: From	102-330	5 Piedmor	nt Ave			<u> </u>									
ruck Truck 11 (19) Cumberland St	City of Bristol	0.34	2500	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2700	
11) (19) Sumbonand St	To:		IS 11 Rand		JU /6	0 /0	1 /0	0 /0	0 /0	0 /0	J	0.1	'	0.504	2700	
ruck Truck	From:	US 421	Cumberla	and St												
11) (19) Randall St	City of Bristol	0.93	5700	F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	6000	
ruck Truck	To: From:	SR 113 Mod	ore St; Oal mberland S		ve											
11) (113) (19) Moore St	City of Bristol		7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	
	To:		uclid Ave													-

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

В .	1			<b>T</b> ·	_		Tru	ck			K	014	Dir	A A14/DT	. 01
Route	Jurisdiction	Length <b>AADT</b>	QA 4	Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~~~	From	State St; Tennessee Stat													
19) (381) (421) Commonwealth Ave	City of Bristol	0.07 <b>13000</b>	<b>F</b> 9	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
	To: From:	US 421 Goode St													
19 381 421 Commonwealth Ave	City of Bristol	0.16 <b>14000</b>	<b>F</b> 9	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
	To: From:	SR 113 Cumberland													
(381) (421) Commonwealth Ave	City of Bristol	0.16 <b>15000</b>	<b>F</b> 9	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
	To: From:	SR 133 Par Sycamor													
(381) (421) Commonwealth Ave	City of Bristol	0.19 <b>16000</b>	<b>F</b> 9	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	ı
<i></i>	To: From:	US 11 Euclid Ave													
9 (11) Euclid Ave	City of Bristol	SR 381 Commonwealth 0.48 <b>7300</b>		99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	7800	
9) (11) Euclid Ave	any of Endor			70 70	0 70		070	0 70	0 70	•	0.000	•	0.010	7000	
19 (11) Euclid Ave	City of Bristol	Piedmont Ave 0.56 <b>5600</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	6000	
19) (11) Euclid Ave	City of Briston	0.56 <b>5600</b>	ГЭ	1970	0%	1 70	0%	076	0%	C	0.097	Г	0.56	6000	
~~	To: From:	Moore St				<u> </u>	221		0-1	_		_		40000	
9 (11) Lee Highway	City of Bristol	0.48 <b>12000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	13000	
~ ~~	To: From:	Valley Dr													
9 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Bristol	1.26 <b>12000</b>	<b>F</b> 9	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	13000	
$\Rightarrow \Leftrightarrow$	To: From	I-81													
19 (11) Lee Highway	City of Bristol	End State Maintenar 1.36 <b>13000</b>		98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	
19) (11) Lee Highway	Oity of Briston			70 70	0 70	0 70	0 70	0 /0	0 70	•	0.102	•	0.524	10000	
~ Las Diskussa	To: From	Bonham Rd		200/	00/		00/	00/	00/	_	0.405		0.500	45000	
9 (11) Lee Highway	City of Bristol	0.51 <b>14000</b>	<b>F</b> 9	98%	0%	0%	0%	0%	0%	F	0.105	F	0.528	15000	
~ ~~	To: From:	Old Airport Rd													
9) (11) Lee Highway	City of Bristol	0.68 <b>13000</b>	<b>F</b> 9	98%	0%	0%	0%	0%	0%	F	0.119	Α	0.504	13000	
	To:	NCL Bristol													
uck Truck Truck	From:	SR 381 Commonwealth													
9) (11) (11) Goode St	City of Bristol	0.21 <b>1000</b>	<b>G</b> 9	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	1100	
uck Truck Truck	To: From:	102-3305 Piedmont A	Ave												
19) (11) (11) Cumberland St	City of Bristol	0.34 <b>2500</b>	<b>F</b> 9	98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2700	
9) (11) (11) Sumberialid St	To:	Truck US 11 Randal		70 70	0 /0		0 / 0	0 70	0 70	Ü	0.1	•	0.004	2700	
uck Truck	From:	State St													
9) (11) Randall St	City of Bristol	0.93 <b>5700</b>	<b>F</b> 9	98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	6000	
<i></i>	To:	Cumberland St													
uck Truck	City of Priotol	Oakview Ave	E ^	70/	10/	20/	00/	00/	00/	F	0.000	F	0 541	7500	
9 113 11 Moore St	City of Bristol	0.12 <b>7100</b> Euclid Ave	<b>F</b> 9	97%	1%	2%	0%	0%	0%	г	0.098	г	0.541	7500	
· - ·	100														
Coto City I how	From:	WCL Bristol	F ^	70/	00/	10/	00/	10/	00/	0	0.004	_	0.600	E000	
68 (421) Gate City Hwy	City of Bristol (Maint: 95)	0.50 <b>4700</b>	<b>F</b> 9	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	

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

Route	Jurisdictio	20	Longth	AADT	ΟΛ	4Tiro	Ruc		Tru	uck		QC	K	QK	Dir	AAWDT	OW/
rioute	Juliouldie	JII				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
(58) (81)	City of Bristol (N	faint: 95)	2.44	JS 58; US 42	21	S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s sea	ment		
(30) (61)	Combined Traffic Estimates for 2 Parallel	,		44000	Α	79%	1%	1%	1%	18%	1%		0.094	·		44000	Α
	To			I-381					.,.			-					
(58) (81)	City of Bristol (N	Maint: 95)	1.39	1-361		S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s sea	ment.		
30) (01)	Combined Traffic Estimates for 2 Parallel	,	on this Route:	62000	G	79%	1%	1%	1%	18%	1%		0.082	_		61000	G
	To	-	ı	JS 11, US 1	Q												
(58) (81)	City of Bristol (N	aint: 95)	2.13	35 11, 05 1		S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	55000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.540	56000	Α
		e.	C	Old Airport R	2d												
(58) (81)	City of Bristol (N	faint: 95)	0.93			S	ee I-81	for dire	ctional t	raffic vo	lume es	timate	es for this	s seg	ment.		
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	50000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	Α
	To	K.		NCL Bristo	1												
~~~ - · · · · · · · · · · · · · · · · ·	From		Ramps US 5			96A											
[58] Ramp to I-81 S at Exit 1	City of Bristol (M	faint: 95)	0.24	1600	G								0.083	F		1600	G
~	10	1		I-81 S													
758 Ramp to I-81 N at Exit 1	City of Bristol (M	* (aint: 95)	Ramps US 5 0.02	8 E 96B; US <b>2900</b>	G 421 W	66B							0.100	F		2900	G
Ramp to I-81 N at Exit 1	Oity of Bristoi (iv	: (35)	0.02	I-81 North									0.100	•		2300	u
East	From	r	IIS 58	US 421 Eas													
58 Ramp US 58 W US 421	E to I-81 S at Exit 1 City of Bristol (M	Maint: 95)	0.03	560	G								0.132	F		560	G
	To	c	Ra	mp US 58 9	6A												
East	From	r.	US 58	US 421 Eas	tbound												
(58) Ramp US 58 W US 421	E to I-81 N at Exit 1 City of Bristol (M	1aint: 95)	0.14	1000	G								0.138	F		1000	G
$\stackrel{\smile}{\smile}$	То	C.	Ramps US	58 96B; US	421 W (	66B											
West	From	4		US 421 Wes									0.00	_		1100	_
(58) Ramp US 58 W US 421	W to I-81 S at Exit 1 City of Bristol (M	(laint: 95)	0.02	1100 58 E 96A;	<b>G</b>	C A		_					0.09	F		1100	G
N	From					)A		_									
North 81	City of Bristol (M	[	0.61	SCL Bristol 23000	G	78%	1%	1%	1%	19%	1%	С	0.097	Α		22000	G
(81)	Combined Traffic Estimates for 2 Parallel	,			G	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	44000	G
	To T	. roudinayo					1 /0		1 70	1070	1 70	Ü	0.000	,,	0.000	11000	ŭ
North	From			S 421 Gate													
<del>(81)</del> (58)	City of Bristol (N	,	2.44	22000	Α	78%	1%	1%	1%	19%	1%	F	0.097	Α		22000	Α
~ ~	Combined Traffic Estimates for 2 Parallel	Hoadways	on this Route:	44000	Α	79%	1%	1%	1%	18%	1%	F	0.094	Α	0.593	44000	Α
North	To From	r r		I-381													
81) (58)	City of Bristol (N	1aint: 95)	1.39	31000	G	78%	1%	1%	1%	19%	1%	F	0.082	F		31000	G
	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	62000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	61000	G
	To	ic C	J	JS 11, US 1	9												

				0	ty OI DIISt					Tru	ck			K		Dir		
Route	J	urisdictio	on Le	ength	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North		From:		U	S 11, US 19	)				017.0.0				. 45151		. 4010.		
(81) (58)	City of E	Bristol (M	aint: 95) 2	2.13	28000	Α	78%	1%	1%	1%	19%	1%	F	0.09	Α		29000	Α
$\bigcirc$	Combined Traffic Estimates for 2	Parallel	Roadways on this R	loute:	55000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.540	56000	Α
NL II		To:		O	ld Airport R	d												
North (81) (58)	City of E	Bristol (M	aint: 95) (	0.93	25000	Α	78%	1%	1%	1%	19%	1%	F	0.09	Α		26000	Α
(61) (36)	Combined Traffic Estimates for 2					A	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	Α
		To:			NCL Bristol		, .	.,,	Ť	. , 0	.0,0	. , 0	•	0.002		0.02.	0.000	•
North		From:			I-81 North													
81 Ramp I-81 N Exit 1	City of E	Bristol (M	aint: 95) (	0.27	1900	G								0.105	F		1900	G
		To:		US 5	8 W, US 42	1 W												
North		From:			I-81 North													
81 Ramp I-81 N Exit 3 to	I-381 S City of E	Bristol (M	aint: 95) (	0.30	780	G	96%	0%	1%	0%	2%	0%	F	0.116	F		840	G
<u> </u>		To:			I-381 South													
North		From:	05)		I-81 North									0.404	_		4.400	_
Ramp I-81 N Exit 5 to	US 11, US 19 City of E	Bristol (Ma ™	aint: 95) (	0.22	4400	G								0.104	F		4400	G
		F			S 11, US 19	,												
North 81 Ramp I-81 N Exit 7 to	Old Airport Rd City of F	Bristol (M	aint: 95) (	0.21	I-81 North <b>6800</b>	G								0.087	F		6800	G
81 Ramp I-81 N Exit 7 to	Old Alliport Fla Olty of E	To:	ant. 95)		ld Airport R									0.007	'		0000	ч
South		From:			SCL Bristol													
81	City of E	Bristol (M	aint: 95) (	0.16	22000	Α	80%	1%	1%	1%	17%	1%	С	0.103	Α		22000	Α
	Combined Traffic Estimates for 2	•	•	loute:	45000	G	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	44000	G
		To	TIS	S 58 US	S 421 Gate	City Hw	v											
South	City of F	Bristol (M		3.58	22000		80%	1%	1%	1%	17%	1%	_	0.102	Α		22000	Α
81 (58)	Combined Traffic Estimates for 2	•	,			A	79%	1%	1%	1%	18%	1%		0.102	A	0.593	44000	A
	Combined Trainic Estimates for 2	raiallei	noadways on this n	iouie.		Α	1970	1 70	1 70	1 70	10%	170	Г	0.094	A	0.595	44000	A
South		From:			I-381													
81) (58)	,	Bristol (M	,	1.25	31000	G	80%	1%	1%	1%	17%	1%	F	0.082	F		30000	G
$\circ \circ$	Combined Traffic Estimates for 2	Parallel	Roadways on this R	loute:	62000	G	79%	1%	1%	1%	18%	1%	F	0.083	F	0.563	61000	G
Courth		To: From:		U	S 11, US 19	)												
South (81) (58)	City of E	Bristol (M	aint: 95)	1.99	27000	Α	80%	1%	1%	1%	17%	1%	F	0.099	Α		27000	Α
01) (30)	Combined Traffic Estimates for 2	`	,			A	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.540	56000	Α
		To	,		ld Airport R													
South		From:	-1-1-05)				000/	461	401	401	470/	467	_	0.404	^		00000	
81 [58]		Bristol (M		0.50	25000	A	80%	1%	1%	1%	17%	1%	-	0.101	A	0.507	26000	A
-	Combined Traffic Estimates for 2	Parallel اسط	Hoadways on this R		NCL Bristol	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.527	51000	Α
		70.																
South $(81)$ Ramp I-81 S Exit 1A to	LIS 58 LIS 421 City of F	Bristol (M	aint: 95) (	0.17	I-81 South 2700	G								0.115	F		2900	G
81) Hamp For 3 Exit IA (	7 50 50, 00 42 i Oily 0i E	To:			US 421 Eas									0.115	'		2300	G
			l .	00 00	CO TAI EdS	wullu												

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

Route	Jı	urisdiction	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South	10 50 110 404 Otto 4 D	From:	(at 05)	I-81 South									0.400	_		0000	
81 Ramp I-81 S Exit 1B to I	JS 58, US 421 City of B	Bristol (Mai ™To:	,	<b>1900</b> US 421 Wes	G								0.128	F		2000	G
South		From:	0000	I-81 South	noounu			i									
81) Ramp I-81 S Exit 5 to US	S 11; US 19 City of B	Bristol (Mai	int: 95) 0.07	3000	G								0.112	F		3000	G
$\smile$		To:	J	JS 11, US 1	9												
South	14:	From:		I-81 S									0.110			4700	
Ramp I-81 S Exit 7 to O	d Airport Rd City of B	Bristol (Mai ™	,	4700 Old Airport R	A								0.119	Α		4700	Α
South		From:		I-81 South	.u												
81) Ramp I-81 S Exit 10 to F	F-310 City of B	Bristol (Mai	int: 95) 0.11	2100	G								0.093	F		2100	G
01) "   1 1 1 1 1 1	,	To:		F-310	-												
		From:	SR 381	Commonwe	alth Ave												
113 Cumberland St	Cit	ty of Bristo	ol 0.28	2100	F	98%	0%	1%	0%	0%	0%	С	0.107	F	0.608	2200	F
	Combined Traffic Estimates for 2	Parallel R			F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2800	F
		To: From:		21 Piedmon Cumberland S													
113)Piedmont Ave	Cit	L ty of Bristo		2400	F	97%	1%	2%	0%	0%	0%	F	0.107	F	0.521	2600	F
9	Combined Traffic Estimates for 2	Parallel R	Roadways on this Route:	3000	F	97%	1%	2%	0%	0%	0%	F	0.104	F	0.501	3200	F
		To:		13 P, Sycam													
113)Piedmont Ave	Cit	tv of Bristo		3 P, Sycamo 2600	re Ave <b>F</b>	97%	1%	2%	0%	0%	0%	F	0.114	F	0.539	2700	F
113) ricumont Ave	OII	To:		Dakview Av		37 70	1 /0		0 70	0 70	0 70		0.114	•	0.555	2700	
		From:		Piedmont Av													
113 Oakview Ave	Cit	ty of Bristo	ol 0.60	1700	F	97%	1%	2%	0%	0%	0%	С	0.118	F	0.502	1800	F
Truck Truck		From:		Moore St Dakview Ave	e												
113) (11) (19) Moore St	Cit	ty of Bristo		7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	F
		To:		Euclid Ave													
		From:		Commonwe													
1 <sub>13</sub> Sycamore St		ty of Bristo		600	F	97%	0%	2%	0%	1%	0%	С	0.123	F	0.613	630	F
	Combined Traffic Estimates for 2	Parallel R			F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2800	F
		F		Piedmont Av													
North 381)	City of B	Bristol (Mai		7800	Alth Ave	96%	0%	1%	0%	2%	0%	С	0.104	Α		8200	Α
301)	Combined Traffic Estimates for 2	•	,		A	96%	0%	1%		2%	0%	C	0.103	Α	0.513	16000	Α
		To:	ioddina) o on timo riodto.	I-81		0070	0,0		0,0		0,70		000		0.0.0	.0000	
North	0:: 15	From:		np to I-81 So		000/	00/	101	00/	00/	00/	_	0.404			7000	
381 I-381 N Ramp		Bristol (Mai		6900	G	96%	0% 0%	1%	0% 0%	2%	0% 0%	F F	0.104	A	0.510	7300	G G
	Combined Traffic Estimates for 2	Tarallel H	toauways off this houte:	I-81 North	G	96%	0%	1%	0%	2%	0%	Г	0.103	Α	0.513	14000	G
North		From		I-381 North				$\overline{}$									
381) Ramp I-381 N to I-81 S	City of B	Bristol (Mai	int: 95) 0.31	950	G	96%	0%	1%	0%	2%	0%	F	0.135	F		1000	G
	,	To	,	I-81 South													

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From	SR 381	Commonwe	ealth Ave												
381)	City of Bristol (M	laint: 95) 1.06	7200	Α	96%	0%	1%	0%	2%	0%	С	0.106	Α		7700	Δ
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	Α	96%	0%	1%	0%	2%	0%	С	0.103	Α	0.513	16000	Α
	To		I-81													
outh	From		p From I-81													
1-381 S Ramp	City of Bristol (M		6600	G	96%	0%	1%	0%	2%	0%	F	0.106	Α		7100	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	96%	0%	1%	0%	2%	0%	F	0.103	Α	0.513	14000	(
	To		I-81 South	l												
	From	State St;	Tennessee	State Lin	e											
81) (19) (421) Commonwea	alth Ave City of Bris	stol 0.07	13000	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	- 1
	To	TUS	S 421 Good	e St												
81) (19) (421) Commonwea	alth Ave City of Bris		14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	
01) (10) (+21)	To		12.6. 1. 1	1.0												
881) (19) (421) Commonwea	alth Ave City of Bris		13 Cumberl 15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	
81 (19) (421 Commonwe	alli Ave City of Bris	0.10	13000	г	30 /6	0 /6	1 /0	0 /6	Z /0	0 /6	•	0.093	'	0.547	10000	
	Tor From		3 Par; Sycar										_			
81) (19) (421) Commonwea	alth Ave City of Bris	stol 0.19	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	
<del></del>	Tron	US	S 11 Euclid	Ave			-									
81 Commonwealth Ave	City of Bris	stol 0.63	15000	F	96%	0%	1%	0%	2%	0%	F	0.092	F	0.564	16000	
	To	·	Keys St; I-38	81												
	From		WCL Bristo	ol												
21 58 Gate City Hwy	City of Bristol (M	laint: 95) 0.50	4700	F	97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	5000	
	To		US 58; I-81	1												
~~	From		5 58; I-81 Ex								_		_			
21 Gate City Hwy	City of Bristol (M	laint: 95) 0.21	7500	F	98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	
<del>~</del>	To: From		Island Rd				-									
Gate City Hwy	City of Bris	otol 0.80	7500	F	98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	F
~ <i>)</i>	Τα	W US 11 N	I Euclid Ave	e; W State	e St											
~~~-	From		W US 11		2021			221			_		_		40000	
21 (11) Euclid Ave	City of Bris	stol 0.75	11000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	
~ ~	To From		Vance St													
21 \ \ 11 \ Euclid Ave	City of Bris	stol 0.19	11000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	
$\rightarrow$	Τα	Boi	b Morrison	Blvd												
21 (11) Euclid Ave	City of Bris		14000	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	15000	
<del>-</del>																
21 (381) (19) Commonwe	alth Ave City of Bris	tol 0.19	ERT 11 <b>16000</b>	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	
21 381 19 Commonwe	Oity of Bris				JU /6	0 /0	1 /0	0 /0	<b>~</b> /0	0 /0	'	0.034	'	0.554	10000	
~~~-	To From		33 Par Sycar				⊢									
.21 (381) (19) Commonwe	alth Ave City of Bris	stol 0.16	15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	
~ ~ ~	Tra	SR 11	3 Cumberla	ind Ave												
(381) (19) Commonwea	alth Ave City of Bris	stol 0.16	14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
	To		Commonwe	ealth Ave												

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle	-	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
(421) (381) (19) Commonwealth Ave	City of Bristol	State St; Tennessee 0.07 <b>13000</b> US 421 Good	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
West (421) Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	US 421 W 0.07 <b>1800</b> Ramps US 58 E 96B;	G	16B							0.111	F		1800	G

						Oity of B									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From	el .			G	141- A								
(F35) N Pinecrest Ln	0.60	750	R			Commonwea	ith Ave			NA			NA		02/25/201
		To	r			End State Mai	ntenance								
O		Fron	н			Island I									
1 Benham Rd	0.10	3700 To	F_	99%	0%	1% 0° NCL Bri		0%	F	0.103	F	0.659	4000	F	2019
		From	1.			State S									
2 Goodson St	0.36	2900	F	98%	0%	1% 19		0%	С	0.099	F	0.553	3000	F	2019
		To	00			Mary S	t								
O		Fron	n:			US 421 Gate 0	City Hwy								
(3) Island Rd	1.01	1600	G							NA			1600	G	2019
O Joland Dd	0.05	From				Wagner	Rd			0.110		0.57	1500		2010
(3) Island Rd	0.85	1500								0.110	F	0.57	1500	G	2019
3 Island Rd	0.12	1500	G			Nininger	Rd			0.104	F	0.556	1500	G	2019
(3) Island Rd	0.12	1300				<u> </u>	A E:			0.104	'	0.550	1300	u	2010
3 Island Rd	0.38	1100				Commonwealth	Ave Ext			0.112	F	0.563	1100	F	2019
	3.50	To	-			102-8 Pittsto	wn Rd				-			•	
		Fron	i:			US 421 Gate 0	City Hwy								
4 Osborne St	0.56	630	F	97%	0%	2% 0		0%	С	0.113	F	0.514	670	F	2019
<u> </u>		To	0:			102-13 Pa									
Commonwealth Ave Ex	ተ በ 33	2700		99%	0%	1% 0°		0%	С	0.108	F	0.618	2900	F	2019
5 Commonwealth Ave Ex	0.00	<b>2700</b>		3376	0 70	Pittstown		0 70		0.100	'	0.010	2300	•	2013
		From	н:			Commonwea	lth Ave								
6 Glenway Ave	0.42	3200	F	98%	1%	1% 09	% 0%	0%	С	0.105	F	0.527	3400	F	2019
		To	00			Piedmont	Ave								
8 Pittstown Rd	0.45	2400	 F	99%	0%	1% 0°		0%	С	0.094	F	0.602	2600	F	2019
8 Pittstown Rd	0.43	<b>2400</b>	:	33 /6	0 78	Island I		0 78	0	0.034	'	0.002	2000	'	2013
		Fron	ı:			Vance	St								
9 Randolph Ave	0.22	2700	F	99%	0%	1% 0°		0%	F	0.105	F	0.592	2900	F	2019
		Te Fron	x.			Wagner	Rd								
9 Randolph Ave	0.51	3500	F	99%	0%	1% 09		0%	С	0.108	F	0.547	3700	F	2019
<u> </u>		To				Spurgeon									
(10) Rhode Island Rd	0.35	1400	"	97%	1%	Fairview 2% 0°		0%	С	0.099	F	0.507	1500	F	2019
(10) Knode Island Rd	0.00	T-00		37 76	1 /0	Texas A		0 70		0.000	'	0.507	1300	•	2013
		Fron	n:			Randolph	Ave								
(11) Spurgeon Ln	0.12	4500	F	99%	0%	1% 0		0%	F	0.105	F	0.625	4800	F	2019
		To	00			Commonwea									
(12) Texas Ave	0.40	From		070/	10/	Rhode Islar		00/		0.100	_	0.564	2200	_	2010
(12) Texas Ave	0.49	2000 To	·	97%	1%	1% 1° E Valley		0%	С	0.103	F	0.564	2200	F	2019
		From	r			US 11 Eucl									
(13) Vance St	0.13	2200	F	97%	1%	1% 09		0%	С	0.09	F	0.519	2300	F	2019
$\frac{\circ}{\circ}$		To From	2.			Randolpl	St								
(13) Vance St	0.32	630	F	97%	1%	2% 09	% 1%	0%	С	0.103	F	0.612	660	F	2019
		To Fron	n:			Page S Vance									
13) Page St	0.12	620	F	96%	0%	3% 19		0%	С	0.111	F	0.606	660	F	2019
		To	00			102-4 Osbo									
<u> </u>		Fron				US 421 Gate 0						_			
(14) Catherine St	0.58	400 To	F	99%	0%	1% 09		0%	С	0.119	F	0.509	430	F	2019
		To	1			102-13 Va	ice St								

						City of Bi	3101								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From				SR 113 Piedm	ont Ave								
15) Scott St	0.23	710	G			SK 115 I ledin	SHE PEVE			0.101	F	0.585	710	G	2019
		To				Truck US 11 R	andall St								
Martin Luther King I	Plue 00	6800	F	98%	0%	US 1; Stat		0%	С	0.101	F	0.542	7200	F	2019
16 Martin Luther King Ji	DIV <b>U</b> .09	To:		90%		S 19; US 11; Cu		076		0.101	Г	0.542	7200	Г	2018
		From				US 11 Eucli	l Ave								
W State St	0.55	14000	F	99%	0%	0% 0%	6 0%	0%	С	0.091	F	0.519	15000	F	2019
<u> </u>		To:		2221	221	Peters S		221		$\supset$	_		45000		
W State St	0.67	14000	F	99%	0%	0% 0%		0%	F	0.092	F	0.561	15000	F	2019
State St	0.43	From:	G	99%	0%	0% 0%		0%	F	0.106	F	0.612	8700	G	2019
State St	0.43	To:		33 /6		Martin Luther Ki		0 /6	- '	0.100	•	0.012	8700	G	2013
		From:				W State									
Bob Morrison Blvd	0.45	3300	F	98%	0%	1% 0%		0%	С	0.124	F	0.627	3500	F	2019
<u> </u>		To:				US 11 W Euc	lid Ave								
Pindment A	0.05	From	Ļ	000/	00/	102-3300 St		00/	_	0.000	_	0.500	0500		0010
Piedmont Ave	0.05	3300 To:	F	99%	0%	1% 0% US 421 Goo		0%	F	0.096	F	0.523	3500	F	2019
		From:				Oakview A									
Piedmont Ave	0.15	1800	F	99%	0%	1% 0%	6 0%	0%	С	0.115	F	0.525	1900	F	2019
<u> </u>		From				Highland A				$\neg$					
Piedmont Ave	0.15	3600 <sub>To:</sub>	F	99%	0%	1% 0%		0%	F	0.106	F	0.571	3800	F	2019
		From				US 11 Eucli									
Moore St	0.41	470	G	98%	0%	1% 0%		0%	С	0.127	F		510	G	2019
3007		To				Cumberlan									
Moore St	0.43	1100	F	98%	0%	Mary S 1% 0%		0%	С	0.107	F	0.557	1200	F	2019
Moore St	0.43	To:		30 /6	0 /6	Oakview		0 /6		0.107	•	0.557	1200	'	2013
		From:				Mary S									
Fairview St	0.27	3500	F	96%	1%	2% 2%		0%	F	0.098	F	0.522	3700	F	2019
<u> </u>		To:				Rhode Island	l Ave			<u> </u>					
Massachusetts Ave	0.37	2000	G	96%	1%	2% 2%	6 0%	0%	С	0.103	F	0.650	2200	G	2019
		To:				Texas A									
Massachusetts Ave	0.15	2000	N	96%	1%	2% 2%	6 0%	0%	Ν	0.103	F	0.650	2200	N	2019
<u> </u>		From:				Hillside A									
3308 Kings Mill Pike	0.46	3800 To:	F	98%	0%	1% 0%		0%	F	0.097	F	0.502	4000	F	2019
		From:				E Valley Valley I									
3308) Kings Mill Pike	1.12	6000	F	98%	0%	1% 0%		0%	С	0.097	F	0.526	6400	F	2019
		To:				Old Airpor	Rd			$\Box$					
3308 Kings Mill Pike	0.36	6800	G	98%	0%	1% 0%		0%	F	0.098	F	0.627	7300	G	2019
		To				ECL Bris									
W Valley Dr	1.00	1500	F	95%	1%	Piedmont .		0%	С	0.116	F	0.554	1600	F	2019
W Valley Dr	1.00	<sub></sub>		JJ /6	1 /0			0 /0	<u> </u>		_'	0.004	1000	'	
E Valley Dr	0.56	5200 From	F	95%	1%	US 11 Lee H		0%	F	0.095	F	0.548	5500	F	2019
		To			. , ,				•		•	2.010		•	
E Valley Dr	0.72	4000 From:	F	95%	1%	Old Abingdo 3% 19		0%	С	0.095	F	0.513	4300	F	2019
,		To:		- , -		Kings Mill			-						
		From:			N	CL Bristol; 102-1	Pittston Rd					-			
3314) Island Rd	2.01	2500	F	98%	0%	1% 0%		0%	F	0.103	F	0.585	2600	F	2019
$\overline{}$		To				102-3319 Wall	ace 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	3800	F	98%	0%	1%	lace Pike 0%	0%	0%	С	0.101	F	0.61	4100	F	2019
		- 10					ee Highw				<u> </u>					
Old Airport Pd	0.06	From	F	94%	1%	102-3308	King Mill	Pike 3%	0%	F	0.092	F	0.529	9400	F	2019
Old Airport Rd	0.96	8800		94%	1 70	1 70	0%	3%	0%	Г	0.092	Г	0.529	9400	Г	2018
Old Aireant Dd	0.00	From	<u> </u>	0.40/	10/		nham Rd	00/	00/		0.007		0.505	0000		0010
Old Airport Rd	0.98	9000	F	94%	1%	1%	0%	3%	0%	С	0.087	F	0.585	9600	F	2019
		To From					1 Exit 7									
Old Airport Rd	0.20	16000	G	94%	1%	1%	0%	3%	0%	F	0.087	F	0.541	17000	G	2019
							l Lee Hwy									
Ramp to I-81 N at Exit 7	7 0 14	From	G			102-3318	Old Airpo	rt Rd			0.084	F		5300	G	2019
Ramp to I-81 N at Exit	0.14	5300 <sub>To</sub>				T	-81 N				0.004	'		3300	G	2013
		From	1			102-3318		-4 D 4			1					
Ramp to I-81 S at Exit 7	7 0.19	5600	G			102-3318	Old Alipo	n Ku			0.089	F		5600	G	2019
010) 12 / 0 · 0 · 0 · 2 / 10 /		То				]	[-81 S					•		- 500	-	
		From	:				and Rd				l					
Wallace Pike	0.33	2300	F	98%	1%	1%	0%	0%	0%	С	0.111	F	0.645	2400	F	2019
· ·		To					L Bristol									
		From				Va	ılley Dr									
Old Abingdon Hwy	1.27	3800	F	98%	0%	1%	0%	1%	0%	С	0.097	F	0.531	4000	F	2019
<u> </u>		To				US 11 I	Lee Highw	ay								
		From				US 11 I	ee Highw	ay								
321) Clear Creek Rd	0.13	5300	N	98%	1%	1%	0%	0%	0%	N	0.099	F	0.564	5600	Ν	2019
<u> </u>		To	·			NC	L Bristol									
<u> </u>		From					State St								_	
Peters St; Vance St	0.28	1600	F	98%	0%	2%	0%	0%	0%	С	0.114	F	0.527	1700	F	2019
		То				US 11	Euclid Av	e								
Dandell Ot	0.10	From	<u> </u>	000/		mont Ave;						_	0.000	0000	_	0010
Randall St	0.19	6500 To	F	98%	0%	1%	0%	0%	0%	F	0.117	F	0.639	6900	F	2019
					St	ate St; Ter					!					
Piedmont Ave	0.30	1400	F	95%	2%	US 11 2%	Euclid Av 1%	e 0%	0%	С	0.117	F	0.541	1500	F	2019
Pledmont Ave	0.30	1400		95%	270				0%	U	0.117	Г	0.541	1300	Г	2018
	0.40	From	<u> </u>	050/	401		Blenway A		00/	_			0.505	1000		0046
Piedmont Ave	0.16	1500	F	95%	1%	3%	0%	0%	0%	С	0.119	F	0.535	1600	F	2019
		10	1				12 Valley	Dr								
3326) W Mary St	0.45	From	F	98%	0%		mont Ave	0%	0%	С	0.108	F	0.536	2600	F	2019
W Mary St	0.45	2400		90%		1%				U	0.106	Г	0.556	2000	Г	2018
	0.11	From	<u> </u>	000/		US 11 Ma							0.55	4000	_	0046
W Mary St	0.14	4500	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.55	4800	F	2019
<u> </u>		From					odson St									
W Mary St	0.09	4500 <sub>To</sub>	N	98%	0%	1%	0%	0%	0%	N	0.088	F	0.55	4800	N	2019
-		То					rview St									
Ponhom Dd	0.00	From	<u> </u>	000/	00/		Airport Rd		00/		0.005	_	0.510	6000	г	0010
Bonham Rd	0.32	5900	F 	98%	0%	1%	0%	1%	0%	F	0.095	F	0.516	6200	F	2019
O Barata - B.	0.4=	From	Ļ_	0001	001		I-81	401	001				0.540	0000		001
Bonham Rd	0.45	6300 <sub>To</sub>	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.516	6800	G	2019
							Lee Highw	ay			<u> </u>					
Chapter Ct		From	ᄂ			Gler	iway Ave				0.140	_	0.677	000	_	0010
Chester St		190 To	F			A1:.	ngton Ave				0.142	F	0.677	200	F	2019
		From														
Cheyenne Rd		110	F			Sha	wnee Rd				0.138	F	0.5	120	F	2019
Oncycline nu		To				Sher	wood Dr				0.130	'	0.5	120	1	2018
						SHE	wood DI									

							_							
Route	Length	AADT	QA	4Tire	Bus	Tru		(.)(;	K	QK	Dir	AAWDT	QW	Yea
						ZAXIE 3+AXIE	1Trail 2Trail	UII	Factor		Factor			
v of Bristol		From	·I			Newton St			1					
Daniel St		230	F			Newton St			0.152	F	0.798	250	F	2019
		To				Tennessee State L	ine			•	0.700	200	•	201
		From					aric		_					
Jefferson Dr			F			Cherry Lane			0.100	F	0.705	250	F	201
		330 To				C 1 I			0.182	Г	0.705	350	Г	2019
			<u> </u>			Cedar Lane								
Lester St		From				Moore St			<u> </u>	_			_	
		170	F						0.11	F	0.615	180	F	201
		To				Russell St								
		From				Prospect Ave								
Pearl St		90	G						0.128	F	0.52	90	G	201
		To	:			Arlington Ave								
		From	:			Oakview Dr								
Poplar St		70	G						0.253	F	0.59	70	G	201
		To				Meadow Dr								
		From	:			Overlake Dr								
Spring Branch Rd		40	G			O TEHRIC DI			0.31	F	0.516	48	G	201
		To				Vale Dr			<u> </u>	•	0.010	10	J	_01