2020

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 The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- **F** Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route are reported separately by direction, as well as combined.
29	US Route
7	Virginia State Route
F241	Frontage Road (F precedes frontage route number)
600	Secondarv Route
	Special Routes
Bus 29 ALT 220	Bus - Business Route Bypas - Bypass Route Truck - Truck Route ALT - Alternate Route Wye - Wye Route connector
(1,1)	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
600 154	The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City of E	nsioi												
Route	Jurisdiction	Length AAD		4Tire	Rus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Houte	builsdiction			41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	GIV	Factor		QVV
~~~~~~	From:	State													
11 421 Euclid Ave	City of Bristol	0.75 <b>110</b>	)0 G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	G
$\bigcirc \bigcirc$	Ta	Vance	St												
11) (421) Euclid Ave	City of Bristol	0.19 970		99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	10000	G
				0070	0 /0		070	070	070	•	0.000		0.014	10000	G
	To- From	Bob Morris								_		_			_
(11) (421) Euclid Ave	City of Bristol	0.18 <b>1200</b>	)0 G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	13000	G
$\sim$	To	SR 381 Commo	nwealth Ave	2											
11 19 Euclid Ave	City of Bristol	0.48 630		99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	G
	, 														
		Piedmon		000/	00/	10/	00/	00/	00/	~	0.007	-	0.50	5000	0
(11) (19) Euclid Ave	City of Bristol	0.56 <b>490</b>	0 G	99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	5200	G
~ ~	To: From	Moore	St												
11 (19) Lee Highway	City of Bristol	0.48 1000	)0 G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	G
	Ta	Valley	D												
11 19 Lee Highway	City of Bristol	1.26 <b>110</b>		99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	G
(11) (19) Lee Highway		I.20 II00		9978	0 /8	1 /0	0 /0	0 /0	0 /0	1	0.000	1	0.559	11000	G
	From:	End State Ma													
11 19 Lee Highway	City of Bristol	1.43 <b>120</b>		98%	0%	0%	0%	1%	0%	F	0.102	F	0.524	12000	G
11 Lee Highway				0070	070		0,0	. /0	0,0	•	002	•	0.02.		0.
	Too- From:	Bonhan			<b></b>		0.01	1.41	0.01	_	a (a=	_		10000	
(11) (19) Lee Highway	City of Bristol	0.51 <b>130</b> 0	00 G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	G
$\sim$ $\sim$	Ta: From	Old Airpo	ort Rd												
11 (19) Lee Highway	City of Bristol	0.68 1200	)0 G	98%	0%	0%	0%	1%	0%	F	0.124	Α	0.581	12000	G
	To:	NCL BI	istol												
	From:	US 11, U	IS 10												
$\widetilde{11}$ Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	320									0.097	F		3400	F
11 Ramp to I-81 N at Exit 5		I-81 N									0.007			0400	
		US 11, U									0.004	_		0000	-
$\left(11\right)$ Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	360	-								0.094	F		3800	F
~	10:	I-81 Sc	outh												
Truck Truck	From:	SR 381 Commo	nwealth Ave												
11 19 Goode St	City of Bristol	0.21 <b>900</b>	) G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	G
$\bigcirc \bigcirc$	To: From:	102-3305 Piec	imont Ave												
Truck Truck										-		_			
$\{11\}$ $\{19\}$ Cumberland St	City of Bristol	0.34 <b>220</b>		98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2300	G
	To: From:	Truck US 11													
Truck Truck		US 421 Cum		000/	00/	10/	00/	10/	00/	0	0.000	г	0 5 4 0	5000	0
11 19 Martin Luther King Jr., Blvd	City of Bristol	0.93 490		98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	5200	G
	10: From:	SR 113 Moore St Cumberla		ve											
Truck Truck	City of Bristol	0.12 <b>620</b>		97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G
11 113 19 Moore St		U.12 620 Euclid		5170	170	270	0 /0	0 %	0 %	Г	0.090	1-	0.041	0500	a
		Eucha	Ave												

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Route	Jurisdiction	Length AADT C	<b>QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	State St; Tennessee State	e Line											
(19) (381) (421) Commonwealth Ave	City of Bristol	0.07 11000	<b>G</b> 95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
	Tar From	US 421 Goode St			i									
(19) $(381)$ $(421)$ Commonwealth Ave	City of Bristol		<b>G</b> 95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G
	Tai	CD 112 Cumberland												
(19) (381) (421) Commonwealth Ave	City of Bristol	SR 113 Cumberland A 0.16 <b>13000</b>	<b>G</b> 96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G
(19) (381) (421) ecimiente anti-rite	•			0,0	. /0	0 /0	0 /0	070	•	0.000	•	0.017	11000	ŭ
Carl Commonwealth Ave		SR 133 Par Sycamore		00/	10/	09/	00/	00/	г	0.004	F	0 554	14000	0
(19) (381) (421) Commonwealth Ave	City of Bristol	0.19 <b>13000</b> US 11 Euclid Ave	<b>G</b> 96%	0%	1%	0%	3%	0%	г	0.094	F	0.554	14000	G
	From:	SR 381 Commonwealth												
19 (11) Euclid Ave	City of Bristol		<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	G
	To													
19 11 Euclid Ave	City of Bristol	Piedmont Ave           0.56 <b>4900</b>	G 99%	0%	1%	0%	0%	0%	С	0.097	F	0.56	5200	G
19 (11) Euclid Ave			<b>G</b> 0078	0 /0	. /0	070	0 /0	0 /0	0	0.007		0.00	0200	u
		Moore St	0 000/	00/	10/	0.02/	00/	00/	F	0.000	F	0 505	11000	0
19 (11) Lee Highway	City of Bristol	0.48 10000	<b>G</b> 99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	G
~~~~	From	Valley Dr												
(19) (11) Lee Highway	City of Bristol		G 99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	G
$\sim \sim$	To: From:	I-81												
19 (11) Lee Highway	City of Bristol	End State Maintenan 1.43 12000	G 98%	0%	0%	0%	1%	0%	F	0.102	F	0.524	12000	G
19 (11) Lee Highway			u 0070	070	0/0	070	170	070	•	0.102		0.024	12000	ŭ
		Bonham Rd	• • • • • • •	00/		00/	10/	00/	-	0.405	_	0.500	10000	~
(19) (11) Lee Highway	City of Bristol	0.51 13000	G 98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	G
~~~~~~	To: From	Old Airport Rd												
19 (11) Lee Highway	City of Bristol		<b>G</b> 98%	0%	0%	0%	1%	0%	F	0.124	А	0.581	12000	G
$\bigcirc \bigcirc$	To:	NCL Bristol												
Truck Truck Truck	From:	SR 381 Commonwealth												
(19) $(11)$ $(11)$ Goode St	City of Bristol	0.21 900	<b>G</b> 98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	G
	To	102-3305 Piedmont A	Ave						_		_			
Truck Truck Truck	City of Bristol	0.34 2200	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.1	F	0.584	2300	G
		Truck US 11 Randall		0 /0	. /0	070	0 /0	0 /0	0	0.1		0.004	2000	u
Truck Truck	From:	State St												
19 $11$ Martin Luther King Jr., Blvd	City of Bristol	0.93 <b>4900</b>	<b>G</b> 98%	0%	1%	0%	1%	0%	С	0.092	F	0.548	5200	G
$\bigcirc \bigcirc$	To:	Cumberland St												
Truck Truck		Oakview Ave	• • • • • • • • •	10/		00/	00/	00/	-	0.000	-	0 5 4 4	0500	~
19 113 11 Moore St	City of Bristol		<b>G</b> 97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G
	10,	Euclid Ave												
	From:	WCL Bristol	0 070/	00/	10/	0.9/	10/	00/	0	0.001	г	0.000	4000	0
58 421 Gate City Hwy	Washington County		<b>G</b> 97%	0%	1%	0%	1%	0%	С	0.091	F	0.663	4300	G
	10.	I-81; US 421												

	Annu	ual Average Daily Traffic	ngineering 2020	a Divisi Stimat	on	ection c	of Rou	ite								
Route	Jurisdictior	n Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		JS 58; US 42	21												
(58) (81)	City of Bristol (Ma	,				ee I-81		ectional ti		lume es	timate	es for this	segn	nent.		
Combined Traffic Estimation	ates for 2 Parallel F	Roadways on this Route	39000	Α	77%	1%	1%	1%	19%	1%	F	0.098	А	0.532	39000	Α
	To: From:		I-381													
58 (81)	City of Bristol (Ma	aint: 95) 1.39			Se	e I-81	for dir	ectional t	affic vo	lume es	stimate	es for this	segn	nent.		
Combined Traffic Estimation	ates for 2 Parallel F	Roadways on this Route	51000	F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	F
	To		US 11, US 1	9												
(58) (81)	City of Bristol (Ma		00 11, 00 1	/	Se	e I-81	for dir	ectional t	affic vo	lume es	timate	es for this	sean	nent.		
Combined Traffic Estim		Roadways on this Route	47000	Α	77%		1%			1%	F			0.517	48000	А
	т.	-			,.											
	City of Bristol (Ma		Old Airport R	a	S	ا ₂ 81 مد	for dir	ectional t	affic vo	ارسم مع	timate	e for this	sean	nont		
(58) (81) Combined Troffic Ectim	•	Roadways on this Route	45000	Α	77%	1%	1%		19%	1%	F	0.096	Ŭ	0.508	46000	А
Combined franc Estim		nuauways on this nutle	NCL Bristol		11/0	1 /0	1 /0	1 /0	1970	1 /0	'	0.090	~	0.508	40000	A
	From	D LIG			064											
58 Ramp to I-81 S at Exit 1	City of Bristol (Ma	<u> </u>	58 E 96A; U 1700	<u>5 58 W</u>	96A							0.099	F		1800	F
[58] Ramp to I-81 S at Exit 1		anii. 33) 0.24	I-81 South	Г								0.099	1		1000	'
	Firme															
58 Ramp to I-81 N at Exit 1	City of Bristol (Ma		58 E 96B; US 1800	<u>5 421 W</u> F	66B 78%	1%	1%	1%	18%	1%	F	0.093	F		1900	F
58 Ramp to I-81 N at Exit 1		anit. 33) 0.02	I-81 North	Г	1078	1 /0	1 /0	1 /0	10 /0	1 /0		0.035	1		1300	
	From			4 1												
East f_{58} Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Ma		US 421 Eas 460	G								0.132	F		460	G
58 Ramp US 58 W US 421 E to I-81 S at Exit 1		-	400 amp US 58 9									0.152	1		400	G
	From:															
East f_{58} Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Ma		US 421 Eas 830	tbound G								0.138	F		830	G
(58) Ramp US 58 W US 421 E to I-81 N at Exit 1			58 96B; US		6B							0.150	1		030	G
	From				JOD											
West $\overline{58}$ Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Ma		US 421 Wes 900	G								0.09	F		900	G
58 Ramp US 58 W US 421 W to I-81 S at Exit 1			5 58 E 96A;		5A							0.03	1		300	u
	From	Kamps O			011											
North (81)	City of Bristol (Ma	aint: 95) 0.61	SCL Bristol 20000	G	78%	1%	1%	1%	19%	1%	С	0.097	А		19000	G
	•	,				1%	1%		19%	1%	c	0.097		0.509	39000	G
		Roadways on this Route		G	77%	1 70	170	1 70	1370	1 70	U	0.095	А	0.509	39000	a
North	To: From:	US 58, U	JS 421 Gate	City Hw	у											
	City of Bristol (Ma	aint: 95) 2.44	20000	Α	78%	1%	1%	1%	19%	1%	F	0.100	А		20000	А
	ates for 2 Parallel F	Roadways on this Route	39000	Α	77%	1%	1%	1%	19%	1%	F	0.098	А	0.532	39000	А
	To:		I-381													
North	From:			_	0.051	0.51		6 -1	0.51	0.5.1	_	0.000	_		07000	_
81 58	City of Bristol (Ma		27000	F	96%	0%	1%		3%	0%	F	0.089	F		27000	F
Combined Traffic Estim		Roadways on this Route		F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	F
	To:		US 11, US 1	9												

Boute Jurisdiction Length AADT QA 4Tire Buse Cruck
Si City of Bristol (Maint: 95) 2.13 24000 A 78% 1% 1% 1% 1% F 0.094 A 25000 A North Image: City of Bristol (Maint: 95) 0.33 22000 A 77% 1% 1% 1% 1% F 0.094 A 0.517 48000 A North City of Bristol (Maint: 95) 0.33 22000 A 77% 1%
North City of Bristol (Maint: 95) 0.30 2000 A 77% 1%
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North B1 City of Bristol (Maint: 95) 0.93 22000 A 78% 1% 1% 1% 1% F 0.093 A 23000 A Worth B1 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 77% 1% 1% 1% 1% F 0.093 A 0.508 46000 A North B1 Ramp I-81 N Exit 1 City of Bristol (Maint: 95) 0.27 1700 F 0.106 F 1800 F North B1 Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.30 690 F 0.106 F 1800 F North B1 Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.30 690 F 0.122 F 740 F North B1 Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.212 Stoth E 0.015 F 3800 F North B1 Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 S
North North <th< td=""></th<>
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Barney I-81 N Exit 1 City of Bristol (Maint: 95) 0.27 1700 F 0.106 F 1800 F North Te US 58 W, US 421 W 0.106 F 1800 F 1800 F North Te US 58 W, US 421 W 0.106 F 1800 F North Te I-81 North 0.102 F 740 F North Te I-381 South 0.122 F 740 F North Te I-381 South 0.122 F 740 F North Te I-381 South 0.122 F 740 F North Te I-381 North 0.122 F 740 F North Te I-381 North 0.095 F 3800 F North Te US 11, US 19 0.22 3600 F 0.106 F 5900 F North Te Old Airport Rd I-81 North I I I I F 5900 F South
North (8) Final (1-81 North) I-81 North 0.122 F 740 F North (8) Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.30 690 F 0.122 F 740 F North (8) To I-381 South 0.122 F 740 F North (8) To I-81 North 0.122 F 740 F North (8) Ramp I-81 N Exit 5 to US 11, US 19 City of Bristol (Maint: 95) 0.22 3600 F 0.095 F 3800 F North (8) Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F South (81) Fore I-81 North I I I F 5900 F To Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F To Old Airport Rd City of Bristol (Maint: 95) 0.16 19000 A<
North (81) Famp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.30 690 F 0.122 F 740 F North (81) Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.22 3600 F 0.122 F 740 F North (81) Ramp I-81 N Exit 5 to US 11, US 19 City of Bristol (Maint: 95) 0.22 3600 F 0.095 F 3800 F North (81) Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F South (81) Teo Issued
81 Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95) 0.30 690 F 0.122 F 740 F North I-381 South I-381 South I-381 South I-381 South I <td< td=""></td<>
North Free I-381 South 81 Ramp I-81 N Exit 5 to US 11, US 19 City of Bristol (Maint: 95) 0.22 3600 F 0.095 F 3800 F North To US 11, US 19 0.1 F 5900
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $
Tor US 11, US 19 North Free: I-81 North 81 Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F South Tor Old Airport Rd 0.1 F 5900 F South Tor Old Airport Rd 0.1 F 2000 A South City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 1% 2% C 0.109 A 20000 A
North 81 Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F South (81) To Old Airport Rd 0.1 F 5900 F South (81) City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 19% 2% C 0.109 A 20000 A
Bamp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95) 0.21 5500 F 0.1 F 5900 F South (81) South (81) City of Bristol (Maint: 95) 0.1 F 5900 F Old Airport Rd South (81) City of Bristol (Maint: 95) 0.1 F 5900 F Old Airport Rd South (81) City of Bristol (Maint: 95) 0.1 F 5900 F South (81) City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 1% 9% C 0.109 A 20000 A
To: Old Airport Rd South SCL Bristol (81) City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 19% 2% C 0.109 A 20000 A
South SCL Bristol (81) City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 19% 2% C 0.109 A 20000 A
City of Bristol (Maint: 95) 0.16 19000 A 77% 1% 1% 19% 2% C 0.109 A 20000 A
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 G 77% 1% 1% 1% 1% 1% 1% C 0.095 A 0.509 39000 G
US 58, US 421 Gate City Hwy
South
(81) (58) City of Bristol (Maint: 95) 3.58 19000 A 77% 1% 1% 19% 2% F 0.107 A 19000 A (81) (58) 0
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 77% 1% 1% 1% 1% 1% F 0.098 A 0.532 39000 A
South I-381
(81) (58) City of Bristol (Maint: 95) 1.25 24000 F 78% 1% 1% 1% 1% F 0.081 F 24000 F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 F 87% 1% 1% 1% 1% 1% F 0.084 F 0.528 51000 F
South Too US 11, US 19
South (81) (58) City of Bristol (Maint: 95) Combined Traffic Estimates for 2 Parallel Paedways on this Poute: 47000 A 77% 1% 1% 1% 1% 1% 1% 5% F 0.103 A 23000 A
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 A 77% 1% 1% 1% 1% 1% F 0.096 A 0.517 48000 A
Did Airport Rd
South
(81) (58) City of Bristol (Maint: 95) 0.50 22000 A 77% 1% 1% 19% 2% F 0.105 A 22000 A (81) (58) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 77% 1% 1% 19% 2% F 0.105 A 22000 A
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 A 77% 1% 1% 1% 1% 1% F 0.096 A 0.508 46000 A
South From I-81 South
South Image: Point South (81) Ramp I-81 S Exit 1A to US 58, US 421 City of Bristol (Maint: 95) 0.17 1100 F 0.124 F 1100 F
US 58 E, Gate City Hwy

		01	ty of Bristol	"												
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		-	ıck		QC	K	QK	Dir	AAWDT	QW
							2Axle	e 3+Axle	1Trail	2Trail		Factor	-	Factor		
South	From		I-81 South								_		_			_
(81) Ramp I-81 S Exit 1B to I	US 58, US 421 City of Bristol (N	,	670	F	63%	2%	2%	1%	31%	1%	С	0.103	F		700	F
\smile	То	US 58	W, Gate City	Hwy												
South	From		I-81 South													
$\left(\overline{81}\right)$ Ramp I-81 S Exit 5 to US	S 11; US 19 City of Bristol (N	laint: 95)	2800	F								0.104	F		3000	F
\smile	To	Ľ	US 11, US 19													
South	From	c	I-81 S													
(81) Ramp I-81 S Exit 7 to Ol	ld Airport Rd City of Bristol (N	laint: 95) 0.19	4000	Α								0.125	А		4000	А
	То		ld Airport Rd													
South	From		I-81 South													
(81) Ramp I-81 S Exit 10 to F	-310 City of Bristol (N		1300	F								0.100	F		1400	F
			310 Exit 10 R									0.100	•		1400	'
	-															
			Commonwealt		000/	00/	10/	00/	00/	00/	0	0 107	-	0.000	1000	0
113 Cumberland St	City of Bris		1800	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.608	1900	G
\sim	Combined Traffic Estimates for 2 Parallel		2300	G	98%	0%	1%	0%	0%	0%	С	0.105	F	0.58	2500	G
	To		21 Piedmont A													
(113)Piedmont Ave	City of Bris		umberland St 2100	G	97%	1%	2%	0%	0%	0%	F	0.107	F	0.521	2200	G
113 Fledinonit Ave	-										г -		г –			
	Combined Traffic Estimates for 2 Parallel	,	2600	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.501	2800	G
	10 From		3 P, Sycamore 3 P, Sycamore													
(113)Piedmont Ave	City of Bris		2200	G	97%	1%	2%	0%	0%	0%	F	0.114	F	0.539	2400	G
113) riedmont Ave			Dakview Ave	G	31 /6	1 /0	2 /0	0 /8	0 /8	0 /8	'	0.114		0.555	2400	u
	From		iedmont Ave													
(113)Oakview Ave	City of Bris		1500	G	97%	1%	2%	0%	0%	0%	С	0.118	F	0.502	1600	G
	То		Moore St	•		.,.		• / •	• / •		-					
Truck Truck	From	(Dakview Ave													-
(113) (11) (19) Moore St	City of Bris	tol 0.12	6200	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G
	To		Euclid Ave													
	From	SR 381	Commonwealt	th Ave												
(113)Sycamore St	City of Bris		520	G	97%	0%	2%	0%	1%	0%	С	0.123	F	0.613	550	G
(1)3 Cyclamore St	Combined Traffic Estimates for 2 Parallel		2300	G	98%	0%	1%		0%	0%	c	0.105	F	0.58	2500	G
			iedmont Ave	G	90 /6	0 /0	1 /0	0 /0	0 /8	0 /6	U	0.105	'	0.56	2300	G
	-															
North			Commonwealt		000	00/		00/	001	00/	0	0.11			7000	•
381	City of Bristol (M		6600	Α	96%	0%	1%	0%	3%	0%	С	0.11	A		7000	A
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	96%	0%	1%	0%	2%	0%	С	0.11	A	0.527	13000	A
	To		I-81	.1	_						_					
North			np to I-81 Sout		99%	0.0/	10/	10/	00/	0.9/	C	0.000	F		6100	E
381 I-381 N Ramp	City of Bristol (M		5800	F		0%	1%	1%	0%	0%	C	0.092			6100	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	89%	0%	1%	1%	9%	1%	F	0.11	A	0.527	12000	F
	To		I-81 North													
North	From		I-381 North													
(381) Ramp I-381 N to I-81 S	City of Bristol (N	laint: 95) 0.31	880	F								0.111	F		930	F
\checkmark	То		I-81 South													

		0		101												
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bue		Tru	ck		QC	K	QK	Dir	AAWDT	$\cap W$
lioute	Juisacti	Eeligiii	AADT	GA	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	GI	Factor		QVV
South	From	ⁿ SR 381	Commonwe	ealth Ave												
381)	City of Bristol (N	laint: 95)	6000	Α	96%	0%	1%	0%	2%	0%	С	0.113	А		6400	А
	Combined Traffic Estimates for 2 Paralle		13000	Α	96%	0%	1%	0%	2%	0%	С	0.11	А	0.527	13000	А
			I-81		0070	070		0,0	270	070	Ŭ	0.11		0.027	10000	
South	From	ⁿ Ramı	From I-81	North												
(381)I-381 S Ramp	City of Bristol (N		5400	F	78%	1%	1%	1%	18%	1%	F	0.113	А		5700	F
381 1 66 1 6 1 14111	Combined Traffic Estimates for 2 Paralle			F	89%	0%	1%	1%	9%	1%	F	0.093	F	0.515	12000	F
	Combined Tranc Estimates for 2 Parallel	Roadways on this Route.		Г	69%	0%	1%	170	9%	1%	Г	0.093	Г	0.515	12000	Г
		-	I-81 South													
\frown	Fron		Tennessee S													
(381) (19) (421) Commonwe	ealth Ave City of Bris	stol 0.07	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	T	-	5 421 Goode	s St												
(381) (19) (421) Commonw	ealth Ave City of Bris	1.4	12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G
381 [19] [421] Commonw	ealth Ave City of Dia	0.10	12000	a	3378	0 /8	1 /0	0 /0	4 /0	0 /8	'	0.035	'	0.545	10000	u
	To From	SR 1	13 Cumberla	and St												
(381) (19) (421) Commonwe	ealth Ave City of Bris	stol 0.16	13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G
	- - 	CD 12	3 Par; Sycar	mana Ct			<u> </u>									
	From City of Priv	n*#	/ 2		96%	0%	10/	00/	3%	0%	F	0.004	F	0 554	14000	0
(381) (19) (421) Commonwe	ealth Ave City of Bris	stol 0.19	13000	G	96%	0%	1%	0%	3%	0%	г	0.094	F	0.554	14000	G
\diamond \rightarrow \rightarrow	To From	US	11 Euclid A	Ave												
(381)Commonwealth Ave	City of Bris	stol 0.63	13000	G	96%	0%	1%	0%	3%	0%	F	0.092	F	0.564	14000	G
	Ţ		Keys St; I-38	31												
381 Commonwealth Ave City of Bristol 0.63 13000 G 96% 0% 1% 0% 3% 0% F 0.092 F 0.564 14000 G Free: WCL Bristol																
Costo City I hung	Machington				97%	0%	1%	0%	10/	0%	0	0.001	F	0.663	4300	0
421 58 Gate City Hwy	Washington (Jounty	4100	G	97%	0%	1%	0%	1%	0%	С	0.091	Г	0.003	4300	G
~ ~	14 Eron		US 58; I-81													
Costo City Llun	City of Printol (58; I-81 Ex		000/	00/	10/	00/	10/	00/	0	0.000	F	0 5 4 7	0000	0
(421) Gate City Hwy	City of Bristol (N	Maint: 95) 0.21	7600	G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	G
~	To From	12 17	Island Rd													
(421) Gate City Hwy	City of Bris	stol 0.80	7600	G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.547	8000	G
(421)	Ţ	w US 11 N	Euclid Ave	; W Stat	e St											
	From	n:	W US 11													
421 11 Euclid Ave	City of Bris	stol 0.75	11000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	G
																
	Fran		Vance St		000/	00/		00/	00/	00/	-	0.000	-	0.544	10000	0
(421) (11) Euclid Ave	City of Bris	stol 0.19	9700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	10000	G
~~~~		Bol	o Morrison I	Blvd												
421 11 Euclid Ave	City of Bris		12000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	13000	G
	, -			-												
	To From	n	E RT 11	-		0.01		0.04			_		_			
{421}(381) {19} Commonwe	ealth Ave City of Bris	stol 0.19	13000	G	96%	0%	1%	0%	3%	0%	F	0.094	F	0.554	14000	G
$\rightarrow$ $\rightarrow$ $\rightarrow$	Т		3 Par Sycan	nore St												
(421)(381) (19) Commonwe	ealth Ave City of Bris		13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G
								- / •	270	- / -						-
$\sim\sim\sim$	To From	1.8	3 Cumberla													
{421}(381) {19} Commonwe			12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G
$\rightarrow \bigcirc \bigcirc$	Т	SR 381	Commonwe	ealth Ave												

	V Annual Average I	Daily Traffic Vo	ineering 2020	Divisi stimat	on		of Route	9								
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•••		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	State St; Te	ennessee S	tate Lin	e											
(421)(381) (19) Commonwealth Ave	City of Bristol	0.07	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
	To:	US 4	21 Goode	St												
West	From:	U	IS 421 W													
(421) Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1500	G								0.111	F		1500	G
$\smile$	To:	Ramps US 5	8 E 96B; U	JS 58 90	бB											

		٨٥٩			Traf	Department of Tr fic Engineering 2020 raffic Volume Es	Divisio	n	tion o	f Douto					
		Ann	iuai Av	/erage L	Jally Ir	City of Bristo		S By Sec	tion o	r Route					
Route	Length	AADT	QA	4Tire	Bus	Tru	-		QC	K	QK	Dir Faatar	AAWDT	QW	Year
<u>City of Bristol</u>						2Axle 3+Axle	TTAI	21rali		Factor		Factor			
	0.60	From: <b>750</b>	R			Commonwealth A	ve			NA			NA		02/25/2013
F35 N Pinecrest Ln	0.00	7 <b>50</b> To:	n			End State Maintena	unce						INA		02/23/2013
		From:				Island Rd									
1 Benham Rd	0.10	<b>3200</b>	G	99%	0%	1% 0% NCL Bristol	0%	0%	F	0.103	F	0.659	3400	G	2020
		From:				State St									
2 Goodson St	0.36	2500	G	98%	0%	1% 1%	0%	0%	С	0.099	F	0.553	2600	G	2020
		To: From:				Mary St									
(3) Island Rd	1.01	1300	G			US 421 Gate City I	łwy			NA			1300	G	2020
$\bigcirc$		Tor				Wagner Rd									
(3) Island Rd	0.85	1200	G							0.110	F	0.57	1200	G	2020
		To: Fram				Nininger Rd					_				
(3) Island Rd	0.12	1200	G							0.104	F	0.556	1200	G	2020
(3) Island Rd	0.38	From: 990	G			Commonwealth Ave	e Ext			0.112	F	0.563	990	G	2020
		Tor				102-8 Pittstown F	Rd				-				
		From:		0 <b>-</b> /	<i>i</i>	US 421 Gate City H		<b></b>			_			_	
4 Osborne St	0.56	540 To:	G	97%	0%	2% 0% 102-13 Page St	1%	0%	С	0.113	F	0.514	580	G	2020
		From:				Keys St				1					
(5) Commonwealth Ave Ex	t 0.33	2400	G	99%	0%	1% 0%	0%	0%	С	0.108	F	0.618	2500	G	2020
		To: From:				Pittstown Rd									
6 Glenway Ave	0.42	2700	G	98%	1%	Commonwealth A 1% 0%	0%	0%	С	0.105	F	0.527	2900	G	2020
		To:				Piedmont Ave									
8 Pittstown Rd	0.45	From: 2100	G	99%	Co 0%	mmonwealth Ave Ex 1% 0%	ttension 0%	0%	С	0.094	F	0.602	2300	G	2020
8 Pittstown Rd	0.43	<b>2100</b> To:	G	3378	0 /8	I 78 078 Island Rd	078	0 /8	0	0.034	1	0.002	2000	u	2020
		From:				Vance St									
9 Randolph Ave	0.22	2400	G	99%	0%	1% 0%	0%	0%	F	0.105	F	0.592	2500	G	2020
9 Randolph Ave	0.51	Tor From: 3000	G	99%	0%	Wagner Rd 1% 0%	0%	0%	С	0.108	F	0.547	3200	G	2020
(9) Randolph Ave	0.51	<b>3000</b> To:	G	3378	0 /8	Spurgeon Lane	078	0 /8	0	0.100	1	0.547	5200	u	2020
		From:				Fairview St									
(10) Rhode Island Rd	0.35	1200 To:	G	97%	1%	2% 0% Texas Ave	0%	0%	С	0.099	F	0.507	1300	G	2020
		From				Randolph Ave				1					
(11) Spurgeon Ln	0.12	3900	G	99%	0%	1% 0%	0%	0%	F	0.105	F	0.625	4100	G	2020
$\smile$		To				Commonwealth A									
(12) Texas Ave	0.49	From: 1800	G	97%	1%	Rhode Island Av 1% 1%	e 0%	0%	С	0.103	F	0.564	1900	G	2020
		To:		.,.	.,.	E Valley Dr	- / -	- / -	-		-				
		From:		0.704		US 11 Euclid Av		<b></b>			_			_	
(13) Vance St	0.13	1900	G	97%	1%	1% 0%	0%	0%	С	0.09	F	0.519	2000	G	2020
(13) Vance St	0.32	540	G	97%	1%	Randolph St 2% 0%	1%	0%	С	0.103	F	0.612	580	G	2020
		To:				Page St			-						
(13) Page St	0.12	From: 540	G	96%	0%	Vance St 3% 1%	0%	0%	С	0.111	F	0.606	570	G	2020
		To:				102-4 Osborne S			-						
Cotherine Ct	0.50	From:		000/	00/	US 421 Gate City H		00/	<u>_</u>	0.110	-	0.500	070	~	0000
(14) Catherine St	0.58	350 To:	G	99%	0%	1% 0% 102-13 Vance S	0% t	0%	С	0.119	F	0.509	370	G	2020

						City of Bri	Stol								
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From:				SR 113 Piedmo	ont Ave			-					
(15) Scott St	0.23	590	G			SK 115 Fiedino	int Tive			0.101	F	0.585	590	G	2020
		To:				Truck US 11 Ra	ndall St								
	<b>D</b> I 1	From:		000/	0.01	US 1; State		00/			-	0 5 4 0		0	
(16) Martin Luther King Jr	Bivd	5900 To:	G	98%	0%	0% 0% S 19; US 11; Cun		0%	С	0.101	F	0.542	6300	G	2020
		From:			0,	US 11 Euclid				1					
(3300) W State St	0.55	12000	G	99%	0%	0% 0%		0%	С	0.091	F	0.519	13000	G	2020
(0000)		To				Peters St									
(3300) W State St	0.67	12000	G	99%	0%	0% 0%		0%	F	0.092	F	0.561	13000	G	2020
		To			S	R 381 Commonw	ealth Ave								
(3300) State St	0.43	6900	G	99%	0%	0% 0%		0%	F	0.106	F	0.612	7500	G	2020
		To:			l	Martin Luther Kin	ıg Jr Blvd								
		From:				W State S	ŝt								
(3301) Bob Morrison Blvd	0.45	2900	G	98%	0%	1% 0%	。 0%	0%	С	0.124	F	0.627	3100	G	2020
		To:				US 11 W Eucli	id Ave								
	0.05	From		0001	001	102-3300 Sta		00/	F	0.000	_	0.500	0000	~	0000
(3305) Piedmont Ave	0.05	2800 Tor	G	99%	0%	1% 0% US 421 Good		0%	F	0.096	F	0.523	3000	G	2020
		From				Oakview A									
(3305) Piedmont Ave	0.15	1600	G	99%	0%	1% 0%	。 0%	0%	С	0.115	F	0.525	1700	G	2020
$\bigcirc$		To: From:				Highland A	ve								
(3305) Piedmont Ave	0.15	3100	G	99%	0%	1% 0%	。 0%	0%	F	0.106	F	0.571	3300	G	2020
$\bigcirc$		To:				US 11 Euclid	Ave								
		From:				US 421			_		_			_	
(3307) Moore St	0.41	410 Tec	G	98%	0%	1% 0%		0%	F	0.127	F		440	G	2020
		From:				Cumberland Mary St									
(3307) Moore St	0.43	990	G	98%	0%	1% 0%		0%	С	0.107	F	0.557	1000	G	2020
$\bigcirc$		To:				Oakview S	St								
		From:	_			Mary St					_			-	
(3308) Fairview St	0.30	3000	G	96%	1%	2% 2%	» 0%	0%	F	0.098	F	0.522	3200	G	2020
		To: From:	_			Rhode Island			-						
(3308) Massachusetts Ave	0.41	1700	G	96%	1%	2% 2%	。 0%	0%	С	0.103	F	0.650	1900	G	2020
		To: From:				Texas Av									
(3308) Massachusetts Ave	0.15	1700	Ν	96%	1%	2% 2%	。 0%	0%	Ν	0.103	F	0.650	1900	Ν	2020
		To: From:				Hillside A			_						
(3308) Kings Mill Pike	0.39	<b>3300</b>	G	98%	0%	1% 0% E Valley I		0%	F	0.097	F	0.502	3500	G	2020
		From				Valley D									
(3308) Kings Mill Pike		5200	G	98%	0%	1% 0%	0%	0%	С	0.097	F	0.526	5500	G	2020
$\bigcirc$		To				Old Airport	Rd								
(3308) Kings Mill Pike		5800	G	98%	0%	1% 0%	。 0%	0%	F	0.098	F	0.627	6300	G	2020
		To:				ECL Brist	ol								
	1.00	From:		0501	4.04	Piedmont A		001	~	0.110	-	0.554	4.460	0	0000
(3312) W Valley Dr	1.00	1300	G	95%	1%	3% 0%	» 0%	0%	С	0.116	F	0.554	1400	G	2020
	0.50	From:		050/	101	US 11 Lee Hig		00/	-	0.005	-	0.540	4000	0	0000
(3312) E Valley Dr	0.56	4500	G	95%	1%	3% 1%	» 0%	0%	F	0.095	F	0.548	4800	G	2020
	0.70	From		050/	10/	Old Abingdon		00/	<u>^</u>	0.005	-	0.540	0700	0	0000
(3312) E Valley Dr	0.72	3500 _{то:}	G	95%	1%	3% 1% Kings Mill F		0%	С	0.095	F	0.513	3700	G	2020
		From:			NIC										
(3314) Island Rd	2.01	2100	G	98%	0%	<u>2L Bristol; 102-1</u> 1% 0%		0%	F	0.103	F	0.585	2300	G	2020
		To:				102-3319 Walla									
	0.01	From:		0000	001	Wallace Pi		00/	~	0.101	-	0.01	0500	0	0000
3314 Island Rd	0.31	3300 To:	G	98%	0%	1% 0%		0%	С	0.101	F	0.61	3500	G	2020
0/10/0001						US 11 Lee Hig	guway								
6/13/2021						16									

		Ann	iual Av		Tra	Department of T ffic Engineering 2020 raffic Volume Es City of Bristo	Divisio timates	n	tion o	f Route					
Pouto	Longth		~	4Tiro	Bue	Tru			00	К	OK	Dir		0.14	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
<u>Citv of Bristol</u>		From:				102-3308 King Mill									
(3318) Old Airport Rd		7700	G	94%	1%	1% 0%	3%	0%	F	0.092	F	0.529	8100	G	2020
3318 Old Airport Rd	0.98	7800	G	94%	1%	Bonham Rd 1% 0%	3%	0%	С	0.087	F	0.585	8300	G	2020
(3318) Old Airport Rd	0.20	14000	G	94%	1%	I-81 Exit 7 1% 0%	3%	0%	F	0.087	F	0.541	15000	G	2020
		To:				US 11 Lee Hwy									
(3318) Ramp to I-81 N at Exit	7 0.14	From: 3600	F			102-3318 Old Airpo	rt Rd			0.094	F		3800	F	2020
		To:	•			I-81 North					-				
	7 0 10	From:	_			102-3318 Old Airpo	rt Rd			0.005	-		4000	-	0000
(3318) Ramp to I-81 S at Exit 7	/ 0.19	4300 To:	F			I-81 South				0.085	F		4600	F	2020
		From:				Island Rd									
(3319) Wallace Pike	0.33	2000 To:	G	98%	1%	1% 0% NCL Bristol	0%	0%	С	0.111	F	0.645	2100	G	2020
		From				Valley Dr									
(3320) Old Abingdon Hwy	1.27	3300	G	98%	0%	1% 0%	1%	0%	С	0.097	F	0.531	3500	G	2020
		To: From:				US 11 Lee Highw									
(3321) Clear Creek Rd	0.13	4600	N	98%	1%	US 11 Lee Highw 1% 0%	0%	0%	N	0.099	F	0.564	4900	Ν	2020
$\bigcirc$		To:	-			NCL Bristol									
(3323) Peters St; Vance St	0.28	From: 1400	G	98%	0%	W State St 2% 0%	0%	0%	С	0.114	F	0.527	1500	G	2020
3323		To:			- / -	US 11 Euclid Av								-	
	0.10	From:		000/		mont Ave; Tennessee			F	0.117	F	0.620	5000	<u> </u>	2020
(3324) Randall St	0.19	5600 To:	G	98%	0% St	1% 0% ate St; Tennessee St	0% ate Line	0%	Г	0.117	Г	0.639	5900	G	2020
		From:				US 11 Euclid Av									
(3325) Piedmont Ave	0.30	1200	G	95%	2%	2% 1%	0%	0%	С	0.117	F	0.541	1300	G	2020
(3325) Piedmont Ave	0.16	From: 1300	G	95%	1%	102-6 Glenway A 3% 0%	ve 0%	0%	С	0.119	F	0.535	1400	G	2020
(3325) Piedmont Ave	0.10	T0:	ŭ	0070	170	102-3312 Valley		070	Ū	0.110		0.000	1400	G	2020
	0.45	From:		000/	0.01	Piedmont Ave	00/	00/			_	0.500			
3326 W Mary St	0.45	2100	G	98%	0%	1% 0%	0%	0%	С	0.108	F	0.536	2200	G	2020
(3326) W Mary St	0.14	3900	G	98%	Truck 0%	US 11 Martin Luthe 1% 0%	r King Bi 0%	0%	F	0.088	F	0.55	4200	G	2020
$\bigcirc$		To: From:				Goodson St									
3326 W Mary St	0.09	<b>3900</b>	Ν	98%	0%	1% 0%	0%	0%	Ν	0.088	F	0.55	4200	Ν	2020
		From:				Fairview St Old Airport Rd			_						
(3328) Bonham Rd	0.32	5100	G	98%	0%	1% 0%	1%	0%	F	0.095	F	0.516	5400	G	2020
		To: From:	_			I-81									
3328 Bonham Rd	0.45	5400 To:	G	98%	0%	1% 0% US 11 Lee Highw	1% av	0%	С	0.095	F	0.516	5900	G	2020
		From:				Glenway Ave									
Chester St		170 To:	G							0.142	F	0.677	180	G	2020
		From:				Arlington Ave Shawnee Rd			_						
Cheyenne Rd		100	G			Shawnee Ku				0.138	F	0.5	110	G	2020
		To:				Sherwood Dr					_				
Daniel St		From: 200	G			Newton St				0.152	F	0.798	210	G	2020
		To:				Tennessee State L	ine								

	Anı	nual Ar		Traf	Department of Transportation ffic Engineering Division 2020 raffic Volume Estimates By Sec City of Bristol	tion of	f Route					
Route L	ength AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		_										
Jefferson Dr	From <b>280</b>	G			Cherry Lane		0.182	F	0.705	300	G	2020
	To				Cedar Lane							
	From				Moore St							
Lester St	150	G					0.11	F	0.615	160	G	2020
	To				Russell St							
	From				Prospect Ave							
Pearl St	70	G					0.128	F	0.52	80	G	2020
	Tc				Arlington Ave							
	From				Oakview Dr							
Poplar St	60	G					0.253	F	0.59	60	G	2020
	Tc				Meadow Dr							
	From				Overlake Dr							
Spring Branch Rd	40	G					0.31	F	0.516	40	G	2020
	To				Vale Dr							