# 2017

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 102

City of Bristol

Information in this report is included in Report

# 95

(Washington County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

**U.S. Department of Transportation Federal Highway Administration** 

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- **F** Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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.

		-					Tru	ick			K		Dir		
Route	Jurisdiction	Length AAC	OT QA	4Tire	Bus		3+Axle			QC	Factor	QK	actor	AAWDT	QW
~~~	From:	State								_					_
11 421 Euclid Ave	City of Bristol	0.75 <b>110</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.089	0	527	12000	G
	To: From:	Vance													
11 (421) Euclid Ave	City of Bristol	0.19 <b>120</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.087	0	536	13000	G
	To: From:	Bob Morris													
11 (421) Euclid Ave	City of Bristol	0.18 <b>140</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.094	0	528	15000	G
	To: From:	SR 381 Commo													
$\begin{pmatrix} 11 \\ 19 \end{pmatrix}$ Euclid Ave	City of Bristol	0.48 <b>730</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.091	0	500	7800	G
<u>~</u>	Too	Piedmon													
11 19 Euclid Ave	City of Bristol	0.56 <b>550</b>	0 G	99%	0%	1%	0%	0%	0%	С	0.091	0	505	5900	G
$\bigcirc$ $\bigcirc$	Ta: Fron:	Moore	e St												
11 19 Lee Highway	City of Bristol	0.48 <b>120</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.091	0	531	13000	G
$\bigcirc \bigcirc$	To	Valley	Dr												
11 19 Lee Highway	City of Bristol	1.26 <b>120</b>	00 G	99%	0%	1%	0%	0%	0%	F	0.091	0	541	12000	G
	To:	I-81													
		End State Ma		000/	00/	10/	00/	10/	00/	F	0.000	0	E 4 0	14000	0
(11) (19) Lee Highway	City of Bristol	1.36 <b>130</b>		98%	0%	1%	0%	1%	0%	Г	0.088	0	543	14000	G
		Bonhan 0.51 <b>140</b>		000/	0%	10/	00/	10/	0%	F	0.000	0	519	15000	G
11 19 Lee Highway	City of Bristol			98%	0%	1%	0%	1%	0%	Г	0.089	0	519	15000	G
	From From	Old Airp		000/	00/		0.01	10/	0.01	-			500	10000	
11 19 Lee Highway	City of Bristol	0.68 <b>130</b> NCL B		98%	0%	1%	0%	1%	0%	F	0.096	0	528	13000	G
	From:														
$f_{11}$ Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	US 11, US									0.098			3300	G
$\begin{pmatrix} 11 \\ 11 \end{pmatrix}$ Ramp to I-81 N at Exit 5		I-81				1					0.000			0000	u
	From:	US 11, U													
$\widetilde{11}$ Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18 430				8					0.097			4300	G
	To:	I-81				1									-
Truck Truck	From:	SR 381 Commo	nwealth Av	e											
11 (19) Goode St	City of Bristol	0.21 110		99%	0%	1%	0%	0%	0%	F	0.118	C	.65	1200	G
$\bigcirc \bigcirc$	To	102-3305 Pie	dmont Ave												
Truck Truck				99%	00/	10/	0%	00/	0%	С	0 105	0	560	2600	G
(11) (19) Cumberland St	City of Bristol	0.34 240 Truck US 11		99%	0%	1%	0%	0%	0%	C	0.105	0	568	2600	G
Truck Truck	From:	US 421 Cum													
11 19 Randall St	City of Bristol	0.93 580		98%	0%	1%	0%	1%	0%	С	0.091	0	502	6200	G
$\bigcirc \bigcirc$	To	SR 113 Moore St		Ave											
		Cumberla		070/	10/		001	001	00/	-	0.000	~	<b>F7</b> 0	0.400	~
11 (113) (19) Moore St	City of Bristol	0.12 <b>790</b>		97%	1%	2%	0%	0%	0%	F	0.096	0	573	8400	G
		Euclid	Ave												

							Tru	ick			К	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	State St; Tennessee St												
(19) $(381)$ $(421)$ Commonwealth Ave	City of Bristol	0.07 <b>15000</b>	G	94%	1%	1%	0%	4%	0%	F	0.087	0.55	16000	G
$\sim$ $\sim$ $\sim$	To	US 421 Goode	St											
(19) $(381)$ $(421)$ Commonwealth Ave	City of Bristol	0.16 <b>15000</b>	G	94%	1%	1%	0%	4%	0%	F	0.087	0.525	16000	G
	To	SR 113 Cumberland	d Ava			i								
(19) (381) (421) Commonwealth Ave	City of Bristol	0.16 <b>17000</b>	G	96%	0%	1%	0%	2%	0%	F	0.089	0.507	18000	G
(19) (381) (421) Commonwealth Ave				0070	0 /0		070	270	070	•	0.000	0.007	10000	G
	T <sub>cc</sub> From:	SR 133 Par Sycamo		0.00/						-				
(19) $(381)$ $(421)$ Commonwealth Ave	City of Bristol	0.19 <b>18000</b>	G	96%	0%	1%	0%	2%	0%	F	0.090	0.527	19000	G
$\phi \circ \phi$	To:	US 11 Euclid A												
19 11 Euclid Ave	City of Bristol	SR 381 Commonwea 0.48 <b>7300</b>	G G	99%	0%	1%	0%	0%	0%	F	0.091	0.500	7800	G
19 11 Euclid Ave		0.46 7300	G	99 /8	0 /0	1 /0	0 /8	0 /0	0 /0	'	0.091	0.500	7000	a
	To: From:	Piedmont Ave												
19 11 Euclid Ave	City of Bristol	0.56 <b>5500</b>	G	99%	0%	1%	0%	0%	0%	С	0.091	0.505	5900	G
$\bigcirc \bigcirc$	To	Moore St												
19 (11) Lee Highway	City of Bristol	0.48 12000	G	99%	0%	1%	0%	0%	0%	F	0.091	0.531	13000	G
	Ta													
	From:	Valley Dr	G	009/	0%	10/	09/	00/	00/	F	0.001	0 5 4 1	10000	G
19 (11) Lee Highway	City of Bristol	1.26 12000	G	99%	0%	1%	0%	0%	0%	г	0.091	0.541	12000	G
· · ·	From:	I-81 End State Mainten	ance											
19 11 Lee Highway	City of Bristol	1.36 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.088	0.543	14000	G
			•	00/0	0,0	. / 0	0,0	. /0	0,0	•	0.000	0.0.0		0.
	From	Bonham Rd		000/	00/		0.01	10/	001	-		0.540	1 50.00	0
19 (11) Lee Highway	City of Bristol	0.51 <b>14000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	0.519	15000	G
~ ~	To: From:	Old Airport Ro	d											
19 (11) Lee Highway	City of Bristol	0.68 <b>13000</b>	G	98%	0%	1%	0%	1%	0%	F	0.096	0.528	13000	G
$\bigcirc \bigcirc$	To:	NCL Bristol												
Truck Truck Truck	From:	SR 381 Commonwea	lth Ave			- 1								
(19) (11) (11) Goode St	City of Bristol	0.21 1100	G	99%	0%	1%	0%	0%	0%	F	0.118	0.65	1200	G
	To	102 2205 D: 1												
Truck Truck Truck	From:	102-3305 Piedmon	t Ave											
19 $11$ $11$ Cumberland St	City of Bristol	0.34 <b>2400</b>	G	99%	0%	1%	0%	0%	0%	С	0.105	0.568	2600	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	To:	Truck US 11 Rand	all St											
Truck Truck	From:	State St								_				-
$\begin{pmatrix} 19 \end{pmatrix} \begin{pmatrix} 11 \end{pmatrix}$ Randall St	City of Bristol	0.93 <b>5800</b>	G	98%	0%	1%	0%	1%	0%	С	0.091	0.502	6200	G
	To: From:	Cumberland S												
Truck Truck	City of Bristol	Oakview Ave 0.12 <b>7900</b>	G	97%	1%	2%	0%	0%	0%	F	0.096	0.573	8400	G
19 113 11 Moore St			G	9170	170	270	070	U 70	U 70	Г	0.090	0.573	0400	G
		Euclid Ave				I								
	From:	WCL Bristol								-				-
(58) (421) Gate City Hwy	City of Bristol (Maint: 95)	0.50 <b>4500</b>	G	98%	0%	1%	0%	0%	0%	С	0.096	0.612	4800	G
~ ~	To:	I-81; US 421												

													14		D'		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From	n:		S 58; US 42	21	-											
[58] [81]	City of Bristol (M	,	2.44		_								es for this	Ŭ			-
÷ •	Combined Traffic Estimates for 2 Parallel	Roadways	on this Route:	43000	Α	79%	1%	1%	1%	18%	1%	F	0.099	A	0.513	43000	Α
$\sim$	From	n:		I-381													
[58] [81]	City of Bristol (M	,	1.39		_								es for this	-			-
$\sim$ $\checkmark$	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	60000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	59000	G
	Tz Fron	n:		JS 11, US 1	9												
{58} <del>81</del>	City of Bristol (N	,	2.13										es for this				
$\sim$ $\checkmark$	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	55000	Α	79%	1%	1%	1%	18%	1%	F	0.093	A	0.501	55000	А
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To From	n:		ld Airport R	Rd												
{58} <del>(81)</del>	City of Bristol (N	,	0.93			S	ee I-81	for dire	ctional t		lume es	timate	es for this	s segi	ment.		
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel	Roadways			Α	79%	1%	1%	1%	18%	1%	F	0.092	А	0.558	51000	Α
	To	0:		NCL Bristo													
	Fron	n:	Ramps US 5			96A										1000	~
58 Ramp to I-81 S at Exit 1	City of Bristol (M	/laint: 95)	0.24	1600	G								0.083			1600	G
				I-81 S													
(58) Ramp to I-81 N at Exit 1	City of Bristol (N	" Acipt: 05)	Ramps US 5 0.02	8 E 96B; US 2800	<u>5 421 W</u> G	66B							0.100			2800	G
[58] Ramp to I-81 N at Exit 1		nanit. 95) ∞		2000 I-81 North	G								0.100			2000	a
Foot	Fron	n:		US 421 Eas	thound												
East 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	G
		0:		mp US 58 9									001				0.
East	Fron	n:		US 421 Eas													
(58) Ramp US 58 W US 421	E to I-81 N at Exit 1 City of Bristol (N	Aaint: 95)	0.14	960	G								0.138			960	G
	Te	0:	Ramps US :	58 96B; US	421 W	66B											
West	From	n:	US 58	US 421 We	stbound												
58 Ramp US 58 W US 421	W to I-81 S at Exit 1 City of Bristol (M	Naint: 95)	0.02	1000	G								0.09			1000	G
$\bigcirc$	Te	0:	Ramps US	58 E 96A;	US 58 9	6A											
North	From	n:		SCL Bristol													
(81)	City of Bristol (N	,	0.61	22000	В	78%	1%	1%	1%	19%	1%	С	0.097			21000	В
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	l Roadways	on this Route:	43000	В	79%	1%	1%	1%	18%	1%	С	0.095	А	0.509	42000	В
N I	Tron From	n:	US 58, U	S 421 Gate	City Hw	'y											
$(\overline{81})$ $(\overline{58})$	City of Bristol (N	Agint: 95)	2.44	22000	Α	78%	1%	1%	1%	19%	1%	F	0.099			22000	А
	Combined Traffic Estimates for 2 Parallel				Ā	79%	1%	1%	1%	18%	1%	F	0.000	А	0.513	43000	A
		ouuwuyo			~	10/0	170	- 75	175	10 /0	170	•	0.000	~	5.510	-0000	
North	From	n:		I-381													
(81) (58)	City of Bristol (N	,	1.39	30000	G	78%	1%	1%	1%	19%	1%	F	0.082			30000	G
$\checkmark \checkmark$	Combined Traffic Estimates for 2 Parallel	Roadways			G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	59000	G
	To	0:	ι	JS 11, US 1	9												

									Tri	Jck			К		Dir		
Route	Jurisdictio	on L	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From	n:		S 11, US 19								_					
81 58	City of Bristol (N	,	-	28000	A	78%	1%	1%	1%	19%	1%	F	0.093		0.504	28000	A
	Combined Traffic Estimates for 2 Paralle	Roadways on this i			Α	79%	1%	1%	1%	18%	1%	F	0.093	A	0.501	55000	A
North	To	n:		d Airport R													
(81) (58)	City of Bristol (N			25000	Α	78%	1%	1%	1%	19%	1%	F	0.093			25000	Α
$\sim$ $\sim$	Combined Traffic Estimates for 2 Paralle	l Roadways on this I		50000 ICL Bristol	<b>A</b>	79%	1%	1%	1%	18%	1%	F	0.092	A	0.558	51000	A
North	Fron	n:		-81 North	1												
(81) Ramp I-81 N Exit 1	City of Bristol (N	Maint: 95)	0.27	<b>1900</b>	G								0.105			1900	G
	T	p:	US 58	3 W, US 42	21 W												
North	From	n:		I-81 North													
81 Ramp I-81 N Exit 3 to I-3	381 S City of Bristol (N	/aint: 95)	0.30	780	G	96%	0%	1%	0%	2%	0%	F	0.112			840	G
	From	n-		-381 South	1												
North $\overline{(81)}$ Ramp I-81 N Exit 5 to U	S 11, US 19 City of Bristol (N	" /aint: 95)	0.22	(-81 North 4300	G								0.104			4300	G
	Т	D:		S 11, US 1													
North	Fron	n:		[-81 North													
$\binom{81}{81}$ Ramp I-81 N Exit 7 to O	Id Airport Rd City of Bristol (N	Naint: 95)	0.21	6600	G								0.087			6600	G
	1	0:		d Airport R													
South	City of Bristol (N	™ /aint: 95)		CL Bristol 21000	A	80%	1%	1%	1%	17%	1%	С	0.107			21000	А
01	Combined Traffic Estimates for 2 Paralle	,			В	79%	1%	1%	1%	18%	1%	c	0.095	А	0.509	42000	В
				421 Gate													
South	City of Bristol (N	<b>E</b>		22000	A	80%	1%	1%	1%	17%	1%	F	0.106			21000	А
81 58	Combined Traffic Estimates for 2 Parallel	,			Ā	79%	1%	1%	1%	18%	1%	F	0.099	А	0.513	43000	A
	т			I-381													
South	City of Bristol (N	naint: 95)	1.25	30000	G	80%	1%	1%	1%	17%	1%	F	0.084			29000	G
81 58	Combined Traffic Estimates for 2 Paralle	,			G	79%	1%	1%	1%	18%	1%	F	0.084	F	0.513	29000 59000	G
				S 11, US 1			. /0		. /0		170	•	0.001	•	01010		0.
South	From	Maint: OE)				80%	10/	10/	10/	170/	10/	F	0.1			07000	٨
81 58	City of Bristol (N Combined Traffic Estimates for 2 Paralle	,		27000	A A	80% 79%	1% 1%	1% 1%	1% 1%	17% 18%	1% 1%	F	0.1	А	0.501	27000 55000	A A
						1378	1 /0	1 /0	1 /0	10 /6	1 /0	•	0.035	~	0.501	55000	~
South	From			d Airport R		0.0	4.54		4.5.1	4	4.5.1	_	0.453			05000	
81 58	City of Bristol (N	,		25000	A	80% 70%	1%	1%	1%	17%	1%	F	0.101	٨	0 550	25000	A
	Combined Traffic Estimates for 2 Paralle	i roadways on this l		50000 ICL Bristol	A	79%	1%	1%	1%	18%	1%	F	0.092	A	0.558	51000	A
South	Fron	n:		-81 South	-												
$\left(\overline{81}\right)$ Ramp I-81 S Exit 1A to	US 58, US 421 City of Bristol (N	Maint: 95)	0.17	1500	G			4					0.096			1500	G
$\smile$	Т	0:	US 58 U	JS 421 Eas	stbound												

Route	Jurisdicti	on Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
South 81 Ramp I-81 S Exit 1B to U	JS 58, US 421 City of Bristol (N	,	I-81 South <b>1200</b> US 421 West	<b>G</b> bound								0.104			1200	G
South 81 Ramp I-81 S Exit 5 to US	S 11; US 19 City of Bristol (N	, , , , , , , , , , , , , , , , , , , ,	I-81 South 2900 JS 11, US 19	G								0.112			2900	G
South 81 Ramp I-81 S Exit 7 to Ol	d Airport Rd City of Bristol (N	, , , , , , , , , , , , , , , , , , , ,	I-81 S <b>4700</b> ld Airport Rd	<b>A</b>								0.117			4700	A
South 81 Ramp I-81 S Exit 10 to F	F-310 City of Bristol (N	n:	I-81 South 2000 F-310	G								0.093			2000	G
113 Cumberland St	From City of Bri Combined Traffic Estimates for 2 Paralle	stol 0.28	Commonweal 1900 2600	lth Ave G G	98% 98%	0% 0%	0% 0%	1% 1%	0% 0%	0% 0%	C C	0.093 0.098	F	0.682 0.590	2000 2800	G G
113 Piedmont Ave	T Free City of Bri Combined Traffic Estimates for 2 Paralle	US 4:           m         C           stol         0.08	21 Piedmont . umberland St 3300 4000	Ave	97% 97%	1% 1%	2% 2%	0% 0%	0% 0%	0% 0%	F	0.103 0.102	F	0.621 0.526	3500 4200	G
(113)Piedmont Ave	City of Bri	SR 11           SR 112           Stol           0.25	3 P, Sycamor 9 P, Sycamore <b>3300</b>	re St e Ave <b>G</b>	97%	1%	2%	0%	0%	0%	F	0.102		0.569	3600	G
113 Oakview Ave	T From City of Bri T	n: P	Dakview Ave iedmont Ave 2200 Moore St		97%	1%	2%	0%	0%	0%	С	0.108		0.53	2300	G
Truck Truck 113 11 19 Moore St	For City of Bri T	stol 0.12	Aview Ave 7900 Euclid Ave	G	97%	1%	2%	0%	0%	0%	F	0.096		0.573	8400	G
(113)Sycamore St	For City of Bri Combined Traffic Estimates for 2 Paralle T	stol 0.40 I Roadways on this Route:	Commonweal 690 2600 iedmont Ave	G G	98% 98%	0% 0%	1% 0%	0% 1%	0% 0%	0% 0%	C C	0.115 0.098	F	0.512 0.590	740 2800	G G
North 381	From City of Bristol (N Combined Traffic Estimates for 2 Paralle T	Maint: 95) 1.14	Commonweal 7700 15000 I-81	A A A	96% 96%	0% 0%	1% 1%	0% 0%	2% 2%	0% 0%	C C	0.104 0.104	А	0.541	8100 16000	A A
North 381 I-381 N Ramp	From City of Bristol (N Combined Traffic Estimates for 2 Paralle T	Maint: 95) 0.25	amp to I-81 S 6800 13000 I-81 North	G G	96% 96%	0% 0%	1% 1%	0% 0%	2% 2%	0% 0%	F F	0.104 0.104	А	0.541	7200 14000	G G
North 381 Ramp I-381 N to I-81 S	دity of Bristol (۸ ت		I-381 North 940 I-81 South	G	96%	0%	1%	0%	2%	0%	F	0.120			1000	G

								Tru	ick			К		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
South	From:	SR 381	Commonw	ealth Ave	,											
381)	City of Bristol (M	aint: 95) 1.06	7100	Α	96%	0%	1%	0%	2%	0%	С	0.108			7600	А
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	Α	96%	0%	1%	0%	2%	0%	С	0.104	А	0.541	16000	А
	To:		I-81													
South	From:		From I-8		0.001	00/		00/	00/	00/	_	0 1 0 0			7400	0
381 I-381 S Ramp	City of Bristol (M	,	6600	G	96%	0%	1%	0%	2%	0%	F	0.108			7100	G
$\mathbf{C}$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:			96%	0%	1%	0%	2%	0%	F	0.104	A	0.541	14000	G
	10:		I-81 Sout													
$\Box$	From:		Tennessee								_					~
(381)(19)(421)Commonweal	th Ave City of Bris	tol 0.07	15000	G	94%	1%	1%	0%	4%	0%	F	0.087		0.55	16000	G
	Ta: From:		5 421 Good	ie St												
(381) (19) (421) Commonweal	th Ave City of Bris	tol 0.16	15000	G	94%	1%	1%	0%	4%	0%	F	0.087		0.525	16000	G
$\bigcirc \bigcirc \bigcirc \bigcirc$	Too	SR 1	13 Cumber	land St												
(381) (19) (421) Commonweal	th Ave City of Bris		17000		96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	G
	- To:	SD 12	3 Par; Syca	amora St												
(381) (19) (421) Commonweal	th Ave City of Bris		18000		96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	G
381 19 421 Commonweal					0070	070	. /s	070	270	0 /0	•	0.000		0.027	10000	G
	To From		11 Euclid		000/	00/		00/	00/	00/	-	0.000		0.500	10000	~
(381)Commonwealth Ave	City of Bris		18000		96%	0%	1%	0%	2%	0%	F	0.092		0.523	19000	G
	10.		Keys St; I-3													
	From:		WCL Brist		000/	00/	10(	00/	00/	00/	~	0.000		0.010	4000	~
421 58 Gate City Hwy	City of Bristol (M		4500	G	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	G
	From:		US 58; I-8 58; I-81 E													
(421)Gate City Hwy	City of Bristol (M		7500	G	98%	0%	0%	0%	1%	0%	С	0.095		0.563	8000	G
421	<b>,</b>															
Gate City Hwy	City of Bris	tol 0.80	Island Ro <b>7500</b>	G	98%	0%	0%	0%	1%	0%	С	0.095		0.563	8000	G
421 Gale City Hwy		W US 11 N				0%	0%	0%	1 70	0%	U	0.095		0.565	0000	G
	From:	w 05111	W US 11													
421 11 Euclid Ave	City of Bris	tol 0.75	11000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.527	12000	G
	- To:		Vance St	•												
421 11 Euclid Ave	City of Bris	tol 0.19	12000		99%	0%	1%	0%	0%	0%	F	0.087		0.536	13000	G
				-	0070	070	. /0	0,0	0,0	0,0	•	0.001		0.000		0.
	From From		Morrison		000/	00/	10/	00/	00/	00/	F	0.004		0.500	15000	~
(421) (11) Euclid Ave	City of Bris	tol 0.18	14000	G	99%	0%	1%	0%	0%	0%	г	0.094		0.528	15000	G
	Ta: From:		E RT 11													
$\left(421\right)\left(381\right)\left(19\right)$ Commonweal	th Ave City of Bris	tol 0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	G
$\sim$ $\sim$ $\sim$	Ta	SR 13	3 Par Syca	more St												
(421)(381) (19) Commonweal	th Ave City of Bris	tol 0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	G
$\bigcirc \bigcirc \bigcirc$	To	SR 11	3 Cumberl	and Ave			— I									
(421)(381) (19) Commonweal	th Ave City of Bris		15000	G	94%	1%	1%	0%	4%	0%	F	0.087		0.525	16000	G
			Commonw			. , 5		0,0	. / 0	0,0		2.007		5.020		<b>.</b>
		Sittor														

Route	Jurisdiction	Length AAD	r qa	4Tire	Bus				2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW
(421)(381) (19) Commonwealth Ave	From: City of Bristol	State St; Tenness 0.07 <b>1500</b> US 421 Gc	) G	ne 94%	1%	1%	0%	4%	0%	F	0.087	0.55	16000	G
West (421) Ramp US 421 W I-81 N at Exit 1	From: City of Bristol (Maint: 95)	US 421 US 421 0.07 1700 Ramps US 58 E 96	W G	96B							0.111		1700	G

							OF Bristo									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	OK	)ir ctor	AAWDT	QW	Year
City of Bristol		From	1			Comm	onwealth A	Ave.								
(F35) N Pinecrest Ln	0.60	750	R								NA			NA		02/25/2013
$\bigcirc$		Τα					te Mainten	ance								
(1) Benham Rd	0.10	From: 3900	G	98%	0%	Is 1%	aland Rd 1%	0%	0%	F	0.098	0.6	652	4200	G	2017
U Bernan Hu	0.10	3900 To	G	90 /0	0 /8		L Bristol	0 /6	0 /8	1	0.098	0.0	552	4200	a	2017
		From				2	State St									
2 Goodson St	0.36	2700	G	97%	0%	1%	1%	0%	0%	С	0.099	0.5	533	2900	G	2017
<u> </u>		To	<u> </u>				Mary St									
(3) Island Rd	1.01	1600	G			US 421	Gate City ]	Hwy			0.104	0.5	588	1600	G	2017
	1.01	To To	<u> </u>			W	agner Rd					0.0		1000	G	2017
(3) Island Rd	0.85	From: 1500	G			w	agner Ku				0.106	0.6	646	1500	G	2017
		To				Ni	ninger Rd									
(3) Island Rd	0.12	1500 <sup>From:</sup>	G			141	linger Ru				0.108	0.	63	1500	G	2017
$\bigcirc$		To				Common	wealth Av	e Ext			<b>—</b> —					
(3) Island Rd	0.38	1400	G								0.108	0.5	524	1400	G	2017
$\bigcirc$		To				102-8	Pittstown	Rd								
O observed Ot	0.50	From		070/	10/		Gate City		00/	0	0.100	0.5	-10	700	0	0017
4 Osborne St	0.56	740 To	G	97%	1%	2% 102-	0% 13 Page S	0%	0%	С	0.103	0.5	512	790	G	2017
		From	-				Keys St									
(5) Commonwealth Ave Ex	t 0.33	3100	G	98%	0%	1%	1%	0%	0%	С	0.095	0.6	601	3300	G	2017
$\bigcirc$		To	-			Pitt	stown Rd									
		From					onwealth A			_					_	
6 Glenway Ave	0.42	3200 <sub>то</sub>	G	99%	0%	1%	0%	0%	0%	С	0.101	0.5	507	3500	G	2017
		From	I		Ca		imont Ave									
8 Pittstown Rd	0.45	2700	G	98%	0%	1%	alth Ave E 1%	0%	0%	С	0.098	0.6	615	2900	G	2017
$\bigcirc$		To				Is	and Rd									
<u> </u>		From					ance St									
(9) Randolph Ave	0.22	2800	G	99%	0%	1%	0%	0%	0%	F	0.103	0.5	505	2900	G	2017
		From			<b></b>		agner Rd	<b></b>	<b>~</b> */	_						
9 Randolph Ave	0.51	<b>3500</b> <sup>Τα</sup>	G	99%	0%	1%	0%	0%	0%	С	0.096	0.5	507	3800	G	2017
		From					rgeon Lane irview St	/								
(10) Rhode Island Rd	0.35	1300	G	97%	1%	1%	0%	0%	0%	С	0.093	0.5	576	1400	G	2017
		To				Te	exas Ave									
		From					dolph Ave									
(11) Spurgeon Ln	0.12	4100 To	G	99%	0%	1%	0%	0%	0%	F	0.102	0.5	517	4400	G	2017
		From	1 r				onwealth A									
(12) Texas Ave	0.49	2000	G	97%	1%	1%	e Island Av 0%	ve 0%	0%	С	0.106	0.5	598	2200	G	2017
		To			. , .		Valley Dr		• / •	-					<b>.</b>	
		From				US 11	Euclid A	ve								
(13) Vance St	0.13	1900	G	98%	1%	1%	0%	0%	0%	С	0.103	0.5	528	2000	G	2017
		To				Ra	ndolph St									
(13) Vance St	0.32	560 To	G				Daga Ct				0.099	0.5	516	600	G	2017
		From	L				Page St Vance St									
(13) Page St	0.12	680	G								0.113	0.5	525	680	G	2017
<u> </u>		To					Osborne									
Contherring Of	0.50	From				US 421	Gate City 1	Hwy			0.115				~	0017
$\begin{pmatrix} 14 \end{pmatrix}$ Catherine St	0.58	380 To	G			102	13 Vance S	St			0.115	0.6	o//	380	G	2017
			I			102-	J valice 2	л								

						T				K					
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol		From				SR 113 Piedmor	t Ave								
(15) Scott St	0.23	710	G			Six 115 Ticulio	it rive			0.11		0.698	710	G	2017
		To				Truck US 11 Rar									
(16) Martin Luther King Ju	RIVA 09	From: 6700	G	99%	0%	US 1; State 1% 0%	St 1%	0%	С	0.105		0.539	7200	G	2017
	Bive.00	To:	Ŭ	0070		S 19; US 11; Cum		070	0	0.100		0.000	7200		2017
		From				US 11 Euclid									
(3300) W State St	0.55	14000	G	98%	0%	1% 0%	0%	0%	С	0.085		0.509	15000	G	2017
(3300) W State St	0.67	From: 14000	G	98%	0%	Peters St 1% 0%	0%	0%	F	0.085		0.564	15000	G	2017
(3300) W State St	0.07	To	~	0070		R 381 Commonwe		070				0.001	10000	6	2017
(3300) State St	0.43	From: 8400	G	98%	0%	1% 0%	0%	0%	F	0.083		0.550	9000	G	2017
$\bigcirc$		To:			1	Martin Luther King	g Jr Blvd								
(3301) Bob Morrison Blvd	0.45	From: 3100	G	99%	0%	W State St 0% 0%	0%	0%	С	0.107		0.568	3300	G	2017
(3301) Bob Morrison Blvd	0.45	3100 To:	G	99 /0	0 /8	US 11 W Euclie		0 /8	U	0.107		0.500	3300	G	2017
2		From:				102-3300 Stat									
(3305) Piedmont Ave	0.05	3800 <sub>To</sub>	G	98%	0%	1% 0%	0%	0%	F	0.096		0.51	4100	G	2017
<u> </u>		From:				US 421 Good Oakview Av									
(3305) Piedmont Ave	0.15	2500	G	99%	0%	0% 0%	0%	0%	F	0.11		0.622	2600	G	2017
		Tor			<b></b>	Highland Av		<b></b>	_						
(3305) Piedmont Ave	0.15	<b>3900</b> то	G	98%	0%	1% 0% US 11 Euclid	0%	0%	F	0.114		0.563	4200	G	2017
		From				US 421									
(3307) Moore St	0.41	500	G	98%	0%	1% 0%	0%	0%	С	0.177			530	G	2017
$\bigcirc$		To				Cumberland Mary St	St								
(3307) Moore St	0.43	1200	G	98%	0%	1% 0%	0%	0%	F	0.098		0.547	1300	G	2017
$\bigcirc$		To:				Oakview S	t								
(3308) Fairview St	0.27	From: 3200	G	96%	1%	Mary St 2% 2%	0%	0%	F	0.103		0.527	3400	G	2017
3308) - 4	0.2.	To	<u> </u>	0070	. /0	Rhode Island		0,0	•			0.02	0.00	Ŭ.	
(3308) Massachusetts Ave	0.37	From: 2200	G	96%	1%	2% 2%	0%	0%	С	0.105		0.511	2300	G	2017
<u> </u>		To: From:				Texas Ave									
(3308) Massachusetts Ave	0.15	2200	Ν	96%	1%	2% 2%	0%	0%	Ν	0.105		0.511	2300	Ν	2017
	0.40	From		000/	00/	Hillside Av		00/	-			0.507	4000		
(3308) Kings Mill Pike	0.46	3700 To:	G	98%	0%	1% 1% E Valley D	0% r	0%	F	0.093		0.537	4000	G	2017
		From				Valley Dr			_						
(3308) Kings Mill Pike	1.12	6200	G	98%	0%	1% 1%	0%	0%	С	0.093		0.523	6600	G	2017
(3308) Kings Mill Pike	0.36	From: 7300	G	98%	0%	Old Airport l 1% 1%	Rd 0%	0%	F	0.108		0.618	7700	G	2017
(3308) KINGS WIII PIKe	0.00	To:	Ŭ	0070	070	ECL Bristo		070	•	0.100		0.010	1100	ŭ	2017
		From				Piedmont A									
(3312) W Valley Dr	1.00	1400	G	96%	1%	2% 1%	1%	0%	F	0.103		0.635	1500	G	2017
(3312) E Valley Dr	0.56	Tor From: 5200	G	06%	10/	US 11 Lee Hig 2% 1%	nway 1%	0%	F	0.094		0 550	5700	G	2017
(3312) E Valley Dr	0.56	5300 To	G	96%	1%			0%	Г	0.094		0.552	5700	G	2017
(3312) E Valley Dr	0.72	From: 4000	G	96%	1%	Old Abingdon	Hwy 1%	0%	С	0.094		0.509	4300	G	2017
		To:				Kings Mill Pi			-						
<u> </u>		From:	_	·		CL Bristol; 102-1 I			_						
(3314) Island Rd	2.01	2600	G	98%	0%	1% 0%	0%	0%	F	0.099		0.557	2800	G	2017

						Oity	of Bristo	1								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol						27 KAIO	OTTIXIC	Than	Zman		i dotoi		1 dotor			
		From		000/	00/		lace Pike	00/	00/					4500	~	0017
(3314) Island Rd	0.31	4200 Tot	G	98%	0%	1%	0% Lee Highw	0%	0%	С	0.102		0.598	4500	G	2017
		From:														
(3318) Old Airport Rd	0.96	8800	G	95%	1%	102-3308	King Mill 1%	3%	0%	F	0.094		0.591	9300	G	2017
(3318) Old Airport Ra	0.00	To	<u> </u>	0070	170			0,0	070	•			0.001	0000	G	2017
(3318) Old Airport Rd	0.98	From: 8700	G	95%	1%	<u>во</u> 1%	nham Rd 1%	3%	0%	С	0.09		0.515	9300	G	2017
(3318) Old Airport Rd	0.00	<b>U.UU</b>	<u> </u>	0070	. /0			0,0	0 / 0	•			01010		0.	2017
(3318) Old Airport Rd	0.20	From: 17000	G	95%	1%	1%	1 Exit 7 1%	3%	0%	F	0.089		0.535	18000	G	2017
(3318) Old Airport Rd	0.20	To:		00,0	. /0		1 Lee Hwy		0,0	•			0.000		0.	_0
		From:				102-3318	Old Airpo	rt Rd								
(3318) Ramp to I-81 N at Exit 7	0.14	5000	G								0.084			5000	G	2017
$\bigcirc$		To:				]	-81 N									
0		From:				102-3318	Old Airpo	rt Rd								
(3318) Ramp to I-81 S at Exit 7	0.19	5400	G								0.089			5400	G	2017
$\smile$		To					I-81 S									
	0.00	From:		000/	4.0/		land Rd	00/	00/				0.504	0500	~	0017
(3319) Wallace Pike	0.33	2300 To	G	98%	1%	1%	0% L Bristol	0%	0%	С	0.114		0.594	2500	G	2017
		From:														
(3320) Old Abingdon Hwy	1.27	4000	G	97%	0%	1%	alley Dr 1%	1%	0%	С	0.096		0.552	4300	G	2017
(3320) eld / lolligdell / ll)	/	To:	<u> </u>	0170	0 /0		Lee Highw		070	Ū			0.002	1000	G	2017
		From					Lee Highw									
(3321) Clear Creek Rd	0.13	5300	Ν	98%	1%	1%	0%	1%	0%	Ν	0.097		0.511	5600	Ν	2017
$\bigcirc$		To				NC	L Bristol									
~		From:				W	State St									
(3323) Peters St; Vance St	0.28	1600	G	98%	0%	1%	0%	0%	0%	С	0.104		0.509	1700	G	2017
<u> </u>		10:					Euclid Av									
	0.10	From:		00%			Tennessee			F	0.005		0 500	7600	G	2017
(3324) Randall St	0.19	7100 To:	G	99%	0%	1% ate St: Tei	0% messee Sta	0% ate Line	0%	Г	0.095		0.583	7600	G	2017
		From:			51											
(3325) Piedmont Ave	0.30	1400	G	98%	0%	1%	Euclid Av 0%	0%	0%	F	0.134		0.504	1500	G	2017
(3323)		To	<u>.</u>		• / •				• * *	-					•	
(3325) Piedmont Ave	0.16	From: 1400	G	98%	0%	102-60	Blenway A 0%	.ve 0%	0%	F	0.1		0.526	1500	G	2017
3325) 1 10011011011010	0.10	To:	<u> </u>	0070	0 /0		12 Valley		070	•			0.020	1000	G	2017
		From:					mont Ave									
(3326) W Mary St	0.45	2600	G	99%	0%	1%	0%	0%	0%	С	0.101		0.565	2700	G	2017
$\bigcirc$		To			Truck	US 11 M:	urtin Luthe	r Kino Bl	vd							
(3326) W Mary St	0.14	4700	G	99%	0%	1%	0%	0%	0%	F	0.099		0.567	5000	G	2017
		To				Go	odson St									
(3326) W Mary St	0.09	4700	Ν	99%	0%	1%	0%	0%	0%	Ν	0.099		0.567	5000	Ν	2017
,		To					rview St									
		From				Old	Airport Rd									
(3328) Bonham Rd	0.32	6100	G	98%	0%	1%	0%	1%	0%	F	0.104		0.539	6400	G	2017
$\bigcirc$		To					I-81									
(3328) Bonham Rd	0.45	6600	G	98%	0%	1%	0%	1%	0%	С	0.089		0.509	7000	G	2017
$\bigcirc$		To				US 11	Lee Highw	ay								
		From				Glei	nway Ave									
Chester St		190	G								0.123		0.588	200	G	2017
		To:					ngton Ave									
Chavanna Dd		From:				Sha	wnee Rd						0.50	170	~	0017
Cheyenne Rd		160 <sub>то</sub>	G			C1.	mund				0.154		0.52	170	G	2017
		10.	l			She	rwood Dr									

Length	AADT	QA	4Tire	Bus	Truck 24xle 3+4xle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							1 40101		1 40101			
	From	-			Newton St							
	270	G					0.13		0.877	290	G	2017
	Τr				Tennessee State Line							
	From				Cherry Lane							
	320	G					0.153		0.689	340	G	2017
	To				Cedar Lane							
	From	-			Moore St							
	130	G					0.120		0.588	130	G	2017
	To				Russell St							
	From				Prospect Ave							
	90	G					0.128		0.52	100	G	2017
	To				Arlington Ave							
	From				Oakview Dr							
	70	G					0.253		0.59	80	G	2017
	To				Meadow Dr							
	From	-			Overlake Dr							
	40	G					0.31		0.516	49	G	2017
	To				Vale Dr							
	Length	270 To From 320 To 130 To 90 To From 70 To From	Prom 270 G Tro From 320 G Tro From 130 G Tro From 90 G Tro From 90 G Tro From 90 G Tro From 90 G Tro From From 90 G Tro From From 90 G Tro From From 90 G Tro From From 90 G Tro From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From From Fr	From           270         G           Tor         From           320         G           Tor         From           130         G           Tor         From           90         G           Tor         From           90         G           Tor         From           From         From	From 270 G To From 320 G To To 90 G To 70 From 70 G To From 70 Fro	Length       AADT       QA       4 Tire       Bus      Truck	Length     AADT     QA     4 Tire     Bus    Truck 2Axle 3+Axle 1Trail 2Trail     QC       270     G	LengthAADTOA4 TireBusTruck 2Axle 3+Axle 1Trail 2TrailCK Factor270G0.1370G0.1370G0.15370G0.12070G0.12070G0.12870G0.12870G0.12870G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.25370G0.2537000.2537000.2537000.253	LengthAADTQA4TireBusTruck 2Axle 3+Axle 1Trail 2TrailQCK FactorQK270G0.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.130.1200.1200.1200.1200.1200.1200.1200.1200.1200.1200.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.1280.128<	LengthAADTQA4 TireBusTruck 2Axle 3+Axle 1Trail 2TrailQCK FactorDir Factor270G0.130.87770G0.130.87770G0.1530.68970G0.1530.68970G0.1200.58870G0.1200.58870G0.1280.5270G0.1280.5270G0.2530.5970G0.2530.5974Meadow Dr0.2530.59740.000 Dr0.516	LengthAADTQA4 TireBus $Truck$	LengthAADTQA4 TireBus $Truck$