



City of Bristol Tennessee
104 8th Street
P.O. Box 1189
Bristol, Tennessee 37621-1189

Department of Community Development

Phone: (423) 989-5519
Email: mbray@bristoltn.gov

July 11, 2025

TO:

Bristol, Tennessee, City Staff

Kelli Bourgeois	City Manager
Michael Carrier	Fire Chief
Matt Austin	Police Chief
Wes Ritchie	Director of Public Services
Michael Mains	Director of Parks & Recreation
Jon Luttrell	Director of Community Relations
Cherith Young	Director of Community Development
Terry Napier	Director of Comm. Engagement & Events
Tom Anderson	Director of Economic Development
David McGlamery	Assistant Fire Chief
Tommy Castle	Assistant Fire Chief
Major Terry Johnson	Police Department
Major Walter Brown	Police Department
Captain Justin Bush	Police Department
Captain Jimmy Dillard	Police Department
Captain Danielle Eller	Police Department
John Miller	Water Plant
Crystal Key	Emergency Comm. District Manager
Lieutenant Shaun Antonino	Police Department
Logan Dunn	Civil Engineer
Annette Tudor	Superintendent, Bristol TN City Schools
David Hacker	BTES Engineering Division
Greg Cotter	Public Works Crew Chief
Chuck Fleming	Parks Superintendent
Steve Tallman	Sign Crew

Bristol Motor Speedway Staff

Jerry Caldwell	General Manager
Dede Hash	
Tanyua Kerns	
Lewayne Luttrell	
Becky Cox	
Andrew Barker	

Bluff City, Tennessee, City Staff

Greg Depew	Police Chief
------------	--------------

Abingdon, Virginia, Town Staff

Jon Holbrook	Police Chief
Michael Surret	Director of Public Works



City of Bristol Tennessee
104 8th Street
P.O. Box 1189
Bristol, Tennessee 37621-1189

Department of Community Development

Phone: (423) 989-5519
Email: mbray@bristoltn.gov

Bristol, Virginia, City Staff

Randall Eads	City Manager
Michael Armstrong	Fire Chief
Byron Ashbrook	Police Chief
Tyrone Foster	Sheriff
Jacob Chandler	Director of Public Works
Michael Maine	Public Works Operations Manager
Jay Detrick	Director of Planning/Comm. Development
Andrew Stockner	City Engineer
Ben Davignon	Civil Engineer
Eric Blevins	Fire Marshal
Captain Maynard Ratcliff	Police Department
Sergeant Steve Crawford	Police Department
Gary Mullins	Sign Shop Foreman

Johnson City, Tennessee, City Staff

Billy Church	Police Chief
Jim Tallmadge	Police Department
David Lowe	Sergeant, Police Department
Anthony Todd	Traffic Engineer
Johnson City Police Bureau Research Division	

Kingsport, Tennessee, City Staff

Chief Dale Phipps	Police Department
Michael Thompson	Director of Public Works
Captain Michael Roark	Police Department
Andy Hobbs	Transportation Division

Washington County, Tennessee, Staff

Keith Sexton	Sheriff
--------------	---------

Washington County, Virginia, Staff

Blake Andis	Sheriff's Office
Travis Turner	Captain, Police Department

Elizabethton, Tennessee, City Staff

Jason Shaw	Chief of Police
------------	-----------------

Sullivan County, Tennessee, Staff

Captain Andy Seabolt	Sheriff's Office
Scott Murray	Highway Commissioner
Jim Bean	Sullivan County Emergency Management
Jim Perry	Sullivan County Emergency Medical Services



City of Bristol Tennessee
104 8th Street
P.O. Box 1189
Bristol, Tennessee 37621-1189

Department of Community Development

Phone: (423) 989-5519

Email: mbray@bristoltn.gov

Virginia Smelser

Emergency Communications District Manager

State of Tennessee Staff

Andrew Padgett	TDOT (Knoxville)
Bryan Bartnik	TDOT (Knoxville)
Mark Best	TDOT Transportation Management Center
Mark Dykes	TDOT Transportation Management Center
Mark Nagi	TDOT (Knoxville)
Joshua Brown	TDOT (Nashville)
Brandon Worley	TDOT (Knoxville)
Troy Ebbert	TDOT (Knoxville)
Jason Farmer	TDOT (Johnson City)
Christopher Roark	TDOT (Johnson City)
Trampus Grindstaff	TDOT (Johnson City)
Michael Bare	TDOT (Johnson City)
Camren Yarberry	TDOT (Elizabethton)
Freddie Holly	TDOT (Elizabethton)
Kristin Qualls	TDOT (Johnson City)
Jimmy Church	TDOT (Johnson City)
Michael Dick	TDOT (Johnson City)
Matt Hart	TDOT (Johnson City)
Lieutenant Robert Greer	Tennessee Highway Patrol
Sergeant David R. Osborne	Tennessee Highway Patrol
Sergeant Julia Campbell	Tennessee Highway Patrol
Michelle Matson	Tennessee Emergency Management Agency
Jerry Stout	Tennessee Department of Homeland Security
Bristol Virginia Utilities	
Josh Blankenship	BVU

Bristol Regional Medical Center

Robert Parks	Bristol Regional Medical Center
--------------	---------------------------------

Cumberland Gap Tunnel Authority

Robert Morrison	Tunnel Manager
-----------------	----------------

Commonwealth of Virginia Staff

Brian Holt	VDOT (Bristol District)
Russell Mullins	VDOT (Bristol District)
Michelle Earl	VDOT (Bristol District)
Rusty Bevan	VDOT (Bristol District)
First Sergeant Michael Willis	Virginia State Police
Sergeant Tonya Atwell	Virginia State Police

Bristol Life Saving Crew

TRAFFIC MANAGEMENT PLAN

Major League Baseball Speedway Classic
at
Bristol Motor Speedway
August 2, 2025



TABLE OF CONTENTS

OVERVIEW.....	4
ASTRONOMICAL CONDITIONS.....	4
ANTICIPATED WORK ZONES.....	4
SCHEDULE OF EVENTS.....	5
OPERATIONS OVERVIEW.....	5
SIGNIFICANT CHANGES FROM RACE WEEKEND TRAFFIC PLANS.....	5
ON-SITE OPERATIONS.....	6
PARKING.....	6
PRE-EVENT OPERATIONS.....	7
INBOUND TRAFFIC.....	7
ENTRANCE #1 (NORTH) OF BRISTOL MOTOR SPEEDWAY.....	8
FORCE-OFFS.....	8
WHITE TOP ROAD.....	9
EARHART’S CROSSING.....	9
POST-EVENT OPERATIONS.....	10
POST-EVENT OUTBOUND TRAFFIC.....	10
ENTRANCE #1 (NORTH ENTRANCE/SPEEDWAY BOULEVARD).....	15
PEDESTRIAN HOLD PERIODS.....	15
CONTRAFLOW.....	16
FORCE-OFFS.....	20
EXIDE DRIVE.....	20
WHITE TOP ROAD.....	22
THUNDER VALLEY DRIVE.....	22
OPERATIONS ALONG THE EXIT 5 DRAIN ROUTE IN BRISTOL, VIRGINIA.....	23
RAMP CLOSURES AT HIGHWAY 11E AND HIGHWAY 394 INTERCHANGE.....	23
INTERSTATE 81 EXIT 69 INTERCHANGE.....	23
INTERSTATE 81 EXIT 3.....	24
SPECIAL OPERATIONS, CONTINUOUS.....	25
TEMPORARY SPEED LIMIT REDUCTIONS AND TRAFFIC CALMING (~).....	25
HIGHWAY 394 BMS SHUTTLE BUS OPERATIONS.....	25
LOW-SPEED VEHICLES.....	25
TRAFFIC SIGNAL OPERATIONS.....	26
MEDIAN OPENINGS.....	33

SWEET KNOBS TRAIL (~)	35
FRANKLIN DRIVE IN BLOUNTVILLE	37
VARIABLE MESSAGE BOARDS (~).....	37
SPORTSWAY DRIVE.....	40
MEDIAN BLOCKAGES ON HIGHWAYS 11E AND 394	40
POST-EVENT NEXT-DAY “CAMPER DETAIL” OPERATIONS	40
TDOT HELP Truck(s) (~).....	40
PARKING AND RIDEHAILING	41
SPECIAL CONSIDERATIONS & EMERGENCY SERVICES	43
EVENT WEEKEND PREPARATION SCHEDULE.....	45
TRAFFIC CONTROL DIAGRAMS	48
INDEX OF DIAGRAMS.....	49

OVERVIEW

This document contains the traffic management and support operations plans and traffic control diagrams for the various agencies and departments for the Major League Baseball Speedway Classic event at Bristol Motor Speedway, referred to hereafter as “the Event.” Please refer to the maps and diagrams as appropriate.

ASTRONOMICAL CONDITIONS

The astronomical conditions for this Event weekend are as listed below, courtesy of the Astronomical Applications Department of the United States Naval Observatory (all times listed are Eastern Daylight Time):

Friday, August 1	Sunrise	5:35 AM
	Sunset	7:34 PM
Saturday, August 2	Sunrise	5:36 AM
	Sunset	7:33 PM
Sunday, August 3	Sunrise	5:37 AM
	Sunset	7:33 PM

ANTICIPATED WORK ZONES

Due to the impact of Hurricane Helene in October 2024, this Event will have several ongoing work zones to repair damaged infrastructure. Additionally, Event attendees are likely to encounter several construction projects unrelated to Helene damage. The following locations have been identified as potential work zones encountered by Event traffic:

TENNESSEE

Outside of any lane closures mentioned in this section or in the remainder of this document as part of regular Race Weekend techniques, no lane closures will be permitted until the end of the post-Event traffic flows, which typically extend to the day after the last race night.

1. I-26 MM40, one lane in each direction during re-build: anticipated completion in July
2. I-26/I-81 Interchange ramp repairs: may be complete; ramp closures will be limited
3. West State Street resurfacing: Potential to begin in coming months, not let yet
4. US-11E resurfacing: Anticipated completion by end of August
5. US-11W (Hawkins County) resurfacing: Anticipated completion by end of August
6. US-19E: Anticipated resurfacing, not let yet
7. US-421 resurfacing from Mountain City to Trade
8. SR-37 resurfacing in Carter County near TN/NC state line

VIRGINIA

Outside of any lane closures mentioned in this section or in the remainder of this document as part of regular Race Weekend techniques, no interstate lane closures will be permitted on the interstate system until the end of the post-Event traffic flows, which typically extend to the day after the last race night.

1. Widening of I-81 SB between Exits 7 and 10 and extension of I-81 NB merge lane at Exit 7: Work on the I81 NB merge lane extension should be mostly completed by August 2. Traffic

on I-81 SB should be switched to the newly constructed median side by the end of June. Congestion is likely to occur because of the project, and delays should be expected in pre-race and post-race traffic during their peak times. For updates on this project, please follow the project via the [VDOT website](#).

2. Truck climbing lanes on I-81 near Mile Marker 32.4 in the northbound direction and Mile Marker 34 in the southbound direction: This on-going project is scheduled for completion before August 2, barring any unforeseen circumstances.
3. Design-Build project on I-81 NB near Mile Marker 72.0: Travelers may encounter shoulder closures or possible reduced lane widths due to the barrier wall around the construction site.
4. US-23 Improvements in Duffield: One lane closed NB and potentially one closed SB
5. US-23 Turn Lane/Median Crossover Improvements: Shoulder closures as well as median crossover closures are anticipated as part of this project. For updates on this project, please follow the project via the [VDOT website](#).

SCHEDULE OF EVENTS

The overall schedule of events for this Race Weekend is as follows (weather permitting). Please note that, unlike a race weekend event, MLB games have significantly variable durations, with the average game length in the last several seasons being close to 3 hours.

MLB SPEEDWAY CLASSIC – SATURDAY, AUGUST 2, 2025	
11:00 AM	Parking Lots Open
12:00 PM	Fan Zone Opens
3:00 PM	Spectator Gates Open
5:00 PM±	Concert Begins
7:00 PM	MLB Speedway Classic Begins

OPERATIONS OVERVIEW

It is possible that a major event at BMS could draw an estimated crowd in excess of 150,000 persons at one time, not including support staff and workers over a very large area. Without knowing the exact crowd size and traffic impacts in advance of any particular event, the traffic management and operations for such events are formulated with a “full-load philosophy,” whereby the plan is designed for the maximum-size crowd and is scaled proportionate to the operational needs in the field. Some of the scaling of the plan to the anticipated crowd is done well in advance of the Event based on prior experience, whereas other scaling changes are made in the days or hours leading up to one of the events. Traffic management plans for BMS events are also highly dynamic in implementation due to private parking and campground operations on properties surrounding the Speedway that are not under the control of BMS.

SIGNIFICANT CHANGES FROM RACE WEEKEND TRAFFIC PLANS

The following list highlights the most noteworthy changes to the operations techniques and site characteristics in this document from the typical BMS race weekend plans:

1. Unlike a typical BMS race weekend, all activities related to the MLB Speedway Classic occur on August 2, the day of the baseball game itself. As such, it is anticipated that most Event attendees will exit the vicinity of BMS shortly after the game concludes, with some staying overnight.
2. Due to the anticipated high traffic volumes post-Event, the City is planning to stage the materials and run the Highway 11E and Highway 394 contraflow lanes if deemed necessary by the MACC. As of distribution of this TMP, the Highway 394 contraflow by default is planned to be deployed for post-Event traffic flows.

ON-SITE OPERATIONS

PARKING

Figure 1 depicts the publicly shared parking map for BMS-controlled parking lots. Please note that the Speedway parking lot across Highway 394 is technically off-site.

Figure 1. MLB Speedway Classic BMS Parking Map



PRE-EVENT OPERATIONS

INBOUND TRAFFIC

INTERSTATE 81

Pre-Event inbound traffic is routed from Interstate 81 to BMS via five major routes:

- 1) **Tennessee Exit 69.** Exit Interstate 81 at Exit 69 (Tennessee State Route 394) in Blountville; thence travel eastbound on Highway 394 to US 11E; thence travel along either roadway to BMS.
- 2) **Tennessee Exit 66.** Exit Interstate 81 at Exit 66 (Tennessee State Route 126) and proceed north on State Route 126 into Blountville; in Blountville, turn right onto eastbound Franklin Drive (there is a BMS directional sign there) and then right again at the traffic signal onto eastbound Tennessee State Route 394, and thence to BMS.
- 3) **Tennessee Exit 57A.** Exit Interstate 81 at Exit 57A (eastbound Interstate 26) in Kingsport; thence eastbound on Interstate 26 to Exit 19 (northbound Tennessee State Route 381, State of Franklin Road) exit in Johnson City; thence on State of Franklin Road to US 11E; thence northbound on US 11E to Bristol Motor Speedway. This is a particularly attractive route for all motorists approaching BMS from southwest of the Tri-Cities.
- 4) **Virginia Exit 3.** Exit Interstate 81 at Virginia Exit 3 (Interstate 381) in Bristol; thence south on Interstate 381 to Commonwealth Avenue; thence southbound on Commonwealth Avenue to the Tennessee state line; thence southbound on Volunteer Parkway (the name changes at the state line) to Bristol Motor Speedway. Signage will be in place to encourage southbound Volunteer Parkway motorists to turn left at Tennessee State Route 358 (Weaver Pike) and thence to Highway 394; this diversion will ease the traffic load on Volunteer Parkway. The Weaver Pike diversion route to the State Route 394 side of the speedway will have signage installed by BMS to direct motorists to the facility.
- 5) **Virginia Exit 17.** Exit Interstate 81 at Virginia Exit 17 (Cummings Street [State Route 75] in Abingdon); thence along southbound Virginia State Route 75 to Tennessee state line; thence along southbound Tennessee State Route 44 (the route number changes at the state line) to US 421 in Holston Valley; thence northbound along US 421 to Tennessee Highway 394; thence along westbound Highway 394 to Bristol Motor Speedway. Signs will be installed along this route by BMS to direct motorists to the facility. This is a particularly attractive route for all motorists approaching from north of Abingdon.

FROM NORTH CAROLINA

Guide signs on Interstate 26 West direct pre-Event inbound traffic from North Carolina to use Exit 19 to Tennessee State Route 381 (State of Franklin Road) in Johnson City and then to U.S. 11E/19W. Pre-Event inbound traffic on US 19E crossing into Tennessee from North Carolina at Elk Park will pass through Elizabethton and Bluff City.

PRE-EVENT TRAFFIC FROM TRI-CITIES REGIONAL AIRPORT

Pre-Event inbound traffic arriving at Tri-Cities Regional Airport (TCRA) southwest of Blountville will be directed to BMS as follows: exiting TCRA, turn right onto northbound Tennessee State Route 75; thence northbound on State Route 75 to Muddy Creek Road (at its first [southern] intersection with State Route 75 just north of the airport); thence eastbound on Muddy Creek Road to DeVault Bridge Road; thence eastbound on DeVault Bridge Road and Allison Road (the street name changes at the

Haw Ridge Road intersection) to Highway 11E in Piney Flats; thence northbound on Highway 11E to BMS. Signs will be installed along this route by BMS to direct motorists to the facility.

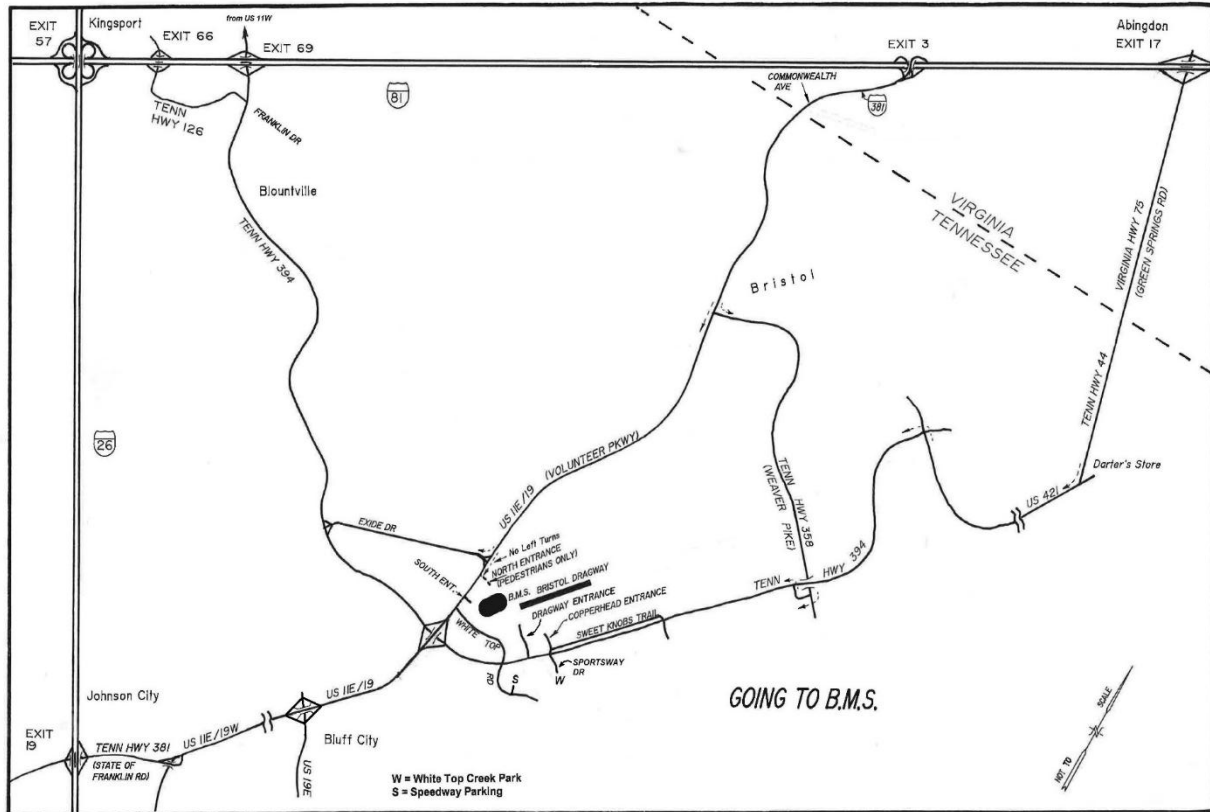


Figure 2. Pre-Event Inbound Traffic Routes.

INTERSTATE 81 INBOUND STATIC TEMPORARY SIGNAGE

TDOT is requested to display two pairs of 48-inch orange static warning signs on Interstate 81 (northbound at approximate Mile Marker 67.1, and southbound at approximate Mile Marker 70.5). These signs are to bear the legends EVENT TRAFFIC KEEP RIGHT on the right side and THRU TRAFFIC KEEP LEFT in the median. They can be removed or covered after Event Weekend is over as appropriate by TDOT.

ENTRANCE #1 (NORTH) OF BRISTOL MOTOR SPEEDWAY

Throughout the day of the Event, Entrance #1 (North) will be closed to all vehicular traffic.

FORCE-OFFS

A pre-Event "force-off" is available to force traffic from northbound Highway 11E to eastbound Highway 394 by setting a row of lane separators on the center line of the northbound lanes of Highway 11E just south of the exit gore, leaving both lanes open. If and when the supervising police officer on the scene decides the time is right, six lane separators and a police vehicle with emergency lights will block the right lane, forcing the motorists in the right lane onto the exit ramp. Two RIGHT LANE MUST TURN RIGHT signs (to be displayed only when the force-off is in place) are provided for that purpose. These signs, as shown in the appropriate diagram, are not staged in the field, but are stored on the Public Works morning crew truck for deployment as needed.

In addition, should conditions in the field require it, two other force-offs can be utilized before the Event, as listed below.

- 1) Should southbound Highway 11E near Exide Drive become overly congested, two RIGHT LANE MUST TURN RIGHT signs and a number of lane separators or cones will be available so that the southbound right lane of Volunteer Parkway can be forced off to westbound Exide Drive. If this is used, resources will be required to keep the diverted vehicles from going to the end of the exit ramp, crossing Exide Drive, and entering the ramp back to southbound Highway 11E, thus negating the effects of the diversion.
- 2) Should eastbound Highway 394 near Exide Drive become blocked by a crash, traffic can be forced off onto eastbound Exide Drive. No signs or cones will be stationed at this intersection; it will be accomplished by police techniques only.

As circumstances require, the Tennessee Highway Patrol, Sullivan County Sheriff's Office, and/or the Kingsport Police Department may force some BMS traffic off northbound Interstate 81 at Exit 66 (State Route 126) to relieve congestion and reduce queues at Exit 69, typically when the back of the northbound queue waiting to exit at Exit 69 reaches the Exit 66 area.

WHITE TOP ROAD

Pre-Event traffic can flow in both directions on White Top Road. It may be necessary to prohibit left turns from southbound Highway 11E to White Top Road, or northbound Highway 11E to Maplehurst Lane, or left turns from either roadway onto Highway 11E, before the Event, depending on traffic conditions. There will be signage on both Highway 11E and on Highway 394 indicating that there is no vehicular access to Bristol Motor Speedway via White Top Road. When left turns are prohibited in both directions of Highway 11E at the White Top Road/Maplehurst Lane intersection, the westbound White Top Road left+through lane also needs to be closed, to force all westbound White Top Road motorists to turn right onto northbound Highway 11E. There are also some westbound Maplehurst Lane signs that need to be installed in advance of Highway 11E if that median opening is closed to prohibit left turns.

EARHART'S CROSSING

"Earhart's Crossing" is the popular, unofficial name for the median opening on Highway 11E between Exide Drive and the Back Creek bridge north of the BMS Entrance #1 (North), that serves as an access point for the Earhart East and Earhart West (Vendor's Field) parking/camping areas. It is also one of the heaviest-volume pedestrian crossings on Highway 11E. Especially in the pre-Event period, the frequency and duration of vehicular stoppages to allow pedestrians to cross is one of the primary influences on vehicular back-ups on southbound Volunteer Parkway, and sometimes eastbound Exide Drive. Pedestrian/vehicle operations at this intersection need to reflect that awareness.

The Bristol Tennessee Police Department will be prepared to manually direct traffic at the following median openings in a coordinated manner, with that coordination being done by radio communication. This technique will be initiated only when traffic conditions so require, which is typically influenced by the need to control the thousands of pedestrians that cross Highway 11E in this area by stopping vehicular traffic at all four locations simultaneously.

- 1) Highway 11E and Exide Drive
- 2) Highway 11E and "Earhart's Crossing"
- 3) Highway 11E and Speedway Boulevard (Entrance #1 (North))
- 4) Highway 11E and NASCAR Boulevard (Entrance #2 (South))

POST-EVENT OPERATIONS

POST-EVENT OUTBOUND TRAFFIC

A total of nine signed routes will be available to route traffic away from BMS. These routes are as follows:

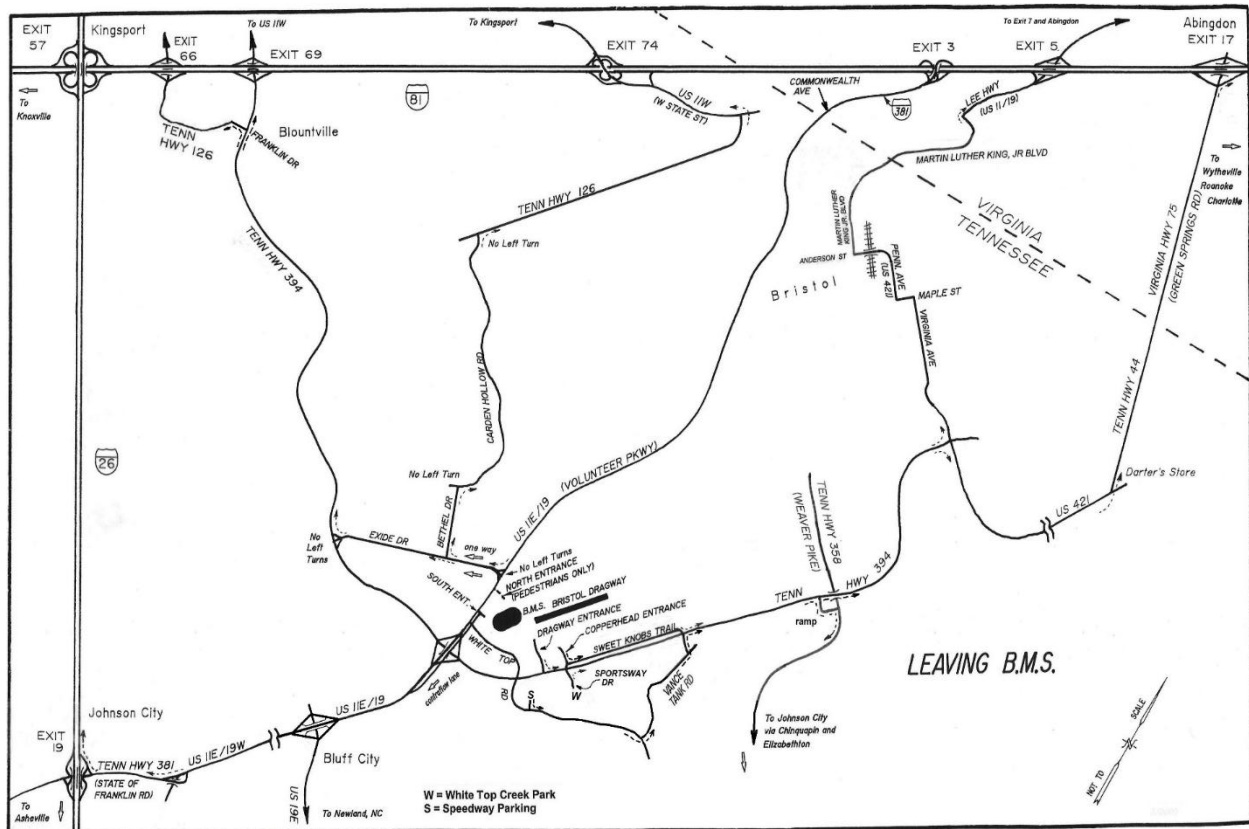


Figure 3. Post-Event Outbound Traffic Routes.

- 1) **Virginia Exit 3 Route.** Exit BMS and go north on US 11E (Volunteer Parkway) to Commonwealth Avenue (in Bristol, Virginia) to Interstate 381 to Interstate 81 at Virginia Exit 3.
- 2) **Tennessee Exit 57 Route and North Carolina Route.** Exit BMS and go south on US 11E to Tennessee State Route 381 (State of Franklin Road) in Johnson City; thence southbound on State Route 381 to Interstate 26; thence westbound on Interstate 26 to Interstate 81 at Exit 57, or eastbound on Interstate 26 to North Carolina via Sam's Gap.
 - a. Some of this traffic will also depart US 11E by exiting right onto southbound US 19E in Bluff City and thence to Elizabethton and North Carolina.
- 3) **Southbound Contraflow Route to Tennessee Exit 57 Route and North Carolina.** Some motorists exiting the BMS Entrance #2 (South) (NASCAR Boulevard) and certain parking areas along White Top Road will be directed into a southbound Highway 11E contraflow lane that rejoins the regular lanes at Oakdale Road/Thomas Lane and thence follow route 2) above.

- 4) **Tennessee Exits 66 and 69 Routes.** Motorists in certain areas, most notably some areas of White Top Road and traffic exiting NASCAR Boulevard onto the southbound Highway 11E contraflow lane, will not have access to this route.

Depart the BMS area and go west on Highway 394 to the Franklin Drive/State Route 126 area in Blountville. West of Highway 11E, three lanes of westbound traffic will flow along Highway 394 by utilizing the center two-way left-turn lane as a westbound-only lane; opposing eastbound left turns may be prohibited as appropriate during this time.

The Exit 69 interchange of Interstate 81, equipped with a grassy median, cannot accommodate three lanes of westbound traffic. For this reason, and to reduce weaving movements, the traffic in the far-left lane (normally the two-way left-turn lane) will be required to turn left onto westbound Franklin Drive to Highway 126 and thus access Interstate 81 at Exit 66 in Kingsport. The other two lanes will proceed northwestward on Highway 394 to Exit 69 north of Blountville. Traffic approaching the Exit 69 interchange of I-81 have the option to continue westbound through the Franklin Drive intersection to the interchange or to turn left onto westbound Franklin Drive to Highway 126 to access the Exit 66 interchange in Kingsport.

The five-lane portion of Highway 394 will be utilized in the following post-Event manner:

At Exide Drive, no left turns will be permitted in any direction. Westbound Exide Drive motorists *must* turn right onto westbound Highway 394. At certain other Highway 394 locations, left turns will be prohibited.

On Highway 394 from Highway 11E to Franklin Drive, three lanes of traffic will flow westward (in the two regular westbound lanes and in the center two-way left-turn lane).

At Franklin Drive in Blountville, the Tennessee Highway Patrol will direct westbound motorists in the center two-way left-turn lane to turn left onto westbound Franklin Drive and then left again onto westbound Highway 126, where they will encounter Interstate 81 at Exit 66 in about three more miles. The two right lanes will continue straight to Interstate 81 at Exit 69 about one mile distant.

- 1) **Virginia Exit 5 Route.** Exit the area and go eastbound on Highway 394 to US 421 in southeastern Bristol; thence turn *left* onto northbound on US 421; thence northbound on US 421 as it turns along various streets in Bristol, Tennessee (Virginia Avenue, Maple Street, Pennsylvania Avenue, and over the concrete Anderson Street bridge over the railroad) to Martin Luther King Jr. Boulevard; thence leave US 421 and go northbound on Martin Luther King Jr. Boulevard to the Virginia state line; thence continue northbound on Martin Luther King, Jr. Boulevard in Virginia to Moore Street; turn right onto northbound Moore Street to Lee Highway; thence northbound on Lee Highway (the street name changes from Moore Street to Lee Highway at Euclid Avenue) to Virginia Exit 5.

Care needs to be taken that motorists crossing the Anderson Street bridge westbound do not continue west past Martin Luther King, Jr. Boulevard and interfere with traffic flows on Volunteer Parkway along the Exit 3 route; such motorists *must* turn right at the end of the bridge onto northbound Martin Luther King, Jr. Boulevard.

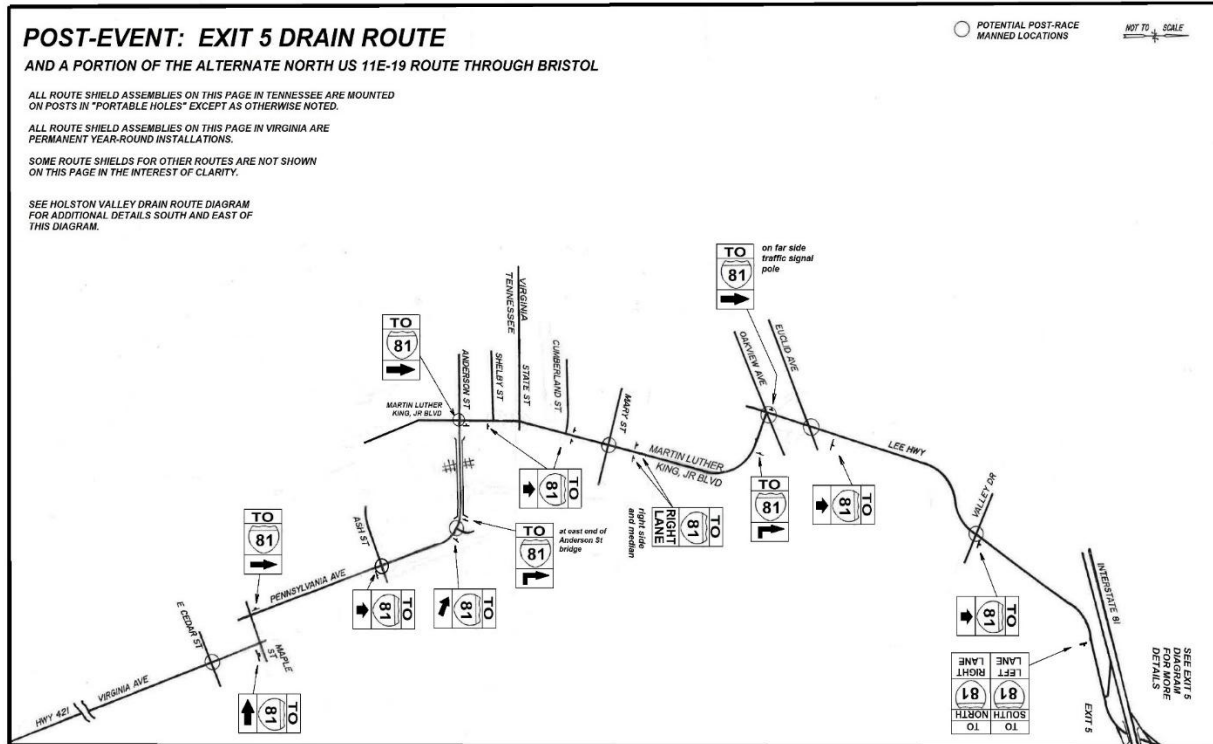


Figure 4. Virginia Exit 5 Outbound Traffic Route

- 2) **Virginia Exit 17 Route (Holston Valley Route).** Exit BMS and go eastbound on Highway 394 to US 421 in southeastern Bristol (the same as route (e) above); thence turn *right* onto southbound on US 421 to Tennessee State Route 44 in Holston Valley; thence northbound on Tennessee State Route 44 to the Virginia state line; thence northbound on Virginia State Route 75 (the name changes at the state line without turning; it is also named Green Springs Road in Washington County, Virginia) to Interstate 81 at Exit 17 in Abingdon.

One of the pertinent points of working traffic operations at Exit 17 in Abingdon is the mix of Event traffic operations with locally generated traffic, especially Sunday operations with the mega-church located on Green Springs Road several miles south of Exit 17.

- 3) **Tennessee Exit 74 Route (Carden Hollow Route).** Fans parked in certain parking fields off Exide Drive between Volunteer Parkway/Highway 11E and Bethel Drive, or on the southbound side of Volunteer Parkway north of Exide Drive, will be directed from westbound Exide Drive to northbound Bethel Drive; thence northward on Bethel Drive to Carden Hollow Road; thence northward on Carden Hollow Road to Tennessee State Route 126; thence northeastward on Tennessee State Route 126 to US 11W (West State Street); thence turn left to southbound on US 11W to Tennessee Exit 74. Please note that left turns from Carden Hollow Road to Tennessee State Route 126 towards Blountville will not be permitted; the intersection of Highway 126 and Carden Hollow Road will be manned post-Event by the Tennessee Highway Patrol to prevent such turning movements. Likewise, no left turns from northbound Bethel Drive to the mountain hollow portion of Bethel Drive at Carden Hollow Road will be permitted, and this intersection will be manned post-Event by the Sullivan County Sheriff's Office.

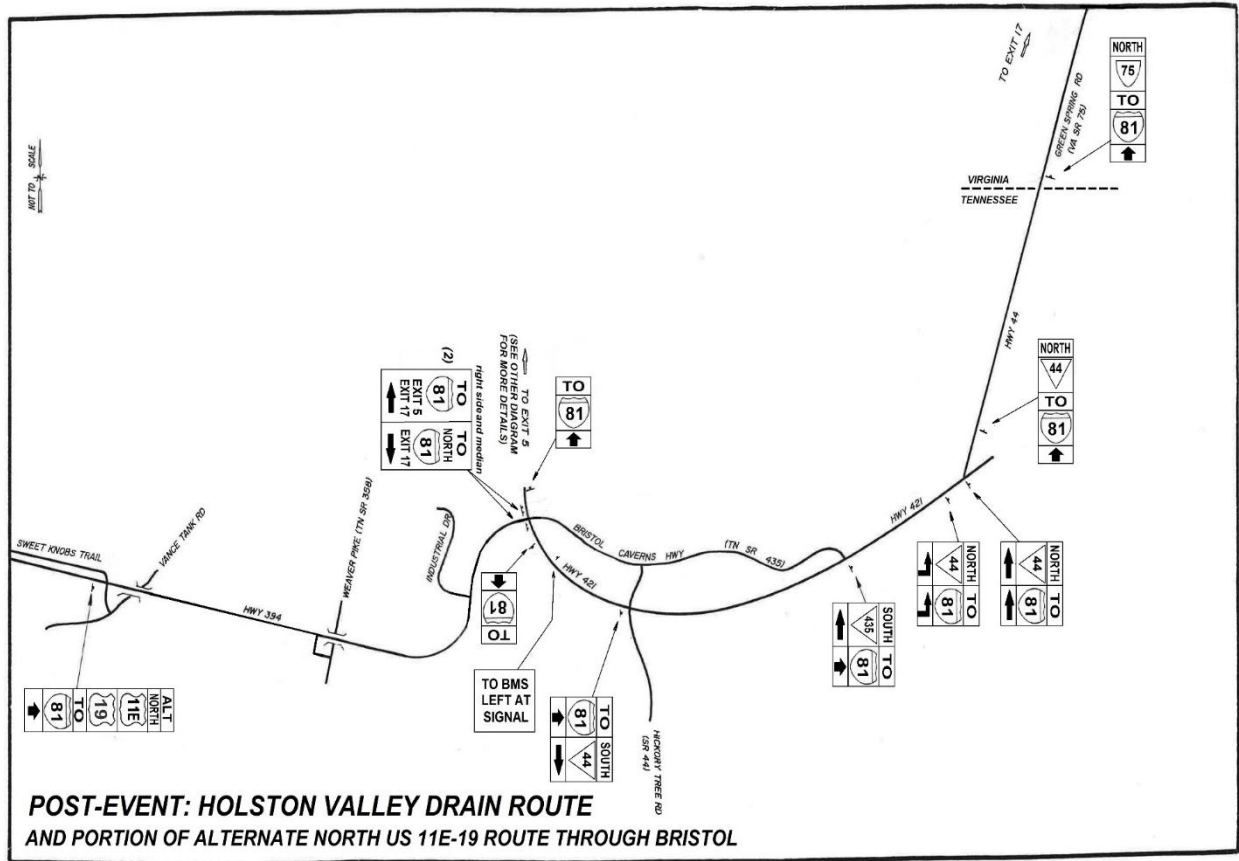


Figure 5. Holston Valley Outbound Traffic Route.

- 4) **Chinquapin Route to Johnson City.** The Chinquapin Route is as follows: going east on Highway 394 from Entrance #3 (Dragway) (Thunder Valley Drive) and exit to Weaver Pike; at the bottom of the off-ramp, turn right onto southbound Weaver Pike (State Route 358); thence south on Weaver Pike to Rockhold Road (State Route 44); thence southwest on Rockhold Road to Chinquapin Grove Road; thence leave State Route 44 and south on Chinquapin Grove Road to Bunker Hill Road (the street name changes without turning at its western intersection with Big Arm Road); thence west on Bunker Hill Road to Highway 19E just north of the Sullivan County/Carter County line; thence south on Highway 19E to Broad Street (US 321) in Elizabethton; thence on US 321 to Johnson City and on to Interstate 26 at Exit 24.

For motorists exiting BMS via Entrance #4 (Copperhead Road) and Sweet Knobs Trail that wish to use this route to Johnson City and Elizabethton, they will travel east on Sweet Knobs Trail to its eastern intersection with Highway 394 (at the Vance Tank Road interchange) and turn left onto eastbound Highway 394 and exit to Weaver Pike (Tennessee State Route 358) and follow the same route as described above.

- 5) **White Top Route.** The purpose of the White Top Route is to relieve some of the post-Event congestion at the intersection of Highway 394 and White Top Road by having motorists that formerly entered Highway 394 from westbound White Top Road to now enter Highway 394 at the less-congested Vance Tank Road intersection to the east. The route will impact Event fans exiting from Speedway Parking, Dave’s Family Campground, those parts of Farmer

Bob's Campground that drains to White Top Road, and those camping/parking fields on Old White Top Road.

The White Top Route is as follows: From Speedway Parking, Dave's Family Campground, and parts of Farmer Bob's Campground, instead of turning right to go west on White Top Road to reach Highway 394, motorists will turn left to go east on White Top Road, heading away from the intersection of White Top Road and Highway 394. From the Old White Top Road area, exiting motorists will turn right to head east on White Top Road. To prevent turns towards Highway 394, barricades will block westbound White Top Road at Old White Top Road and at Speedway Parking.

Motorists will then proceed east on White Top Road and turn left onto eastbound Vance Tank Road (continuing straight on White Top Road will lead to a low-profile railroad crossing and its associated problems with low-clearance vehicles, like RVs with tow dollies). They will continue east on Vance Tank Road, go straight after stopping at Broyles Lane (Broyles Lane contains another low-profile railroad crossing), and turn left onto westbound Sweet Knobs Trail, and then be forced to turn right onto eastbound Highway 394 at a point about three miles east of where they entered Highway 394 formerly. From this point, they can follow either the Exit 5 or Exit 17 routes (Routes [f] and [g]) described above to reach Interstate 81 or exit at Weaver Pike to use the Chinquapin Route (Route [i]) to Elizabethton and Johnson City as described above.

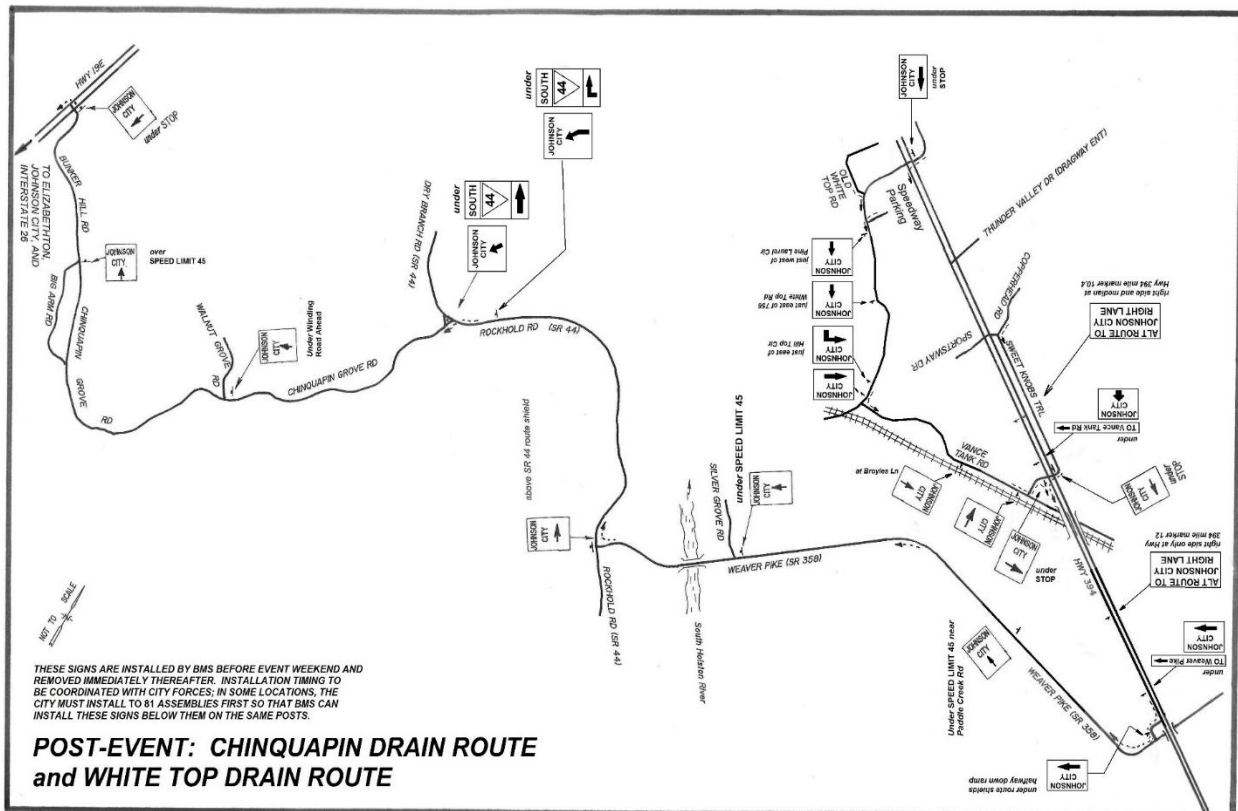


Figure 6. Chinquapin and Whitetop Post-Event Traffic Routes.

To operate this route: a Bristol Public Works crew meets two Sullivan County Sheriff's Office (SCSO) deputies at the intersection of White Top Road and Old White Top Road. The Public

Works crew installs the signage from that intersection all the way to Highway 394 and Sweet Knobs Trail, eastern intersection. The two SCSO deputies direct traffic at the Speedway Parking exit and at the intersection of White Top Road and Old White Top Road to go east on White Top Road. With 100 laps to go as well, the eastbound Highway 394 Variable Message Board at Mile Marker 11 is activated. After the Public Works crew finishes the installation of the White Top Route south of Highway 394, they will install the lane closure on White Top Road between Highway 394 and Highway 11E.

To remove this route, Public Works via Event Control first advises the police officers at Highway 394 and White Top Road that the route is about to be closed, so that they are prepared for traffic after that point. The traffic control devices are then removed, starting at Old White Top Road and working east. Finally, the VMB at Mile Marker 11 is turned off for the evening.

Public Works will be prepared to block the first driveway on the west side of White Top Road south of Highway 394 with a pickup truck if the gate is not closed. The gate is permitted to be partially closed and secured as a pedestrian access only.

ALTERNATE NORTHBOUND US 11E/19 ROUTE. Northbound through traffic on US 11E/19 heading towards Interstate 81 at Virginia Exit 3 will be rerouted to Highway 394 and along route (f) above to Interstate 81 at Virginia Exit 5 if they choose to follow the posted alternate US 11E/19 signs.

ENTRANCE #1 (NORTH ENTRANCE/SPEEDWAY BOULEVARD)

No vehicles will exit the BMS campus at Entrance #1 (North); this will be a pedestrian-only access point, both pre-Event and post-Event.

PEDESTRIAN HOLD PERIODS

HIGHWAY 11E

When the Event is over, traffic on Highway 11E between Maplehurst Lane/White Top Road and Sperry View Drive (except for southbound Volunteer Parkway right turns to Exide Drive) will be stopped for up to one hour to allow pedestrians to exit these areas to the satellite parking areas off the BMS campus. The exact length of the post-Event hold period is determined by conditions in the field at the time by the supervising police officer.

For the Highway 11E Beaver Creek bridges (south of Entrance #2 (South)), which typically see heavier pedestrian volumes than the Highway 11E Back Creek bridges (north of Entrance #1 (North)), the Pedestrian Hold technique described below will be used:

- 1) The two driveways of Lady Equipment Company and the driveway at 3021 Highway 11E are blocked with Public Works trucks. Police cruiser(s) and/or Public Works vehicle(s) will be pre-positioned to partially block the southbound Highway 11E travel lanes, transversely across the roadway, to prevent vehicles from entering the southbound Beaver Creek bridge.
- 2) Northbound Highway 11E motorists are stopped at White Top Road/Maplehurst Lane. At about the same time, southbound Highway 11E motorists are stopped at the north end of the Beaver Creek bridge by blocking the roadway with police and/or Public Works vehicles. Northbound traffic north of White Top Road/Maplehurst Lane continues to flow.
- 3) Southbound Highway 11E motorists are then stopped at White Top Road/Maplehurst Lane. By stopping the southbound flows here, motorists are no longer able to exit the Volunteer

Village Mobile Home Park through the pedestrian flows, as they cannot proceed any farther than this intersection.

- 4) Once the vehicles have cleared the two Beaver Creek bridges, the pedestrian hold period begins. The pedestrian hold can begin at different times on the northbound and southbound sides as conditions require, but typically begin fairly close together.

While traffic is stopped for the Highway 11E pedestrian hold period, traffic can be permitted to enter the southbound Highway 11E contraflow lane from westbound White Top Road as circumstances permit, until the pedestrian hold period ends. Likewise, eastbound Maplehurst Lane motorists may be permitted to turn right onto southbound Highway 11E during the pedestrian hold period as circumstances allow.

The supervising Bristol, Tennessee, police officer at Entrance #2 (South) will decide when to end the hold period as circumstances allow vehicular traffic to resume. That supervisor will advise the MACC (Multi-Agency Command Center) when the Pedestrian Hold period begins and ends. The MACC, in turn, will advise VDOT and Bristol, Virginia, when the Pedestrian Hold period ends, so that they can prepare for the inflow of traffic in their operational areas.

HIGHWAY 394

Entrance #4 (Copperhead Road)

The Highway 394 pedestrian hold period at Entrance #4 (Copperhead Road) is to enhance the safety of the huge pedestrian flows crossing Highway 394, bound for the parking fields off Sportsway Drive. Traffic need not be stopped on both directions of Highway 394 at the same time, as circumstances require; nor do the Highway 11E and Highway 394 pedestrian hold periods have to start and stop at the same time. Westbound Highway 394 traffic may be stopped at the Vance Tank Road end of Sweet Knobs Trail by law enforcement personnel to give those motorists the choice of U-turning or proceeding down Vance Tank Road if they do not want to wait for the post-Event hold period to expire.

Entrance #3 (Dragway)

The Pedestrian Hold is also implemented at Entrance #3 (Dragway). The additional impact of this hold period on vehicular traffic is minimal, as eastbound Highway 394 motorists (coming from the White Top Road intersection area) are stopped at Entrance #4 (Copperhead Road) downstream anyway; westbound motorists are likewise already stopped at Entrance #4 (Copperhead Road) for that hold period. It is necessary for BMS to stop traffic on the campus exiting from the Medallion and Pole Position campgrounds before it enters Thunder Valley Drive from the east. The intersection of Highway 394 and White Top Road will also be subject to the Pedestrian Hold.

The supervising Bristol, Tennessee, police officers at Entrance #4 (Copperhead Road) will decide when to end the hold period at the Copperhead and Entrance #3 (Dragway)s as circumstances allow vehicular traffic to resume. That supervisor will advise the MACC when the Pedestrian Hold period begins and ends. The MACC, in turn, will advise VDOT and Bristol, Virginia, when the Pedestrian Hold period ends.

CONTRAFLOW

HIGHWAY 11E

It cannot be overemphasized that the contraflow lanes must be set up **exactly** as shown in the plans or a head-on collision could occur.

After each Event, as appropriate, the Highway 11E contraflow lane will allow southbound traffic to flow in what is typically the northbound left lane of Highway 11E from the BMS Entrance #2 (South) (NASCAR Boulevard) to the Oakdale Road/Thomas Lane intersection. Traffic will enter this lane only from NASCAR Boulevard and from westbound White Top Road under police direction and supervision. Motorists in the contraflow lane cannot exit from Highway 11E to Highway 394; they must continue south on Highway 11E towards Bluff City, Elizabethton, and Johnson City. ROAD CLOSED AHEAD signs will be displayed on Oakdale Road, Thomas Lane, and Maplehurst Lane as appropriate. The southbound contraflow lane is delineated from the northbound “regular” lane with tubular lane separators along the dashed white center line at approximately 40-foot intervals (one lane separator per dashed line), except for the section between White Top Road and Entrance #2 (South). For that section, one separator will be placed on each dashed line and one separator placed between each dashed line, to double the density in this short section to discourage lane changes.

It is very important that the northbound BE PREPARED TO STOP sign on Highway 11E in the median at Mile Marker 8.8 (just south of the Highway 394 bridges) is not displayed when the contraflow lane is set up, whether or not contraflow traffic is using it. The northbound BE PREPARED TO STOP sign on the right side shall remain visible to northbound traffic.

Two crews working in tandem set up the contraflow lane. Setup begins shortly before or at the beginning of the Event, as appropriate and coordinated with the MACC. The setup of the post-Event contraflow should be installed early enough to allow evacuation of the BMS area if the need arises, but not so early as to impede typical or inbound traffic flows before the Event. The lane separator crew starts by installing the lane separators as needed on the dashed center line of southbound Highway 11E near Highway 394 and again near Oakdale Road/Thomas Lane. The chain crew starts by going to the interchange of Highway 11E and Highway 19E in Bluff City and working northward, setting up warning signs, and then starting at the median opening at Watson’s Marine, setting up the warning signs, arrow board, cones, and lane separators to force northbound traffic into the northbound right lane and laying down the BE PREPARED TO STOP signage in the median that contradicts the contraflow. When the two crews meet, they work in tandem to keep all northbound traffic in the right lane, with one crew setting out lane separators while the other crew closes the median openings with chains and sets up/covers the appropriate signage and barricades. These two crews continue northward to NASCAR Boulevard (Entrance #2 (South)), where the contraflow ends. This crew will also change the sign and cone/separator setup on the two off-ramps from Highway 11E to Highway 394 from pre-Event to post-Event configuration as well as the connector road to Hamilton Hill Road. They will work in conjunction with the police department to ensure that no one enters the contraflow lane from NASCAR Boulevard or White Top Road until the appropriate time, and to ensure that the contraflow lane is empty before it is shut down at the end of the post-Event flow.

Removal of the contraflow after the post-Event flows are over is accomplished in the same manner, starting from the south end and working northward. Highway 11E contraflow removal operations are typically after sunset and will require police escort. It is very important that all the Two-Way Traffic signs be removed from display before pickup of lane separators begins, as motorists pulling out from parking spaces along the side of Highway 11E have been observed in years past using the contraflow lane after the separators have been picked up, based on the display of these signs.

The contraflow lane can also be used to clear congestion on the regular southbound lanes of Highway 11E during the post-Event flow. If the regular southbound lanes become slowed, and the flows from NASCAR Boulevard have ended, the left southbound through lane can be crossed over at

the NASCAR Boulevard median opening into the contraflow lane until the blockage is cleared. This is illustrated on the appropriate diagram.

If the post-Event drain traffic from Entrance #2 (South) into the contraflow lane has ended but there is still traffic entering the contraflow lane from White Top Road, the contraflow lane and appropriate signage from NASCAR Boulevard to White Top Road can be closed and removed early and separately. All southbound traffic from NASCAR Boulevard after that time must then enter the regular southbound Highway 11E lanes. Similarly, if NASCAR Boulevard traffic is stopped from entering the contraflow lane during the pedestrian hold period, some traffic from westbound White Top Road can be directed into the contraflow lane until the hold period ends as circumstances permit.

HIGHWAY 394

The Highway 394 post-Event contraflow configuration allows this five-lane roadway west of Highway 11E to operate with three westbound lanes and two eastbound lanes by assigning the center two-way left-turn lane to westbound flows only. This conversion will take place shortly before or just as the Event begins. The setup of the post-Event contraflow should be installed early enough to allow evacuation of the BMS area if the need arises, but not so early as to impede typical traffic flows before the Event (early set up of the Highway 394 contraflow is typically less intrusive to pre-Event flows than the early set up of the Highway 11E contraflow). This is accomplished by placing a line of tubular lane separators (not cones) along the line separating the center two-way left-turn lane and the eastbound left through lane at approximate 40-foot intervals (one per skip line), with gaps as appropriate to allow westbound left turns at intersections and major driveways as appropriate.

At the locations listed below, No Left Turn signs (listed east to west) will be installed as illustrated on Highway 394:

- Eastbound Highway 394 at Pit Row Convenience Center
- Eastbound Highway 394 at Maplehurst Lane
- Eastbound Highway 394 at Old Thomas Bridge Road
- Eastbound Highway 394 at Elizabeth Chapel Road (southern intersection)
- Eastbound Highway 394 at Elizabeth Chapel Road (northern intersection)
- Eastbound Highway 394 at Earhart Road (northern intersection)
- Eastbound Highway 394 at Exide Drive
- Eastbound Highway 394 at Kingston Road
- Eastbound Highway 394 at Top Tree
- Eastbound Highway 394 at Summer Hills Drive
- Eastbound Highway 394 at Hicks Hollow Lane
- Eastbound Highway 394 at Blountville Boulevard
- Eastbound Highway 394 at Agero Drive
- Eastbound Highway 394 at Franklin Drive
- Westbound Highway 394 at Highway 126

The overhead blank-out No Left Turn sign on eastbound Highway 394 for the left turn into the Cox Farm (Food City) shopping center will be illuminated as the contraflow is installed. A law enforcement officer with a key to the police door for the traffic signal controller at that intersection (that is where the switch is at) will have to do it. When the contraflow lane is removed, this sign will have to be shut off. See Diagram D23 for details.

There should already be a No Left Turn sign in place on westbound Highway 394 at Highway 126 as part of the pre-Event operations in Blountville. The backlit No Left Turn signage at the interchange of Highway 394 and Highway 11E will be discussed separately.

In addition, a No Right Turn sign is to be staged on westbound Highway 394 at Old Thomas Bridge Road so as not to allow any vehicles to enter eastbound Old Thomas Bridge Road from Highway 394. This sign can be displayed and removed by the law enforcement officers working at this intersection as circumstances require.

Public Works crews will block the left-turn lane on the following exiting “side street” approach locations (listed east to west) with cones or lane separators, and a No Left Turn sign for each, so that all motorists leaving the listed “side street” or driveway must turn right. Some locations include an advance warning sign as well.

1. Pit Row Shopping Center exit (southeast of Beaver Creek Road)
2. Exide Drive (signalized)
3. The Shops at Hatterdale Shopping Center (even though a contractor is now occupying the former grocery store in this shopping center, this driveway can be accessed from the assisted care facility next door)
4. Feathers Chapel Road, eastern intersection (in this case, the combined left-turn and through lane on eastbound Feathers Chapel Road is blocked, since the through volume to Summer Hills Drive is very small; an advance warning sign on eastbound Feathers Chapel Road east of the easternmost golf course driveway is required for this location)
5. Feathers Chapel Road, western intersection (signalized; also requires an advance warning sign)
6. Blountville Boulevard (signalized; also requires an advance warning sign)
7. Walgreen’s/McDonald’s across from Blountville Boulevard (signalized)
8. Cox Farm (Food City)/Crown Plaza Shopping Center exits (signalized)
9. Agero Drive
10. Combined driveway for TruShine Car Wash and 394 Self Storage

The Lane Use signs showing the function of the center two-way left-turn lane on Highway 394 will be covered as shown on the appropriate diagram. In some locations, the sign will be covered with a large diamond-shaped sign with arrows illustrating the lane usage at that point for post-Event flows. At other locations, it will be covered with a blank wooden shield.

Both the installation and removal of the Highway 394 contraflow shall be initiated at the Highway 11E end and flow west to Blountville under escort.

It is extremely important that none of the Lane Use signs showing a center two-way left-turn lane on Highway 394 are displayed while the contraflow configuration flows. Display of one of these signs could encourage an eastbound left-turning motorist to enter the center two-way left-turn lane and encounter a westbound motorist head on, resulting in unfortunate circumstances.

At the end of the Highway 394 contraflow operations for the evening, it is very important that all of the variable message boards along Highway 394 operated by the TDOT “helper trucks” personnel proclaiming that the far-left lane turns left at Franklin Drive be turned off before the nearby lane separators are removed. Similarly, it is very important that the five-arrow lane-use signs showing the nearby center two-way left-turn lane as a westbound-only lane are removed before the lane separators are removed. These two actions discourage late-leaving westbound motorists from

continuing to use the center two-way left-turn lane as a westbound-only through lane after contraflow operations have ended and the contraflow traffic control materials are being removed.

During typical travel days, there is a sign assembly on westbound Highway 126 at its intersection with Highway 75 in Blountville showing that the alternate southbound I-81 route turns left along westbound Highway 75 to Exit 63. During Event Weekends, post-Event contraflow motorists using westbound Highway 126 may mistake this sign for the route they need to take to Interstate 81, and there are typically no law enforcement officers stationed along Highway 75, Highway 357, or Exit 63 for post-Event flow. To counteract this sign, the Public Works morning crew will unbolt and turn the arrow panel of this assembly so that the route leading to Interstate 81 has a ↑ arrow instead of a ← arrow, and re-bolt the sign to direct such motorists to Exit 66. This assembly will remain displayed until the end of all Event flows, when the arrow panel will be turned back to a ← panel to point such motorists towards Exit 63.

When the installation of the contraflow lane passes the entrance to the Cox Farm and Crown Plaza shopping centers, the overhead blank out No Left Turn sign for the eastbound Highway 394 left turn into the Cox Farm (Food City) shopping center will be illuminated; when the removal of the lane separators at the end of the evening reaches this same location, the blank out No Left Turn sign will be de-activated. This requires access to the police door of the traffic signal controller at this location.

Similarly, the Tennessee Highway Patrol, at the appropriate time following the end of the Event, will set the traffic signal at Highway 394 and Blountville Boulevard/Feathers Chapel Road (western intersection) to “flash” mode, and will reset it to “stop-and-go” mode at the end of the post-Event traffic flow.

FORCE-OFFS

Should westbound Exide Drive become overly congested during the post-Event drain period, police officers and highway workers can force traffic that has turned from southbound Volunteer Parkway onto westbound Exide Drive to re-route back to the ramp on the other side and thus back to southbound Highway 11E.

EXIDE DRIVE

Post-Event motorists heading east on Exide Drive will be able to reach the industrial plant. Once they pass the industrial plant, they will be required to turn left onto northbound Edison Circle at its eastern intersection. Such motorists will then be required to turn right onto eastbound Old Bethel Road and left again onto northbound Bethel Drive.

From there, motorists can get to Highway 126 via the Carden Hollow Route listed in the outbound traffic routes starting on page 10. ***No access to Highway 11E or Volunteer Parkway from Exide Drive, Bethel Drive, Highway 126, or Carden Hollow Road will be permitted during or for several hours after the Events.*** Variable Message Boards advising motorists that there is no access to Highway 11E via Exide Drive during and after the Events will be placed on Exide Drive at Highway 394 and at Carden Hollow Road south of Highway 126. This configuration also preserves access to the Carden Hollow Road and Bethel Drive areas for the volunteer fire departments that serve this area.

This Exide Drive configuration also requires that the southernmost block of Bethel Drive from Exide Drive to Old Bethel Road operate as a one-way northbound-only roadway during this time. Southbound Bethel Drive motorists must detour via Old Bethel Road and Edison Circle to westbound Exide Drive and thence to Highway 394.

If circumstances have allowed the median opening at Highway 11E/Volunteer Parkway and Exide Drive to remain open (and perhaps the traffic signal to remain in regular operation) until it is time to install the Exide Drive post-Event setup, the first step of the post-Event flow setup process is for the Exide Drive crew to close the median opening at Highway 11E/Volunteer Parkway and Exide Drive and setting that traffic signal in “flash” mode.

If the Exide post-Event one-way flow setup begins before the start of the Event, left turns from eastbound Highway 394 to eastbound Exide Drive must be prohibited when the Exide setup begins until the setup crew of the Highway 394 post-Event contraflow gets to Exide Drive. This prevents motorists from turning onto Exide Drive only to find out that they cannot reach Volunteer Parkway or Highway 11E. This can be accomplished by blocking the eastbound Highway 394 left-turn lane with barrels and the No Left Turn sign until the Highway 394 contraflow crew arrives, when these barrels must be removed to allow for westbound flow in the center two-way left-turn lane.

This diversion of eastbound Exide Drive traffic is to allow Exide Drive east of the industrial plant to operate as a one-way westbound road for post-Event flow (the changeover from two-way to one-way will be made just before or at the beginning of the Event). Those motorists exiting the Earhart South Windy Hills parking field on the north side of Exide Drive, east of Back Creek, will be required to turn onto westbound Exide Drive, stay in the right lane, turn right onto northbound Bethel Drive, and proceed to Exit 74 of Interstate 81 via the Carden Hollow Route listed above.

Those motorists exiting the Earhart Station West (Vendor’s) field on the south side of Exide Drive will be required to turn left onto westbound Exide Drive, but stay in the left (typically eastbound, but now operating in westbound contraflow fashion) lane until they pass Bethel Drive. Those motorists will then be shifted over into the right lane and thence proceed normally to Highway 394, where they will follow Routes (d) or (e) above to Exits 66 or 69 of Interstate 81. Motorists on southbound Volunteer Parkway in the right lane, as well as motorists exiting the Windy Hills subdivision, can be directed onto westbound Exide Drive into either lane as circumstances permit and thus can enter Interstate 81 at Exits 66, 69, or 74. It is possible that they will be required to enter the right lane only and use the Carden Hollow Rote to reach Exit 74 only.

The fire and emergency medical equipment in the Exide Drive fire station (Station C-4) will remain at the station as per typical operations. A Public Works crewmember equipped to open the median chain or drop it to the ground at the Volunteer Parkway/Highway 11E and Exide Drive intersection will remain at that location as long as the median opening is chained closed, to open/drop the chain should the Fire Department need to respond to a call for service, as long as the chain is in place blocking the median opening, or to allow an ambulance to turn left from northbound Highway 11E to westbound Exide Drive and thus to Bristol Regional Medical Center via Carden Hollow Road.

Post-Event right turns from westbound Highway 394 to eastbound Exide Drive may be prohibited (except for emergency vehicles) as circumstances dictate. Likewise, post-Event left turns may be prohibited from southbound Red Deer Road to eastbound Exide Drive as circumstances warrant.

The City of Bristol will be deploying two Variable Message Boards (VMBs), one on Exide Drive and one on Carden Hollow Road, that advise motorists of the inability to reach Highway 11E from Exide Drive during and after the Event. They will be deployed on the Tuesday before the Event, activated on Tuesday of Event Week, and operate around the clock until the end of the last Exide Drive contraflow operation for the Event, when they will be shut off.

An alternative post-Event configuration, first used for the September 2021 Race Weekend, was not to install the Exide Drive contraflow, keeping the westbound Exide Drive flow in a single lane, but

forcing all westbound Exide Drive motorists to turn right onto Bethel Drive and take the Exit 74 route, thus relieving some of the pressure off Exit 69.

WHITE TOP ROAD

Approximately 30 minutes before the Event ends, westbound White Top Road at Highway 394 heading towards Highway 11E will be closed by the Public Works crew that has completed installation of the White Top Route south of Highway 394.

After the Event, White Top Road between the All-American Campground exit and the Highway 394 intersection will operate as a one-way eastbound roadway, utilizing only one lane of White Top Road; the other lane will be utilized for emergency traffic staging and access only. Initially, all of the vehicles exiting the All-American Campground must turn left onto eastbound White Top Road towards Highway 394. Motorists exiting the Red Barn and Gentry campgrounds, as well as the White Top Road Extension area and possibly Lady Equipment Company onto White Top Road, depending on how the latter is configured internally, can go west towards Highway 11E or east towards Highway 394 as circumstances permit. When traffic flows lessen, the police officers on the scene can decide if right turns from the All-American Campground to westbound White Top Road towards Highway 11E may be permitted.

After the Event, eastbound White Top Road motorists at Highway 394 may initially be allowed to turn right (towards US 11E) or left (towards US 421) onto Highway 394. Should westbound Highway 394 back up from the US 11E interchange towards White Top Road, eastbound White Top Road motorists may be required to turn left towards US 421. The decision to allow right turns will be made by the senior police officer at this location as circumstances require.

White Top Road south of Highway 394 will continue to operate as a two-way roadway throughout the Event Weekend except for during and after the Events. During the post-Event drain period, there will be no westbound traffic on White Top Road between the Speedway Parking driveway and Highway 394; all post-Event traffic from Speedway Parking, Dave's Family Campground, that portion of Farmer Bob's Campground draining to White Top Road, and Old White Top Road will flow eastward towards Vance Tank Road on the White Top Route described above. Motorists ultimately going south will have the option of using the Chinquapin Route to Elizabethton and Johnson City. The Bristol Tennessee sign crew and Sullivan County deputies that will install and operate this route will meet at the intersection of White Top Road and Old White Top Road with roughly one hour left in the Event and proceed with the installation south of Highway 394. Once that is complete, the Public Works crew installs the White Top Road closure between Highway 11E and Highway 394.

THUNDER VALLEY DRIVE

All motorists exiting the BMS campus from Entrance #3 (Dragway) (Thunder Valley Drive) onto Highway 394 after the Event will be **required** to turn left towards US 421. Cars going south will have the option of using the Chinquapin Route to Johnson City or continuing to Virginia Exits 5 or 17.

There are also several locations on Highway 394 east of Entrance #4 (Copperhead Road) where there is no official median opening, but vehicles have tried to make U-turns before and gotten stuck (RVs and other long-overhang vehicles are especially prone to get stuck, as are vehicles pulled on low-clearance tow dollies). To prevent this, these locations will be blocked with median chains or cables equipped with NO ACCESS back-to-back signs to provide retroreflectivity. In addition, a sign will be placed on eastbound Highway 394 in the median at Mile Marker 10 (east of Entrance #4 (Copperhead Road)) bearing the legend U TURN TURNAROUND 2 MILES to encourage U-turning vehicles to turn around at the Summit Street intersection instead of at the eastern intersection with Sweet Knobs

Trail. A similar sign (U TURN TURNAROUND 0.5 MILE) will be posted on eastbound Highway 394 between the eastern Sweet Knobs Trail intersection and the railroad bridge.

OPERATIONS ALONG THE EXIT 5 DRAIN ROUTE IN BRISTOL, VIRGINIA

A few traffic control devices will also be displayed by Bristol, Virginia, in the Exits 5 and 7 areas, but no other lane closures are planned except for a contingency plan to close the northbound Exit 5 on-ramp in the event of a crash; barricades and signage will be staged, but not deployed, for that contingency. It is requested that one member of Bristol Virginia Public Works monitor the traffic post-Event in the Exit 5 area so that VDOT and/or the Bristol Virginia Police can be alerted if a post-Event problem develops.

RAMP CLOSURES AT HIGHWAY 11E AND HIGHWAY 394 INTERCHANGE

For many years, the on-ramp from Highway 394 to northbound Highway 11E has been closed with shortly before or within minutes after the Event ends, as part of the Highway 11E post-Event contraflow operations. This ramp blockage with Public Works trucks will be implemented again for this Event as part of the Highway 11E contraflow setup.

It will be necessary for a Public Works employee with vehicle keys to remain at this location with the trucks blocking this ramp during the blockage period, to move the trucks for emergency purposes on very short notice should the need arise; this ramp leads to one of the heavier-used helicopter landing zones for aerial evacuation of medical patients. The operation of the traffic signal at the bottom of the ramp will be adjusted accordingly, as discussed in the traffic signal operations section on page 26.

The Highway 11E southbound off-ramp to Highway 394 will be closed shortly after the Event ends as directed by the MACC and will remain closed until the traffic volumes decrease enough on Highway 394 to allow it to re-open. This is anticipated to be up to approximately two hours after the Event ends. This will be accomplished with signage, vehicles to block the ramps and grassy adjacent areas physically, and the appropriate manpower. The operation of the traffic signal at the bottom of the ramp will be adjusted accordingly as discussed in the traffic signal operations section on page 26.

Motorists exiting northbound Highway 11E on the ramp to Highway 394 may be required to turn right only as circumstances require, both for the pre-Event and post-Event periods. Again, the traffic signal operation can be adjusted accordingly, as well as operated manually to require the Highway 394 traffic to be stopped and allow pedestrians to cross Highway 394.

INTERSTATE 81 EXIT 69 INTERCHANGE

TDOT is requested (via THP) to close the southbound right lane of Interstate 81 immediately upstream of the southbound Exit 69 merge point during the Event so that traffic entering southbound Interstate 81 from Highway 394 will not have to merge into a travel lane but will have the right lane all to themselves to a point immediately downstream of the interchange without yielding. It is also requested that TDOT install a W4-3L (pictorial Left Lane Added) sign *on the southbound on-ramp* to show that the traffic on the ramp gets their own lane once they reach the mainline of the interstate highway. It is requested that this lane closure be installed during the Saturday Event and remain in place thereafter, around the clock, until the drain period following the last Event is over.

Installing this closure too early on Friday severely impacts the southbound Interstate 81 flow unnecessarily, creating back-ups all the way back to the Exit 74 interchange, where such congestion impacts access to the hospital.

It is also requested that TDOT install an EXIT OPEN sign on southbound Interstate 81 upstream of Exit 69 to advise motorists that the off-ramp is open, despite the advance warning signage about the right lane being closed in that area, to prevent last-minute lane changes for exiting motorists that do not need to get into the left lane.

After the last Event is over, this right-lane closure will remain in place overnight to accommodate the heavy exiting “next day” camper-detail flows. It is anticipated that the right-lane closure can be removed at 2:00 PM on the day after the Event, unless otherwise notified or in the case of an Event being postponed to another day. The portable VDOT variable message board on southbound Interstate 81 at the Virginia/ Tennessee state line (if in place) will be used to provide advance warning of this lane closure; if so, THP will need to advise the MACC when the closures are installed and removed (even after the “next day” flows end) so that the VMB in Virginia can be turned on or off accordingly. Advance warning of this lane closure will be installed and removed by the TDOT crews using static signage as per typical work zone techniques.

It may be necessary for the Tennessee Highway Patrol or Sullivan County Sheriff’s Office officers working the Exit 69 interchange in post-Event flows to require all motorists exiting southbound Interstate 81 at Exit 69 to turn right onto westbound Highway 394 towards Highway 11W, either in the pre-Event or post-Event period. A No Left Turn sign is to be on hand for this purpose from TDOT.

INTERSTATE 81 EXIT 3

As circumstances permit, VDOT has the option to install a northbound Interstate 81 right-lane closure from a point upstream of Exit 3 to the Exit 3 merge point. This will allow traffic entering northbound Interstate 81 from Interstate 381 to have their own lane to themselves as they enter the main line, somewhat similar to the post-Event entering traffic configuration at Tennessee Exit 69. VDOT may further consider that this configuration be installed after the Event begins and remain in place around the clock until after the last Event ends. In Event Weekends past, it has been removed at the end of the post-Event drain and has not been in place for the day-after “camper detail” operations.

SPECIAL OPERATIONS, CONTINUOUS

TEMPORARY SPEED LIMIT REDUCTIONS AND TRAFFIC CALMING

First implemented in the Spring 2023 Race Weekend, the City of Bristol Tennessee, TDOT, and THP have collaborated on the installation of temporary speed limits on Highway 11E from 45 mph to 35 mph, paired with the deployment of portable rumble strips typically used in highway work zones. These two measures result in a noticeable reduction in ambient traffic speeds in the immediate vicinity of Bristol Motor Speedway. As such, these measures have become a permanent addition to traffic operations during major events at BMS. The portable rumble strips for this Event are to be deployed in advance of three key locations with higher pedestrian activity:

1. BMS Entrance 1 (North Entrance);
2. BMS Entrance 2 (South Entrance); and
3. The Earhart Campground median opening.

The exact location of these portable rumble strips can be noted in the Pre-Event Operations diagram set.¹

HIGHWAY 394 BMS SHUTTLE BUS OPERATIONS

During pre-Event operations, shuttle buses, upon exiting onto westbound Highway 394, will go west all the way to the end of the grassy Highway 394 median at Mile Marker 8.4 (just east of the traffic signal at Highway 390) to turn around and proceed to the shoulder pick-up/drop-off area in front of Speedway Parking on eastbound Highway 394. The “turnaround box” to block off part of the eastbound Highway 394 shoulder and grassy area behind the eastbound Highway 394 shoulder (to prevent parking) at Mile Marker 8.4 will be in place to provide space for those buses to turn around. There must not be any signs in the “herringbone” area that would interfere with shuttle operations.

During post-Event operations the shuttle buses, upon exiting onto westbound Highway 394 and going west of Entrance #3 (Dragway), will go west on Highway 394 in the westbound (northern half) of the “herringbone” (that large, flush, paved median of Highway 394 with the yellow crosshatching that extends from Entrance #3 (Dragway) westward to Mile Marker 9, just east of the White Top Road intersection) to its end at Mile Marker 9, where they will turn around and enter the eastbound Highway 394 shoulder pick-up/drop-off area in front of Speedway Parking. Upon departing the pick-up/drop-off area in front of Speedway Parking, the shuttle buses can travel eastbound on Highway 394 in the eastbound (southern half) of the “herringbone” to Entrance #3 (Dragway) and then turn left to enter Thunder Valley Drive.

The eastbound and westbound halves of the “herringbone” will be separated with cones or lane separators along its length from Entrance #3 (Dragway) to Mile Marker 9. In addition, on eastbound Highway immediately east of Highway 390 and east of the White Top Road intersection will be posted on the right side and shoulder with BUSES ENTERING HIGHWAY signs.

LOW-SPEED VEHICLES

In addition to state statutes that prohibit the use of low-speed vehicles (i.e., golf carts) on state highways, the City of Bristol, Tennessee prohibits their use on White Top Road, Old Thomas Bridge

¹ Additional BUMP signage is deployed in advance of the portable rumble strips by TDOT as part of this technique, the locations of which may vary.

Road, and Sweet Knobs Trail². They are also prohibited from using the wide sidewalk sections along Highway 11E that are intended for pedestrians³.

TRAFFIC SIGNAL OPERATIONS

Traffic signals in the Tri-Cities area may be manually coordinated or placed in “flash” mode both before and after the Events, as circumstances require. The coordination is accomplished on the Exit 3 route by having a senior police officer stationed at a key intersection designated by the two Bristol Police Departments, and other officers or City employees at the traffic signal controllers of the other traffic signals along the route in both Tennessee and Virginia. As the senior officer directs by radio, the other officers and employees along the Exit 3 route will set their traffic signals to display green to the main flow or green to the "side streets," as appropriate. Traffic signal operations are discussed in detail below.

Johnson City Signal Group

The City of Johnson City may manually operate, coordinate, or set in “flash” mode the following traffic signals as appropriate, both before and after the Event, as determined by to traffic conditions at the time:

1. State of Franklin Road and Browns Mill Road
2. State of Franklin Road and Interstate 26
3. Bristol Highway and Carroll Creek Road
4. Bristol Highway and Creekmore Drive
5. Bristol Highway and East Oakland Avenue/West Oakland Avenue
6. Bristol Highway and North Roan Street
7. North Roan Street and East Springbrook Drive/West Springbrook Drive

Bluff City Signal Group

Operation of the following traffic signal by the Bluff City Police Department is listed below, either in “flash” mode or manual operation as circumstances permit. Permanent floodlighting is available, controlled by a switch in the police door.

1. Highway 19E and Bluff City Highway (State Route 44)

Blountville Signal Group

Operations of traffic signals by the Tennessee Highway Patrol in the Blountville area are listed below.

1. Highway 11W and Highway 394 (monitored for manual operations pre-Event; manual operations post-Event as required).
2. Exit 69 southbound ramps at Highway 394 (manual operations pre-Event; manual operations or “flash” mode post-Event).
3. Exit 69 northbound ramps at Highway 394 (manual operations pre-Event; manual operations or “flash” mode post-Event).
4. Highway 126 and Highway 394 (manual operations pre- and post-Event).

2 See Municipal Code of Ordinances [Sec. 70-179. – Operation of low speed vehicles.](#)

3 See Municipal Code of Ordinances [Sec. 70-153. Vehicles not to be driven on sidewalk.](#)

5. Highway 394 and Franklin Drive (this traffic signal will be set in “flash” mode when the western portion of Franklin Drive is closed by City of Bristol personnel using traffic control materials staged by the Sullivan County Highway Department sometime prior to the Event).
6. Highway 394 and Cox Farm/Crown Plaza shopping center entrances (any mode pre-Event; “flash” mode post-Event) ⁴
7. Highway 394 and Blountville Boulevard/Walgreen’s (manual operations pre-Event as conditions require; “flash” mode post-Event) ⁵
8. Highway 394 and Feathers Chapel Road, western intersection (manual operations pre-Event; “flash” mode post-Event) ²

Piney Flats Signal Group

Operations of traffic signals by the Tennessee Highway Patrol in Piney Flats are listed below. These traffic signals should not be set on flash arbitrarily, especially the one at Industrial Park Road and Highway 11E, without consideration as to the shift change times at the Tri-County Industrial Park. They can be operated in “flash” mode or by manual control.

1. Highway 11E and Allison Road/Piney Flats Road (manual operations pre- and post-Event).
2. Highway 11E and Industrial Park Road (traffic signal to be set in “flash” mode as traffic circumstances require by the officers working the traffic signal at Highway 11E and Allison Road/Piney Flats Road). It is very important that the officers working the Piney Flats area return the traffic signal at Highway 11E and Industrial Park Road to normal mode before leaving the area at the end of Event traffic operations. Leaving this traffic signal in “flash” mode for typical weekday traffic generates considerable congestion issues in this area.

Highway 11E and Highway 394 Interchange Group

The following traffic signals typically operate as a single system under a single master traffic signal controller. During Event operations, these traffic signals can be individually operated manually, set in “flash” mode, or operate automatically in coordinated fashion by the Bristol Tennessee Police Department. Mast-arm mounted backlit No Left Turn signs can be illuminated for certain approaches at these intersections; when these signs are so illuminated, the corresponding left-turn green arrow phase is disabled, both in automatic mode and in manual phase-advance mode. When left turns are prohibited in this fashion, the corresponding left-turn lane should be blocked with cones. Alternatively, a left-turn lane may be blocked with cones and static signs to prohibit movement, but the traffic signal is operated manually to require mainline Highway 394 traffic to stop

4 During the post-event flow while the Highway 394 contraflow configuration is in place, even if it is not in operation, the eastbound Highway 394 backlit No Left Turn sign shall be illuminated to keep eastbound vehicles out of what is typically the center lane, to avoid head-on collisions.

5 The two traffic signals at Blountville Boulevard/Walgreen’s and Feathers Chapel Road are operated by the same traffic signal controller; the traffic signal at Cox Farm/Crown Plaza is controlled by a separate controller. These three traffic signals can be operated manually or in “flash” mode, as circumstances require. Historically, during pre-event flows, these traffic signals are among the first ones that require manual operations along Highway 394 and the last ones to be set back to automatic operation post-event. This will also apply to “day after” traffic. For post-event and “day after” flows, this traffic signal tends to operate better in “flash” mode than in manual mode; if operated in manual mode, because of the long cycle of this traffic signal, considerable traffic needs to build up waiting on the Blountville Boulevard, Walgreen’s, and Feathers Chapel Road approaches before the Highway 394 traffic is stopped to allow these “side street” motorists to advance.

for the purposes of providing vehicular gaps for pedestrians to cross. Permanent floodlighting is also available at each intersection, individually. Both the floodlighting and backlit No Left Turn signs are controlled by switches in the police door of each traffic signal controller. Officers at these three locations may communicate amongst themselves to coordinate their efforts.

1. Highway 394 and Highway 390 (typically set in “flash” mode as early as the beginning of pre-Event operations on Event day and operate in that mode throughout Event Weekend. It can be operated manually to create gaps in Highway 394 traffic for pedestrians to cross. The illuminated No Left Turn sign and corresponding phase disablement is available for the northbound Highway 390 left turns to westbound Highway 394; this left-turn movement is a pre-Event route for some northbound Highway 11E traffic bound for the Blountville area, so its closure should not be done indifferently to those needs).
2. Highway 11E and Highway 394, eastern intersection for the northbound ramps (illuminating the No Left Turn sign and corresponding phase disablement is available for northbound Highway 11E off-ramp left turns to westbound Highway 394, and eastbound Highway 394 left turns to the northbound Highway 11E off-ramp. Typically, these turn prohibitions are used for both pre-Event and post-Event flows, with the appropriate left-turn lanes blocked with cones. This is one location where the northbound off-ramp left turns may be prohibited by blocking the lane with cones, but the phase not disabled in the traffic signal to allow the signal to display a red ball to Highway 394 traffic and allow pedestrians to cross Highway 394 through manual operation).
3. Highway 11E and Highway 394, western intersection for the southbound ramps (illuminating the No Left Turn sign and corresponding phase disablement is available for southbound Highway 11E off-ramp left turns to eastbound Highway 394, and westbound Highway 394 left turns to the southbound Highway 11E on-ramp towards Johnson City. The southbound off-ramp left turn prohibitions may be used both pre-Event, as appropriate, with the southbound off-ramp left turn lane blocked by cones (to continue to allow right turns to westbound Highway 394), and post-Event (either with the southbound off-ramp completely blocked at the top of the ramp, or in the same mode as pre-Event, not allowing southbound off-ramp left turns while allowing right turns towards Blountville after the ramp is opened several hours after the Event). The westbound-to-southbound left turn prohibition ability is provided primarily for incident management control and not typically used otherwise for Event traffic operations).

Volunteer Parkway/Highway 11E and Exide Drive Group

The following traffic signal will be placed in “flash” mode by the Bristol Tennessee Police Department in association with the closure of the median opening as the traffic circumstances require, but no earlier than sunrise on each Event day. Prior to complete closure, manual operations with the “pigtail” is permitted as circumstances warrant.

After the post-Event drain is over, this traffic signal can be reset back to regular mode when the median opening is reopened as part of the Exide Drive contraflow removal. A City worker will remain stationed here whenever the median opening is closed with the chain so that the chain can be moved to allow emergency vehicles to pass. If this traffic signal is still in “regular” mode when it is time to start the Exide Drive post-Event one-way flow setup, the first task for the Exide Drive work crew is to set this traffic signal in “flash” mode and close this median opening.

1. Volunteer Parkway/Highway 11E and Exide Drive

Highway 394 and Exide Drive Group

The following traffic signal will be placed in “flash” mode or operated manually by the Bristol, Tennessee Police Department for pre-Event and post-Event flows as conditions warrant.

1. Highway 394 and Exide Drive ⁶

Weaver Pike Group

The following traffic signals in Bristol may be operated manually during the pre-Event periods only, as appropriate, on each Event day. This will be necessary only if there is sufficient traffic volume diverted from southbound Volunteer Parkway to southbound Weaver Pike to warrant manual operations. To date, this has not occurred.

1. Weaver Pike and Southside Avenue
2. Weaver Pike and Edgemont Avenue

Exit 3 Route Group

The following traffic signals along the Exit 3 route in Bristol, listed north to south, may be operated manually by police officers or City employees from sunrise at the earliest until the beginning of the Event (or when pre-Event flows reduce) on each Event day, and again from the end of the Event until the post-Event drain period is over. Alternatively, some of these traffic signals may be set in “flash” mode as the police department determines to be appropriate. It is important that if an ambulance departs the BMS area bound for Bristol Regional Medical Center via Volunteer Parkway, that the police officer in charge of these traffic signals be notified so that he, in turn, can instruct the traffic signal officers to hold a green light on Volunteer Parkway until the ambulance passes their location and turns off at West State Street towards the hospital.

1. Commonwealth Avenue/Interstate 381 and Church Street/Keys Street ^{4 5 10}
2. Commonwealth Avenue and Spurgeon Lane ^{7 8 10}
3. Commonwealth Avenue and Glenway Avenue ^{4 5 10}
4. Commonwealth Avenue and Euclid Avenue ^{4 5 9}
5. Commonwealth Avenue/Volunteer Parkway and State Street/West State Street ^{4 5}
6. Volunteer Parkway and Anderson Street/Broad Street ^{4 10 11}
7. Volunteer Parkway and Anderson Street (southern intersection) ^{4 7 8}
8. Volunteer Parkway and Windsor Avenue ^{4 7 12}
9. Volunteer Parkway and Hill Street/Holston Avenue/Applebee's ^{4 7 9 12}

6 Typically, it is expected that this traffic signal will either operate in regular mode or manual mode in pre-event conditions, and can be operated in “flash” mode during post-event conditions as circumstances require; the decision to operate this traffic signal in “flash” mode or manual mode during the post-event flow will be made by the senior police officer on station at this location or their supervisor.

7 Coordinated along the entire drain route via radio signals, both pre-event and post-event.

8 Operated by the Bristol, Virginia Police Department.

9 For post-event flows, the police officer(s) at this location will have to ensure that the northbound Commonwealth Avenue left-turn queues to westbound Euclid Avenue do not overflow into the northbound through lanes.

10 Operated by the Bristol, Tennessee Police Department.

11 Operated by the same traffic signal controller.

12 Operated by the same traffic signal controller.

10. Volunteer Parkway and Weaver Pike ^{4 7 13}
11. Volunteer Parkway and Vance Drive (northern intersection) ^{4 7 12}
 1. (the controller cabinet here requires a long-shank key for the police door)
12. Volunteer Parkway and Cox Street ^{4 7 12}
13. Volunteer Parkway and Lavinder Lane ^{4 7 12}
14. Volunteer Parkway and Godsey Road/Craig Drive ^{4 7 14 12}
15. Volunteer Parkway and Kennedy Road ^{4 7 11 12}
16. Volunteer Parkway and Century Boulevard ^{4 7 15}

Bristol Caverns Highway Group

The following traffic signals will be operated manually both during the pre-Event and post-Event periods, as appropriate, on each Event day. Operation in “flash” mode is not permitted because of left-turn sight distance issues.

1. Highway 421 and Bristol Caverns Highway/Highway 394 ^{7 16}

Exit 5 Route Group

The following traffic signals may be operated manually, in automatic mode, or in “flash mode” during the post-Event periods only, as appropriate, on event days:

1. Virginia Avenue and East Cedar Street ⁷
2. Pennsylvania Avenue and Ash Street ⁷
3. Pennsylvania Avenue and Anderson Street ⁷
4. Martin Luther King Jr. Boulevard and Anderson Street ⁷
5. Martin Luther King Jr. Boulevard and Shelby Street ^{7 12}
6. Martin Luther King Jr. Boulevard and State Street ^{7 12}
7. Martin Luther King, Jr. Boulevard and Mary Street ^{5 12}
8. Martin Luther King, Jr. Boulevard, Oakview Avenue, and Moore Street ^{5 12}
9. Lee Highway and Valley Drive ^{5 12}

Exit 74 Route Group

The following traffic signals may be operated manually, in automatic mode, or in “flash mode” during the post-Event periods only, as appropriate, on event days:

1. West State Street and Blountville Highway/Grove Park Drive ⁷
2. West State Street and Medical Park Boulevard ⁷

Highway 11W and Pinnacle Parkway Group

This traffic signal will be monitored by the Bristol Tennessee Police Department to determine if manual operation will be necessary for this Event Weekend, or if its isolated nature is sufficient that

-
- 13 The person “pigtail” the traffic signal at Volunteer Parkway and Weaver Pike must realize that the pedestrian phase for crossing Volunteer Parkway is a separate phase and should be skipped over manually to reduce delay unless there is a pedestrian present.
 - 14 Operated by the same traffic signal controller.
 - 15 May be operated in “flash” mode as circumstances permit.
 - 16 When the police cruiser is parked next to the controller cabinet on the northwestern island to operate the “pigtail” at this intersection, the officer must ensure that the vehicle is not parked on any electrical pullboxes embedded in the island surface.

it can operate automatically without special intervention:

1. Highway 11W and Pinnacle Parkway ^{7 12}

Lee Highway Group

The Bristol Virginia Police Department, Virginia State Police, and/or the Virginia Department of Transportation may manually direct traffic and/or operate the traffic signal controllers at the following locations near Exit 5 and Exit 7 as appropriate for post-Event flows. Traffic will be monitored in the Exit 5 area by the Bristol Virginia Public Works Department to determine if post-Event traffic is heavy enough to require manual operations of the traffic signals at Exit 5.

1. Lee Highway and Interstate 81 northbound off-ramp intersection near Long Crescent Drive (Exit 5)
2. Lee Highway and Old Abingdon Highway (Exit 5)
3. Lee Highway and southbound off-ramp intersection just north of the Interstate 81 overhead bridges (Exit 5)
4. Lee Highway and Island Road (Exit 5)
5. Lee Highway and Blevins Boulevard/Merchants Trace (southern intersection)
6. Lee Highway and Merchants Trace (northern intersection) ¹⁴
7. Lee Highway and Terrace Drive/Cascade Drive
8. Lee Highway and Alexis Drive/Travelite Drive
9. Lee Highway and Bonham Road
10. Lee Highway and Dominion Place
11. Old Airport Road and southern ramp intersection (Exit 7)
12. Old Airport Road and northern ramp intersection (Exit 7)
13. Lee Highway and Clear Creek Road/Old Airport Road
14. Clear Creek Road and Market Square

Exit 17 Group

The Virginia State Police, Abingdon Police Department, and/or the Virginia Department of Transportation may manually direct traffic and/or operate the traffic signal controllers at the two traffic signals at Exit 17 in Abingdon as appropriate on Event days, both pre-Event and post-Event. For the post-Event flows, the northbound Route 75 queue at the southern ramp intersection should be monitored to ensure that the intersection of Cummings Street and Country Club Drive remains clear. Signage and pavement markings indicating to northbound Route 75 motorists not to block that intersection are in place.

1. Cummings Street (Route 75) and northbound Interstate 81 ramp intersection
2. Cummings Street (Route 75) and southbound Interstate 81 ramp intersection

Exit 5 Diversion Group

The Bristol Virginia Police Department may manually operate or direct traffic at the following traffic signals during the post-Event drain diversion from Exit 5 to Exit 7 if that diversion is used.

1. Lee Highway and Island Road
2. Lee Highway and Blevins Boulevard/Merchants Trace (southern intersection)
3. Lee Highway and Merchants Trace (northern intersection)
4. Lee Highway and Terrace Drive/Cascade Drive
5. Lee Highway and Alexis Drive/Travelite Drive
6. Lee Highway and Dominion Place

7. Lee Highway and Bonham Road
8. Lee Highway and Old Airport Road/Clear Creek Road

Exit 10 Diversion Group

If the ramp at Exit 5 to northbound Interstate 81 is closed to post-Event traffic and traffic is diverted to Exit 10, the Bristol Virginia Police Department and/or the Virginia State Police may be required to manually operate the traffic signals listed below.

1. Lee Highway and Island Road ⁵
2. Lee Highway and Blevins Boulevard/Merchants Trace (southern intersection) ⁵
3. Lee Highway and Merchants Trace (northern intersection) ⁵
4. Lee Highway and Terrace Drive/Cascade Drive ⁵
5. Lee Highway and Alexis Drive/Travelite Drive ⁵
6. Lee Highway and Dominion Place ⁵
7. Lee Highway and Bonham Road ⁵
8. Lee Highway and Old Airport Road/Clear Creek Road ⁵
9. Lee Highway and Bristol East Road ⁵
10. Lee Highway and Forsythe Road ⁵
11. Lee Highway and Mount Vernon Drive/Resting Tree Drive ⁵
12. Lee Highway and Highlands Center Boulevard/Sugar Hollow Drive ¹⁵
13. Lee Highway and East Highlands Boulevard ¹⁵
14. Lee Highway and Ole Dominion Road ¹⁷
15. Lee Highway and Majestic Drive (Exit 10 access road, Route F-310) ¹⁵

Exit 13 Diversion Group

A diversion of Interstate 81 between Exits 10 and 13 will require the manual operation of traffic signals or manual direction of traffic at the following traffic signals:

1. Lee Highway and Majestic Drive (Exit 10 access road) ¹⁵
2. Lee Highway and Industrial Park Road ¹⁴
3. Lee Highway and Westinghouse Road ¹⁴
4. Lee Highway and Spring Creek Road (Route 611)/Gent Lane

Old Airport Road “Loop” Group

If Old Airport Road under the Exit 7 bridges are closed from a crash or other circumstances, and it will be necessary for northbound Interstate 81 motorists getting off at Exit 7 to go south on Old Airport Road and then north again on Bonham Road to reach Lee Highway (i.e., “around the loop”), then manual operations of the following additional traffic signals may be necessary:

1. Old Airport Road and Bonham Road (northern intersection) ⁵
2. Bonham Road and Linden Drive/Robin Circle ⁵

Exit 7 Group

The Bristol Virginia Police Department may choose to operate any of the following traffic signals in the Exit 7 area, even if there are no diversions from Interstate 81, to accommodate traffic flows to the various hotels in the area after the Event. It may also be necessary for the Bristol Virginia Police

17 By Virginia Department of Transportation, Virginia State Police, or Washington County Sheriff's Department.

Department to manually control the unsignalized intersection of Old Airport Road and Linden Drive to direct flows at that intersection.

1. Lee Highway and Alexis Drive/Travelite Drive ⁵
2. Lee Highway and Bonham Road ⁵
3. Lee Highway and Dominion Place ⁵
4. Lee Highway and Clear Creek Road/Old Airport Road ⁵
5. Lee Highway and Bristol East Road ⁵
6. Clear Creek Road and Market Square ⁵
7. Bonham Road and Linden Drive/Robin Circle ⁵

MEDIAN OPENINGS

TENNESSEE

Selected median openings along Volunteer Parkway and Highway 11E will be closed with barricades, chains, signage, and other traffic control devices during certain periods before and after the Event. When a median opening is closed, the chain needs to be locked to the eye bolts on the posts at each end and run through the “garage door handles” on the A-frames of the wooden Type I barricades. When the median opening is closed, signs on sign stands such as ALL TRAFFIC MUST TURN RIGHT, DO NOT ENTER, No Left Turn, ROAD CLOSED, etc. will be displayed as appropriate. The City of Bristol, Tennessee, reserves the right to close any median opening at any time, pre-Event or post-Event, as traffic circumstances require. The decision to close any median opening will be final.

Volunteer Parkway/Highway 11E and Exide Drive Group

The following median opening will be closed no earlier than 1:00 PM on both days and will remain closed until the end of the post-Event drain that day, after which it will be opened to traffic. The chain at this median opening will be loosely strung over the Type I barricades and a few cones. Anytime that this median opening is closed, a Public Works crew member will be stationed at this median opening to “drop the chain” and allow left-turning *emergency vehicles only* to pass (this is a primary City of Bristol fire response route and a designated route from BMS to the hospital for ambulances). Before the median opening is closed, make sure that the eastbound Exide Drive traffic has been diverted onto the ramp leading to southbound Highway 11E, that the northbound Highway 11E left-turn lane to westbound Exide Drive is closed, and that the traffic signal has been placed in “flash” mode.

If it is determined in the pre-Event operations that left turns are to be permitted but U-turns are not (especially southbound-to-northbound U-turns with motorists bound for Volunteer Baptist Church), the median opening can be narrowed by placing two Type I barricades in the median opening and posting the No U Turn signs provided for this purpose.

Before and during the Event, as circumstances permit and at the discretion of the police officers and/or Public Works crew working at this intersection, U-turns from southbound Volunteer Parkway to northbound Volunteer Parkway only may be permitted to expedite the flow of traffic. This can be accomplished by opening a gap in the chain about 10 feet wide of so at the northern end of the median opening. No other movements through the median opening are to be permitted (except as listed above), and the ability to make southbound-to-northbound U-turns at Exide Drive may be discontinued, as traffic circumstances require. If this traffic signal is still in “regular” mode when it is time to start the Exide Drive post-Event one-way flow setup, the first task for the Exide Drive work crew is to set this traffic signal in “flash” mode and close this median opening.

1. Volunteer Parkway/Highway 11E median opening at Exide Drive

Northern Median Opening Group

The following median openings north of Entrance #2 (South) will be closed when the Event begins and opened to traffic when the post-Event drain period is over. They may be closed before the Event to prohibit left turns and U-turns, based on traffic conditions at the particular time and location. Every effort will be made to keep median openings open to traffic as long as possible before the Event, but the City will not hesitate to close them should conditions so warrant. If the median opening is closed with a chain, any left-turn lane leading to the median opening needs to be blocked with cones and the appropriate signage (No Left Turn, No U Turn, etc.) displayed. The locations are listed from north to south.

1. Volunteer Parkway median opening at Bristol Tennessee Essential Services south entrance^{18 17}
2. Volunteer Parkway median opening at the drive-in theatre north entrance¹⁹
3. Volunteer Parkway median opening at the drive-in theatre south entrance¹⁷
4. Volunteer Parkway median opening at Watson Road
5. Volunteer Parkway median opening north of Hilltop Street
6. Volunteer Parkway median opening at Faith Community Fellowship Church
7. Volunteer Parkway median opening at Winners Circle/North Raceway Villa Drive (Thunder Mountain Campground entrance)
8. Volunteer Parkway median opening at ex-Sunset Apartments south entrance
9. Volunteer Parkway median opening at Sperry View Drive
10. Highway 11E median opening at “Earhart’s Crossing”
11. Highway 11E median opening at Raceday Center Drive
12. Highway 11E median opening at Old Thomas Bridge Road

Highway 11E Contraflow Median Opening Group

The following median openings south of Entrance #2 (South) will be closed during the Event in association with the set-up of the southbound contraflow lane and will remain closed until the post-Event drain period is over on both days, after which they will reopen to traffic (listed from north to south). They may be closed before the Event to prohibit left turns and U-turns, based on traffic conditions at the particular time and location. Every effort will be made to keep median openings open to traffic for as long as possible before the Event, but the City will not hesitate to close them should conditions so warrant.

1. Highway 11E median opening immediately north of the Beaver Creek bridges (at 3021 Highway 11E)
2. Highway 11E median opening at Lady Equipment Company (between the Beaver Creek bridges and White Top Road/Maplehurst Lane)
3. Highway 11E median opening at White Top Road/Maplehurst Lane (either of the Highway 11E left turn lanes to White Top Road and/or Maplehurst Lane may be closed before the chains

18 BTES will provide a padlock for this location, which will be “double locked” with a City lock and the BTES lock. This will allow either agency to open the chain as appropriate and thus not inhibit BTES from responding to emergency calls for electrical service. The BTES padlock will be placed between the City padlock and the eyebolt on the post, so that the BTES padlock will remain locked to the eyebolt when the chain is removed after the event is over.

19 If the drive-in theatre is showing movies rather than operating as a parking field/campground, the operations at these median openings may have to be modified as appropriate.

are installed, depending on pre-Event traffic flows; the westbound White Top Road left+through lane must also be closed when the median opening is closed)

4. Highway 11E median opening at Hamilton Hill Road (the connector road between Hamilton Hill Road and Highway 11E will be closed at the same time by the contraflow chain crew post-Event)
5. Highway 11E median opening at Hendrickson Lane Private Drive (entrance to New Life Baptist Church)
6. Highway 11E median opening between Hendrickson Lane Private Drive and Oakdale Road/Thomas Lane²⁰
7. Highway 11E median opening at Watson's Marine (the complex of multiple business buildings on the east side of Highway 11E between Oakdale Road/Thomas Lane and Egypt Road, including a Sullivan County EMS station)²¹

All other median openings on Highway 11E and Highway 394 are not planned to be closed, though certain movements may not be permitted at different times.

VIRGINIA

The Virginia Department of Transportation will block the median opening on Interstate 381 immediately south of the northbound ramp gore at Interstate 81 Exit 3 for the entire Event Weekend, both pre-Event and post-Event.

SWEET KNOBS TRAIL

Sweet Knobs Trail is the two-lane "frontage road" for Highway 394 between Sportsway Drive and Vance Tank Road. It connects to Highway 394 at both ends of the section parallel to Highway 394 and is about two miles in length. There is a short dead-end roadway (Wright Lane) connecting to Sweet Knobs Trail with a few residences on it, and there are two residences on Sweet Knobs Trail itself just west of Wright Lane. The western end of Sweet Knobs Trail lines up with Sportsway Drive across Highway 394 and connects to Copperhead Road. Thus, the western intersection is also referred to as *Entrance #4 (Copperhead Road)* to BMS.

Sweet Knobs Trail between its western Highway 394 intersection (at Sportsway Drive and Entrance #4 (Copperhead Road)) and its eastern Highway 394 intersection, will operate as a one-way eastbound road (flowing away from Entrance #4 (Copperhead Road) towards Vance Tank Road) from early on the Event day until the post-Event drain period is over after the last Event. All traffic entering Sweet Knobs Trail from Copperhead Road or Wright Lane will be required to travel eastbound before exiting to Highway 394 at its eastern intersection. A Type III barricade on westbound Sweet Knobs Trail at the eastern Highway 394 and another one at Wright Lane will prevent this westbound Sweet Knobs Trail movement. No parking will be permitted on the pavement of Sweet Knobs Trail.

Those residents of Wright Lane and Sweet Knobs Trail must enter this section of Sweet Knobs Trail at the Entrance #4 (Copperhead Road) (western) end and exit at the eastern intersection of Highway

20 This median opening, although it is not collinear with any roadways or driveways, cannot be left closed all weekend, even though a field examination may seem to indicate such. Residents south of this point on the southbound side of Highway 11E use it for residential access via U-turns during non-event traffic periods.

21 Sullivan County EMS will lock a padlock on the eye bolt of a chain post at this median opening so that they can open the median opening if they have a medical call that requires them to do so, in much the same manner as BTES does at their southern entrance on Volunteer Parkway. A new EMS station will soon be constructed on River Road, which will obviate the need for this padlock in the future.

394 and Sweet Knobs Trail (the end closest to Vance Tank Road). For the residents, they will have a telephone number to call the police department in the MACC when they arrive in the area so that the police officers working this area can permit them to turn from Highway 394 to Sweet Knobs Trail at Entrance #4 (Copperhead Road) end.

At the eastern intersection of Sweet Knobs Trail at Highway 394, the traffic exiting from eastbound Sweet Knobs Trail to eastbound Highway 394 is a priority movement. None of the vehicles coming from the “frontage” road portion are permitted to cross Highway 394 all the way to Vance Tank Road. All vehicles coming from the “frontage road” portion must turn left onto eastbound Highway 394, going towards Highway 421. For those motorists wanting to follow the Chinquapin Route, they can follow the signs to get into the right lane and exit at Weaver Pike and thus follow the Chinquapin Route. For the post-Event eastbound Highway 394 traffic approaching the eastern intersection with Sweet Knobs Trail, to accommodate the priority movement of Sweet Knobs Trail exiting traffic, traffic on Sweet Knobs Trail will be directed to turn into the lefthand eastbound lane of Highway 394, while Highway 394 traffic will be reduced to one lane in the righthand eastbound lane approaching the intersection. The following technique will be used:

1. Highway 394 traffic will be alerted about one mile ahead of the intersection that the left lane of Highway 394 is closed. Traffic will be met with ROAD WORK AHEAD, LEFT LANE CLOSED AHEAD, and pictorial Left Lane Closed signage as they approach the intersection before finding an arrowboard on the left shoulder of eastbound Highway 394 with a flashing right arrow. From here, a cone taper will direct traffic into the righthand eastbound lane of Highway 394.
2. Eastbound Highway 394 traffic will also encounter a variable message board advising motorists to be prepared to stop at mile marker 11 and static BE PREPARED TO STOP signs 1,000 feet in advance of the intersection such that eastbound Highway 394 motorists are advised that special operations are in place at the eastern Sweet Knobs Trail intersection.
3. Sweet Knobs Trail traffic, being only permitted to turn left onto eastbound Highway 394, will have unrestricted movement through the intersection as they turn into the lefthand eastbound lane of Highway 394 only, with additional delineators to clarify the movement’s turning radius.
4. Police officers will stop the one lane of eastbound Highway 394 traffic as necessary to allow northbound Sweet Knobs Trail traffic approaching the intersection from the south approach to turn right onto eastbound Highway 394. This traffic will only be permitted to turn into the righthand eastbound Highway 394 travel lane.
5. At the appropriate time, based on when the post-Event volumes return to near-ambient levels, the roadway configuration is returned to allowing both Highway 394 eastbound lanes to proceed and Sweet Knobs Trail motorists to lose their priority status to Highway 394 motorists. All advance warning signage described at the beginning of this technique must be removed such that it is not displayed to public traffic when not used.

A significant amount of traffic will be entering this intersection from the concrete “ramp” portion of Sweet Knobs Trail, coming from Vance Tank Road after traveling along the White Top Route. Such northbound Sweet Knobs Trail motorists *must* turn right onto eastbound Highway 394 towards Weaver Pike and Highway 421, where they can reach Exits 5, 17, or the Chinquapin Route as described previously. The sign and cone setup to accommodate this movement as shown on the

Sweet Knobs Trail diagrams is installed by the Public Works crew assigned to this location before the end of the Event (see the White Top Route section).

In years past, a TDOT helper truck has sometimes been available to assist at this intersection, based on whether they are responding to a call for service from a disabled motorist or crash scene elsewhere. The configuration described above is proposed so that it can still operate if a TDOT helper truck is not available.

BMS buses carrying workers from its off-campus parking area will enter Sweet Knobs Trail at Entrance #4 (Copperhead Road) and then proceed up Copperhead Road to its destination during both pre-Event and post-Event operations.

FRANKLIN DRIVE IN BLOUNTVILLE

Franklin Drive between Highway 126 and Highway 394 in Blountville will be closed as indicated below when circumstances require by Bristol Tennessee Public Works crew, using some traffic control materials staged by the Sullivan County Highway Department as well as City of Bristol materials. When Franklin Drive motorists are required to turn right at Highway 394 in both directions (from both approaches), the traffic signal will be placed in “flash” mode, since this location will essentially be operating as a non-intersection.

For pre-Event flows, eastbound Franklin Drive from Highway 126 to Highway 394 in this block will be open, but all motorists will be required to turn right onto eastbound Highway 394 towards BMS. BMS-bound traffic on eastbound Highway 126 west of Blountville will be directed onto eastbound Franklin Drive and then onto eastbound Highway 394 with signage.

This will help to relieve the pressure on the eastbound Highway 126 approach to the manually controlled intersection at Highway 394, which has only a single-lane eastbound approach.

Westbound Franklin Drive motorists approaching Highway 394 from the east (Blountville Boulevard or Blountville post office areas) will be required to turn right onto westbound Highway 394 towards Highway 126.

For post-Event flows, westbound Franklin Drive motorists approaching Highway 394 from the east will still be required to turn right onto northbound Highway 394. Eastbound Franklin Drive motorists approaching Highway 394 from the west will be required to turn right onto eastbound Highway 394. The northbound far left lane of outbound BMS traffic on Highway 394 (in what has been the center two-way left-turn lane leading up to this intersection) will turn left at Franklin Drive and left again at Highway 126, and thence to Exit 66 of Interstate 81.

For events with multi-day schedules, the two Franklin Drive approaches will remain closed overnight after the post-Event drain period and the traffic signal will operate in “flash” mode for the pre-Event traffic the following morning. For departing traffic on the morning following the last day of the Event, it may be necessary for the two approaches of Franklin Drive to Highway 394 to remain closed overnight in the post-Event mode and remain so until the “next day” (camper detail) departing traffic flows are complete.

VARIABLE MESSAGE BOARDS

VDOT and TDOT

The Tennessee and Virginia Departments of Transportation and/or their contractor(s) will be requested to operate various Variable Message Boards (VMBs) on Interstate 81, Interstate 381, Lee

Highway, and Virginia State Route 75 during Event Weekend. Some will be trailer-mounted portable units and some will be permanent units.

VDOT may operate VMBs to encourage pre-Event southbound Interstate 81 motorists to use Exit 17. Pre-Event VMBs in Virginia will also be used to warn southbound Interstate 81 motorists that Exits 17 and 3 are the primary southbound routes to Bristol Motor Speedway and to advise southbound Interstate 381 motorists that they can access Highway 394 via Weaver Pike.

After the Event, VMBs in Virginia will be used to separate northbound Interstate 381 motorists into Roanoke-bound and Knoxville-bound lines in the appropriate lanes; to encourage northbound Interstate 81 motorists not to utilize Exit 17 to enter Abingdon; to warn of the northbound three- to two-lane lane reduction near Mile Marker 8; for northbound Lee Highway motorists approaching Exit 5 that southbound Interstate 81 is accessible from the left lane and northbound Interstate 81 is accessible from the right lane at Exit 5 ahead; *and* to warn northbound State Route 75 motorists approaching Exit 17 that they may be required to turn right onto northbound Interstate 81. All these VMBs in Virginia will be deployed and operated by VDOT or its contractors.

VDOT is also requested to deploy a VMB between Virginia Exit 1 and Tennessee Exit 74 on southbound Interstate 81 that will be available for any issues in Tennessee, such as the southbound right-lane closure to accommodate Tennessee Exit 69 post-Event operations. Operations of this VMB will be coordinated through the MACC.

In Tennessee, it is planned to utilize up to ten portable trailer-mounted VMBs – one pre-Event only, four post-Event only, and five to remain activated throughout the weekend. These are to be deployed as indicated.

Due to resource constraints resulting from Hurricane Helene, it is possible that not all VMBs may be supplied according to this plan. In the event that a VMB cannot be supplied for a specific location, the agency or agencies that supply the VMB will coordinate to discuss alternatives.

Pre-Event Only

- 1) Westbound Interstate 26 between Exits 22 and 20B, advising motorists to take Exit 19 to BMS (by TDOT as requested by City of Johnson City, to discourage the use of Exit 20B [North Roan Street] as a Event route)

Post-Event Only

- 1) Westbound SR 394 on left shoulder back-to-back of the big green sign between the western ramps of the Highway 11E interchange and Kaluna Avenue, advising motorists that the far-left lane turns at Franklin Drive and for buses to stay out of the far-left lane (by TDOT motorist assistance crew)
- 2) Westbound SR 394 on left shoulder at crest of hill between Hicks Hollow Lane and the Evans Creek bridge, advising motorists that the far-left lane turns left at Franklin Drive and for buses to stay out of the far-left lane (by TDOT motorist assistance crew)
- 3) Westbound SR 394 on left shoulder immediately east of Big Hollow Road intersection, advising motorists that the far-left lane turns left at Franklin Drive and for buses to stay out of the far-left lane (by TDOT motorist assistance crew)
- 4) Eastbound SR 394 on the right shoulder at Mile Marker 10.6 displaying LEFT LANE CLOSED AHEAD / BE PREPARED TO STOP as they approach the left lane closure taper before the eastern intersection of Sweet Knobs Trail (by TDOT)

All Weekend

- 1) Northbound Hwy 11E on right shoulder immediately south of the exit lane for the ramp to Highway 394 displaying CAUTION HEAVY TRAFFIC / REDUCED SPEED AHEAD
- 2) Southbound Hwy 11E on right shoulder immediately south of rumble strips in advance of the Exide Drive intersection displaying CAUTION HEAVY TRAFFIC / REDUCED SPEED AHEAD
- 3) Eastbound Exide Drive right shoulder in right-turn slip lane to southbound Highway 11E displaying CAUTION HEAVY TRAFFIC / REDUCED SPEED AHEAD
- 4) Eastbound Highway 394 right shoulder ahead of Exide Drive intersection displaying CAUTION HEAVY TRAFFIC / REDUCED SPEED AHEAD
- 5) Westbound Highway 394 right shoulder ahead at Mile Marker 10.6 displaying CAUTION HEAVY TRAFFIC / REDUCED SPEED AHEAD

It is very important that the TDOT motorist assistance crew post-Event activities on Highway 394 be closely coordinated. The MACC via THP will direct the TDOT motorist assistance crew to turn off certain Highway 394 VMBs as Exit 66/Exit 69 westbound traffic drains away from BMS, and the TDOT motorist assistance crew will advise the MACC when the Highway 394 VMBs are turned off. The lane separators forming the post-Event contraflow lane cannot be removed from Highway 394 until these VMBs are deactivated. Likewise, operation of the eastbound Highway 394 VMB near Mile Marker 10.6 will be coordinated with the MACC.

If the VMBs provided by TDOT are from more than one TDOT office, it is imperative that the TDOT helper truck crews on duty during the post-Event period have keys fitting all the padlocks locking the control panels of those VMBs along Highway 394.

The permanent overhead variable message board on northbound Interstate 81 just north of the Interstate 40 interchange and the one just south of the Interstate 26 interchange, controlled by the Knoxville Traffic Operations Center, will also be utilized on Event Weekend to advise pre-Event traffic of BMS exits (especially Exits 57A and 66) and post-Event traffic of heavy congestion ahead.

CITY OF BRISTOL TENNESSEE

The City of Bristol will deploy two VMB trailers and activate them leading up to the post-Event outflow; they will then operate around the clock until the end of the drain period in which the Exide Drive contraflow is operating; when the Exide Drive contraflow is removed, these two VMBs are to be turned off. Both VMBs will display a two-page message “EXIDE DR AT 11E CLOSED” and “DURING/AFTER EVENT” at the following locations. These locations were selected where vegetation is not anticipated to block the solar panels, and where the messages would not be flashing in a nearby resident’s window for several days. These locations are illustrated on the corresponding diagrams.

Due to resource constraints resulting from Hurricane Helene, it is possible that not enough VMBs will be available to meet this Event’s needs. In the event the VMB on eastbound 394 is also unavailable, the City will deploy this VMB in lieu of the City-deployed VMB on Carden Hollow Road. The decision to divert the Carden Hollow Road VMB to Hwy 394 will be made closer to the dates of the Event series and will be communicated to the appropriate partner agencies.

1. Eastbound Exide Drive between Highway 394 and Oak Lane
2. Southbound Carden Hollow Road between Highway 126 and Old Stage Trail

SPORTSWAY DRIVE

The Whitetop Creek Park properties south of Highway 394 have been developed to accommodate Event parking for major events at BMS and other recreational activities during the balance of the year. Sportsway Drive will be open to access the private satellite parking lots that front on it as well, but there will be no parking on Sportsway Drive itself. *No tractor-trailers will be permitted to park in Whitetop Creek Park.* Sportsway Drive is impacted by the Highway 394 post-Event pedestrian hold period.

All vehicles entering Highway 394 from Sportsway Drive after the Event will be required to turn right towards US 421 and go to Virginia Exit 5, Virginia Exit 17, or along the Chinquapin Route to points south. Non-emergency vehicles will not be permitted to enter Sportsway Drive from Highway 394 or Sweet Knobs Trail until the bulk of the exiting post-Event flow from Sportsway Drive has left; non-emergency vehicles will be permitted to enter Sportsway Drive from Highway 394 or Sweet Knobs Trail when the senior police officer at the site determines that it is safe to do so.

MEDIAN BLOCKAGES ON HIGHWAYS 11E AND 394

To discourage the crossing of the grassy portions of the Highway 11E median between the White Top Road/Maplehurst Lane and a point about 400 feet south of Hamilton Hill Road (about halfway between Hamilton Hill Road and Hendrickson Lane Private Drive), posts will be driven in a row down the center of the median. Police tape or rope will be strung between them to provide a visual barrier that is not insurmountable to emergency vehicles. Suitable gaps will be left in the barrier for any pedestrians to pass.

POST-EVENT NEXT-DAY “CAMPER DETAIL” OPERATIONS

Due to the Event starting late in the evening, Event attendees may opt to stay overnight and leave the following day. Manual direction of traffic make take the form of individual intersection traffic direction at the entrances to Bristol Motor Speedway, the two intersections along White Top Road at Highway 11E and at Highway 394, and some of the signalized intersections along Volunteer Parkway, Highway 11E, Highway 19E, Commonwealth Avenue, and Highway 394 by the various agencies as appropriate (Bristol Tennessee and Bristol Virginia Police Departments, Bluff City Police Department, Tennessee Highway Patrol, Sullivan County Sheriff’s Office, Virginia State Police, and Virginia Department of Transportation). Next-day flows have been particularly heavy along Volunteer Parkway and Commonwealth Avenue to Exit 3, along Highway 11E to Johnson City towards Exit 57 and Interstate 26, and along Highway 394 to Exit 69, although heavier next-day flows have been reported on all of the post-Event routes except the Chinquapin and White Top routes. This also means that next-day flows may be going past the Avoca Elementary School school zone. Typically, during these flows, the traffic signal at Highway 390 and Highway 394, and the traffic signal at Highway 394 and Franklin Drive, are operated in “flash” mode. The traffic signal at Highway 394 and Blountville Boulevard/ Feathers Chapel Road may also have to be operated manually or in “flash” mode as circumstances require.

TDOT HELP Truck(s) (~)

As has been done in the past, the City of Bristol, Tennessee and its partners with THP have requested that at least one HELP truck be made available by TDOT for this Event. This request is subject to approval and availability of the HELP truck.

PARKING AND RIDEHAILING

Public and private parking management for Event traffic is an essential component of the operations for any major event at BMS. The following sections detail the specific parking provisions for this plan.

PROHIBITED PARKING AREAS

Parking will not be permitted in areas equipped with NO PARKING signs and Tow-Away plates. Prohibited parking areas include:

1. Volunteer Parkway from Exide Drive to Watson Road (shoulders and median);
2. Highway 11E from Exide Drive to just south of Highway 394 (shoulders and median);
3. Highway 11E from just south of Highway 394 to Oakdale Road/Thomas Lane (median, shoulders, and grassy areas outside of the southbound shoulder from Highway 394 to Hendrickson Lane Private Drive);
4. Highway 394 from Highway 11E east to Mile Marker 11 (both shoulders and median, some grassy areas beyond shoulder where signed as needed between Highway 11E and Entrance #4 (Copperhead Road) in both directions);
5. Highway 394 from Highway 11E west to Exide Drive (pavement and shoulders);
6. All four ramps of the Highway 11E/Highway 394 interchange (pavement, shoulders, and grassy areas on inside and outside of all four ramps);
7. White Top Road from Highway 11E to Highway 394 (pavement and shoulders, and grassy areas beyond the westbound shoulder between All-American Campground and Highway 394);
8. Exide Drive from Volunteer Parkway/Highway 11E to Highway 394 (westbound pavement and shoulders east of Red Deer Road; all eastbound pavement and shoulders)
9. Edison Circle (on pavement and shoulders);
10. Old Bethel Road (pavement and shoulders);
11. Bethel Drive from Exide Drive to Carden Hollow Road;
12. All streets in the Windy Hills, Pioneer, Red Deer, Apple Lake, and Apple Ridge Subdivisions on pavement, as signed;
13. Sportsway Drive (Whitetop Creek Park access road) on pavement and shoulders as signed
14. Bristol Tennessee Fire Station No. 4 (Exide Drive);
15. Parking areas adjacent to Bristol Tennessee Essential Services substations on Old Bethel Road and Highway 390;
16. Beaver Creek Road, Highway 394 to east end of "S" curve, east of Brooklea Circle (pavement and shoulders);
17. White Top Road Extension;
18. helicopter landing zones (cordoned off or signed as appropriate);
19. Sweet Knobs Trail from Highway 394, western intersection to Wright Lane (on pavement);
20. Old Thomas Bridge Road, on grass, pavement or shoulder, both directions;
21. Highway 390, Highway 394 to the electrical substation (on pavement);
22. In the cordoned-off "turnaround box" area on eastbound Highway 394 in the grass just east of Highway 390 at Mile Marker 8.4, to provide space for the pre-Event shuttle buses to turn around; and
23. Any other areas so signed.

The police vehicles assigned to Entrance #1 (North) should be parked on the concrete median of Highway 11E between the two Back Creek bridges. This serves the dual purpose of moving the vehicles away from the Entrance #1 (North) median opening to preserve intersectional sight distance

and blocking the concrete median at these bridges to prevent tempting but illegal U-turns by motorists.

PARKING RESTRICTIONS IN ADJACENT SUBDIVISIONS

Public pavement in Windy Hills Subdivision (Sperry View Drive, Windy Hill Drive, Locust Drive, and Robin Drive); Apple Ridge Subdivision (Apple Ridge Drive, Orchard Drive, Ridgetop Drive); and Apple Lake Subdivision (Apple Lake Drive) inside the City of Bristol city limits will be posted as no-parking, tow-away zones. Signage with the legend NO PARKING Tow-Away Zone ALL NEIGHBORHOOD STREETS will be posted at the entrance to the Windy Hills and Apple Ridge subdivisions off Volunteer Parkway and Old Thomas Bridge Road, respectively, as well as Raceday Center Drive.

ACCESSIBLE PARKING AT BMS

All the on-campus parking at BMS accessed via Entrance #3 (Dragway) (Thunder Valley Drive) will be reserved, and by parking pass **ONLY**. All accessible parking will be accommodated with pre-registration with BMS and will enter the facility via Entrance #3 (Dragway).

During past Event Weekends, highway workers have sometimes been approached by fans that had not made previous accessible parking arrangements with BMS for parking and were attempting to park in off-BMS parking fields. Even those persons that did not make prior arrangements with BMS can enter BMS via Entrance #3 (Dragway) (Thunder Valley Drive) and park in the accessible spaces provided there for that purpose if any such spaces are still available at that time. *Eligibility to park in accessible parking spaces on the BMS campus will be closely monitored and verified by BMS personnel and use of those parking spaces strictly regulated to those who are legally entitled and can so prove that eligibility with appropriate official documentation. Registration with BMS to reserve accessible parking is highly encouraged.*

MOTORCYCLE PARKING AT BMS

Motorcycle parking will be provided on the wide gravel shoulder on the north side of Sweet Knobs Trail in front of BMS' The Landing/Lot L parking/camping areas immediately east of Copperhead Road. Should this location become full, the overflow motorcycle parking area will be established at White Top Creek Park, either near the Pavilion or a location on pavement if the Pavilion area is too muddy. In years past, such overflow conditions have not taken place.

UBER OPERATIONS

The drop-off and pick-up site for Uber passengers is the wide gravel shoulder on the northern side of Sweet Knobs Trail immediately east of Copperhead Road, in front of The Landing and Lot L, adjacent to the motorcycle parking area. The MOTORCYCLE PARKING ONLY signs will be displayed by the City to prevent any parking (drop-off and pick-up operations are not considered parking). BMS will display a "sandwich" board indicating that this is the site for Uber operations. BMS will advise Uber prior to the Event that Uber drivers can only access Sweet Knobs Trail from the western (Entrance #4 (Copperhead Road)) end.

PRIVATE DIRECTION AND ENCOURAGEMENT OF TRAFFIC

If the vehicle queue (line of vehicles) entering any campground or parking area backs up to the public street, law enforcement personnel may direct vehicles out of the queue and to continue onward on the public roadway.

No persons other than law enforcement officers or those authorized by the Bristol Tennessee Police Department, Sullivan County Sheriff's Office, or Tennessee Highway Patrol are permitted to direct

traffic on a public street. No other persons employed by a satellite parking area or a resident/homeowner parking vehicles on their property will be permitted to stand in the street or public right-of-way to direct traffic, either during pre-Event or post-Event operations.

Any encouragement to park in a particular area (such as holding up a placard) must be done while off the public right-of-way. No private signs giving directions to a particular parking or camping area will be permitted on the right-of-way; the City of Bristol will be installing oversize PARKING directional signs directing motorists toward the large satellite parking areas but not into subdivisions.

VENDOR'S FIELD

The Vendor's Field on the Earhart West property west of Highway 11E between Exide Drive and Back Creek, north of the BMS Entrance #1 (North), will again be in operation. As in years past, a line of no-parking signs will be in place on the shoulder of southbound Highway 11E from just north of Earhart's Crossing to the Back Creek bridges. These signs are placed to prevent any vehicles from stopping, parking, or standing on the shoulder in this very heavily utilized pedestrian area. Similar signage will be placed on the northbound shoulder of Highway 11E across from the Vendor's Field in front of Earhart East campground.

PARKING RESTRICTIONS ON ELECTRICAL SUBSTATION PROPERTIES

There are two Bristol Tennessee Essential Services (BTES) substations close to the BMS complex: one on Old Bethel Road east of Edison Circle, and one on Highway 390 about 0.6 miles south of Highway 394. It is imperative that access be maintained to these substations for the safety of the general public and the Event attendees in the BMS area. Parking areas normally used for service vehicles at both substations are posted as no-parking tow-away zones. However, since these are not public rights-of-way, the law enforcement agencies do not have the authority to independently tow vehicles away from the substations. BTES will also have certain vehicles stationed at these substations for their electrical operations. Thus, any vehicle found at the substations without a proper authorized pass visible can be towed if the towing of that particular vehicle is authorized by BTES. *Therefore, BTES should be advised of the vehicles, description, and their placement, and BTES will make the decision whether or not to have the vehicle towed off the substation property.*

SPECIAL CONSIDERATIONS & EMERGENCY SERVICES

CAMPING ON PUBLIC RIGHT-OF-WAY

Overnight camping is not permitted on any public right-of-way. Campers so left for camping purposes will be towed.

BUSINESS ON PUBLIC RIGHT-OF-WAY

No buying, selling, or exchange of merchandise will be permitted on the public right-of-way of Volunteer Parkway, Exide Drive, Highway 11E, White Top Road, Highway 394, Old Thomas Bridge Road, or any other street in the City of Bristol, Tennessee, with a speed limit of 25 mph or greater. Property owners are not authorized to sell parking spaces on the public right-of-way adjacent to their land.

AMBULANCE ROUTES TO BRISTOL REGIONAL MEDICAL CENTER

There are two primary routes for ambulances from the BMS area to the Bristol Regional Medical Center. One is via Volunteer Parkway to West State Street; the other is via Highway 394 to Interstate 81 at Exit 69. If there is a catastrophic crash or other issue along a primary route, the backup route will be via Carden Hollow Road and Highway 126. To access the Carden Hollow route from Highway

11E, it will be necessary for the medical responders to notify the MACC, so that the MACC can cause the closure chain blocking the median opening at Highway 11E/Volunteer Parkway and Exide Drive to be removed via a radio command to the Public Works personnel stationed there for just this purpose, both pre- and post-Event.

The movement of an ambulance on northbound Volunteer Parkway can be enhanced by having the green ball displays on the northbound Volunteer Parkway traffic signals remain on until the ambulance has turned onto West State Street, as directed by the police officer in charge of the Exit 3 traffic signals.

IMPOUND LOT

Bristol Tennessee Fire Station C-4, located on Exide Drive about one-half mile west of Highway 11E, will again be utilized as the impound lot for any vehicles towed by police departments from public property. Vehicles towed from private property at the request of the property owner may be taken back to the towing service's home lot. After a certain point, the impound lot will be closed and those impounded vehicles towed back to the wrecker's home lot. Additional charges may accrue with the second vehicle tow.

AYERS PLACE

The Agero call center, Ballad Health facilities, medical clinic, and retail stores on Ayers Place will have employees and visitors at work throughout the Event. Event traffic cannot prevent these employees and visitors from getting to and from these locations. Because of the Ayers Place direct access to Highway 394, the Ayers Place businesses are directly impacted by the Highway 394 post-Event contraflow configuration. If or when the Highway 394 contraflow is in place, only right turns in and out of Ayers Place will be permitted. Thus, for many employees residing west and north of Ayers Place, access must be gained from Highway 126 via Blountville Boulevard to reach Ayers Place, and then via Highway 126 to go back home afterward.

EVENT WEEKEND PREPARATION SCHEDULE

The following approximate task schedule (which may be altered as circumstances dictate) is for City of Bristol, Tennessee, crews in preparation for this upcoming Event Weekend:

Prior to July 21

1. Fabricate all signs, barricades, etc. as needed.
2. Repair chain support posts, median signs.
3. Retrieve/repair chain trailer, rewrap yellow median chains as needed, clean and test padlocks.
4. Fabricate sandbags as needed for Type III barricades in case of windy conditions.
5. Install remaining post-supported signs in field.
6. Sort/load 48x48 signs into field racks.
7. Complete final sign fabrication assemblies.
8. Install changes to route shields as directed by work order.

Monday, July 21 through Friday, July 25

1. Install median-opening chains in field.
2. Uncover/install ALT NORTH 11E signs and install route shield assemblies along Exit 5 and Exit 17 Routes as required; complete route shield work orders.
3. Deploy BTES padlock, as needed.
4. Install NO PARKING signs in select subdivisions (see work orders for details).
5. Install NO PARKING signs along thoroughfares.
6. Install large white-on-green PARKING directional signs.
7. Install rope barrier on Highway 11E median and designated areas of Highway 11E and Highway 394 interchange as indicated.
8. Sweep center two-way left-turn lane and shoulders of Highway 394 from Highway 390 to Hwy 126 in Blountville with road sweeper²²; also sweep the “herringbone” in the median on Highway 394 between Entrance #3 (Dragway) and Mile Marker 9 (towards White Top Road) and the intersection of Exide Drive and Bethel Drive.
9. Unfold Bristol Dragway signs under permanent big green signs on northbound and southbound Highway 11E approaching Highway 394 to reveal the legend EVENT PARKING or RAMP CLOSED AFTER EVENT, as appropriate.
10. Paint yellow lines 5 feet behind sidewalk along Highway 11E frontage of Jack’s Service Center for guidance in vendor placement so that front of vendor tables are at least five feet behind the back of sidewalk.
11. Install NO VEHICLE ACCESS TO BMS VIA WHITE TOP RD at multiple locations.
12. Install PUBLIC PARKING ↗ at northbound Highway 11E exit gore to Highway 394 under EXIT ↗ sign.

Monday, July 28

1. Complete final mowing in Event area as needed.
2. Stage large signs and Type III barricades in field.
3. Sort/load cone and lane separators by location.

²² This is necessary because much of this lane is used only for traffic for major events at BMS and often fills with debris between events.

4. Install and display ROAD WORK AHEAD signs on Highway 11E, Highway 394, Volunteer Parkway, and Bethel Drive
5. Install and display three (3) NO ACCESS TO HWY 394 DURING OR AFTER EVENT signs on westbound White Top Road between Vance Tank Road and Pine Laurel Circle (multiple locations).
6. Install and display Pedestrian Ahead NEXT 5 MI assemblies (multiple locations).
7. Install sign assemblies on southbound Volunteer Parkway between Anderson Street and Windsor Avenue as shown on the appropriate diagram.
8. Cover no-parking signs on the northern shoulder of Sweet Knobs Trail in front of Lot L with motorcycle parking signs.
9. Install four multi-shield big green post-Event directional signs on Type III feet with sandbags on eastbound Highway 394 east of the railroad bridge and east of the Weaver Pike bridge.
10. City of Bristol-owned Variable Message Board trailers are deployed on eastbound Exide Drive and southbound Carden Hollow Road.
11. Install Copperhead Road signs at Sweet Knobs Trail intersection.
12. Make sure BUSES ENTERING HIGHWAY signs on eastbound Highway 394 east of White Top Road are deployed this day in advance of the bus turnaround area at Mile Marker 9.0 “herringbone” bus turnaround area with three cones around it for “wrong way” visibility.
13. Make sure BUSES ENTERING HIGHWAY signs on eastbound Highway 394 at flush median immediately east of Highway 390, are deployed for pre-Event bus turnaround area in the herringbone at Mile Marker 8.4.

Monday, July 28 to Thursday, July 31

1. Begin staging small signs and Type I barricades in fields
2. Clean roofs of buses if they are to enter the Speedway.
3. Install police tape on north shoulder of Highway 394 between Highway 390 and Highway 11E eastern ramps.
4. Install police tape on north shoulder of Highway 394 east of White Top Road.
5. Install police tape and signage for pre-Event shuttle bus turnaround “box” on eastbound Highway 394 if not in place already.
6. Make sure that the NO PARKING sign on the Avoca School exit adjacent to the helicopter landing field there is in place and displayed.
7. Deploy cones in Highway 394 “herringbone” east of Mile Marker 9 to separate shuttle bus lanes; these remain in place until the end of Event Weekend.
8. Make sure two No U Turn signs on sign stands are staged at the northern median nose of Volunteer Parkway/Highway 11E and Exide Drive.

Friday, August 1

1. All materials are in place at the four entrances to BMS; complete staging of materials needed for following day.

Saturday, August 2

1. Convert Sweet Knobs Trail to eastbound one-way flow early in the morning; remains in one-way configuration until after the last Event (by Public Works early morning crew).
2. Franklin Drive closure is installed during the day at the appropriate time and remains in place overnight (by Public Works early morning crew).
3. Arrow panel at TO 81 ↑ assembly on westbound Highway 126 at Highway 75 is modified for post-Event flow (by Public Works early morning crew).

4. Uncover TO 81 ← assembly on left side of westbound Highway 394 approaching Franklin Drive in Blountville (by Public Works early morning crew).
5. City-owned Variable Message Boards on Carden Hollow Road and Exide Drive are activated after last Event of the night is over.
6. Highway 394 and Franklin Drive “non-intersection” configuration remains in place overnight.
7. Reset Franklin Drive intersection to typical configuration at the end of post-event drain operations if not needed for “camper detail” operations.
8. Shut off City-owned Variable Message Boards on Exide Drive and on Carden Hollow Road, as appropriate; take back to City Garage as circumstances permit.
9. Post-event: Reset Sweet Knobs Trail “frontage road” portion to two-way flow at the end of post-event drain operations.

Sunday, August 3

1. “Next day” or “Camper detail” operations commence if no rain date is required.

Monday, August 4

1. Begin equipment removal and cleanup.

Tuesday, August 5

1. Continue equipment removal and clean up.
2. Retrieve BTES padlock (by BTES).
3. City VMBs on Exide Drive and Carden Hollow Road are removed back to City Garage (if not done so already).
4. Remove Copperhead Road street name signs at Sweet Knobs Trail intersection to prevent theft; Sweet Knobs Trail street name sign to remain.

Wednesday, August 6

1. Begin executing work orders for the conversion of route shield signage from Event configurations back to non-Event configurations.
2. Continue clean-up operations until complete.

TRAFFIC CONTROL DIAGRAMS

The following pages contain an index of diagrams depicting various aspects of Event Management Operations for the upcoming Event Weekend. Some of these diagrams (Series D) are consistent with those included with Event Weekend plans for many years. Apart from these diagrams, all other diagrams from previous Event Weekend plans have been updated to improve clarity of traffic control device placement and facilitate smoother updates to traffic control plans coinciding with future plans.

To access these updated diagrams, [use this link](#), which will remain active until August 7, 2025. The password to access these diagrams is MLBPlan'25. While the preferred option is to attach these diagrams directly to this plan, file size limitations prohibit such attachments. It is highly recommended that personnel print these diagrams using Tabloid (11 x 17) paper to see details in smaller print. For electronic viewing, it is recommended to use Adobe Acrobat Reader.

The following notes are of importance when referring to these maps.

1. Where a contraflow lane alternative technique is used, the CON-XX diagram number matches the corresponding POE-XX diagram number. If contraflow is active, then the CON-XX diagram is to be used in lieu of the POE-XX diagram.
2. Permanent, everyday signage (such as STOP, YIELD, etc.) is not shown unless they are to be modified or covered as part of the Event Operations.
3. Some permanent everyday route shield guide signs are likewise not illustrated for clarity. Exact sign locations for those signs that need to be in specific locations are marked in the field or have their locations referenced on the diagram. Spacing between signs, taper and buffer lengths, etc. shown are the minimum required.
4. Signs drawn on the maps are not drawn to scale or proportional to each other. Sign sizes are listed in the sign manifests as separate documents for the different jurisdictions.
5. All signs, arrow boards, cones, barrels, barricades, lane separators, and their use thereof shall comply with the latest and current edition of the *Manual on Uniform Traffic Control Devices*, as amended. Likewise, traffic control techniques shall also comply with the MUTCD.
6. A line of cones, lane separators, barrels, or barricades is shown schematically. The number of items drawn is intended to be the same as the number used, though every delineator may not be visible in the diagrams. The number of items used will be listed in the corresponding manifest. All cones, separators, etc. will be equipped with the proper number of retroreflective bands to meet nighttime MUTCD requirements. The abbreviation LM stands for Log Mile. This is the milepost marker location for certain features.

INDEX OF DIAGRAMS

Pre-Event Operations (PRE)

PRE-01 Hwy 394 & Thunder Valley Dr
PRE-02 Hwy 394 & Entrance 5/Sportsway Dr/Sweet Knobs Trl (Copperhead Rd)
PRE-03 Sweet Knobs Trl & Wright Ln
PRE-04 Hwy 394 & Sweet Knobs Trl E Intersection
PRE-05 Hwy 394 & Whitetop Rd
PRE-06 Hwy 11E & Highway 394 Interchange – South End
PRE-07 Hwy 394 & Hwy 390 Interchange
PRE-08 Hwy 11E & Hwy 394 Interchange – North End
PRE-09 Hwy 11E Near Old Thomas Bridge Rd and Whitetop Rd
PRE-10 Hwy 11E Near Entrance 2 (South Entrance/Nascar Boulevard)
PRE-11 Hwy 11E Near Entrance 1 (North Entrance)
PRE-12 Hwy 11E & Exide Dr
PRE-13 Hwy 11E Near Maplehurst Ln
PRE-14 Exide Dr & Bethel Dr
PRE-15 Exide Dr Near Edison Cir

Post-Event Operations, no Hwy 11E or Hwy 394 Contraflow (POE)

POE-01 Hwy 394 & Thunder Valley Dr
POE-02 Hwy 394 & Entrance 5/Sportsway Dr/Sweet Knobs Trl (Copperhead Rd)
POE-03 Sweet Knobs Trl & Wright Ln
POE-04 Hwy 394 & Sweet Knobs Trl E Intersection
POE-05 Hwy 394 & Whitetop Rd
POE-06 Hwy 11E & Highway 394 Interchange – South End
POE-07 Hwy 394 & Hwy 390 Interchange
POE-08 Hwy 11E & Hwy 394 Interchange – North End
POE-09 Hwy 11E Near Old Thomas Bridge Rd and Whitetop Rd
POE-10 Hwy 11E Near Entrance 2 (South Entrance/Nascar Boulevard)
POE-11 Hwy 11E Near Entrance 1 (North Entrance)
POE-12 Hwy 11E & Exide Dr
POE-13 Hwy 11E Near Maplehurst Ln
POE-14 Exide Dr & Bethel Dr
POE-15 Exide Dr Near Edison Cir
POE-16 Hwy 394 & Exide Dr
POE-17 Hwy 394 Near Feathers Chapel Rd E Intersection and Summer Hills Dr
POE-18 Hwy 394 & Feathers Chapel Rd W Intersection
POE-19 Hwy 394 & Blountville Blvd
POE-20 Hwy 394 & Agero Dr
POE-21 Blountville
POE-22 Franklin Dr and Blountville Blvd Approaching Hwy 394
POE-23 Whitetop Rd Just W of Hwy 394
POE-24 Whitetop Rd Near Whispering Woods Dr and Brookside Ln
POE-25 Whitetop Rd Near 756 Whitetop Rd
POE-26 Whitetop Rd Near Vance Tank Rd
POE-27 Volunteer Pkwy Medians N of Exide Dr to Just N of Hilltop St
POE-28 Volunteer Pkwy Medians Near Drive-In Theater

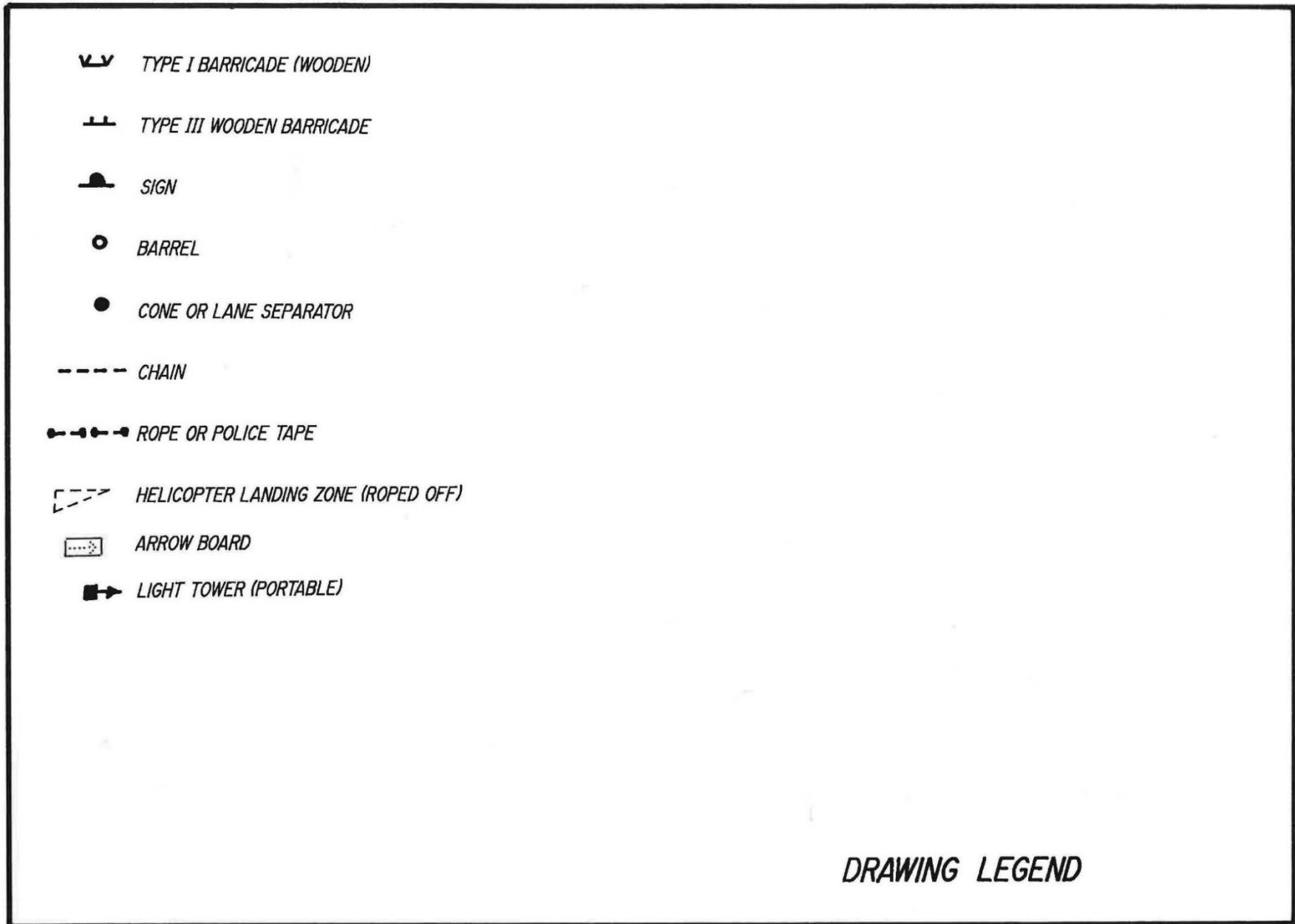
POE-29	Volunteer Pkwy Near Avoca Elementary
POE-30	Bethel Dr Near Carden Hollow Rd
POE-31	Hwy 394 Near Earhart Rd E Intersection
POE-32	Hwy 394 Near Top Tree
POE-33	Hwy 394 N of Feathers Chapel Rd E Intersection
POE-34	Hwy 394 Near Bridge Over Vance Tank Rd
POE-35	Hwy 394 Near Summit St/Tech Ln
POE-36	Hwy 394 E of Copperhead Rd

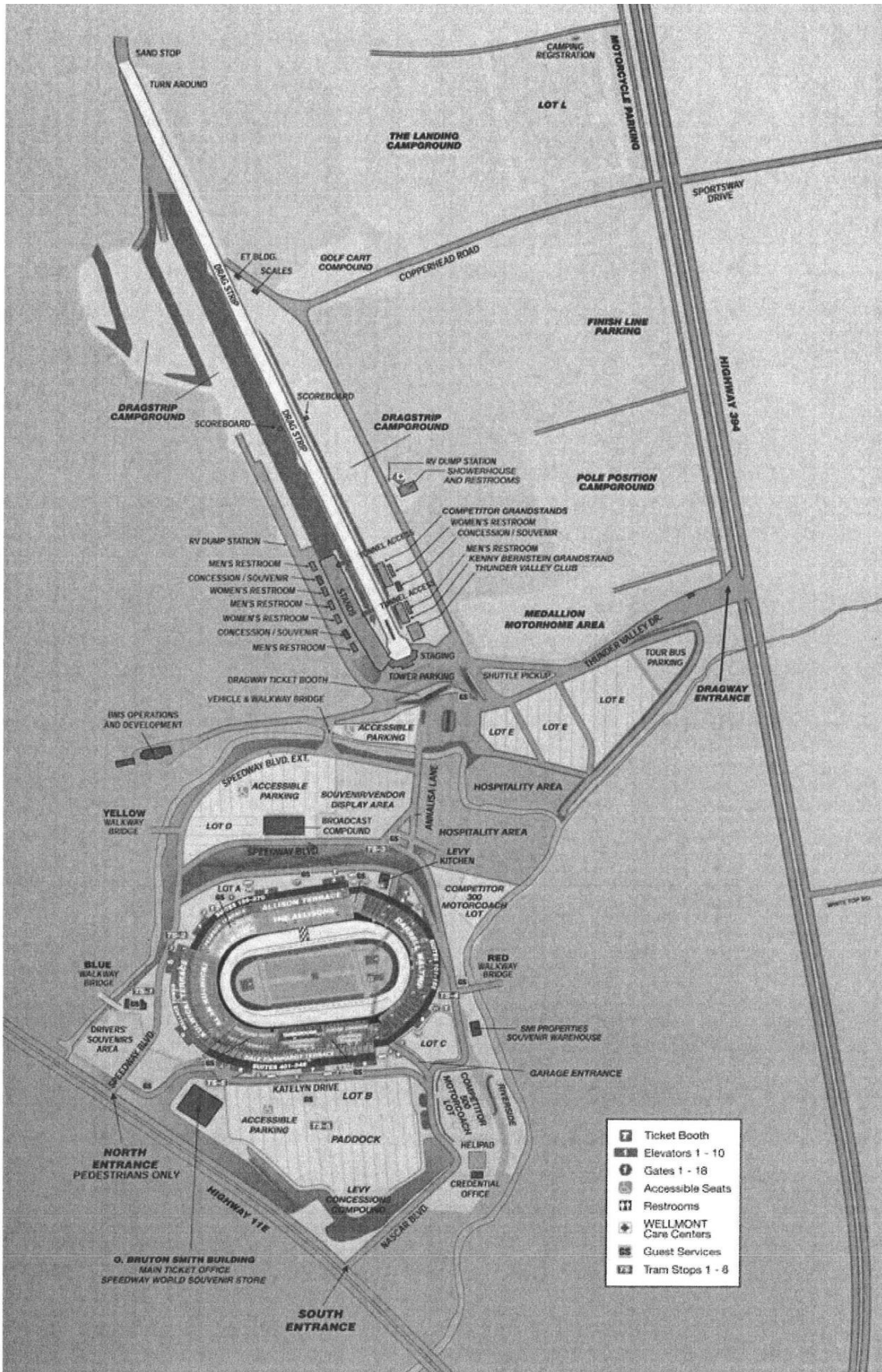
Post-Event Contraflow Alternative (CON)

CON-01	Entrance 2 (Nascar Boulevard)
CON-02	Hwy 11E Near Whitetop Rd
CON-03	Hwy 11E & Hwy 394 Interchange - Center
CON-04	Hwy11E Near Hamilton Hill Rd
CON-05	Hwy 11E Between Hendrickson Ln and Oakdale Rd/Thomas Ln
CON-06	Hwy 11E Near Oakdale Rd/Thomas Ln
CON-07	Hwy 11E Near Watson's Marine
CON-08	Hwy 11E Near Contraflow Start
CON-09	Hwy 11E Approaching Contraflow Start
CON-10	Hwy 11E Near River Rd
CON-11	Hwy 11E North of Hwy 19E Interchange
CON-12	Hwy 11E & Exide Dr
CON-14	Exide Dr & Bethel Dr
CON-15	Exide Dr Near Edison Circle
CON-16	Hwy 394 & Exide Dr
CON-17	Hwy 394 Near Feathers Chapel Rd E Intersection and Summer Hills Dr
CON-18	Hwy 394 & Feathers Chapel Rd W Intersection
CON-19	Hwy 394 & Blountville Blvd
CON-20	Hwy 394 & Agero Dr
CON-21	Blountville
CON-22	Franklin Dr and Blountville Blvd Approaching Hwy 394
CON-31	Hwy 394 Near Earhart Rd E Intersection
CON-32	Hwy 394 Near Top Tree
CON-33	Hwy 394 N of Feathers Chapel Rd E Intersection

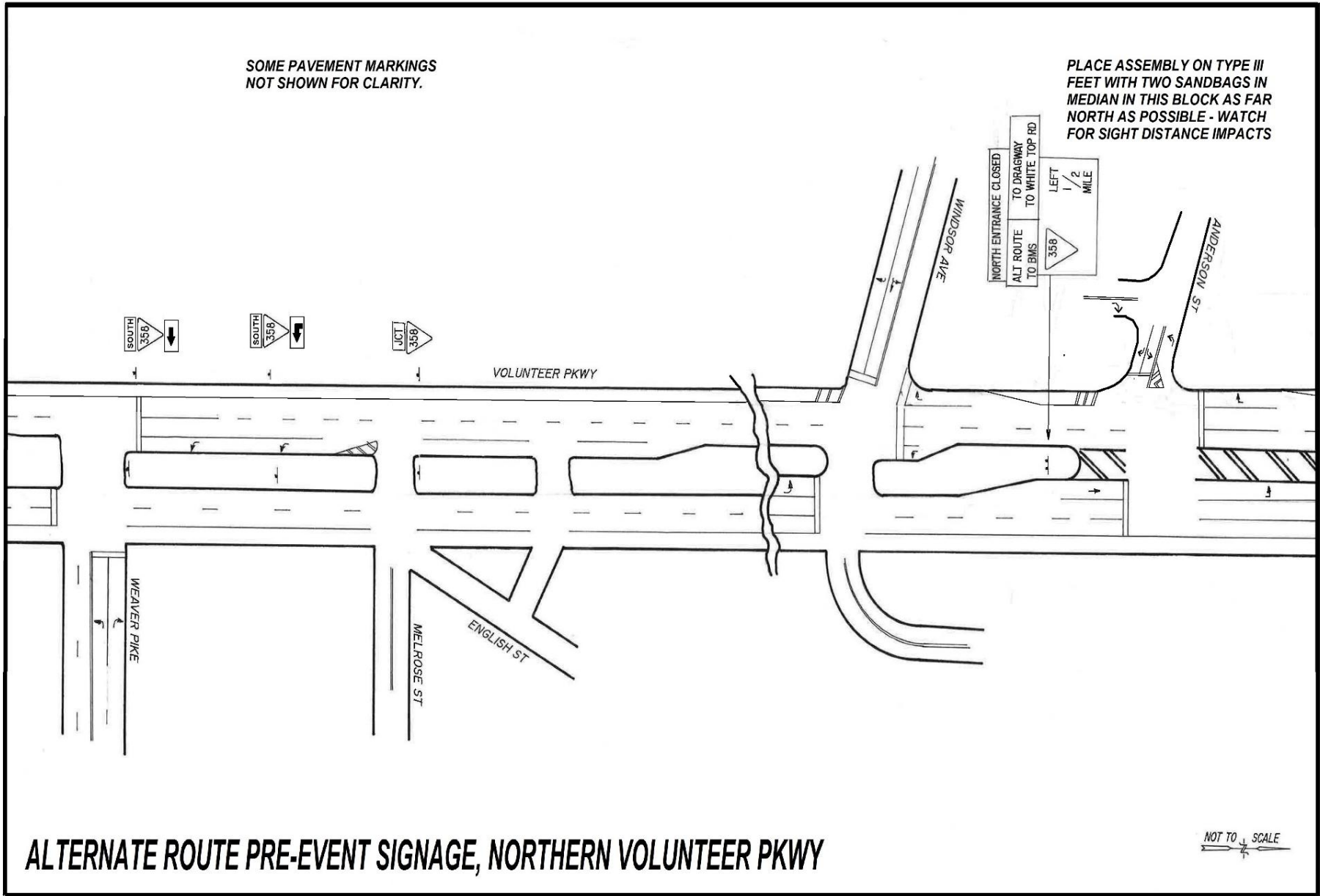
Guidance and Routing Diagrams (D)

D0	Drawing Legend
D1	Aerial Drawing of Bristol Motor Speedway
D3	Permanent Signage on Interstate 81
D4	Inbound Guide Signs
D5	Alternate Route Pre-Event Signage, Northern Volunteer Parkway
D6	Handicapped Parking Guidance Signs by BMS
D11	Routes to Bristol Regional Medical Center
D15	Light Tower Locations
D16	General Pedestrian Advance Warning Signs
D25	Variable Message Board Placement by City of Bristol/
D25	Post-Event Guide Signs: Blountville to Exit 66
D33	Post-Event: Lee Highway at Exit 5

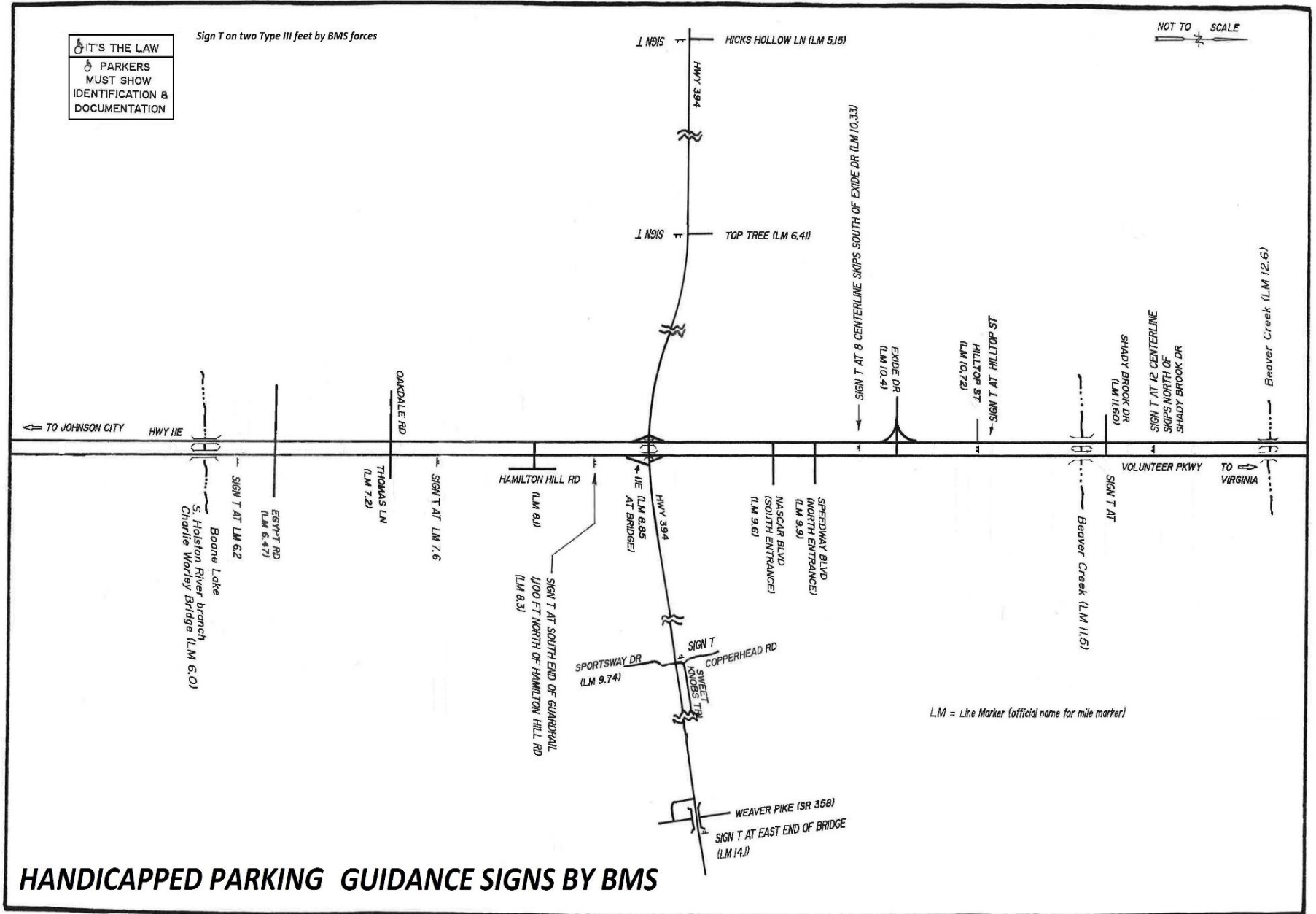




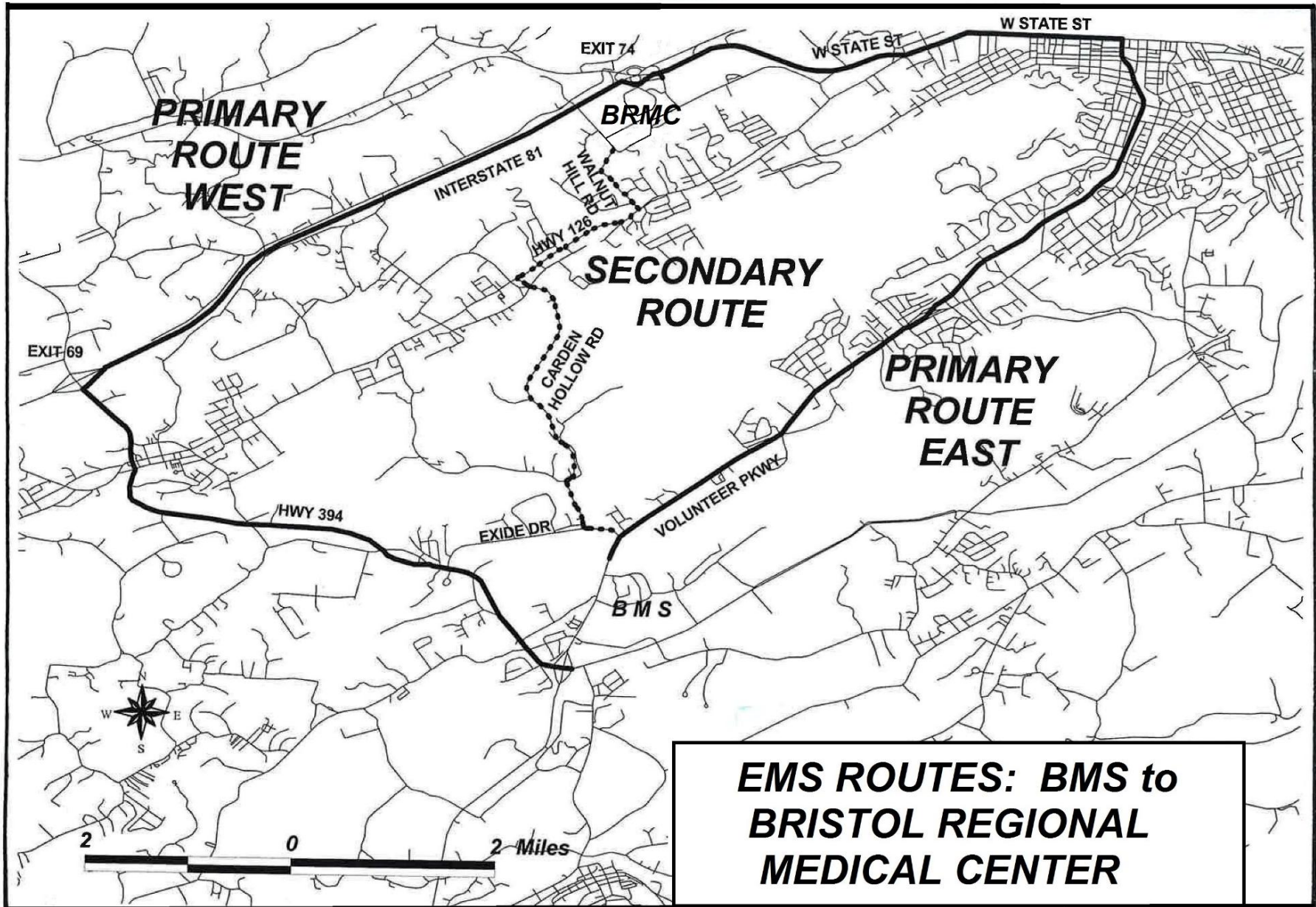
DI



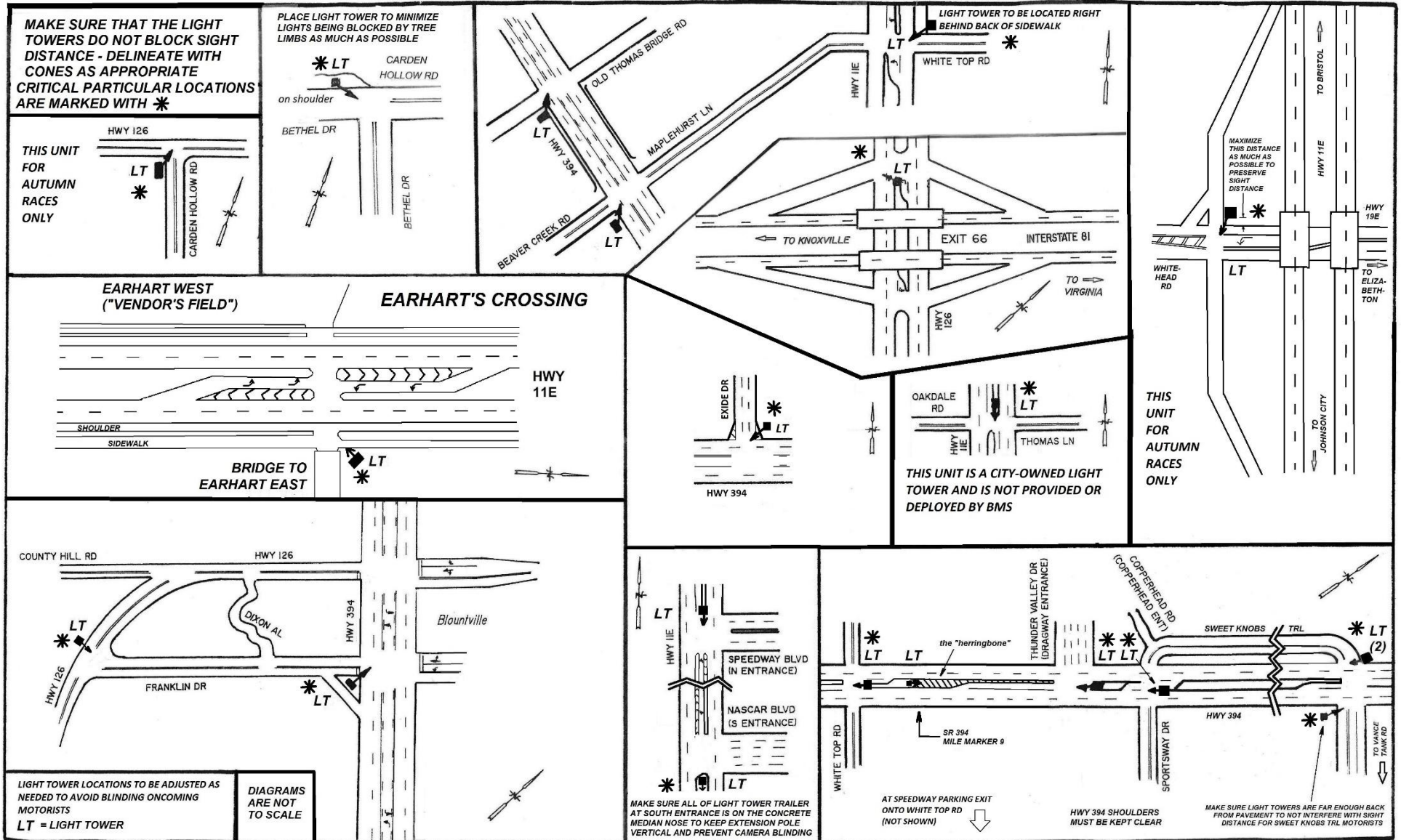
5

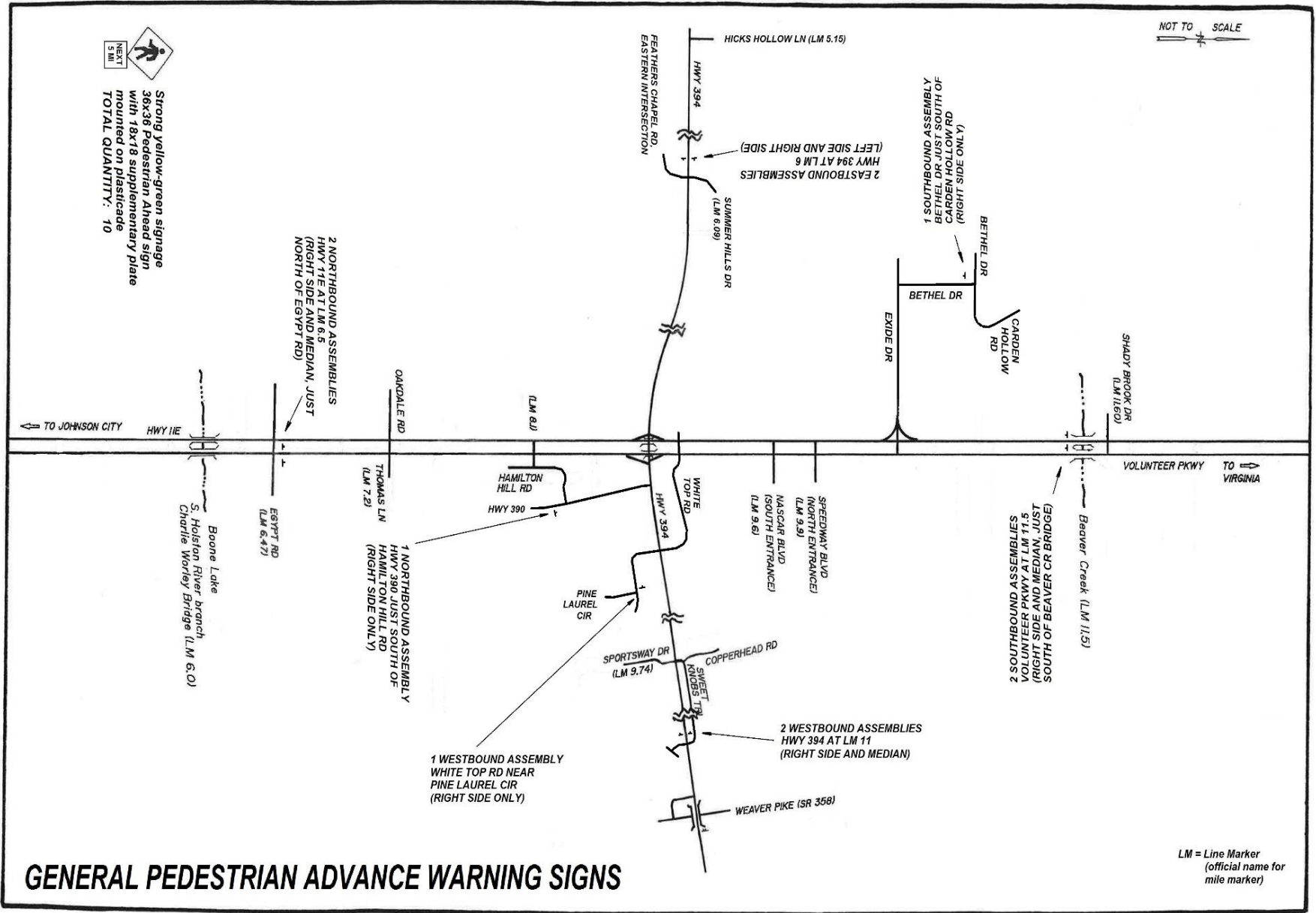


6 D



11 D

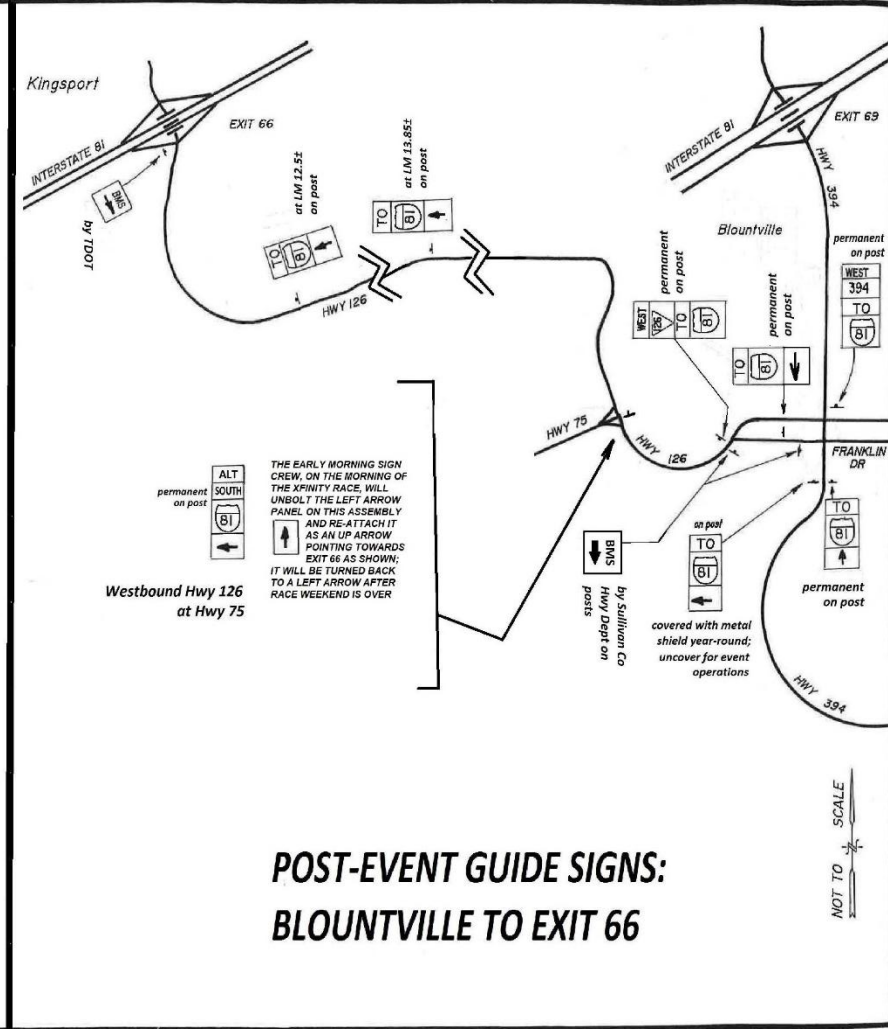
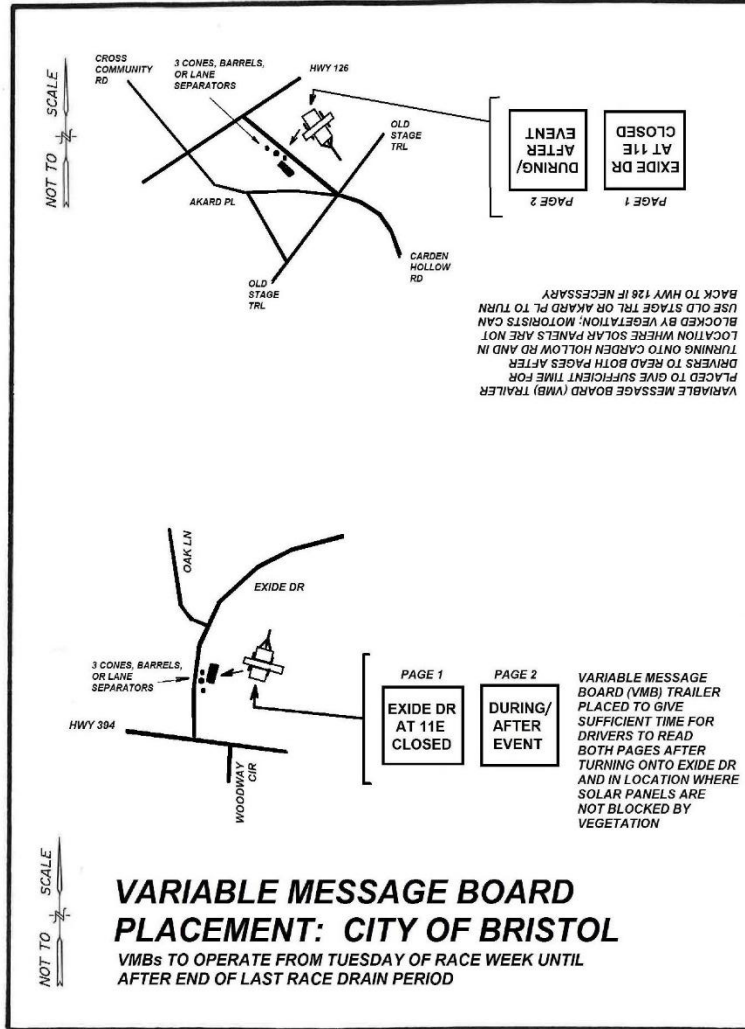




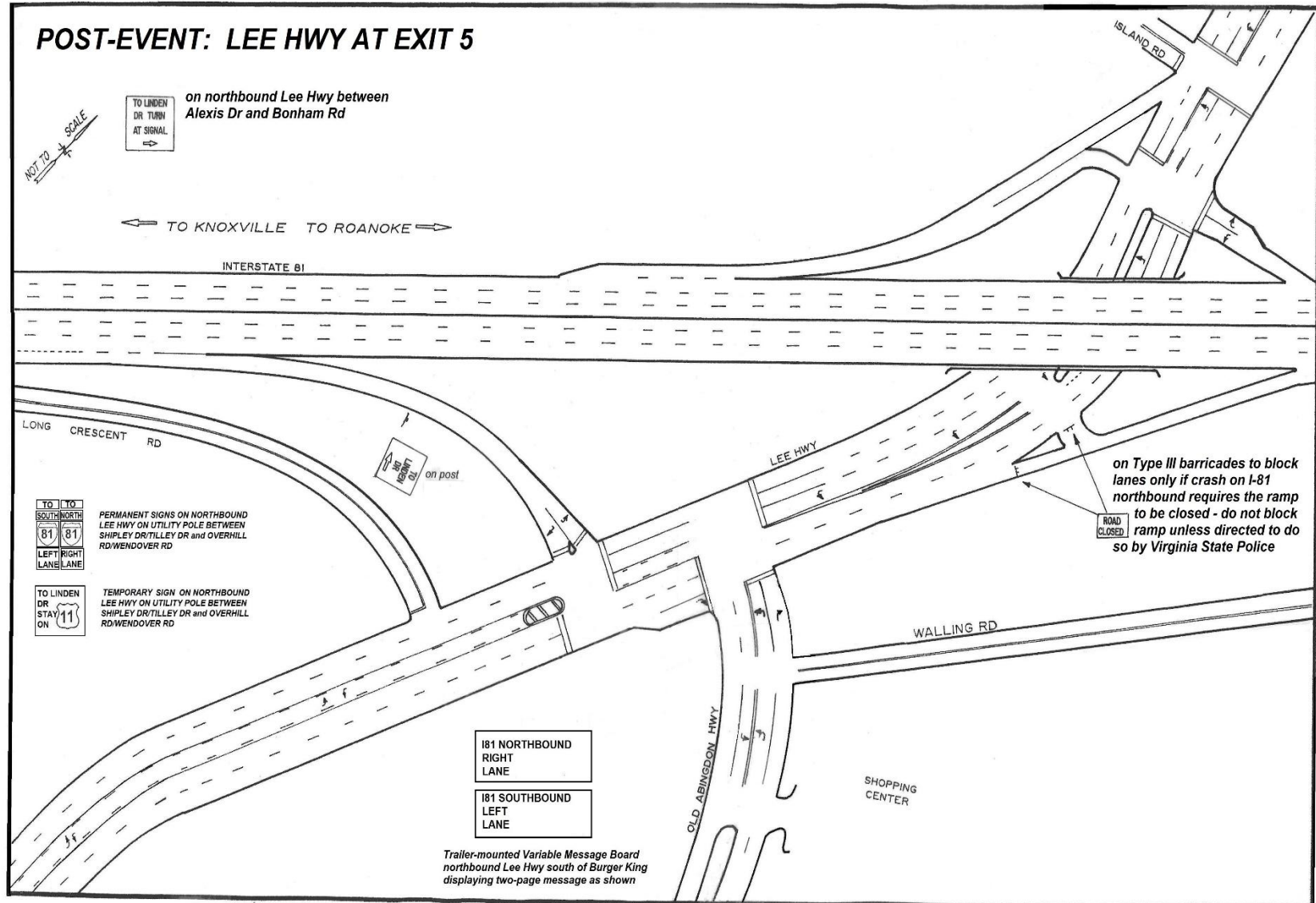
Strong yellow-green signage
 36x36 Pedestrian Ahead sign
 with 18x18 supplementary plate
 mounted on plasticade
 TOTAL QUANTITY: 10

GENERAL PEDESTRIAN ADVANCE WARNING SIGNS

LM = Line Marker
 (official name for
 mile marker)



D
25



D
33