

**2011**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**102**

City of Bristol

Information in this report is included in Report

**95**

(Washington County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2011  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol



















Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
From: State St 11 421 Euclid Ave	City of Bristol	0.75	13000	G										0.090	F	0.531	14000	G
To: Vance St 11 421 Euclid Ave	City of Bristol	0.19	14000	G										0.09	F	0.535	15000	G
From: Bob Morrison Blvd 11 421 Euclid Ave	City of Bristol	0.18	15000	G										0.093	F	0.587	16000	G
To: SR 381 Commonwealth Ave 11 19 Euclid Ave	City of Bristol	0.48	8500	G										0.091	F	0.503	9000	G
From: Piedmont Ave 11 19 Euclid Ave	City of Bristol	0.56	6300	G										0.085	F	0.55	6700	G
To: Moore St 11 19 Lee Highway	City of Bristol	0.48	13000	G										0.087	F	0.524	14000	G
From: Valley Dr 11 19 Lee Highway	City of Bristol	1.29	13000	G										0.087	F	0.509	14000	G
To: I-81 11 19 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508		17000	G	
From: End State Maintenance 11 19 Lee Highway	City of Bristol	0.51	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54		18000	G	
To: Bonham Rd 11 19 Lee Highway	City of Bristol	0.68	16000	G	98%	0%	0%	0%	1%	0%	F	0.122	N			17000	G	
To: Old Airport Rd 11 19 Lee Highway	City of Bristol																	
To: NCL Bristol																		
From: US 11, US 19 11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15	NA											NA			NA	
To: I-81 N																		
From: US 11, US 19 11 Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18	NA											NA			NA	
To: I-81 S																		
From: SR 381 Commonwealth Ave Truck 11 19 Goode St	City of Bristol	0.21	1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508		1200	G	
To: 102-3305 Piedmont Ave Truck 11 19 Cumberland St	City of Bristol	0.34	3000	G	98%	0%	0%	0%	1%	0%	C	0.102	F	0.568		3200	G	
To: Truck US 11 Randall St Truck 11 19 Randall St	City of Bristol	0.93	6100	G	98%	0%	0%	0%	0%	0%	C	0.095	F	0.532		6500	G	
From: US 421 Cumberland St Truck 11 19 Moore St	City of Bristol	0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541		8900	G	
To: SR 113 Moore St; Oakview Ave Cumberland St Euclid Ave																		

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City of Bristol









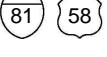



Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	State St; Tennessee State Line															
19 381 421	Commonwealth Ave City of Bristol	0.23	16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G	
	To:	SR 113 Cumberland Ave															
19 381 421	Commonwealth Ave City of Bristol	0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G	
	To:	SR 133 Par Sycamore St															
19 381 421	Commonwealth Ave City of Bristol	0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G	
	To:	US 11 Euclid Ave															
19 11	Euclid Ave City of Bristol	0.48	8500	G								0.091	F	0.503	9000	G	
	To:	Piedmont Ave															
19 11	Euclid Ave City of Bristol	0.56	6300	G								0.085	F	0.55	6700	G	
	To:	Moore St															
19 11	Lee Highway City of Bristol	0.48	13000	G								0.087	F	0.524	14000	G	
	To:	Valley Dr															
19 11	Lee Highway City of Bristol	1.29	13000	G								0.087	F	0.509	14000	G	
	To:	I-81															
19 11	Lee Highway City of Bristol	1.36	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.508	17000	G	
	To:	Bonham Rd															
19 11	Lee Highway City of Bristol	0.51	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	18000	G	
	To:	Old Airport Rd															
19 11	Lee Highway City of Bristol	0.68	16000	G	98%	0%	0%	0%	1%	0%	F	0.122	N		17000	G	
	To:	NCL Bristol															
	From:	SR 381 Commonwealth Ave															
Truck 19 Truck 11 Truck 11	Goode St City of Bristol	0.21	1100	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.508	1200	G	
	To:	102-3305 Piedmont Ave															
Truck 19 Truck 11 Truck 11	Cumberland St City of Bristol	0.34	3000	G	98%	0%	0%	0%	1%	0%	C	0.102	F	0.568	3200	G	
	To:	Truck US 11 Randall St															
Truck 19 Truck 11	Randall St City of Bristol	0.93	6100	G	98%	0%	0%	0%	0%	0%	C	0.095	F	0.532	6500	G	
	To:	Cumberland St															
	From:	Oakview Ave															
Truck 19 Truck 113 Truck 11	Moore St City of Bristol	0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	G	
	To:	Euclid Ave															
	From:	WCL Bristol															
58 421	Gate City Hwy City of Bristol (Maint: 95)	0.50	4900	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.575	5200	G	
	To:	I-81; US 421															
	From:	US 58; US 421															
58 81	City of Bristol (Maint: 95)	2.44															
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	B	77%	1%	1%	1%	19%	1%	F	0.091	A		38000	B	
	To:	I-381															



Virginia Department of Transportation  
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2011  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: I-381															
 	City of Bristol (Maint: 95)	1.39														
	See I-81 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>48000</b> <b>G</b> 77% 1% 1% 1% 19% 1% F 0.081 F 0.501 49000 G															
	To: US 11, US 19															
 	City of Bristol (Maint: 95)	2.13														
	See I-81 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>50000</b> <b>A</b> 77% 1% 1% 1% 19% 1% F 0.09 A 52000 A															
	To: Old Airport Rd															
 	City of Bristol (Maint: 95)	0.93														
	See I-81 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>47000</b> <b>A</b> 77% 1% 1% 1% 19% 1% F 0.092 A 48000 A															
	To: NCL Bristol															
	Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24	<b>NA</b>								NA		NA		
	To: I-81 S															
	Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.02	<b>2700</b> <b>G</b>								0.089	F	2700	G	
	To: I-81 North															
	Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03	<b>NA</b>								NA		NA		
	To: Ramp US 58 96A															
	Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14	<b>NA</b>								NA		NA		
	To: Ramps US 58 96B; US 421 W 66B															
	Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.02	<b>NA</b>								NA		NA		
	To: Ramps US 58 E 96A; US 58 96A															
	City of Bristol (Maint: 95)	0.61	<b>18000</b> <b>B</b>	76%	1%	1%	1%	21%	1%	C	0.092	A		18000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>35000</b> <b>B</b> 77% 1% 1% 1% 19% 1% C NA 35000 B															
 	City of Bristol (Maint: 95)	2.44	<b>19000</b> <b>B</b>	76%	1%	1%	1%	21%	1%	F	0.089	A		19000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>38000</b> <b>B</b> 77% 1% 1% 1% 19% 1% F 0.091 A 38000 B															
 	City of Bristol (Maint: 95)	1.39	<b>25000</b> <b>G</b>	76%	1%	1%	1%	21%	1%	F	0.079	F		26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>48000</b> <b>G</b> 77% 1% 1% 1% 19% 1% F 0.081 F 0.501 49000 G															
 	City of Bristol (Maint: 95)	2.13	<b>25000</b> <b>A</b>	76%	1%	1%	1%	21%	1%	F	0.089	A		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>50000</b> <b>A</b> 77% 1% 1% 1% 19% 1% F 0.09 A 52000 A															
	To: Old Airport Rd															

Virginia Department of Transportation  
Traffic Engineering Division  
2011  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93	<b>23000</b>	<b>A</b>	76%	1%	1%	1%	21%	1%	F	0.089	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>47000</b>	<b>A</b>	77%	1%	1%	1%	19%	1%	F	0.092	A	48000	A	
	To: NCL Bristol															
North 	From: I-81-N															
	City of Bristol (Maint: 95)	0.24	<b>NA</b>									NA		NA		
	To: Ramp Split															
North 	From: Ramp Split															
	City of Bristol (Maint: 95)	0.03	<b>NA</b>									NA		NA		
	To: US 58 W, US 421 W															
North 	From: Ramp Split															
	City of Bristol (Maint: 95)	0.02	<b>NA</b>									NA		NA		
	To: US 58 E, US 421 E															
North 	From: I-81 North															
	City of Bristol (Maint: 95)	0.30	<b>650</b>	<b>G</b>	97%	0%	1%	0%	2%	0%	F	0.109	F	690	G	
	To: I-381 South															
North 	From: I-81 N															
	City of Bristol (Maint: 95)	0.22	<b>NA</b>									NA		NA		
	To: US 11, US 19															
North 	From: I-81 N															
	City of Bristol (Maint: 95)	0.21	<b>NA</b>									NA		NA		
	To: Old Airport Rd															
South 	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.16	<b>17000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	C	0.103	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>35000</b>	<b>B</b>	77%	1%	1%	1%	19%	1%	C	NA		35000	B	
	To: US 58, US 421 Gate City Hwy															
South 	From: US 58, US 421 Gate City Hwy															
	City of Bristol (Maint: 95)	3.58	<b>19000</b>	<b>B</b>	78%	1%	1%	1%	18%	1%	F	0.098	A	19000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>38000</b>	<b>B</b>	77%	1%	1%	1%	19%	1%	F	0.091	A	38000	B	
	To: I-381															
South 	From: I-381															
	City of Bristol (Maint: 95)	1.25	<b>23000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.083	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>48000</b>	<b>G</b>	77%	1%	1%	1%	19%	1%	F	0.081	F	49000	G	
	To: US 11, US 19															
South 	From: US 11, US 19															
	City of Bristol (Maint: 95)	1.99	<b>25000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	F	0.096	A	26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>50000</b>	<b>A</b>	77%	1%	1%	1%	19%	1%	F	0.09	A	52000	A	
	To: Old Airport Rd															
South 	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.50	<b>23000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	F	0.1	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>47000</b>	<b>A</b>	77%	1%	1%	1%	19%	1%	F	0.092	A	48000	A	
	To: NCL Bristol															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 81 Ramp I-81 S Exit 1A to US 58, US 421	City of Bristol (Maint: 95)	0.17	NA									NA		NA		
South 81 Ramp I-81 S Exit 1B to US 58, US 421	City of Bristol (Maint: 95)	0.33	1100	G								0.12	F	1100	G	
South 81 Ramp I-81 S Exit 5 to US 11; US 19	City of Bristol (Maint: 95)	0.07	NA									NA		NA		
South 81 Ramp I-81 S Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.19	5200	A								0.111	A	5100	A	
South 81 Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	0.11	1700	G								0.104	F	1700	G	
113 Cumberland St	City of Bristol	0.28	2300	G	98%	0%	0%	0%	1%	0%	C	0.096	F	0.565	2400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	1%	0%	C	0.095	F	0.555	3300	G
113 Piedmont Ave	City of Bristol	0.08	3700	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.505	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	4800	G
113 Piedmont Ave	City of Bristol	0.25	3300	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.565	3600	G
113 Oakview Ave	City of Bristol	0.60	2500	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.578	2700	G
Truck 11 19 113 Moore St	City of Bristol	0.12	8300	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.541	8900	G
113 Sycamore St	City of Bristol	0.40	780	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.540	830	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	1%	0%	C	0.095	F	0.555	3300	G
North 381	City of Bristol (Maint: 95)	1.14	8100	F	97%	0%	1%	0%	2%	0%	C	0.109	A	8600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	97%	0%	1%	0%	2%	0%	C	0.104	A	0.909	17000	F
North 381 I-381 N Ramp	City of Bristol (Maint: 95)	0.25	7100	G	97%	0%	1%	0%	2%	0%	F	0.092	F	7500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	0%	1%	0%	2%	0%	F	NA			15000	G

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							2Axle	3+Axle	1Trail	2Trail						
North 381 Ramp I-381 N to I-81 S	From: I-381 N City of Bristol (Maint: 95) To: I-81 S	0.31	730	G	97%	0%	1%	0%	2%	0%	F	0.133	F	770	G	
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95) To: I-81 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1.06	7700	F	97%	0%	1%	0%	2%	0%	C	0.11	A	8200	F	
South 381 I-381 S Ramp	From: Ramp From I-81 North City of Bristol (Maint: 95) To: I-81 South Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.61	6800	G	97%	0%	1%	0%	2%	0%	F	0.091	F	7200	G	
381 19 421 Commonwealth Ave	From: State St; Tennessee State Line City of Bristol To: SR 113 Cumberland St	0.23	16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G
381 19 421 Commonwealth Ave	From: SR 113 Cumberland St City of Bristol To: SR 133 Par; Sycamore St	0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
381 19 421 Commonwealth Ave	From: SR 133 Par; Sycamore St City of Bristol To: US 11 Euclid Ave	0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
381 Commonwealth Ave	From: US 11 Euclid Ave City of Bristol To: Keys St; I-381	0.63	18000	G	97%	0%	1%	0%	2%	0%	F	0.089	F	0.548	19000	G
421 58 Gate City Hwy	From: WCL Bristol City of Bristol (Maint: 95) To: US 58; I-81	0.50	4900	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.575	5200	G
421 Gate City Hwy	From: US 58; I-81 Exit 1 City of Bristol (Maint: 95) To: Island Rd	0.21	8400	G	98%	0%	0%	0%	1%	0%	C	0.091	F	0.611	8900	G
421 Gate City Hwy	From: Island Rd City of Bristol To: W US 11 N Euclid Ave; W State St	0.80	8100	G	98%	0%	0%	0%	1%	0%	F	0.100	F	0.576	8600	G
421 11 Euclid Ave	From: W US 11 City of Bristol To: Vance St	0.75	13000	G								0.090	F	0.531	14000	G
421 11 Euclid Ave	From: Vance St City of Bristol To: Bob Morrison Blvd	0.19	14000	G								0.09	F	0.535	15000	G
421 11 Euclid Ave	From: Bob Morrison Blvd City of Bristol To: E RT 11	0.18	15000	G								0.093	F	0.587	16000	G
421 381 19 Commonwealth Ave	From: E RT 11 City of Bristol To: SR 133 Par Sycamore St	0.19	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.559	20000	G
421 381 19 Commonwealth Ave	From: SR 133 Par Sycamore St City of Bristol To: SR 113 Cumberland Ave	0.16	19000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.533	20000	G
421 381 19 Commonwealth Ave	From: SR 113 Cumberland Ave City of Bristol To: US 421 Goode St	0.23	16000	G	95%	1%	1%	1%	3%	0%	F	0.086	F	0.551	17000	G

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							2Axle	3+Axle	1Trail	2Trail						
West 421 Ramp US 421 W I-81 N at Exit 1	From: US 421 W City of Bristol (Maint: 95) To: Ramps US 58 E 96B; US 58 96B	0.07	NA													NA

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(F35)	0.60	190	R								NA		NA			09/03/2008
(1) Benham Rd	0.10	4500	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.679	4800	G	2011
(2) Goodson St	0.36	2900	G	98%	0%	1%	1%	0%	0%	C	0.093	F	0.527	3100	G	2011
(3) Island Rd	1.01	NA									NA		NA			
(3) Island Rd	0.85	1500	G								0.110	F	0.57	1500	G	2011
(3) Island Rd	0.12	1600	G								0.104	F	0.556	1600	G	2011
(3) Island Rd	0.38	1400	G								0.108	F	0.524	1400	G	2011
(4) Osborne St	0.56	860	G	98%	1%	1%	0%	0%	0%	C	0.11	F	0.524	920	G	2011
(5) Commonwealth Ave Extension	0.08	3100	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.575	3300	G	2011
(6) Glenway Ave	0.42	3000	G								0.096	F	0.529	3200	G	2011
(8) Pittstown Rd	0.45	2700	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.560	2900	G	2011
(9) Randolph Ave	0.22	2900	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.536	3100	G	2011
(9) Randolph Ave	0.51	3700	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.501	4000	G	2011
(10) Rhode Island Rd	0.35	1300	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.536	1400	G	2011
(11) Spurgeon Ln	0.12	4200	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.518	4500	G	2011
(12) Texas Ave	0.49	1900	G	98%	0%	1%	0%	0%	0%	C	0.108	F	0.573	2000	G	2011
(13) Vance St	0.13	2200	G	98%	1%	1%	0%	1%	0%	C	0.096	F	0.511	2300	G	2011
(13) Vance St	0.32	760	G								0.114	F	0.576	820	G	2011
(13) Page St	0.12	910	G								0.114	F	0.530	910	G	2011
(14) Catherine St	0.58	570	G								0.119	F	0.515	570	G	2011

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(15) Scott St	0.23	540	G			From: SR 113 Piedmont Ave				0.103	F	0.679	540	G	2011	
						To: Truck US 11 Randall St										
(3300) W State St	0.55	15000	G	98%	1%	From: US 11 Euclid Ave				C	0.087	F	0.512	16000	G	2011
						To: Peters St										
(3300) W State St	0.67	15000	G	98%	1%	From: SR 381 Commonwealth Ave				F	0.085	F	0.582	16000	G	2011
						To: Martin Luther King Jr Blvd										
(3300) State St	0.43	8500	G	98%	1%	From: W State St				F	0.083	F	0.507	9100	G	2011
						To: US 11 W Euclid Ave										
(3301) Bob Morrison Blvd	0.45	2700	G	98%	0%	From: 102-3300 State St				C	0.097	F	0.579	2900	G	2011
						To: US 11 W Euclid Ave										
(3305) Piedmont Ave	0.05	4100	G	99%	0%	From: US 421 Goode St				F	0.103	F	0.551	4300	G	2011
						To: Oakview Ave										
(3305) Piedmont Ave	0.15	2100	G	99%	0%	From: Highland Ave				C	0.108	F	0.629	2300	G	2011
						To: US 11 Euclid Ave										
(3305) Piedmont Ave	0.15	4300	G	99%	0%	From: US 421				F	0.104	F	0.591	4600	G	2011
						To: Cumberland St										
(3307) Moore St	0.41	670	G	97%	1%	From: Mary St				C	0.112	F	720	G	2011	
						To: Oakview St										
(3307) Moore St	0.43	1400	G	97%	1%	From: Mary St				F	0.099	F	0.553	1500	G	2011
						To: Rhode Island Ave										
(3308) Fairview St	0.27	3200	G	97%	0%	From: Texas Ave				F	0.106	F	0.642	3400	G	2011
						To: Hillside Ave										
(3308) Massachusetts Ave	0.37	2200	G	97%	0%	From: E Valley Dr				C	0.096	F	0.589	2400	G	2011
						To: Valley Dr										
(3308) Massachusetts Ave	0.15	2200	N	97%	0%	From: Old Airport Rd				N	0.096	N	0.589	2400	N	2011
						To: ECL Bristol										
(3308) Kings Mill Pike	0.46	3800	G	98%	0%	From: Piedmont Ave				F	0.095	F	0.507	4100	G	2011
						To: Old Abingdon Hwy										
(3308) Kings Mill Pike	1.12	5900	G	98%	0%	From: Kings Mill Pike				C	0.100	F	0.546	6300	G	2011
						To: Kings Mill Pike										
(3308) Kings Mill Pike	0.36	6900	G	98%	0%	From: NCL Bristol: 102-1 Pittston Rd				F	0.094	F	0.548	7400	G	2011
						To: Wallace Pike										
(3312) W Valley Dr	1.00	1400	G	97%	1%	From: US 11 Lee Highway				F	0.107	F	0.585	1500	G	2011
						To: Old Abingdon Hwy										
(3312) E Valley Dr	0.56	5200	G	97%	1%	From: Kings Mill Pike				F	0.096	F	0.535	5500	G	2011
						To: Kings Mill Pike										
(3312) E Valley Dr	0.72	3800	G	97%	1%	From: NCL Bristol: 102-1 Pittston Rd				C	0.095	F	0.519	4000	G	2011
						To: Kings Mill Pike										
(3314) Island Rd	2.01	2700	G	98%	0%	From: 102-3319 Wallace Pike				F	0.097	F	0.522	2900	G	2011
						To: Wallace Pike										
(3314) Island Rd	0.31	4100	G	98%	0%	From: US 11 Lee Highway				C	0.103	F	0.544	4400	G	2011
						To: US 11 Lee Highway										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(3318) Old Airport Rd	0.96	9000	G	95%	1%	1%	1%	2%	1%	F	0.091	F	0.585	9600	G	2011
						From: 102-3308 King Mill Pike										
						To: Bonham Rd										
(3318) Old Airport Rd	0.98	9400	G	95%	1%	1%	1%	2%	1%	C	0.092	F	0.505	10000	G	2011
						From: I-81 Exit 7										
(3318) Old Airport Rd	0.20	17000	G	95%	1%	1%	1%	2%	1%	F	0.089	F	0.545	19000	G	2011
						To: US 11 Lee Hwy										
(3318) Ramp to I-81 N at Exit 7	0.14	NA									NA			NA		
						From: 102-3318 Old Airport Rd										
						To: I-81 N										
(3318) Ramp to I-81 S at Exit 7	0.19	NA									NA			NA		
						From: 102-3318 Old Airport Rd										
						To: I-81 S										
(3319) Wallace Pike	0.33	2200	G	98%	1%	1%	0%	0%	0%	C	0.110	F	0.539	2300	G	2011
						From: Island Rd										
						To: NCL Bristol										
(3320) Old Abingdon Hwy	1.27	3800	G	97%	0%	1%	0%	2%	0%	C	0.097	F	0.626	4100	G	2011
						From: Valley Dr										
						To: US 11 Lee Highway										
(3321) Clear Creek Rd	0.13	4800	G	97%	0%	1%	0%	2%	0%	F	0.090	N	0.644	5200	G	2011
						From: US 11 Lee Highway										
						To: NCL Bristol										
(3323) Peters St; Vance St	0.28	2000	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.579	2100	G	2011
						From: W State St										
						To: US 11 Euclid Ave										
(3324) State St	0.19	7900	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.607	8500	G	2011
						From: Edgemont Ave; Tennessee State Line										
						To: State St; Tennessee State Line										
(3325) Piedmont Ave	0.30	1500	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.523	1600	G	2011
						From: US 11 Euclid Ave										
						To: 102-6 Glenway Ave										
(3325) Piedmont Ave	0.16	1500	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.536	1600	G	2011
						From: 102-3312 Valley Dr										
(3326) W Mary St	0.45	2900	G	98%	0%	0%	0%	0%	0%	C	0.098	F	0.5	3100	G	2011
						From: Piedmont Ave										
(3326) W Mary St	0.14	5200	G	98%	0%	0%	0%	0%	0%	F	0.098	F	0.508	5500	G	2011
						From: Truck US 11 Randal St										
(3326) W Mary St	0.09	5200	N	98%	0%	0%	0%	0%	0%	N	0.098	N	0.508	5500	N	2011
						From: Goodson St										
						To: Fairview St										
(3328) Bonham Rd	0.32	7000	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.545	7500	G	2011
						From: Old Airport Rd										
(3328) Bonham Rd	0.45	8200	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.501	8800	G	2011
						From: I-81										
						To: US 11 Lee Highway										
Chester St		280	G								0.134	F	0.544	290	G	2011
						From: Glenway Ave										
						To: Arlington Ave										
Cheyenne Rd		150	G								0.112	F	0.556	160	G	2011
						From: Shawnee Rd										
						To: Sherwood Dr										
Daniel St		350	G								0.148	F	0.737	370	G	2011
						From: Newton St										
						To: Tennessee State Line										



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
Jefferson Dr		300	G			From: Cherry Lane				0.195	F	0.581	320	G	2011	
						To: Cedar Lane										
Lester St		500	G			From: Moore St				0.098	F	0.754	530	G	2011	
						To: Russell St										
Pearl St		80	G			From: Prospect Ave				NA			90	G	2011	
						To: Arlington Ave										
Poplar St		70	G			From: Oakview Dr				NA			70	G	2011	
						To: Meadow Dr										
Spring Branch Rd		40	G			From: Overlake Dr				NA			47	G	2011	
						To: Vale Dr										