

2015
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

102

City of Bristol

Information in this report is included in Report

95

(Washington County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - 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
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 2015
 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 To: Vance St	City of Bristol	0.75	13000	G	99%	0%	1%	0%	0%	0%	F	0.088	0.605	14000	G	
From: Vance St To: Bob Morrison Blvd	City of Bristol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.5	15000	G	
From: Bob Morrison Blvd To: SR 381 Commonwealth Ave	City of Bristol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	0.534	16000	G	
From: SR 381 Commonwealth Ave To: Piedmont Ave	City of Bristol	0.48	8000	G	99%	0%	1%	0%	0%	0%	F	0.095	0.534	8500	G	
From: Piedmont Ave To: Moore St	City of Bristol	0.56	6100	G	99%	0%	1%	0%	0%	0%	C	0.094	0.552	6500	G	
From: Moore St To: Valley Dr	City of Bristol	0.48	13000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.504	14000	G	
From: Valley Dr To: I-81	City of Bristol	1.26	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.502	13000	G	
From: I-81 To: End State Maintenance	City of Bristol	1.36	14000	G	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	G	
From: End State Maintenance To: Bonham Rd	City of Bristol	0.51	17000	G	98%	0%	0%	1%	0%	0%	F	0.091	0.559	17000	G	
From: Bonham Rd To: Old Airport Rd	City of Bristol	0.68	14000	G	98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	G	
From: Old Airport Rd To: NCL Bristol	City of Bristol															
From: US 11, US 19 To: I-81 N	City of Bristol (Maint: 95)	0.15	3300	G								0.098		3300	G	
From: I-81 N To: US 11, US 19	City of Bristol (Maint: 95)	0.18	4300	G								0.097		4300	G	
From: US 11, US 19 To: I-81 S	City of Bristol (Maint: 95)															
From: SR 381 Commonwealth Ave To: 102-3305 Piedmont Ave	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	0.533	1300	G	
From: 102-3305 Piedmont Ave To: Truck US 11 Randall St	City of Bristol	0.34	3000	G	98%	0%	0%	0%	1%	0%	F	0.102	0.568	3200	G	
From: Truck US 11 Randall St To: US 421 Cumberland St	City of Bristol	0.93	5900	G	99%	0%	0%	0%	0%	0%	C	0.097	0.5	6300	G	
From: US 421 Cumberland St To: SR 113 Moore St; Oakview Ave	City of Bristol															
From: SR 113 Moore St; Oakview Ave To: Cumberland St	City of Bristol	0.12	8100	G	97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	G	
From: Cumberland St To: Euclid Ave	City of Bristol															

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							2Axle	3+Axle	1Trail	2Trail						
	From: State St; Tennessee State Line															
19 381 421	Commonwealth Ave City of Bristol	0.07	16000	N	92%	1%	1%	0%	6%	0%	N	0.085	0.521	17000	N	
	To: US 421 Goode St															
	From: SR 113 Cumberland Ave															
19 381 421	Commonwealth Ave City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087	0.529	19000	G	
	To: SR 133 Par Sycamore St															
	From: US 11 Euclid Ave															
19 381 421	Commonwealth Ave City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	0.542	20000	G	
	To: SR 381 Commonwealth Ave															
	From: Piedmont Ave															
19 11	Euclid Ave City of Bristol	0.48	8000	G	99%	0%	1%	0%	0%	0%	F	0.095	0.534	8500	G	
	To: Moore St															
	From: Valley Dr															
19 11	Euclid Ave City of Bristol	0.56	6100	G	99%	0%	1%	0%	0%	0%	C	0.094	0.552	6500	G	
	To: I-81															
	From: End State Maintenance															
19 11	Lee Highway City of Bristol	1.36	14000	G	98%	0%	0%	1%	0%	0%	F	0.086	0.507	14000	G	
	To: Bonham Rd															
	From: Old Airport Rd															
19 11	Lee Highway City of Bristol	0.68	14000	G	98%	0%	0%	1%	0%	0%	F	0.122	0.513	15000	G	
	To: NCL Bristol															
	From: SR 381 Commonwealth Ave															
Truck 19 11 11	Goode St City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	0.533	1300	G	
	To: 102-3305 Piedmont Ave															
	From: Truck US 11 Randall St															
Truck 19 11	Randall St City of Bristol	0.93	5900	G	99%	0%	0%	0%	0%	0%	C	0.097	0.5	6300	G	
	To: Cumberland St															
	From: Oakview Ave															
Truck 19 113 11	Moore St City of Bristol	0.12	8100	G	97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	G	
	To: Euclid Ave															
	From: WCL Bristol															
58 421	Gate City Hwy City of Bristol (Maint: 95)	0.50	5100	G	97%	0%	1%	1%	1%	0%	C	0.095	0.6	5500	G	
	To: I-81; US 421															

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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: US 58; US 421															
 	City of Bristol (Maint: 95)	2.44														
	See I-81 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 A 78% 1% 1% 1% 18% 1% F 0.1 A 0.525 40000 A															
	To: 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: 53000 G 78% 1% 1% 1% 18% 1% F 0.083 F 0.563 54000 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: 53000 F 78% 1% 1% 1% 18% 1% F 0.093 A 0.531 55000 F															
	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: 49000 A 78% 1% 1% 1% 18% 1% F 0.095 A 0.539 51000 A															
	To: NCL Bristol															
	From: Ramps US 58 E 96A; US 58 W 96A															
	Ramp to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.24	1600	G							0.083			1600	G
	To: I-81 S															
	From: Ramps US 58 E 96B; US 421 W 66B															
	Ramp to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.02	2800	G							0.100			2800	G
	To: I-81 North															
	From: US 58 US 421 Eastbound															
 East	Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03	530	G							0.132			530	G
	To: Ramp US 58 96A															
	From: US 58 US 421 Eastbound															
 East	Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14	960	G							0.138			960	G
	To: Ramps US 58 96B; US 421 W 66B															
	From: US 58 US 421 Westbound															
 West	Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.02	1000	G							0.09			1000	G
	To: Ramps US 58 E 96A; US 58 96A															
	From: SCL Bristol															
 North	City of Bristol (Maint: 95)	0.61	20000	A	77%	1%	1%	1%	19%	1%	C	0.098			20000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 39000 A 78% 1% 1% 1% 18% 1% C 0.101 A 0.545 39000 A															
	To: US 58, US 421 Gate City Hwy															
 North	City of Bristol (Maint: 95)	2.44	20000	A	77%	1%	1%	1%	19%	1%	F	0.099			20000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 A 78% 1% 1% 1% 18% 1% F 0.1 A 0.525 40000 A															
	To: I-381															
 North	City of Bristol (Maint: 95)	1.39	29000	G	77%	1%	1%	1%	19%	1%	F	0.085			30000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 53000 G 78% 1% 1% 1% 18% 1% F 0.083 F 0.563 54000 G															
	To: US 11, US 19															

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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						
North 81 58	From: US 11, US 19 City of Bristol (Maint: 95)	2.13	27000	F	77%	1%	1%	1%	19%	1%	F	0.091		27000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	78%	1%	1%	1%	18%	1%	F	0.093	A	0.531	55000	F
North 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.93	24000	A	77%	1%	1%	1%	19%	1%	F	0.092		25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	78%	1%	1%	1%	18%	1%	F	0.095	A	0.539	51000	A
North 81	To: NCL Bristol From: I-81 North City of Bristol (Maint: 95)	0.27	1900	G								0.105		1900	G	
North 81	Ramp I-81 N Exit 1 To: US 58 W, US 421 W From: I-81 North City of Bristol (Maint: 95)	0.30	620	G	96%	0%	1%	0%	2%	0%	F	0.116		650	G	
North 81	Ramp I-81 N Exit 3 to I-381 S To: I-381 South From: I-81 North City of Bristol (Maint: 95)	0.22	4300	G								0.104		4300	G	
North 81	Ramp I-81 N Exit 5 to US 11, US 19 To: US 11, US 19 From: I-81 North City of Bristol (Maint: 95)	0.21	6600	G								0.087		6600	G	
North 81	Ramp I-81 N Exit 7 to Old Airport Rd To: Old Airport Rd From: I-81 North City of Bristol (Maint: 95)	0.16	19000	A	80%	1%	1%	1%	17%	1%	C	0.108		19000	A	
South 81	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	78%	1%	1%	1%	18%	1%	C	0.101	A	0.545	39000	A
South 81 58	To: US 58, US 421 Gate City Hwy From: City of Bristol (Maint: 95)	3.58	20000	A	80%	1%	1%	1%	17%	1%	F	0.105		20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	A	78%	1%	1%	1%	18%	1%	F	0.1	A	0.525	40000	A
South 81 58	To: I-381 From: City of Bristol (Maint: 95)	1.25	24000	G	80%	1%	1%	1%	17%	1%	F	0.082		24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	G	78%	1%	1%	1%	18%	1%	F	0.083	F	0.563	54000	G
South 81 58	To: US 11, US 19 From: City of Bristol (Maint: 95)	1.99	26000	F	80%	1%	1%	1%	17%	1%	F	0.099		28000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	F	78%	1%	1%	1%	18%	1%	F	0.093	A	0.531	55000	F
South 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.50	25000	A	80%	1%	1%	1%	17%	1%	F	0.104		25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	78%	1%	1%	1%	18%	1%	F	0.095	A	0.539	51000	A
South 81	To: NCL Bristol From: I-81 South City of Bristol (Maint: 95)	0.17	1500	G								0.096		1500	G	
South 81	Ramp I-81 S Exit 1A to US 58, US 421 To: US 58 US 421 Eastbound															





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							2Axle	3+Axle	1Trail	2Trail						
South (81) Ramp I-81 S Exit 1B to US 58, US 421	From: I-81 South City of Bristol (Maint: 95) To: US 58 US 421 Westbound	0.33	1200	G										0.104	1200	G
South (81) Ramp I-81 S Exit 5 to US 11; US 19	From: I-81 South City of Bristol (Maint: 95) To: US 11, US 19	0.07	2900	G										0.112	2900	G
South (81) Ramp I-81 S Exit 7 to Old Airport Rd	From: I-81 S City of Bristol (Maint: 95) To: Old Airport Rd	0.19	5200	A										0.118	5100	A
South (81) Ramp I-81 S Exit 10 to F-310	From: I-81 South City of Bristol (Maint: 95) To: F-310	0.11	2000	G										0.093	2000	G
(113) Cumberland St	From: SR 381 Commonwealth Ave City of Bristol To: US 421 Piedmont Ave	0.28	2200	G	98%	0%	1%	0%	1%	0%	C	0.101	0.57	2300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3000	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.524	3200	G
(113) Piedmont Ave	From: US 421 Piedmont Ave City of Bristol To: SR 113 P, Sycamore St	0.08	3700	G	97%	1%	1%	0%	0%	0%	F	0.095	0.507	3900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4500	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4800	G
(113) Piedmont Ave	From: SR 113 P, Sycamore Ave City of Bristol To: Oakview Ave	0.25	3600	G	97%	1%	1%	0%	0%	0%	F	0.097	0.607	3800	G	
(113) Oakview Ave	From: Oakview Ave City of Bristol To: Moore St	0.60	2400	G	97%	1%	1%	0%	0%	0%	C	0.106	0.549	2500	G	
(113) Moore St	From: Oakview Ave City of Bristol To: Euclid Ave	0.12	8100	G	97%	1%	1%	0%	0%	0%	F	0.087	0.533	8600	G	
(113) Sycamore St	From: SR 381 Commonwealth Ave City of Bristol To: Piedmont Ave	0.40	840	G	98%	1%	1%	0%	0%	0%	C	0.112	0.546	890	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3000	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.524	3200	G
North (381)	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95) To: I-81	1.14	7700	A	96%	0%	1%	0%	2%	0%	C	0.105		8200	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	A	96%	0%	1%	0%	2%	0%	C	0.106	A	0.508	16000	A
North (381) I-381 N Ramp	From: I-81 City of Bristol (Maint: 95) To: I-81 North	0.25	6800	G	96%	0%	1%	0%	2%	0%	F	0.105		7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	96%	0%	1%	0%	2%	0%	F	0.106	A	0.508	14000	G
North (381) Ramp I-381 N to I-81 S	From: I-381 North City of Bristol (Maint: 95) To: I-81 South	0.31	700	G	96%	0%	1%	0%	2%	0%	F	0.135		740	G	

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							2Axle	3+Axle	1Trail	2Trail						
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.06	7200	A	96%	0%	1%	0%	2%	0%	C	0.111		7700	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	A	96%	0%	1%	0%	2%	0%	C	0.106	A	0.508	16000	A
South 381	To: I-81 From: Ramp From I-81 North City of Bristol (Maint: 95)	0.61	6400	G	96%	0%	1%	0%	2%	0%	F	0.111		6800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	96%	0%	1%	0%	2%	0%	F	0.106	A	0.508	14000	G
381 19 421	From: State St; Tennessee State Line City of Bristol	0.07	16000	N	92%	1%	1%	0%	6%	0%	N	0.085		0.521	17000	N
381 19 421	To: US 421 Goode St From: City of Bristol	0.16	16000	G	92%	1%	1%	0%	6%	0%	F	0.085		0.521	17000	G
381 19 421	To: SR 113 Cumberland St From: City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087		0.529	19000	G
381 19 421	To: SR 133 Par; Sycamore St From: City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088		0.542	20000	G
381	To: US 11 Euclid Ave From: City of Bristol	0.63	18000	G	96%	0%	1%	0%	2%	0%	F	0.093		0.516	19000	G
421 58	To: Keys St; I-381 From: WCL Bristol City of Bristol (Maint: 95)	0.50	5100	G	97%	0%	1%	1%	1%	0%	C	0.095		0.6	5500	G
421	To: US 58; I-81 From: US 58; I-81 Exit 1 City of Bristol (Maint: 95)	0.21	8400	G	98%	0%	0%	0%	1%	0%	C	0.102		0.61	9000	G
421	To: Island Rd From: City of Bristol	0.80	8700	G	98%	0%	0%	0%	1%	0%	F	0.095		0.520	9300	G
421 11	To: W US 11 N Euclid Ave; W State St From: W US 11 City of Bristol	0.75	13000	G	99%	0%	1%	0%	0%	0%	F	0.088		0.605	14000	G
421 11	To: Vance St From: City of Bristol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09		0.5	15000	G
421 11	To: Bob Morrison Blvd From: City of Bristol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093		0.534	16000	G
421 381 19	To: E RT 11 From: City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088		0.542	20000	G
421 381 19	To: SR 133 Par Sycamore St From: City of Bristol	0.16	18000	G	96%	0%	1%	0%	2%	0%	F	0.087		0.529	19000	G
421 381 19	To: SR 113 Cumberland Ave From: City of Bristol	0.16	16000	G	92%	1%	1%	0%	6%	0%	F	0.085		0.521	17000	G
	To: SR 381 Commonwealth Ave															

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							2Axle	3+Axle	1Trail	2Trail							
	From:	State St; Tennessee State Line															
   Commonwealth Ave	City of Bristol	0.07	16000	N	92%	1%	1%	0%	6%	0%	N	0.085	0.521	17000	N		
	To:	US 421 Goode St															
West	From:	US 421 W															
 Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700	G								0.111		1700	G		
	To:	Ramps US 58 E 96B; US 58 96B															

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(F35)	0.60	750	R								NA			NA		02/25/2013
(1) Benham Rd	0.10	4000	G	99%	0%	0%	0%	0%	0%	F	0.097		0.696	4200	G	2015
(2) Goodson St	0.36	2800	G	98%	0%	1%	1%	0%	0%	C	0.098		0.521	3000	G	2015
(3) Island Rd	1.01	1500	R								NA			NA		09/13/2010
(3) Island Rd	0.85	1500	G								0.110		0.57	1500	G	2015
(3) Island Rd	0.12	1600	G								0.104		0.556	1600	G	2015
(3) Island Rd	0.38	1400	G								0.108		0.524	1400	G	2015
(4) Osborne St	0.56	930	G	98%	1%	1%	0%	0%	0%	C	0.103		0.546	990	G	2015
(5) Commonwealth Ave Ext	0.33	3100	G	99%	0%	0%	0%	0%	0%	C	0.094		0.651	3300	G	2015
(6) Glenway Ave	0.42	3200	G	99%	1%	0%	0%	0%	0%	C	0.107		0.568	3400	G	2015
(8) Pittstown Rd	0.45	2700	G	99%	0%	0%	0%	0%	0%	C	0.094		0.669	2900	G	2015
(9) Randolph Ave	0.22	2800	G	99%	0%	0%	0%	0%	0%	F	0.097		0.515	3000	G	2015
(9) Randolph Ave	0.51	3600	G	99%	0%	0%	0%	0%	0%	C	0.094		0.504	3800	G	2015
(10) Rhode Island Rd	0.35	1400	G	97%	1%	1%	1%	0%	0%	C	0.116		0.521	1500	G	2015
(11) Spurgeon Ln	0.12	4300	G	99%	0%	0%	0%	0%	0%	F	0.098		0.584	4500	G	2015
(12) Texas Ave	0.49	2000	G	98%	0%	1%	1%	0%	0%	C	0.111		0.597	2200	G	2015
(13) Vance St	0.13	2200	G	98%	0%	1%	0%	0%	0%	C	0.104		0.578	2300	G	2015
(13) Vance St	0.32	750	G								0.102		0.587	800	G	2015
(13) Page St	0.12	890	G								0.101		0.516	890	G	2015
(14) Catherine St	0.58	490	G								0.099		0.583	490	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(15) Scott St	0.23	620	G							C	0.101		0.585	620	G	2015
(16)	0.09	NA									NA			NA		
(3300) W State St	0.55	14000	G	98%	0%	1%	0%	1%	0%	C	0.082		0.508	15000	G	2015
(3300) W State St	0.67	15000	G	98%	0%	1%	0%	1%	0%	F	0.083		0.510	15000	G	2015
(3300) State St	0.43	7900	G	98%	0%	1%	0%	1%	0%	F	0.106		0.612	8400	G	2015
(3301) Bob Morrison Blvd	0.45	3500	G	99%	0%	1%	0%	0%	0%	C	0.095		0.533	3700	G	2015
(3305) Piedmont Ave	0.05	4600	G	98%	0%	1%	0%	0%	0%	F	0.096		0.525	4900	G	2015
(3305) Piedmont Ave	0.15	2400	G	98%	0%	1%	0%	0%	0%	C	0.11		0.622	2500	G	2015
(3305) Piedmont Ave	0.15	4600	G	98%	0%	1%	0%	0%	0%	F	0.106		0.55	4900	G	2015
(3307) Moore St	0.41	590	G	99%	0%	1%	0%	0%	0%	C	0.127			630	G	2015
(3307) Moore St	0.43	1400	G	99%	0%	1%	0%	0%	0%	F	0.094		0.620	1500	G	2015
(3308) Fairview St	0.27	3200	G	97%	1%	1%	1%	0%	0%	F	0.106		0.642	3500	G	2015
(3308) Massachusetts Ave	0.37	2000	G	97%	1%	1%	1%	0%	0%	C	0.103		0.650	2200	G	2015
(3308) Massachusetts Ave	0.15	2000	N	97%	1%	1%	1%	0%	0%	N	0.103		0.650	2200	N	2015
(3308) Kings Mill Pike	0.46	3800	G	98%	0%	1%	1%	0%	0%	F	0.092		0.506	4000	G	2015
(3308) Kings Mill Pike	1.12	6000	G	98%	0%	1%	1%	0%	0%	C	0.100		0.546	6400	G	2015
(3308) Kings Mill Pike	0.36	7200	G	98%	0%	1%	1%	0%	0%	F	0.098		0.627	7700	G	2015
(3312) W Valley Dr	1.00	1600	G	96%	1%	1%	0%	1%	0%	F	0.106		0.543	1700	G	2015
(3312) E Valley Dr	0.56	5700	G	96%	1%	1%	0%	1%	0%	F	0.100		0.584	6100	G	2015
(3312) E Valley Dr	0.72	3900	G	96%	1%	1%	0%	1%	0%	C	0.089		0.52	4200	G	2015
(3314) Island Rd	2.01	2700	G	98%	1%	1%	0%	0%	0%	F	0.094		0.592	2900	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(3314) Island Rd	0.31	4100	G	98%	1%	Wallace Pike US 11 Lee Highway				C	0.098		0.582	4300	G	2015
(3318) Old Airport Rd	0.96	9500	G	95%	0%	102-3308 King Mill Pike				F	0.094		0.578	10000	G	2015
(3318) Old Airport Rd	0.98	9500	G	95%	0%	Bonham Rd				C	0.094		0.518	10000	G	2015
(3318) Old Airport Rd	0.20	18000	G	95%	0%	I-81 Exit 7 US 11 Lee Hwy				F	0.087		0.541	19000	G	2015
(3318) Ramp to I-81 N at Exit 7	0.14	5000	G			102-3318 Old Airport Rd I-81 N					0.084			5000	G	2015
(3318) Ramp to I-81 S at Exit 7	0.19	5400	G			102-3318 Old Airport Rd I-81 S					0.089			5400	G	2015
(3319) Wallace Pike	0.33	2300	G	98%	1%	Island Rd NCL Bristol				C	0.105		0.553	2400	G	2015
(3320) Old Abingdon Hwy	1.27	3700	G	97%	0%	Valley Dr US 11 Lee Highway				C	0.11		0.622	4000	G	2015
(3321) Clear Creek Rd	0.13	4800	G	97%	0%	US 11 Lee Highway NCL Bristol				F	0.096		0.626	5200	G	2015
(3323) Peters St; Vance St	0.28	1800	G	98%	0%	W State St US 11 Euclid Ave				C	0.097		0.525	1900	G	2015
(3324) Randall St	0.19	7700	G	98%	0%	Edgemont Ave; Tennessee State Line State St; Tennessee State Line				C	0.092		0.611	8200	G	2015
(3325) Piedmont Ave	0.30	1600	G	98%	0%	US 11 Euclid Ave 102-6 Glenway Ave				F	0.129		0.535	1700	G	2015
(3325) Piedmont Ave	0.16	1600	G	98%	0%	102-3312 Valley Dr				F	0.105		0.556	1700	G	2015
(3326) W Mary St	0.45	2800	G	99%	0%	Piedmont Ave Truck US 11 Martin Luther King Blvd				C	0.096		0.5	2900	G	2015
(3326) W Mary St	0.14	5100	G	99%	0%	1% 0% 0% 0%				F	0.098		0.564	5400	G	2015
(3326) W Mary St	0.09	5100	N	99%	0%	1% 0% 0% 0%				N	0.098		0.564	5400	N	2015
(3328) Bonham Rd	0.32	7000	G	98%	0%	Old Airport Rd I-81				F	0.099		0.526	7400	G	2015
(3328) Bonham Rd	0.45	7800	G	98%	0%	1% 0% 1% 0%				C	0.095		0.516	8300	G	2015
Chester St		260	G			Glenway Ave Arlington Ave					0.144		0.684	280	G	2015
Cheyenne Rd		170	G			Shawnee Rd Sherwood Dr					0.103		0.546	180	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
Daniel St		390	G							0.129		0.864	420	G	2015	
Jefferson Dr		330	G							0.129		0.684	350	G	2015	
Lester St		440	G							0.097		0.697	470	G	2015	
Pearl St		80	G							0.128		0.52	90	G	2015	
Poplar St		70	G							0.253		0.59	70	G	2015	
Spring Branch Rd		40	G							0.31		0.516	47	G	2015	