

2014

**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
 Bus - Business Route
Bypass - Bypass Route
Truck - Truck Route
- ALT
 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
2014
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: Euclid Ave 11 421	City of Bristol	0.75	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	G
From: Vance St To: Euclid Ave 11 421	City of Bristol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	G
From: Bob Morrison Blvd To: Euclid Ave 11 421	City of Bristol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	G
From: SR 381 Commonwealth Ave To: Euclid Ave 11 19	City of Bristol	0.48	7700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	G
From: Piedmont Ave To: Euclid Ave 11 19	City of Bristol	0.56	5900	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.552	6300	G
From: Moore St To: Lee Highway 11 19	City of Bristol	0.48	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	G
From: Valley Dr To: Lee Highway 11 19	City of Bristol	1.26	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.502	13000	G
From: I-81 To: Lee Highway 11 19	City of Bristol	1.36	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	15000	G
From: End State Maintenance To: Lee Highway 11 19	City of Bristol	1.36	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	15000	G
From: Bonham Rd To: Lee Highway 11 19	City of Bristol	0.51	17000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.559	18000	G
From: Old Airport Rd To: Lee Highway 11 19	City of Bristol	0.68	14000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.518	15000	G
From: NCL Bristol To: Ramp to I-81 N at Exit 5 11	City of Bristol (Maint: 95)	0.15	3300	G								0.098	F		3300	G
From: US 11, US 19 To: Ramp to I-81 S at Exit 5 11	City of Bristol (Maint: 95)	0.18	4300	G								0.097	F		4300	G
From: SR 381 Commonwealth Ave To: Goode St Truck 11 19	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	G
From: 102-3305 Piedmont Ave To: Cumberland St Truck 11 19	City of Bristol	0.34	2900	G	98%	0%	0%	0%	1%	0%	F	NA		3100	G	
From: Truck US 11 Randall St To: Randall St Truck 11 19	City of Bristol	0.93	5800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.5	6100	G
From: SR 113 Moore St; Oakview Ave To: Moore St Truck 11 113 19	City of Bristol	0.12	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G



















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							2Axle	3+Axle	1Trail	2Trail						
		From: State St; Tennessee State Line														
19 381 421	City of Bristol	0.07	15000	N	92%	1%	1%	0%	6%	0%	N	0.085	N	0.521	16000	N
		To: US 421 Goode St														
19 381 421	City of Bristol	0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	G
		From: SR 113 Cumberland Ave														
19 381 421	City of Bristol	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	G
		To: SR 133 Par Sycamore St														
19 381 421	City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	G
		From: US 11 Euclid Ave														
19 11	City of Bristol	0.48	7700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.534	8200	G
		To: SR 381 Commonwealth Ave														
19 11	City of Bristol	0.56	5900	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.552	6300	G
		From: Piedmont Ave														
19 11	City of Bristol	0.48	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	G
		To: Moore St														
19 11	City of Bristol	1.26	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.502	13000	G
		From: Valley Dr														
19 11	City of Bristol	1.36	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	15000	G
		To: I-81														
19 11	City of Bristol	0.51	17000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.559	18000	G
		From: End State Maintenance														
19 11	City of Bristol	0.68	14000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.518	15000	G
		To: Bonham Rd														
19 11	City of Bristol	0.68	14000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.518	15000	G
		From: Old Airport Rd														
19 11	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	G
Truck 19 Truck 11 Truck 11	City of Bristol	0.21	1200	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.533	1300	G
		From: SR 381 Commonwealth Ave														
Truck 19 Truck 11 Truck 11	City of Bristol	0.34	2900	G	98%	0%	0%	0%	1%	0%	F	NA		3100	G	
Truck 19 Truck 11	City of Bristol	0.93	5800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.5	6100	G
Truck 19 Truck 11	City of Bristol	0.12	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G
Truck 19 Truck 113 Truck 11	City of Bristol	0.12	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G
		From: Cumberland St														
19 113 11	City of Bristol	0.50	5000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.6	5300	G
58 421	City of Bristol (Maint: 95)	0.50	5000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.6	5300	G
		To: WCL Bristol														
		From: I-81; US 421														

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							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: 37000 A 77% 1% 1% 1% 19% 1% F 0.097 A 0.515 38000 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: 49000 G 77% 1% 1% 1% 19% 1% F 0.083 F 0.563 50000 G															
	To: I-381															
	From: 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: 49000 A 77% 1% 1% 1% 19% 1% F 0.093 A 0.531 51000 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: 46000 A 77% 1% 1% 1% 19% 1% F 0.094 A 0.521 48000 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	F		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	F		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	F		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	F		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	F		1000	G
	To: Ramps US 58 E 96A; US 58 96A															
	From: SCL Bristol															
North 	City of Bristol (Maint: 95)	0.61	18000	A	76%	1%	1%	1%	21%	1%	C	0.097	A		18000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A 77% 1% 1% 1% 19% 1% C NA 36000 A															
	To: US 58, US 421 Gate City Hwy															
North  	City of Bristol (Maint: 95)	2.44	19000	A	76%	1%	1%	1%	21%	1%	F	0.096	A		19000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 37000 A 77% 1% 1% 1% 19% 1% F 0.097 A 0.515 38000 A															
	To: I-381															
North  	City of Bristol (Maint: 95)	1.39	27000	G	76%	1%	1%	1%	21%	1%	F	0.085	F		27000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 49000 G 77% 1% 1% 1% 19% 1% F 0.083 F 0.563 50000 G															
	To: US 11, US 19															

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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						
North  	From: [redacted] City of Bristol (Maint: 95)	US 11, US 19 2.13	25000	A	76%	1%	1%	1%	21%	1%	F	0.091	A	26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			49000	A	77%	1%	1%	1%	19%	1%	F	0.093	A	51000	A	
North  	From: [redacted] City of Bristol (Maint: 95)	Old Airport Rd 0.93	23000	A	76%	1%	1%	1%	21%	1%	F	0.091	A	24000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	A	77%	1%	1%	1%	19%	1%	F	0.094	A	48000	A	
North 	Ramp I-81 N Exit 1 City of Bristol (Maint: 95)	I-81 North 0.27	NA									NA		NA		
North 	Ramp I-81 N Exit 1 to US 58 E, US 421 E City of Bristol (Maint: 95)	Ramp Split 0.02	NA									NA		NA		
North 	Ramp I-81 N Exit 3 to I-381 S City of Bristol (Maint: 95)	I-81 North 0.30	610	G	96%	0%	1%	0%	2%	0%	F	NA		640	G	
North 	Ramp I-81 N Exit 5 to US 11, US 19 City of Bristol (Maint: 95)	I-81 North 0.22	NA									NA		NA		
North 	Ramp I-81 N Exit 7 to Old Airport Rd City of Bristol (Maint: 95)	I-81 North 0.21	NA									NA		NA		
South 	From: [redacted] City of Bristol (Maint: 95)	SCL Bristol 0.16	18000	A	79%	1%	1%	1%	18%	1%	C	0.104	A	18000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	A	77%	1%	1%	1%	19%	1%	C	NA		36000	A	
South  	From: [redacted] City of Bristol (Maint: 95)	US 58, US 421 Gate City Hwy 3.58	19000	A	79%	1%	1%	1%	18%	1%	F	0.104	A	19000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			37000	A	77%	1%	1%	1%	19%	1%	F	0.097	A	38000	A	
South  	From: [redacted] City of Bristol (Maint: 95)	I-381 1.25	22000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			49000	G	77%	1%	1%	1%	19%	1%	F	0.083	F	0.563	50000	G
South  	From: [redacted] City of Bristol (Maint: 95)	US 11, US 19 1.99	24000	A	79%	1%	1%	1%	18%	1%	F	0.099	A	25000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			49000	A	77%	1%	1%	1%	19%	1%	F	0.093	A	0.531	51000	A
South  	From: [redacted] City of Bristol (Maint: 95)	Old Airport Rd 0.50	23000	A	79%	1%	1%	1%	18%	1%	F	0.102	A	24000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	A	77%	1%	1%	1%	19%	1%	F	0.094	A	0.521	48000	A








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							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	1500	F							0.096	F		1500	F	
South (81) Ramp I-81 S Exit 1B to US 58, US 421	City of Bristol (Maint: 95)	0.33	1100	G							NA			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	5000	A							0.119	A		5000	A	
South (81) Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	0.11	2000	F							0.093	F		2000	F	
(113) Cumberland St	City of Bristol	0.28	2100	G	98%	0%	1%	0%	1%	0%	C	0.101	F	0.57	2200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2900	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.524	3100	G
(113) Piedmont Ave	City of Bristol	0.08	3600	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.507	3800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4400	G	97%	1%	1%	0%	0%	0%	F	0.098	F	0.515	4700	G
(113) Piedmont Ave	City of Bristol	0.25	3500	G	97%	1%	1%	0%	0%	0%	F	0.097	F	0.607	3700	G
(113) Oakview Ave	City of Bristol	0.60	2300	G	97%	1%	1%	0%	0%	0%	C	0.106	F	0.549	2500	G
(113) Moore St	City of Bristol	0.12	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.533	8300	G
(113) Sycamore St	City of Bristol	0.40	820	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.546	870	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2900	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.524	3100	G
North (381)	City of Bristol (Maint: 95)	1.14	7500	A	96%	0%	1%	0%	2%	0%	C	0.106	A		7900	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	A	96%	0%	1%	0%	2%	0%	C	0.105	A	0.506	15000	A
North (381) I-381 N Ramp	City of Bristol (Maint: 95)	0.25	6700	G	96%	0%	1%	0%	2%	0%	F	0.106	N		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	96%	0%	1%	0%	2%	0%	F	NA			14000	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	680	G	96%	0%	1%	0%	2%	0%	F	NA		720	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	7000	A	96%	0%	1%	0%	2%	0%	C	0.110	A	7500	A	
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	6300	G	96%	0%	1%	0%	2%	0%	F	0.096	F	6700	G	
381 19 421 Commonwealth Ave	From: State St; Tennessee State Line City of Bristol To: US 421 Goode St	0.07	15000	N	92%	1%	1%	0%	6%	0%	N	0.085	N	0.521	16000	N
381 19 421 Commonwealth Ave	From: US 421 Goode St City of Bristol To: SR 113 Cumberland St	0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	G
381 19 421 Commonwealth Ave	From: SR 113 Cumberland St City of Bristol To: SR 133 Par; Sycamore St	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	G
381 19 421 Commonwealth Ave	From: SR 133 Par; Sycamore St City of Bristol To: US 11 Euclid Ave	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	G
381 Commonwealth Ave	From: US 11 Euclid Ave City of Bristol To: Keys St; I-381	0.63	18000	G	96%	0%	1%	0%	2%	0%	F	0.093	F	0.516	19000	G
421 58 Gate City Hwy	From: WCL Bristol City of Bristol (Maint: 95) To: US 58; I-81	0.50	5000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.6	5300	G
421 Gate City Hwy	From: US 58; I-81 Exit 1 City of Bristol (Maint: 95) To: Island Rd	0.21	8200	G	98%	0%	0%	0%	1%	0%	C	0.102	F	0.61	8700	G
421 Gate City Hwy	From: Island Rd City of Bristol To: W US 11 N Euclid Ave; W State St	0.80	8500	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.520	9000	G
421 11 Euclid Ave	From: W US 11 City of Bristol To: Vance St	0.75	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.605	13000	G
421 11 Euclid Ave	From: Vance St City of Bristol To: Bob Morrison Blvd	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.5	15000	G
421 11 Euclid Ave	From: Bob Morrison Blvd City of Bristol To: E RT 11	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.534	16000	G
421 381 19 Commonwealth Ave	From: E RT 11 City of Bristol To: SR 133 Par Sycamore St	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.542	19000	G
421 381 19 Commonwealth Ave	From: SR 133 Par Sycamore St City of Bristol To: SR 113 Cumberland Ave	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.087	F	0.529	18000	G

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							2Axle	3+Axle	1Trail	2Trail								
	From:	SR 113 Cumberland Ave																
   Commonwealth Ave	City of Bristol	0.16	15000	G	92%	1%	1%	0%	6%	0%	F	0.085	F	0.521	16000	G		
	To:	SR 381 Commonwealth Ave																
	From:	State St; Tennessee State Line																
   Commonwealth Ave	City of Bristol	0.07	15000	N	92%	1%	1%	0%	6%	0%	N	0.085	N	0.521	16000	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	F		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	3900	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.696	4100	G	2014
(2) Goodson St	0.36	2800	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.521	2900	G	2014
(3) Island Rd	1.01	1500	R								NA			NA		09/13/2010
(3) Island Rd	0.85	1500	G								NA			1500	G	2014
(3) Island Rd	0.12	1600	G								NA			1600	G	2014
(3) Island Rd	0.38	1400	G								NA			1400	G	2014
(4) Osborne St	0.56	900	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.546	960	G	2014
(5) Commonwealth Ave Ext	0.33	3000	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.651	3200	G	2014
(6) Glenway Ave	0.42	3100	G	99%	1%	0%	0%	0%	0%	C	0.107	F	0.568	3300	G	2014
(8) Pittstown Rd	0.45	2600	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.669	2800	G	2014
(9) Randolph Ave	0.22	2700	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.515	2900	G	2014
(9) Randolph Ave	0.51	3500	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.504	3700	G	2014
(10) Rhode Island Rd	0.35	1300	G	97%	1%	1%	1%	0%	0%	C	0.116	F	0.521	1400	G	2014
(11) Spurgeon Ln	0.12	4100	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.584	4400	G	2014
(12) Texas Ave	0.49	2000	G	98%	0%	1%	1%	0%	0%	C	0.111	F	0.597	2100	G	2014
(13) Vance St	0.13	2100	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.578	2300	G	2014
(13) Vance St	0.32	730	G								0.102	F	0.587	780	G	2014
(13) Page St	0.12	890	G								0.101	F	0.516	890	G	2014
(14) Catherine St	0.58	490	G								0.099	F	0.583	490	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(15) Scott St	0.23	620	G								0.101	F	0.585	620	G	2014
(16)	0.09	NA									NA			NA		
(3300) W State St	0.55	14000	G	98%	0%	1%	0%	1%	0%	C	0.082	F	0.508	15000	G	2014
(3300) W State St	0.67	14000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.510	15000	G	2014
(3300) State St	0.43	7700	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.612	8100	G	2014
(3301) Bob Morrison Blvd	0.45	3400	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.533	3600	G	2014
(3305) Piedmont Ave	0.05	4500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.525	4800	G	2014
(3305) Piedmont Ave	0.15	2300	G	98%	0%	1%	0%	0%	0%	C	0.11	F	0.622	2400	G	2014
(3305) Piedmont Ave	0.15	4500	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.55	4700	G	2014
(3307) Moore St	0.41	570	G	99%	0%	1%	0%	0%	0%	C	0.127	F		610	G	2014
(3307) Moore St	0.43	1300	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.620	1400	G	2014
(3308) Fairview St	0.27	3100	G	97%	1%	1%	1%	0%	0%	F	NA			3300	G	2014
(3308) Massachusetts Ave	0.37	2000	G	97%	1%	1%	1%	0%	0%	C	0.103	F	0.650	2100	G	2014
(3308) Massachusetts Ave	0.15	2000	N	97%	1%	1%	1%	0%	0%	N	0.103	N	0.650	2100	N	2014
(3308) Kings Mill Pike	0.46	3700	G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.506	3900	G	2014
(3308) Kings Mill Pike	1.12	5800	G	98%	0%	1%	1%	0%	0%	C	NA			6100	G	2014
(3308) Kings Mill Pike	0.36	7000	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.627	7400	G	2014
(3312) W Valley Dr	1.00	1500	G	96%	1%	1%	0%	1%	0%	F	0.106	F	0.543	1600	G	2014
(3312) E Valley Dr	0.56	5500	G	96%	1%	1%	0%	1%	0%	F	0.100	F	0.584	5900	G	2014
(3312) E Valley Dr	0.72	3800	G	96%	1%	1%	0%	1%	0%	C	0.089	F	0.52	4000	G	2014
(3314) Island Rd	2.01	2600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.592	2800	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
3314 Island Rd	0.31	4000	G	98%	1%	Wallace Pike				C	0.098	F	0.582	4200	G	2014
						1%	0%	0%	0%							
3318 Old Airport Rd	0.96	9200	G	95%	0%	102-3308 King Mill Pike				F	0.094	F	0.578	9800	G	2014
						1%	1%	3%	0%							
3318 Old Airport Rd	0.98	9200	G	95%	0%	Bonham Rd				C	0.094	F	0.518	9800	G	2014
						1%	1%	3%	0%							
3318 Old Airport Rd	0.20	17000	G	95%	0%	I-81 Exit 7				F	0.087	F	0.541	18000	G	2014
						1%	1%	3%	0%							
3318 Ramp to I-81 N at Exit 7	0.14	5000	G			102-3318 Old Airport Rd					0.084	F		5000	G	2014
3318 Ramp to I-81 S at Exit 7	0.19	5400	G			102-3318 Old Airport Rd					0.089	F		5400	G	2014
3319 Wallace Pike	0.33	2200	G	98%	1%	Island Rd				C	0.105	F	0.553	2300	G	2014
						1%	0%	0%	0%							
3320 Old Abingdon Hwy	1.27	3600	G	97%	0%	Valley Dr				C	0.11	F	0.622	3800	G	2014
						1%	0%	2%	0%							
3321 Clear Creek Rd	0.13	4600	G	97%	0%	US 11 Lee Highway				F	0.096	N	0.626	5000	G	2014
						1%	0%	2%	0%							
3323 Peters St; Vance St	0.28	1700	G	98%	0%	W State St				C	0.097	F	0.525	1800	G	2014
						1%	0%	1%	0%							
3324 Randall St	0.19	7500	G	98%	0%	Edgemont Ave; Tennessee State Line				C	0.092	F	0.611	7900	G	2014
						1%	0%	1%	0%							
3325 Piedmont Ave	0.30	1600	G	98%	0%	US 11 Euclid Ave				F	0.129	F	0.535	1700	G	2014
						1%	0%	0%	0%							
3325 Piedmont Ave	0.16	1600	G	98%	0%	102-6 Glenway Ave				F	0.105	F	0.556	1700	G	2014
						1%	0%	0%	0%							
3326 W Mary St	0.45	2700	G	99%	0%	Piedmont Ave				C	0.096	F	0.5	2900	G	2014
						1%	0%	0%	0%							
3326 W Mary St	0.14	4900	G	99%	0%	Truck US 11 Martin Luther King Blvd				F	0.098	F	0.564	5200	G	2014
						1%	0%	0%	0%							
3326 W Mary St	0.09	4900	N	99%	0%	Goodson St				N	0.098	N	0.564	5200	N	2014
						1%	0%	0%	0%							
3328 Bonham Rd	0.32	6800	G	98%	0%	Fairview St				F	0.099	F	0.526	7200	G	2014
						1%	0%	1%	0%							
3328 Bonham Rd	0.45	7600	G	98%	0%	Old Airport Rd				C	0.095	F	0.516	8100	G	2014
						1%	0%	1%	0%							
Chester St		250	G			US 11 Lee Highway					0.144	F	0.684	270	G	2014
Cheyenne Rd		160	G			Glenway Ave					0.103	F	0.546	170	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
Daniel St		380	G							0.129	F	0.864	410	G	2014	
Jefferson Dr		320	G							0.129	F	0.684	340	G	2014	
Lester St		420	G							0.097	F	0.697	450	G	2014	
Pearl St		80	G							NA			90	G	2014	
Poplar St		60	G							NA			70	G	2014	
Spring Branch Rd		40	G							NA			45	G	2014	