

2002

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

where available

Special Locality Report

102

City of Bristol

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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



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.




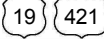

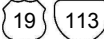


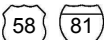
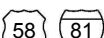
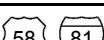








The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Bristol

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year				
						2Axle	3+Axle	1Trail	2Trail											
City of Bristol																				
11	Euclid Ave	0.75	16000	G	98%	0%	1%	0%	0%	F	0.085	F	0.525	17000	G	2002				
							From: State St													
							To: Vance St													
11	Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	F	0.087	F	0.562	19000	G	2002				
							From: Bob Morrison Blvd													
							To: Commonwealth Ave													
11	Euclid Ave	0.18	21000	G	98%	0%	1%	0%	0%	F	0.085	F	0.601	21000	G	2002				
							From: Commonwealth Ave													
							To: Piedmont Ave													
11	Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	F	0.091	F	0.525	11000	G	2002				
							From: Piedmont Ave													
							To: Moore St													
11	Lee Hwy	0.77	17000	G	98%	0%	1%	0%	0%	F	0.088	F	0.564	18000	G	2002				
							From: Moore St													
							To: Valley Dr													
11	Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	C	NA			15000	G	2002				
							From: Valley Dr													
							To: Overhill Rd													
11	Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	F	0.086	F	0.554	17000	G	2002				
							From: Overhill Rd													
							To: Island Rd													
11	Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	F	0.095	F	0.58	20000	G	2002				
							From: Island Rd													
							To: Bonham Rd													
11	Lee Hwy	0.30	18000	G	96%	0%	2%	0%	1%	F	0.095	F	0.582	19000	G	2002				
							From: Bonham Rd													
							To: Old Airport Rd													
11	Lee Hwy	0.68	12000	G	96%	0%	2%	0%	1%	F	0.098	F	0.529	13000	G	2002				
							From: Old Airport Rd													
							To: NCL Bristol													
Truck	11	421	State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2002	
							From: SR 381 Commonwealth Ave													
							To: 102-3305 Piedmont Ave													
Truck	11	421	State St	0.34	9900	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2002	
							From: 102-3305 Piedmont Ave													
							To: STATE ST													
Truck	11		Randall St	0.93	7500	G	97%	0%	1%	1%	1%	0%	C	0.086	F	0.507	7800	G	2002	
							From: STATE ST													
							To: Cumberland St													
Truck	11	113	Moore St	0.12	10000	G	96%	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2002	
							From: Cumberland St													
							To: Euclid Ave													
19	381	Commonwealth A	0.16	20000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.532	21000	G	2002		
							From: Euclid Ave													
							To: SR 113 Cumberland Ave													
19	381	Commonwealth A	0.16	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.551	21000	G	2002		
							From: SR 113 Cumberland Ave													
							To: SR 133 Par Sycamore St													
19	381	Commonwealth A	0.19	21000	G	94%	1%	2%	1%	3%	0%	F	0.087	F	0.569	21000	G	2002		
							From: SR 133 Par Sycamore St													
							To: RT 381													
19	11	Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G	2002		
							From: RT 381													
							To: Piedmont Ave													
19	11	Euclid Ave	0.56	8100	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.505	8400	G	2002		
							From: Piedmont Ave													
							To: Moore St													
19	11	Lee Hwy	0.77	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2002		
							From: Moore St													
							To: Valley Dr													
19	11	Lee Hwy	0.70	15000	G	98%	0%	0%	0%	1%	0%	C	NA		15000	G	2002			
							From: Valley Dr													
							To: Overhill Rd													
19	11	Lee Hwy	0.73	16000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.554	17000	G	2002		
							From: Overhill Rd													
							To: Island Rd													
19	11	Lee Hwy	1.25	19000	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.58	20000	G	2002		
							From: Island Rd													
							To: Bonham Rd													

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						2Axle	3+Axle	1Trail	2Trail									
City of Bristol																		
						From:	Bonham Rd											
 Lee Hwy	0.30	18000	G	96%	0%		2%	0%	1%	0%	F	0.095	F	0.582	19000	G	2002	
						To:	Old Airport Rd											
 Lee Hwy	0.68	12000	G	96%	0%		2%	0%	1%	0%	F	0.098	F	0.529	13000	G	2002	
						To:	NCL Bristol											
Truck						From:	SR 381 Commonwealth Ave											
 State St	0.21	10000	G	92%	0%		2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2002	
						To:	102-3305 Piedmont Ave											
Truck						From:	102-3305 Piedmont Ave											
 State St	0.34	9900	G	92%	0%		2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2002	
						To:	TRUCK US 11 Randall St											
Truck						From:	STATE ST											
 Randall St	0.93	7500	G	97%	0%		1%	1%	1%	0%	C	0.086	F	0.507	7800	G	2002	
						To:	CUMBERLAND ST											
Truck						From:	Oakview Ave											
 Moore St	0.12	10000	G	96%	0%		2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2002	
						To:	Euclid Ave											
						From:	WCL Bristol											
 Gate City Hwy	0.50	5200	G	97%	0%		1%	1%	1%	0%	C	0.088	F	0.635	5400	G	2002	
						To:	I-81; US 421											
						From:	US 58; US 421											
 Combined Traffic:	2.44	32000	G	75%	1%		2%	1%	20%	1%	F	0.068	F	0.506	32000	G		
						To:	I-381											
 Combined Traffic:	1.39	48000	G	75%	1%		2%	1%	20%	1%	F	0.075	F		48000	G		
						To:	US 11, US 19											
 Combined Traffic:	2.13	43000	G	75%	1%		2%	1%	20%	1%	F	0.074	F		44000	G		
						To:	Old Airport Rd											
 Combined Traffic:	0.93	50000	G	75%	1%		2%	1%	20%	1%	F	0.083	F		50000	G		
						To:	NCL Bristol											
North						From:	SCL Bristol											
 Combined Traffic:	0.61	14000	G	74%	1%		2%	1%	22%	1%	F	0.062	F		14000	G	2002	
						To:	US 58, US 421											
North						From:	US 58, US 421											
 Combined Traffic:	2.44	16000	G	74%	1%		2%	1%	22%	1%	F	0.072	F		16000	G	2002	
						To:	I-381											
North						From:	I-381											
 Combined Traffic:	1.39	26000	G	74%	1%		2%	1%	22%	1%	F	0.075	F		26000	G	2002	
						To:	US 11, US 19											
North						From:	US 11, US 19											
 Combined Traffic:	2.13	22000	G	74%	1%		2%	1%	22%	1%	F	0.074	F		22000	G	2002	
						To:	Old Airport Rd											
North						From:	Old Airport Rd											
 Combined Traffic:	0.93	22000	G	74%	1%		2%	1%	22%	1%	F	0.083	F		22000	G	2002	
						To:	NCL Bristol											
South						From:	SCL Bristol											
 Combined Traffic:	0.16	16000	G	77%	1%		2%	1%	19%	1%	F	0.070	F		16000	G	2002	
						To:	US 58, US 421											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
South 81	3.58	16000	G	77%	1%	From: US 58, US 421				F	0.067	F		16000	G	2002
Combined Traffic:		32000	G	75%	1%	2%	1%	19%	1%	F	NA			32000	G	
South 81	1.25	22000	G	77%	1%	From: I-381				F	0.074	F		23000	G	2002
Combined Traffic:		48000	G	75%	1%	2%	1%	20%	1%	F	NA			48000	G	
South 81	1.99	21000	G	77%	1%	From: US 11, US 19				F	0.071	F		21000	G	2002
Combined Traffic:		43000	G	75%	1%	2%	1%	20%	1%	F	NA			44000	G	
South 81	0.50	27000	G	77%	1%	From: Old Airport Rd				F	0.072	F		28000	G	2002
Combined Traffic:		50000	G	75%	1%	2%	1%	20%	1%	F	NA			50000	G	
113 Cumberland St	0.28	2700	G	96%	0%	From: Commonwealth Ave				C	0.090	F	0.528	2800	G	2002
		Combined Traffic:	3800	G	96%	0%	2%	1%	1%	0%	C	0.091	F	0.508	4000	G
113 Piedmont Ave	0.08	3800	G	96%	0%	From: US 421 Piedmont Ave				F	0.093	F	0.539	4000	G	2002
		Combined Traffic:	4900	G	97%	0%	2%	0%	1%	0%	F	0.093	F	0.527	5100	G
113 Piedmont Ave	0.25	3200	G	96%	0%	From: SR 113 P, Sycamore Ave				F	0.096	F	0.528	3400	G	2002
113 Oakview Ave	0.60	2200	G	96%	0%	From: Oakview Ave				C	0.1	F	0.525	2300	G	2002
113 Moore St	0.12	10000	G	96%	0%	From: Piedmont Ave				F	0.087	F	0.513	11000	G	2002
113 Sycamore St	0.40	1100	G	98%	0%	From: SR 381 Commonwealth Ave				C	0.095	F	0.527	1100	G	2002
		Combined Traffic:	3800	G	96%	0%	1%	0%	1%	0%	C	NA			4000	G
North 381	1.39	7700	A	94%	1%	From: SR 381				A	0.11	A		7800	A	2002
		Combined Traffic:	15000	A	94%	0%	2%	0%	3%	0%	A	0.101	A	0.588	15000	A
South 381	1.67	7400	A	94%	0%	From: I-81				A	0.109	A		7600	A	2002
		Combined Traffic:	15000	A	94%	0%	2%	0%	3%	0%	A	NA			15000	A
381 Commonwealth Ave	0.16	20000	G	94%	0%	From: SR 381				F	0.084	F	0.532	21000	G	2002
381 Commonwealth Ave	0.16	21000	G	94%	1%	From: SR 113 Cumberland Ave				F	0.087	F	0.551	21000	G	2002
381 Commonwealth Ave	0.19	21000	G	94%	1%	From: SR 133 Par, Sycamore St				F	0.087	F	0.569	21000	G	2002
381 Commonwealth Ave	0.63	23000	G	94%	1%	From: US 11 Euclid Ave				F	0.087	F	0.55	23000	G	2002
421 58 Gate City Hwy	0.50	5200	G	97%	0%	From: WCL Bristol				C	0.088	F	0.635	5400	G	2002
421	0.21	7200	G	92%	0%	From: US 58; I-81				F	0.079	F	0.614	7400	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(421)	0.80	8500	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.566	8900	G	2002
				From:	Island Rd											
				To:	W US 11											
(421) (11)	Euclid Ave	0.75	16000	G	98%	0%	1%	0%	0%	F	0.085	F	0.525	17000	G	2002
				From:	Vance St											
				To:	Bob Morrison Blvd											
(421) (11)	Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	F	0.087	F	0.562	19000	G	2002
				From:	E RT 11											
				To:	SR 133 Par Sycamore St											
(421) (381)	Commonwealth A	0.19	21000	G	94%	1%	2%	1%	3%	F	0.087	F	0.569	21000	G	2002
				From:	SR 113 Cumberland Ave											
				To:	RT 381											
(421) (381)	Commonwealth A	0.16	20000	G	94%	0%	3%	0%	2%	F	0.084	F	0.532	21000	G	2002
				From:	SR 381 Commonwealth Ave											
				To:	102-3305 Piedmont Ave											
(421)	State St	0.21	10000	G	92%	0%	2%	1%	4%	F	0.088	F	0.547	11000	G	2002
				From:	Truck US 11 Randall St											
				To:	Goodson St; Tennessee State Line											
(1)	Benham Rd	0.03	5500	G	97%	0%	1%	1%	0%	F	0.093	F	0.616	5800	G	2002
				From:	Island Rd											
				To:	NCL Bristol											
(2)	Goodson St	0.36	3800	G	96%	0%	1%	1%	0%	C	0.093	F	0.573	4000	G	2002
				From:	State St											
				To:	Mary St											
(5)	Commonwealth Ave	0.33	4900	G	96%	0%	1%	1%	0%	C	0.087	F	0.644	5100	G	2002
				From:	Keys St											
				To:	Pittstown Rd											
(6)	Glenway Ave	0.42	4700	G	97%	0%	2%	0%	0%	C	0.107	F	0.587	4900	G	2002
				From:	Commonwealth Ave											
				To:	Piedmont Ave											
(8)	Pittstown Rd	0.45	3900	G	97%	0%	1%	1%	0%	C	0.099	F	0.651	4100	G	2002
				From:	Commonwealth Ave											
				To:	Island Rd											
(9)	Randolph Ave	0.22	4600	G	98%	0%	1%	0%	0%	F	0.1	F	0.514	4800	G	2002
				From:	Vance St											
				To:	Wagner Rd											
(9)	Randolph Ave	0.51	6900	G	98%	0%	1%	0%	0%	C	0.114	F	0.576	7200	G	2002
				From:	Spurgeon Ln											
				To:	Fairview St											
(10)	Rhode Island Rd	0.35	1700	G	96%	1%	2%	0%	0%	C	0.113	F	0.579	1800	G	2002
				From:	Rhode Island Ave											
				To:	Texas St											
(11)	Spurgeon Ln	0.12	5800	G	99%	0%	1%	0%	0%	C	0.108	F	0.547	6000	G	2002
				From:	Randolph Ave											
				To:	Commonwealth Ave											
(12)	Texas St	0.49	2100	G	92%	1%	3%	1%	3%	C	NA			2200	G	2002
				From:	Rhode Island Ave											
				To:	E Valley Dr											
(13)	Vance St	0.13	3200	G	98%	0%	1%	0%	0%	C	0.098	F	0.507	3300	G	2002
				From:	US 11 Euclid Ave											
				To:	Randolph Ave											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(3300) State St	0.55	17000	G	97%	0%	2%	0%	1%	0%	C	0.079	F	0.524	17000	G	2002
				From:	US 11 Euclid Ave											
				To:	Peters St											
(3300) State St	0.67	15000	G	97%	0%	2%	0%	1%	0%	F	0.081	F	0.519	15000	G	2002
				From:	Commonwealth Ave											
				To:	SR 381 JB-TN											
(3300)	0.43	NA									NA		NA			
				From:	Edgemont Ave											
				To:	W State St											
(3301) Bob Morrison Blvd	0.45	3700	G	97%	0%	1%	0%	1%	0%	C	0.104	F	0.563	3900	G	2002
				From:	US 11 W Euclid Ave											
				To:	102-3300; State Street											
(3305) Piedmont Ave	0.05	NA									NA		NA			
				From:	US 421 Gap Terminus											
				To:	Oakview Ave											
(3305) Piedmont Ave	0.15	2200	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.544	2300	G	2002
				From:	W Mary St											
				To:	Mary St											
(3305) Piedmont Ave	0.15	4900	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.554	5100	G	2002
				From:	Euclid Ave US 11											
				To:	State St											
(3307) Moore St	0.41	1000	G	97%	0%	2%	0%	0%	0%	C	0.123	F		1100	G	2002
				From:	Cumberland St											
				To:	Mary St											
(3307) Moore St	0.43	1700	G	97%	0%	2%	0%	0%	0%	F	0.093	F	0.59	1800	G	2002
				From:	Oakview St											
				To:	Mary St											
(3308) Fairview St	0.27	3600	G	97%	0%	1%	0%	1%	0%	F	0.099	F	0.501	3700	G	2002
				From:	Massachusetts Ave											
				To:	102-10											
(3308) Rhode Island Ave	0.37	1500	G	97%	0%	1%	0%	1%	0%	C	0.127	F	0.645	1600	G	2002
				From:	Hillside Ave											
				To:	E Valley Dr											
(3308) Rhode Island Ave	0.15	1500	N	97%	0%	1%	0%	1%	0%	N	0.127	N	0.645	1600	N	2002
				From:	Valley Dr											
				To:	Hillside Ave											
(3308) Kings Mill Pike	0.46	4900	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.504	5100	G	2002
				From:	E Valley Dr											
				To:	Valley Dr											
(3308) Kings Mill Pike	1.12	7300	G	96%	0%	1%	1%	1%	0%	C	0.087	F	0.561	7600	G	2002
				From:	Old Airport Rd											
				To:	ECL Bristol											
(3312) W Valley Dr	0.93	2200	G	97%	1%	2%	1%	0%	0%	F	0.107	F	0.580	2300	G	2002
				From:	Green Hill Rd											
				To:	US 11 Lee Hwy											
(3312) E Valley Dr	0.56	7200	G	97%	1%	2%	1%	0%	0%	F	0.093	F	0.618	7500	G	2002
				From:	Old Abingdon Pike											
				To:	Kingsmill Pike											
(3312) E Vallet Dr	0.72	4700	G	97%	1%	2%	1%	0%	0%	C	0.084	F	0.555	4900	G	2002
				From:	102-1 Pittston Rd											
				To:	102-3319 Wallace Pike											
(3314) Island Road	2.01	NA									NA		NA			
				From:	Wallace Pike											
				To:	US 11 Lee Hwy											
(3314) Island Rd	0.31	4000	G	93%	0%	2%	3%	2%	0%	C	0.092	F	0.574	4100	G	2002
				From:	102-3308 King Mill Rd											
				To:	Bonham Rd											
(3318) Old Airport Rd	0.96	NA									NA		NA			

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(3318) Old Airport Rd	0.98	NA				From: Bonham Rd					NA			NA		
(3318) Old Airport Rd	0.20	NA				From: I-81					NA			NA		
(3318) Old Airport Rd						To: US 11										
(3319) Wallace Pike	0.33	2300	G	97%	1%	From: Island Rd				C	0.095	F	0.624	2400	G	2002
						To: NCL Bristol										
(3320) Old Abingdon Pike	1.27	3100	G	94%	1%	From: Valley Dr				C	0.092	F	0.590	3300	G	2002
						To: US 11 Lee Hwy										
(3321) Clear Creek Rd	0.13	5300	G	93%	1%	From: US 11 Lee Hwy				C	0.087	F	0.551	5500	G	2002
						To: NCL Bristol										
(3323) Peters St	0.28	2900	G	96%	0%	From: W State St				C	NA			3000	G	2002
						To: US 11 Euclid Ave										
(3325) Piedmont Ave	0.16	NA				From: 102-6 Glenway Ave					NA			NA		
						To: 102-3312 Valley Dr										
(3326) W Mary St	0.45	3400	G	97%	0%	From: Piedmont Ave				C	0.094	F	0.503	3500	G	2002
(3326) W Mary St	0.23	5300	G	97%	0%	From: Randall St				F	0.093	F	0.616	5600	G	2002
						To: Fairview St										
(3328) Bonham Rd	0.32	6500	G	97%	0%	From: Old Airport Rd				F	0.088	F	0.500	6800	G	2002
(3328) Bonham Rd	0.45	8200	G	97%	0%	From: I-81				C	0.087	F	0.535	8500	G	2002
						To: US 11 Lee Hwy										
Chester St		420	G			From: Glenway Ave					0.153	F	0.5	440	G	2002
						To: Arlington Ave										
Cheyenne Rd		210	G			From: Shawnee Rd					0.115	F	0.542	220	G	2002
						To: Sherwood Dr										
Daniel St		290	G			From: Newton St					0.129	F	0.846	300	G	2002
						To: Tennessee State Line										
Jefferson Dr		460	G			From: Cherry Ln					0.126	F	0.521	480	G	2002
						To: Cedar Ln										
Lester St		710	G			From: Moore St					0.093	F	0.564	740	G	2002
						To: Russell St										
Pearl St		90	G			From: Prospect Ave					0.115	F	0.524	90	G	2002
						To: Arlington Ave										
Poplar St		70	G			From: Oakview Dr					0.136	F	0.579	70	G	2002
						To: Meadow Dr										
Spring Branch Rd		50	G			From: Overlake Dr					0.116	F	0.833	60	G	2002
						To: Vale Dr										