

2019
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

-  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
Traffic Engineering Division
2019
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	11000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	F
From: Vance St To: Euclid Ave 11 421	City of Bristol	0.19	11000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	F
From: Bob Morrison Blvd To: Euclid Ave 11 421	City of Bristol	0.18	14000	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	15000	F
From: SR 381 Commonwealth Ave To: Euclid Ave 11 19	City of Bristol	0.48	7300	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	7800	F
From: Piedmont Ave To: Euclid Ave 11 19	City of Bristol	0.56	5600	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.56	6000	F
From: Moore St To: Lee Highway 11 19	City of Bristol	0.48	12000	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	13000	F
From: Valley Dr To: Lee Highway 11 19	City of Bristol	1.26	12000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	13000	F
From: I-81 To: Lee Highway 11 19	City of Bristol	1.36	13000	F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	F
From: End State Maintenance To: Lee Highway 11 19	City of Bristol	1.36	13000	F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	F
From: Bonham Rd To: Lee Highway 11 19	City of Bristol	0.51	14000	F	98%	0%	0%	0%	0%	0%	F	0.105	F	0.528	15000	F
From: Old Airport Rd To: Lee Highway 11 19	City of Bristol	0.68	13000	F	98%	0%	0%	0%	0%	0%	F	0.119	A	0.504	13000	F
From: NCL Bristol To: Ramp to I-81 N at Exit 5 11	City of Bristol (Maint: 95)	0.15	3500	G								0.098	F		3500	G
From: US 11, US 19 To: Ramp to I-81 S at Exit 5 11	City of Bristol (Maint: 95)	0.18	4500	G								0.097	F		4500	G
From: SR 381 Commonwealth Ave To: Goode St Truck 11 19	City of Bristol	0.21	1000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	1100	G
From: 102-3305 Piedmont Ave To: Cumberland St Truck 11 19	City of Bristol	0.34	2500	F	98%	0%	1%	0%	0%	0%	C	0.1	F	0.584	2700	F
From: Truck US 11 Randall St To: Randall St Truck 11 19	City of Bristol	0.93	5700	F	98%	0%	1%	0%	1%	0%	C	0.092	F	0.548	6000	F
From: SR 113 Moore St; Oakview Ave To: Moore St Truck 11 113 19	City of Bristol	0.12	7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	F
From: Cumberland St To: Euclid Ave																

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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	13000	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
	To: US 421 Goode St															
19 381 421	Commonwealth Ave City of Bristol	0.16	14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
	To: SR 113 Cumberland Ave															
19 381 421	Commonwealth Ave City of Bristol	0.16	15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
	To: SR 133 Par Sycamore St															
19 381 421	Commonwealth Ave City of Bristol	0.19	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	F
	To: US 11 Euclid Ave															
	From: SR 381 Commonwealth Ave															
19 11	Euclid Ave City of Bristol	0.48	7300	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	7800	F
	To: Piedmont Ave															
19 11	Euclid Ave City of Bristol	0.56	5600	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.56	6000	F
	To: Moore St															
19 11	Lee Highway City of Bristol	0.48	12000	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	13000	F
	To: Valley Dr															
19 11	Lee Highway City of Bristol	1.26	12000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	13000	F
	To: I-81															
	From: End State Maintenance															
19 11	Lee Highway City of Bristol	1.36	13000	F	98%	0%	0%	0%	0%	0%	F	0.102	F	0.524	13000	F
	To: Bonham Rd															
19 11	Lee Highway City of Bristol	0.51	14000	F	98%	0%	0%	0%	0%	0%	F	0.105	F	0.528	15000	F
	To: Old Airport Rd															
19 11	Lee Highway City of Bristol	0.68	13000	F	98%	0%	0%	0%	0%	0%	F	0.119	A	0.504	13000	F
	To: NCL Bristol															
	From: SR 381 Commonwealth Ave															
Truck 19 Truck 11 Truck 11	Goode St City of Bristol	0.21	1000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	1100	G
	To: 102-3305 Piedmont Ave															
Truck 19 Truck 11 Truck 11	Cumberland St City of Bristol	0.34	2500	F	98%	0%	1%	0%	0%	0%	C	0.1	F	0.584	2700	F
	To: Truck US 11 Randall St															
	From: State St															
Truck 19 Truck 11	Randall St City of Bristol	0.93	5700	F	98%	0%	1%	0%	1%	0%	C	0.092	F	0.548	6000	F
	To: Cumberland St															
	From: Oakview Ave															
Truck 19 Truck 113 Truck 11	Moore St City of Bristol	0.12	7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	F
	To: Euclid Ave															
	From: WCL Bristol															
58 421	Gate City Hwy City of Bristol (Maint: 95)	0.50	4700	F	97%	0%	1%	0%	1%	0%	C	0.091	F	0.663	5000	F
	To: I-81; US 421															

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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						
	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:		44000	A	79%	1%	1%	1%	18%	1%	F	0.094	A	0.593	44000	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:		62000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	61000	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:		55000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	0.540	56000	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:		50000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	0.527	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	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	2900	G								0.100	F		2900	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	560	G								0.132	F		560	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	1000	G								0.138	F		1000	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	1100	G								0.09	F		1100	G
	To: Ramps US 58 E 96A; US 58 96A															
	From: SCL Bristol															
 North	City of Bristol (Maint: 95)	0.61	23000	G	78%	1%	1%	1%	19%	1%	C	0.097	A		22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	G	79%	1%	1%	1%	18%	1%	C	0.095	A	0.509	44000	G
	To: US 58, US 421 Gate City Hwy															
 North 	City of Bristol (Maint: 95)	2.44	22000	A	78%	1%	1%	1%	19%	1%	F	0.097	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	79%	1%	1%	1%	18%	1%	F	0.094	A	0.593	44000	A
	To: I-381															
 North 	City of Bristol (Maint: 95)	1.39	31000	G	78%	1%	1%	1%	19%	1%	F	0.082	F		31000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		62000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	61000	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	28000	A	78%	1%	1%	1%	19%	1%	F	0.09	A	29000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	56000	A	
North 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.93	25000	A	78%	1%	1%	1%	19%	1%	F	0.09	A	26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			50000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	51000	A	
North 81	To: NCL Bristol From: City of Bristol (Maint: 95)	0.27	1900	G								0.105	F	1900	G	
North 81	Ramp I-81 N Exit 1 From: I-81 North To: US 58 W, US 421 W	0.30	780	G	96%	0%	1%	0%	2%	0%	F	0.116	F	840	G	
North 81	Ramp I-81 N Exit 3 to I-381 S From: I-81 North To: I-381 South	0.22	4400	G								0.104	F	4400	G	
North 81	Ramp I-81 N Exit 5 to US 11, US 19 From: I-81 North To: US 11, US 19	0.21	6800	G								0.087	F	6800	G	
North 81	Ramp I-81 N Exit 7 to Old Airport Rd From: I-81 North To: Old Airport Rd	0.16	22000	A	80%	1%	1%	1%	17%	1%	C	0.103	A	22000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			45000	G	79%	1%	1%	1%	18%	1%	C	0.095	A	44000	G	
South 81 58	To: US 58, US 421 Gate City Hwy From: City of Bristol (Maint: 95)	3.58	22000	A	80%	1%	1%	1%	17%	1%	F	0.102	A	22000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	A	79%	1%	1%	1%	18%	1%	F	0.094	A	44000	A	
South 81 58	To: I-381 From: City of Bristol (Maint: 95)	1.25	31000	G	80%	1%	1%	1%	17%	1%	F	0.082	F	30000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			62000	G	79%	1%	1%	1%	18%	1%	F	0.083	F	61000	G	
South 81 58	To: US 11, US 19 From: City of Bristol (Maint: 95)	1.99	27000	A	80%	1%	1%	1%	17%	1%	F	0.099	A	27000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	56000	A	
South 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.50	25000	A	80%	1%	1%	1%	17%	1%	F	0.101	A	26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			50000	A	79%	1%	1%	1%	18%	1%	F	0.092	A	51000	A	
South 81	To: NCL Bristol From: City of Bristol (Maint: 95)	0.17	2700	G								0.115	F	2900	G	
South 81	Ramp I-81 S Exit 1A to US 58, US 421 From: I-81 South 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	City of Bristol (Maint: 95)	0.33	1900	G										2000	G	
	From: I-81 South															
	To: US 58 US 421 Westbound															
South (81) Ramp I-81 S Exit 5 to US 11; US 19	City of Bristol (Maint: 95)	0.07	3000	G										3000	G	
	From: I-81 South															
	To: US 11, US 19															
South (81) Ramp I-81 S Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.19	4700	A										4700	A	
	From: I-81 S															
	To: Old Airport Rd															
South (81) Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	0.11	2100	G										2100	G	
	From: I-81 South															
	To: F-310															
(113) Cumberland St	City of Bristol	0.28	2100	F	98%	0%	1%	0%	0%	0%	C	0.107	F	0.608	2200	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2700	F	98%	0%	1%	0%	0%	0%	C	0.105	F	0.58	2800	F
	From: SR 381 Commonwealth Ave															
	To: US 421 Piedmont Ave															
(113) Piedmont Ave	City of Bristol	0.08	2400	F	97%	1%	2%	0%	0%	0%	F	0.107	F	0.521	2600	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3000	F	97%	1%	2%	0%	0%	0%	F	0.104	F	0.501	3200	F
	From: SR 113 P, Sycamore St															
	To: SR 113 P, Sycamore Ave															
(113) Piedmont Ave	City of Bristol	0.25	2600	F	97%	1%	2%	0%	0%	0%	F	0.114	F	0.539	2700	F
	From: SR 113 P, Sycamore St															
	To: Oakview Ave															
(113) Oakview Ave	City of Bristol	0.60	1700	F	97%	1%	2%	0%	0%	0%	C	0.118	F	0.502	1800	F
	From: SR 113 P, Sycamore St															
	To: Moore St															
(113) (Truck 11) (Truck 19) Moore St	City of Bristol	0.12	7100	F	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	7500	F
	From: Oakview Ave															
	To: Euclid Ave															
(113) Sycamore St	City of Bristol	0.40	600	F	97%	0%	2%	0%	1%	0%	C	0.123	F	0.613	630	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2700	F	98%	0%	1%	0%	0%	0%	C	0.105	F	0.58	2800	F
	From: SR 381 Commonwealth Ave															
	To: Piedmont Ave															
North (381)	City of Bristol (Maint: 95)	1.14	7800	A	96%	0%	1%	0%	2%	0%	C	0.104	A	8200	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	A	96%	0%	1%	0%	2%	0%	C	0.103	A	16000	A	
	From: SR 381 Commonwealth Ave															
	To: I-81															
North (381) I-381 N Ramp	City of Bristol (Maint: 95)	0.25	6900	G	96%	0%	1%	0%	2%	0%	F	0.104	A	7300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	96%	0%	1%	0%	2%	0%	F	0.103	A	14000	G	
	From: I-81															
	To: Ramp to I-81 South															
North (381) Ramp I-381 N to I-81 S	City of Bristol (Maint: 95)	0.31	950	G	96%	0%	1%	0%	2%	0%	F	0.135	F	1000	G	
	From: I-381 North															
	To: I-81 South															

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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	0.106	A	7700	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	A	96%	0%	1%	0%	2%	0%	C	0.103	A	16000	A	
South 381	From: I-81 Ramp From I-81 North City of Bristol (Maint: 95)	0.61	6600	G	96%	0%	1%	0%	2%	0%	F	0.106	A	7100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	96%	0%	1%	0%	2%	0%	F	0.103	A	14000	G	
381 19 421	From: State St; Tennessee State Line Commonwealth Ave City of Bristol	0.07	13000	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F
381 19 421	From: US 421 Goode St Commonwealth Ave City of Bristol	0.16	14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
381 19 421	From: SR 113 Cumberland St Commonwealth Ave City of Bristol	0.16	15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
381 19 421	From: SR 133 Par; Sycamore St Commonwealth Ave City of Bristol	0.19	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	F
381	From: US 11 Euclid Ave Commonwealth Ave City of Bristol	0.63	15000	F	96%	0%	1%	0%	2%	0%	F	0.092	F	0.564	16000	F
421 58	From: Keys St; I-381 WCL Bristol City of Bristol (Maint: 95)	0.50	4700	F	97%	0%	1%	0%	1%	0%	C	0.091	F	0.663	5000	F
421	From: US 58; I-81 US 58; I-81 Exit 1 City of Bristol (Maint: 95)	0.21	7500	F	98%	0%	1%	0%	1%	0%	C	0.098	F	0.547	8000	F
421	From: Island Rd Gate City Hwy City of Bristol	0.80	7500	F	98%	0%	1%	0%	1%	0%	C	0.098	F	0.547	8000	F
421 11	From: W US 11 N Euclid Ave; W State St W US 11 Euclid Ave City of Bristol	0.75	11000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	F
421 11	From: Vance St Euclid Ave City of Bristol	0.19	11000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	12000	F
421 11	From: Bob Morrison Blvd Euclid Ave City of Bristol	0.18	14000	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	15000	F
421 381 19	From: E RT 11 Commonwealth Ave City of Bristol	0.19	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.554	16000	F
421 381 19	From: SR 133 Par Sycamore St Commonwealth Ave City of Bristol	0.16	15000	F	96%	0%	1%	0%	2%	0%	F	0.093	F	0.547	16000	F
421 381 19	From: SR 113 Cumberland Ave Commonwealth Ave City of Bristol	0.16	14000	F	94%	1%	1%	0%	4%	0%	F	0.093	F	0.545	15000	F
	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	13000	F	94%	1%	1%	0%	4%	0%	F	0.095	F	0.573	14000	F	
	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	1800	G								0.111	F		1800	G	
	To:	Ramps US 58 E 96B; US 58 96B															

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(F35) N Pinecrest Ln	0.60	750	R								NA		NA			02/25/2013
(1) Benham Rd	0.10	3700	F	99%	0%	1%	0%	0%	0%	F	0.103	F	0.659	4000	F	2019
(2) Goodson St	0.36	2900	F	98%	0%	1%	1%	0%	0%	C	0.099	F	0.553	3000	F	2019
(3) Island Rd	1.01	1600	G								NA			1600	G	2019
(3) Island Rd	0.85	1500	G								0.110	F	0.57	1500	G	2019
(3) Island Rd	0.12	1500	G								0.104	F	0.556	1500	G	2019
(3) Island Rd	0.38	1100	F								0.112	F	0.563	1100	F	2019
(4) Osborne St	0.56	630	F	97%	0%	2%	0%	1%	0%	C	0.113	F	0.514	670	F	2019
(5) Commonwealth Ave Ext	0.33	2700	F	99%	0%	1%	0%	0%	0%	C	0.108	F	0.618	2900	F	2019
(6) Glenway Ave	0.42	3200	F	98%	1%	1%	0%	0%	0%	C	0.105	F	0.527	3400	F	2019
(8) Pittstown Rd	0.45	2400	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.602	2600	F	2019
(9) Randolph Ave	0.22	2700	F	99%	0%	1%	0%	0%	0%	F	0.105	F	0.592	2900	F	2019
(9) Randolph Ave	0.51	3500	F	99%	0%	1%	0%	0%	0%	C	0.108	F	0.547	3700	F	2019
(10) Rhode Island Rd	0.35	1400	F	97%	1%	2%	0%	0%	0%	C	0.099	F	0.507	1500	F	2019
(11) Spurgeon Ln	0.12	4500	F	99%	0%	1%	0%	0%	0%	F	0.105	F	0.625	4800	F	2019
(12) Texas Ave	0.49	2000	F	97%	1%	1%	1%	0%	0%	C	0.103	F	0.564	2200	F	2019
(13) Vance St	0.13	2200	F	97%	1%	1%	0%	0%	0%	C	0.09	F	0.519	2300	F	2019
(13) Vance St	0.32	630	F	97%	1%	2%	0%	1%	0%	C	0.103	F	0.612	660	F	2019
(13) Page St	0.12	620	F	96%	0%	3%	1%	0%	0%	C	0.111	F	0.606	660	F	2019
(14) Catherine St	0.58	400	F	99%	0%	1%	0%	0%	0%	C	0.119	F	0.509	430	F	2019

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(15) Scott St	0.23	710	G								0.101	F	0.585	710	G	2019
(16) Martin Luther King Jr Blvd	0.09	6800	F	98%	0%	0%	0%	1%	0%	C	0.101	F	0.542	7200	F	2019
(3300) W State St	0.55	14000	F	99%	0%	0%	0%	0%	0%	C	0.091	F	0.519	15000	F	2019
(3300) W State St	0.67	14000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.561	15000	F	2019
(3300) State St	0.43	8000	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.612	8700	G	2019
(3301) Bob Morrison Blvd	0.45	3300	F	98%	0%	1%	0%	0%	0%	C	0.124	F	0.627	3500	F	2019
(3305) Piedmont Ave	0.05	3300	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.523	3500	F	2019
(3305) Piedmont Ave	0.15	1800	F	99%	0%	1%	0%	0%	0%	C	0.115	F	0.525	1900	F	2019
(3305) Piedmont Ave	0.15	3600	F	99%	0%	1%	0%	0%	0%	F	0.106	F	0.571	3800	F	2019
(3307) Moore St	0.41	470	G	98%	0%	1%	0%	0%	0%	C	0.127	F		510	G	2019
(3307) Moore St	0.43	1100	F	98%	0%	1%	0%	0%	0%	C	0.107	F	0.557	1200	F	2019
(3308) Fairview St	0.27	3500	F	96%	1%	2%	2%	0%	0%	F	0.098	F	0.522	3700	F	2019
(3308) Massachusetts Ave	0.37	2000	G	96%	1%	2%	2%	0%	0%	C	0.103	F	0.650	2200	G	2019
(3308) Massachusetts Ave	0.15	2000	N	96%	1%	2%	2%	0%	0%	N	0.103	F	0.650	2200	N	2019
(3308) Kings Mill Pike	0.46	3800	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.502	4000	F	2019
(3308) Kings Mill Pike	1.12	6000	F	98%	0%	1%	0%	0%	0%	C	0.097	F	0.526	6400	F	2019
(3308) Kings Mill Pike	0.36	6800	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.627	7300	G	2019
(3312) W Valley Dr	1.00	1500	F	95%	1%	3%	0%	0%	0%	C	0.116	F	0.554	1600	F	2019
(3312) E Valley Dr	0.56	5200	F	95%	1%	3%	1%	0%	0%	F	0.095	F	0.548	5500	F	2019
(3312) E Valley Dr	0.72	4000	F	95%	1%	3%	1%	0%	0%	C	0.095	F	0.513	4300	F	2019
(3314) Island Rd	2.01	2500	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.585	2600	F	2019

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(3314) Island Rd	0.31	3800	F	98%	0%	1%	0%	0%	0%	C	0.101	F	0.61	4100	F	2019
(3318) Old Airport Rd	0.96	8800	F	94%	1%	1%	0%	3%	0%	F	0.092	F	0.529	9400	F	2019
(3318) Old Airport Rd	0.98	9000	F	94%	1%	1%	0%	3%	0%	C	0.087	F	0.585	9600	F	2019
(3318) Old Airport Rd	0.20	16000	G	94%	1%	1%	0%	3%	0%	F	0.087	F	0.541	17000	G	2019
(3318) Ramp to I-81 N at Exit 7	0.14	5300	G								0.084	F		5300	G	2019
(3318) Ramp to I-81 S at Exit 7	0.19	5600	G								0.089	F		5600	G	2019
(3319) Wallace Pike	0.33	2300	F	98%	1%	1%	0%	0%	0%	C	0.111	F	0.645	2400	F	2019
(3320) Old Abingdon Hwy	1.27	3800	F	98%	0%	1%	0%	1%	0%	C	0.097	F	0.531	4000	F	2019
(3321) Clear Creek Rd	0.13	5300	N	98%	1%	1%	0%	0%	0%	N	0.099	F	0.564	5600	N	2019
(3323) Peters St; Vance St	0.28	1600	F	98%	0%	2%	0%	0%	0%	C	0.114	F	0.527	1700	F	2019
(3324) Randall St	0.19	6500	F	98%	0%	1%	0%	0%	0%	F	0.117	F	0.639	6900	F	2019
(3325) Piedmont Ave	0.30	1400	F	95%	2%	2%	1%	0%	0%	C	0.117	F	0.541	1500	F	2019
(3325) Piedmont Ave	0.16	1500	F	95%	1%	3%	0%	0%	0%	C	0.119	F	0.535	1600	F	2019
(3326) W Mary St	0.45	2400	F	98%	0%	1%	0%	0%	0%	C	0.108	F	0.536	2600	F	2019
(3326) W Mary St	0.14	4500	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.55	4800	F	2019
(3326) W Mary St	0.09	4500	N	98%	0%	1%	0%	0%	0%	N	0.088	F	0.55	4800	N	2019
(3328) Bonham Rd	0.32	5900	F	98%	0%	1%	0%	1%	0%	F	0.095	F	0.516	6200	F	2019
(3328) Bonham Rd	0.45	6300	G	98%	0%	1%	0%	1%	0%	C	0.095	F	0.516	6800	G	2019
Chester St		190	F								0.142	F	0.677	200	F	2019
Cheyenne Rd		110	F								0.138	F	0.5	120	F	2019

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
Daniel St		230	F							0.152	F	0.798	250	F	2019	
Jefferson Dr		330	F							0.182	F	0.705	350	F	2019	
Lester St		170	F							0.11	F	0.615	180	F	2019	
Pearl St		90	G							0.128	F	0.52	90	G	2019	
Poplar St		70	G							0.253	F	0.59	70	G	2019	
Spring Branch Rd		40	G							0.31	F	0.516	48	G	2019	