

**2008**

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

where available

**Special Locality Report**

**102**

City of Bristol

Information in this report is included in Report

**95**

(Washington County)

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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




































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

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: State St															
11 421 Euclid Ave	City of Bristol	0.75	13000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	14000	G
	To: Vance St															
11 421 Euclid Ave	City of Bristol	0.19	14000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.504	16000	G
	To: Bob Morrison Blvd															
11 421 Euclid Ave	City of Bristol	0.18	15000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.522	16000	G
	To: SR 381 Commonwealth Ave															
11 19 Euclid Ave	City of Bristol	0.48	8400	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.525	9100	G
	To: Piedmont Ave															
11 19 Euclid Ave	City of Bristol	0.56	6700	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.518	7200	G
	To: Moore St															
11 19 Lee Highway	City of Bristol	0.48	15000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.511	16000	G
	To: Valley Dr															
11 19 Lee Highway	City of Bristol	1.26	13000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	15000	G
	To: I-81															
	From: Ramp to I-81															
11 19 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.515	18000	G
	To: Bonham Rd															
11 19 Lee Highway	City of Bristol	0.51	17000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.507	18000	G
	To: Old Airport Rd															
11 19 Lee Highway	City of Bristol	0.68	16000	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.562	17000	G
	To: NCL Bristol															
	From: SR 381 Commonwealth Ave															
Truck 11 421 19 Goode St	City of Bristol	0.21	1100	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.686	1200	G
	To: 102-3305 Piedmont Ave															
	From: State St															
Truck 11 421 19 Cumberland St	City of Bristol	0.34	2900	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.613	3100	G
	To: US 421 Cumberland St															
	From: SR 113 Moore St; Oakview Ave															
Truck 11 19 Randall St	City of Bristol	0.93	6300	G	98%	0%	1%	1%	1%	0%	C	0.09	F	0.516	6900	G
	To: Cumberland St															
	From: Euclid Ave															
	From: State St; Tennessee State Line															
19 381 421 Commonwealth Ave	City of Bristol	0.23	16000	G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.55	17000	G
	To: SR 113 Cumberland Ave															
19 381 421 Commonwealth Ave	City of Bristol	0.16	22000	G	96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	G
	To: SR 133 Par Sycamore St															
19 381 421 Commonwealth Ave	City of Bristol	0.19	21000	G	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	22000	G
	To: US 11 Euclid Ave															

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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: SR 381 Commonwealth Ave																
  Euclid Ave	City of Bristol	0.48	<b>8400</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.085	F	0.525	9100	G
To: Piedmont Ave																
From: SR 381 Commonwealth Ave																
  Euclid Ave	City of Bristol	0.56	<b>6700</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	C	0.096	F	0.518	7200	G
To: Moore St																
From: SR 381 Commonwealth Ave																
  Lee Highway	City of Bristol	0.48	<b>15000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.092	F	0.511	16000	G
To: Valley Dr																
From: SR 381 Commonwealth Ave																
  Lee Highway	City of Bristol	1.26	<b>13000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.087	F	0.514	15000	G
To: Overhill Rd																
From: SR 381 Commonwealth Ave																
  Lee Highway	City of Bristol	1.36	<b>17000</b>	<b>G</b>	98%	0%	0%	0%	0%	1%	F	0.087	F	0.515	18000	G
To: Bonham Rd																
From: SR 381 Commonwealth Ave																
  Lee Highway	City of Bristol	0.51	<b>17000</b>	<b>G</b>	98%	0%	0%	0%	0%	1%	F	0.088	F	0.507	18000	G
To: Old Airport Rd																
From: SR 381 Commonwealth Ave																
  Lee Highway	City of Bristol	0.68	<b>16000</b>	<b>G</b>	98%	0%	0%	0%	0%	1%	F	0.092	F	0.562	17000	G
To: NCL Bristol																
From: SR 381 Commonwealth Ave																
   Goode St	City of Bristol	0.21	<b>1100</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.106	F	0.686	1200	G
To: 102-3305 Piedmont Ave																
From: SR 381 Commonwealth Ave																
   Cumberland St	City of Bristol	0.34	<b>2900</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.091	F	0.613	3100	G
To: Truck US 11 Randall St																
From: SR 381 Commonwealth Ave																
  Randall St	City of Bristol	0.93	<b>6300</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	C	0.09	F	0.516	6900	G
To: Cumberland St																
From: SR 381 Commonwealth Ave																
   Moore St	City of Bristol	0.12	<b>8400</b>	<b>G</b>	97%	1%	1%	0%	1%	0%	F	0.088	F	0.549	9100	G
To: Euclid Ave																
From: WCL Bristol																
  Gate City Hwy	City of Bristol (Maint: 95)	0.50	<b>4900</b>	<b>G</b>	98%	0%	1%	0%	1%	0%	C	0.096	F	0.623	5400	G
To: I-81; US 421																
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: <b>36000</b> <b>G</b> 75% 1% 1% 1% 22% 1% F NA 40000 G																
From: I-381																
 	City of Bristol (Maint: 95)	1.39														
See I-81 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>48000</b> <b>G</b> 75% 1% 1% 1% 22% 1% F NA 51000 G																
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: <b>55000</b> <b>G</b> 75% 1% 1% 1% 21% 1% F NA 45000 G																
To: Old Airport Rd																



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							2Axle	3+Axle	1Trail	2Trail						
58 81	From: 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:			44000	G	75%	1%	1%	1%	22%	1%	F	NA		46000	G	
To: NCL Bristol																
North 81	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	17000	A	73%	1%	1%	1%	23%	1%	C	0.093	A	17000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	A	75%	1%	1%	1%	22%	1%	C	NA		34000	A	
To: US 58, US 421 Gate City Hwy																
North 81 58	From: US 58, US 421 Gate City Hwy															
	City of Bristol (Maint: 95)	2.44	19000	G	73%	1%	1%	1%	23%	1%	F	NA		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	75%	1%	1%	1%	22%	1%	F	NA		40000	G	
To: I-381																
North 81 58	From: I-381															
	City of Bristol (Maint: 95)	1.39	24000	G	73%	1%	1%	1%	23%	1%	F	NA		25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	G	75%	1%	1%	1%	22%	1%	F	NA		51000	G	
To: US 11, US 19																
North 81 58	From: US 11, US 19															
	City of Bristol (Maint: 95)	2.13	25000	G	73%	1%	1%	1%	23%	1%	F	NA		23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	G	75%	1%	1%	1%	21%	1%	F	NA		45000	G	
To: Old Airport Rd																
North 81 58	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93	22000	G	73%	1%	1%	1%	23%	1%	F	NA		25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	75%	1%	1%	1%	22%	1%	F	NA		46000	G	
To: NCL Bristol																
North 81	From: I-81 N															
	Ramp I-81 N Exit 3 to I-381 S	0.30	660	G	96%	0%	1%	0%	2%	0%	F	NA		320	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	G	96%	0%	1%	0%	2%	0%	F	NA		640	G	
To: I-381 S																
South 81	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.16	17000	A	76%	1%	1%	1%	20%	1%	C	0.099	A	17000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	A	75%	1%	1%	1%	22%	1%	C	NA		34000	A	
To: US 58, US 421 Gate City Hwy																
South 81 58	From: US 58, US 421 Gate City Hwy															
	City of Bristol (Maint: 95)	3.58	17000	G	76%	1%	1%	1%	20%	1%	F	NA		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	75%	1%	1%	1%	22%	1%	F	NA		40000	G	
To: I-381																
South 81 58	From: I-381															
	City of Bristol (Maint: 95)	1.25	24000	G	76%	1%	1%	1%	20%	1%	F	NA		25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	G	75%	1%	1%	1%	22%	1%	F	NA		51000	G	
To: US 11, US 19																
South 81 58	From: US 11, US 19															
	City of Bristol (Maint: 95)	1.99	30000	G	76%	1%	1%	1%	20%	1%	F	NA		22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	G	75%	1%	1%	1%	21%	1%	F	NA		45000	G	
To: Old Airport Rd																

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							2Axle	3+Axle	1Trail	2Trail						
South 81 58	From: Old Airport Rd City of Bristol (Maint: 95)	0.50	21000	G	76%	1%	1%	1%	20%	1%	F	NA		22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	75%	1%	1%	1%	22%	1%	F	NA		46000	G	
To: NCL Bristol																
South 81	Ramp I-81 S Exit 7 to Old Airport Rd City of Bristol (Maint: 95)	0.19	NA									NA		NA		
To: Old Airport Rd																
113	Cumberland St City of Bristol	0.28	2200	G	97%	1%	1%	1%	0%	0%	C	0.096	F	0.554	2400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	97%	1%	1%	1%	0%	0%	C	0.095	F	0.502	3300	G
To: US 421 Piedmont Ave																
113	Piedmont Ave City of Bristol	0.08	3300	G	97%	1%	1%	0%	1%	0%	F	0.100	F	0.534	3600	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4200	G	97%	1%	1%	0%	1%	0%	F	NA		4500	G	
To: SR 113 P, Sycamore St																
113	Piedmont Ave City of Bristol	0.25	3100	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.544	3300	G
To: Oakview Ave																
113	Oakview Ave City of Bristol	0.60	2500	G	97%	1%	1%	0%	1%	0%	C	0.098	F	0.533	2700	G
To: Moore St																
Truck Truck 113 11 19	Moore St City of Bristol	0.12	8400	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.549	9100	G
To: Euclid Ave																
113	Sycamore St City of Bristol	0.40	840	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.51	920	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	97%	1%	1%	1%	1%	0%	C	0.095	F	0.502	3300	G
To: Piedmont Ave																
North 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.14	7900	A	96%	0%	1%	0%	2%	0%	C	0.11	A		8300	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
To: I-81																
North 381	Ramp I-381 N to I-81 N City of Bristol (Maint: 95)	0.25	7100	G	96%	0%	1%	0%	2%	0%	F	0.11	N		7500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	0%	1%	0%	2%	0%	F	NA		14000	G	
To: I-81 N																
North 381	Ramp I-381 N to I-81 S City of Bristol (Maint: 95)	0.31	800	G	96%	0%	1%	0%	2%	0%	F	NA		320	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	G	96%	0%	1%	0%	2%	0%	F	NA		640	G	
To: I-81 S																
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)	1.06	7500	A	96%	0%	1%	0%	2%	0%	C	0.107	A		8000	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
To: I-81																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 381 Ramp I-381 S from I-81 S	From: I-381 S City of Bristol (Maint: 95) To: I-81 S	0.61	7000	G	96%	0%	1%	0%	2%	0%	F	0.107	N	6200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	0%	1%	0%	2%	0%	F	NA		14000	G	
381 19 421 Commonwealth Ave	From: State St; Tennessee State Line City of Bristol To: SR 113 Cumberland St	0.23	16000	G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.55	17000	G
381 19 421 Commonwealth Ave	From: SR 113 Cumberland St City of Bristol To: SR 133 Par; Sycamore St	0.16	22000	G	96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	G
381 19 421 Commonwealth Ave	From: SR 133 Par; Sycamore St City of Bristol To: US 11 Euclid Ave	0.19	21000	G	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	22000	G
381 Commonwealth Ave	From: US 11 Euclid Ave City of Bristol To: Keys St; I-381	0.63	19000	G	96%	0%	1%	0%	2%	0%	F	0.090	F	0.522	20000	G
421 58 Gate City Hwy	From: WCL Bristol City of Bristol (Maint: 95) To: US 58; I-81	0.50	4900	G	98%	0%	1%	0%	1%	0%	C	0.096	F	0.623	5400	G
421 Gate City Hwy	From: US 58; I-81 City of Bristol (Maint: 95) To: Island Rd	0.21	8800	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.553	9600	G
421 Gate City Hwy	From: Island Rd City of Bristol To: W US 11 N Euclid Ave; W State St	0.80	8600	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.599	9300	G
421 11 Euclid Ave	From: W US 11 City of Bristol To: Vance St	0.75	13000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	14000	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	0.082	F	0.504	16000	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	0.084	F	0.522	16000	G
421 381 19 Commonwealth Ave	From: E RT 11 City of Bristol To: SR 133 Par Sycamore St	0.19	21000	G	96%	0%	1%	0%	2%	0%	F	0.089	F	0.619	22000	G
421 381 19 Commonwealth Ave	From: SR 133 Par Sycamore St City of Bristol To: SR 113 Cumberland Ave	0.16	22000	G	96%	0%	1%	0%	2%	0%	F	0.083	F	0.544	23000	G
421 381 19 Commonwealth Ave	From: SR 113 Cumberland Ave City of Bristol To: << Invalid Overlap >>	0.23	16000	G	93%	1%	1%	1%	4%	0%	F	0.087	F	0.55	17000	G
Truck Truck 421 11 19 Goode St	From: SR 381 Commonwealth Ave City of Bristol To: 102-3305 Piedmont Ave	0.21	1100	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.686	1200	G
Truck Truck 421 11 19 Cumberland St	From: 102-3305 Piedmont Ave City of Bristol To: Truck US 11 Randall St	0.34	2900	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.613	3100	G

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							2Axle	3+Axle	1Trail	2Trail							
421 Randall St	From:	Truck US 11; Cumberland St															
	City of Bristol	0.28	11000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.599	12000	G	
	To:	State St; Tennessee State Line															

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(F35)	0.60	190	R								NA		NA			09/03/2008
			From:	Dead End												
			To:	Dead End												
(1) Benham Rd	0.03	5100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.647	5500	G	2008
			From:	Island Rd												
			To:	NCL Bristol												
(2) Goodson St	0.36	2900	G	97%	0%	1%	1%	0%	0%	C	0.094	F	0.578	3100	G	2008
			From:	State St												
			To:	Mary St												
(3) Island St	1.01	NA									NA			NA		
			From:	US 421 Gate City Hwy												
			To:	Wagner Rd												
(3) Island St	0.85	NA									NA			NA		
			From:	Nininger Rd												
			To:	Commonwealth Ave Ext												
(3) Island St	0.38	NA									NA			NA		
			From:	102-8 Pittstown Rd												
			To:	US 421 Gate City Hwy												
(4) Osborne St	0.56	NA									NA			NA		
			From:	102-13 Page St												
			To:	Keys St												
(5) Commonwealth Ave Ext	0.33	3200	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.611	3500	G	2008
			From:	Pittstown Rd												
			To:	Commonwealth Ave												
(6) Glenway Ave	0.42	3200	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.501	3500	G	2008
			From:	Piedmont Ave												
			To:	Commonwealth Ave Extension												
(8) Pittstown Rd	0.45	3000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.633	3200	G	2008
			From:	Island Rd												
			To:	Vance St												
(9) Randolph Ave	0.22	3200	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.528	3500	G	2008
			From:	Wagner Rd												
			To:	Spurgeon Lane												
(9) Randolph Ave	0.51	4000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.510	4300	G	2008
			From:	Fairview St												
			To:	Texas Ave												
(10) Rhode Island Rd	0.35	1400	G	97%	1%	1%	0%	1%	0%	C	0.108	F	0.62	1500	G	2008
			From:	Randolph Ave												
			To:	Commonwealth Ave												
(11) Spurgeon Ln	0.12	4600	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.508	5000	G	2008
			From:	Rhode Island Ave												
			To:	E Valley Dr												
(12) Texas St	0.49	2000	G	98%	1%	1%	0%	0%	0%	C	0.101	F	0.602	2200	G	2008
			From:	US 11 Euclid Ave												
			To:	Randolph St												
(13) Vance St	0.13	2400	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.52	2600	G	2008
			From:	Page St												
			To:	Vance St												
(13) Page St	0.12	NA									NA			NA		
			From:	102-4 Osborne St												
			To:	US 421 Gate City Hwy												
(14) Catherine St	0.58	NA									NA			NA		
			From:	102-13 Vance St												
			To:													

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Bristol</b>																	
(15)	0.23	NA					From: SR 113 Piedmont Ave										
							To: Truck US 11							NA			
(3300) State St	0.55	15000	G	98%	0%	1%	0%	1%	0%	C	0.080	F	0.519	17000	G	2008	
							From: US 11 Euclid Ave										
							To: Peters St										
(3300) State St	0.67	15000	G	98%	0%	1%	0%	1%	0%	F	0.086	F		16000	G	2008	
							From: SR 381 Commonwealth Ave										
							To: Edgemont Ave										
(3300) State St	0.43	11000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.501	11000	G	2008	
							From: W State St										
							To: US 11 W Euclid Ave										
(3301) Bob Morrison Blvd	0.45	3000	G	98%	0%	1%	1%	1%	0%	C	0.096	F	0.581	3200	G	2008	
							From: 102-3300 State St										
							To: US 421 Goode St										
(3305) Piedmont Ave	0.05	4000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.633	4300	G	2008	
							From: Oakview Ave										
(3305) Piedmont Ave	0.15	2100	G	99%	0%	1%	0%	0%	0%	C	0.116	F	0.582	2300	G	2008	
							From: Highland Ave										
							To: US 11 Euclid Ave										
(3305) Piedmont Ave	0.15	4300	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.589	4600	G	2008	
							From: US 421										
							To: Cumberland St										
(3307) Moore St	0.41	830	G	99%	0%	0%	0%	0%	0%	C	0.126	F		900	G	2008	
							From: Mary St										
							To: Oakview St										
(3307) Moore St	0.43	1600	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.608	1700	G	2008	
							From: Mary St										
							To: Rhode Island Ave										
(3308) Fairview St	0.27	3100	G	96%	1%	2%	1%	0%	0%	F	0.1	F	0.602	3400	G	2008	
							From: Texas Ave										
							To: Hillside Ave										
(3308) Massachusetts Ave	0.37	2100	G	96%	1%	2%	1%	0%	0%	C	0.11	F	0.597	2200	G	2008	
							From: Hillside Ave										
							To: E Valley Dr										
(3308) Massachusetts Ave	0.15	2100	N	96%	1%	2%	1%	0%	0%	N	0.11	N	0.597	2200	N	2008	
							From: E Valley Dr										
							To: Valley Dr										
(3308) Kings Mill Pike	0.46	3700	G	97%	1%	1%	1%	1%	0%	F	0.099	F	0.518	4000	G	2008	
							From: Old Airport Rd										
							To: ECL Bristol										
(3308) Kings Mill Pike	1.12	5800	G	97%	1%	1%	1%	1%	0%	C	0.096	F	0.559	6300	G	2008	
							From: Old Airport Rd										
							To: ECL Bristol										
(3308) Kings Mill Rd	0.36	6900	G	97%	1%	1%	1%	1%	0%	F	0.095	F	0.639	7500	G	2008	
							From: Piedmont Ave										
							To: US 11 Lee Highway										
(3312) W Valley Dr	1.00	1400	G								0.096	F	0.513	1500	G	2008	
							From: US 11 Lee Highway										
							To: Old Abingdon Hwy										
(3312) E Valley Dr	0.56	6200	G								0.093	F	0.56	6800	G	2008	
							From: Old Abingdon Hwy										
							To: Kingsmill Pike										
(3312) E Valley Dr	0.72	3800	G								0.088	F	0.501	4200	G	2008	
							From: Kingsmill Pike										
							To: Kingsmill Pike										
(3314) Island Rd	2.01	2800	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.527	3100	G	2008	
							From: NCL Bristol; 102-1 Pittston Rd										
							To: 102-3319 Wallace Pike										
(3314) Island Rd	0.31	3900	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.563	4200	G	2008	
							From: Wallace Pike										
							To: US 11 Lee Highway										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(3318) Old Airport Rd	0.96	8600	G	94%	1%	From: 102-3308 King Mill Pike To: Bonham Rd				F	0.091	F	0.6	9300	G	2008
(3318) Old Airport Rd	0.98	8600	G	94%	1%	From: Bonham Rd To: I-81				C	0.086	F	0.55	9400	G	2008
(3318) Old Airport Rd	0.20	17000	G	94%	1%	From: I-81 Exit 7 To: US 11 Lee Hwy				F	0.086	F	0.522	18000	G	2008
(3319) Wallace Pike	0.33	2000	G	98%	1%	From: Island Rd To: NCL Bristol				C	0.096	F	0.665	2100	G	2008
(3320) Old Abingdon Hwy	1.27	3600	G	97%	0%	From: Valley Dr To: US 11 Lee Highway				C	0.113	F	0.621	3900	G	2008
(3321) Clear Creek Rd	0.13	5100	G	97%	0%	From: US 11 Lee Highway To: NCL Bristol				F	0.092	N	0.554	5600	G	2008
(3323) Peters St	0.28	2100	G	98%	0%	From: W State St To: US 11 Euclid Ave				C	0.097	F	0.512	2300	G	2008
(3325) Piedmont Ave	0.30	1700	G	99%	0%	From: US 11 Euclid Ave To: 102-6 Glenway Ave				F	0.12	F	0.61	1900	G	2008
(3325) Piedmont Ave	0.16	1600	G	99%	0%	From: 102-6 Glenway Ave To: 102-3312 Valley Dr				F	0.107	F	0.532	1700	G	2008
(3326) W Mary St	0.45	2900	G	98%	1%	From: Piedmont Ave To: Truck US 11 Randall St				C	0.101	F	0.546	3200	G	2008
(3326) W Mary St	0.14	4700	G	98%	1%	From: Truck US 11 Randall St To: Goodson St				F	0.100	F	0.616	5200	G	2008
(3326) W Mary St	0.09	4700	N	98%	1%	From: Goodson St To: Fairview St				N	0.100	N	0.616	5200	N	2008
(3328) Bonham Rd	0.32	6800	G	99%	0%	From: Old Airport Rd To: I-81				F	0.103	F	0.543	7400	G	2008
(3328) Bonham Rd	0.45	9200	G	99%	0%	From: I-81 To: US 11 Lee Highway				C	0.098	F	0.533	10000	G	2008
Chester St		270	G			From: Glenway Ave To: Arlington Ave					0.118	F	0.553	290	G	2008
Cheyenne Rd		150	G			From: Shawnee Rd To: Sherwood Dr					0.12	F	0.641	160	G	2008
Daniel St		480	G			From: Newton St To: Tennessee State Line					NA			520	G	2008
Jefferson Dr		330	G			From: Cherry Lane To: Cedar Lane					0.169	F	0.748	360	G	2008
Lester St		500	G			From: Moore St To: Russell St					0.119	F	0.605	540	G	2008
Pearl St		90	G			From: Prospect Ave To: Arlington Ave					NA			100	G	2008

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
Poplar St		70	G			From: Oakview Dr					NA			80	G	2008
						To: Meadow Dr										
Spring Branch Rd		46	G			From: Overlake Dr					NA			50	G	2008
						To: Vale Dr										