

**2016**  
**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

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

## Special Routes

-  Bus - Business Route  
 Bypass - Bypass Route  
 Truck - Truck Route  
 ALT - Alternate Route  
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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	0.089	0.527	12000	F	
From: Vance St To: Euclid Ave 11 421	City of Bristol	0.19	12000	F	99%	0%	1%	0%	0%	0%	F	0.087	0.536	13000	F	
From: Bob Morrison Blvd To: Euclid Ave 11 421	City of Bristol	0.18	14000	F	99%	0%	1%	0%	0%	0%	F	0.094	0.528	15000	F	
From: SR 381 Commonwealth Ave To: Euclid Ave 11 19	City of Bristol	0.48	7200	F	99%	0%	1%	0%	0%	0%	F	0.091	0.500	7700	F	
From: Piedmont Ave To: Euclid Ave 11 19	City of Bristol	0.56	5400	F	99%	0%	1%	0%	0%	0%	C	0.091	0.505	5800	F	
From: Moore St To: Lee Highway 11 19	City of Bristol	0.48	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.531	12000	F	
From: Valley Dr To: Lee Highway 11 19	City of Bristol	1.26	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.541	12000	F	
From: I-81 To: Lee Highway 11 19	City of Bristol	1.36	13000	F	98%	0%	0%	1%	0%	0%	F	0.088	0.543	14000	F	
From: End State Maintenance To: Lee Highway 11 19	City of Bristol	0.51	14000	F	98%	0%	0%	1%	0%	0%	F	0.089	0.519	15000	F	
From: Bonham Rd To: Lee Highway 11 19	City of Bristol	0.68	13000	F	98%	0%	0%	1%	0%	0%	F	0.093	0.57	13000	F	
From: NCL Bristol To: Lee Highway 11 19	City of Bristol															
From: US 11, US 19 To: Ramp to I-81 N at Exit 5 11	City of Bristol (Maint: 95)	0.15	3300	G								0.098		3300	G	
From: I-81 N To: Ramp to I-81 S at Exit 5 11	City of Bristol (Maint: 95)	0.18	4300	G								0.097		4300	G	
From: US 11, US 19 To: I-81 S Truck 11 19	City of Bristol	0.21	1100	F	99%	0%	1%	0%	0%	0%	F	0.118	0.65	1100	F	
From: SR 381 Commonwealth Ave To: Cumberland St Truck 11 19	City of Bristol	0.34	2400	F	99%	0%	1%	0%	0%	0%	C	0.105	0.568	2500	F	
From: 102-3305 Piedmont Ave To: Randall St Truck 11 19	City of Bristol	0.93	5800	F	98%	0%	1%	0%	1%	0%	C	0.091	0.502	6100	F	
From: Truck US 11 Randall St To: Moore St Truck 11 113 19	City of Bristol	0.12	7900	F	97%	1%	2%	0%	0%	0%	F	0.096	0.573	8400	F	
From: US 421 Cumberland St To: SR 113 Moore St; Oakview Ave To: 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: State St; Tennessee State Line														
19 381 421	City of Bristol	Commonwealth Ave	0.07	15000	F	92%	1%	1%	0%	6%	0%	F	0.087	0.55	16000	F
		To: US 421 Goode St														
19 381 421	City of Bristol	Commonwealth Ave	0.16	15000	F	92%	1%	1%	0%	6%	0%	F	0.087	0.525	16000	F
		From: SR 113 Cumberland Ave														
19 381 421	City of Bristol	Commonwealth Ave	0.16	17000	F	96%	0%	1%	0%	2%	0%	F	0.089	0.507	18000	F
		To: SR 133 Par Sycamore St														
19 381 421	City of Bristol	Commonwealth Ave	0.19	18000	F	96%	0%	1%	0%	2%	0%	F	0.090	0.527	19000	F
		From: US 11 Euclid Ave														
19 11	City of Bristol	Euclid Ave	0.48	7200	F	99%	0%	1%	0%	0%	0%	F	0.091	0.500	7700	F
		To: SR 381 Commonwealth Ave														
19 11	City of Bristol	Euclid Ave	0.56	5400	F	99%	0%	1%	0%	0%	0%	C	0.091	0.505	5800	F
		From: Piedmont Ave														
19 11	City of Bristol	Lee Highway	0.48	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.531	12000	F
		To: Moore St														
19 11	City of Bristol	Lee Highway	1.26	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	0.541	12000	F
		From: Valley Dr														
19 11	City of Bristol	Lee Highway	1.36	13000	F	98%	0%	0%	1%	0%	0%	F	0.088	0.543	14000	F
		To: I-81														
19 11	City of Bristol	Lee Highway	0.51	14000	F	98%	0%	0%	1%	0%	0%	F	0.089	0.519	15000	F
		From: End State Maintenance														
19 11	City of Bristol	Lee Highway	0.68	13000	F	98%	0%	0%	1%	0%	0%	F	0.093	0.57	13000	F
		To: Bonham Rd														
19 11	City of Bristol	Lee Highway	0.68	13000	F	98%	0%	0%	1%	0%	0%	F	0.093	0.57	13000	F
		From: Old Airport Rd														
Truck 19 Truck 11 Truck 11	City of Bristol	Goode St	0.21	1100	F	99%	0%	1%	0%	0%	0%	F	0.118	0.65	1100	F
		From: SR 381 Commonwealth Ave														
Truck 19 Truck 11 Truck 11	City of Bristol	Cumberland St	0.34	2400	F	99%	0%	1%	0%	0%	0%	C	0.105	0.568	2500	F
		From: 102-3305 Piedmont Ave														
Truck 19 Truck 11	City of Bristol	Randall St	0.93	5800	F	98%	0%	1%	0%	1%	0%	C	0.091	0.502	6100	F
		From: Truck US 11 Randall St														
Truck 19 Truck 11	City of Bristol	Moore St	0.12	7900	F	97%	1%	2%	0%	0%	0%	F	0.096	0.573	8400	F
		From: State St														
Truck 19 Truck 113 Truck 11	City of Bristol	Moore St	0.12	7900	F	97%	1%	2%	0%	0%	0%	F	0.096	0.573	8400	F
		To: Cumberland St														
		From: Oakview Ave														
58 421	City of Bristol (Maint: 95)	Gate City Hwy	0.50	4500	F	98%	0%	1%	0%	0%	0%	C	0.096	0.612	4800	F
		From: WCL Bristol														
		To: I-81; US 421														



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2016  
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: 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>42000</b> <b>A</b> 79% 1% 1% 1% 18% 1% F 0.099 A 0.503 42000 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: <b>58000</b> <b>F</b> 79% 1% 1% 1% 18% 1% F 0.082 F 0.513 57000 F															
	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: <b>54000</b> <b>A</b> 79% 1% 1% 1% 18% 1% F 0.093 A 0.532 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: <b>51000</b> <b>A</b> 79% 1% 1% 1% 18% 1% F 0.093 A 0.543 52000 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	<b>1600</b>	<b>G</b>							0.083		1600	<b>G</b>	
	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	<b>2800</b>	<b>G</b>							0.100		2800	<b>G</b>	
	To: I-81 North															
	From: US 58 US 421 Eastbound															
	Ramp US 58 W US 421 E to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.03	<b>530</b>	<b>G</b>							0.132		530	<b>G</b>	
	To: Ramp US 58 96A															
	From: US 58 US 421 Eastbound															
	Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14	<b>960</b>	<b>G</b>							0.138		960	<b>G</b>	
	To: Ramps US 58 96B; US 421 W 66B															
	From: US 58 US 421 Westbound															
	Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95)	0.02	<b>1000</b>	<b>G</b>							0.09		1000	<b>G</b>	
	To: Ramps US 58 E 96A; US 58 96A															
	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	<b>21000</b>	<b>A</b>	77%	1%	1%	1%	19%	1%	C	0.097		21000	<b>A</b>	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>42000</b> <b>A</b> 79% 1% 1% 1% 18% 1% C 0.100 A 0.531 41000 A															
	To: US 58, US 421 Gate City Hwy															
 	City of Bristol (Maint: 95)	2.44	<b>21000</b>	<b>A</b>	77%	1%	1%	1%	19%	1%	F	0.097		21000	<b>A</b>	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>42000</b> <b>A</b> 79% 1% 1% 1% 18% 1% F 0.099 A 0.503 42000 A															
	To: I-381															
 	City of Bristol (Maint: 95)	1.39	<b>29000</b>	<b>F</b>	77%	1%	1%	1%	19%	1%	F	0.082		29000	<b>F</b>	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>58000</b> <b>F</b> 79% 1% 1% 1% 18% 1% F 0.082 F 0.513 57000 F															
	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 81 58	From: US 11, US 19 City of Bristol (Maint: 95)	2.13	27000	A	77%	1%	1%	1%	19%	1%	F	0.091		28000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	A	79%	1%	1%	1%	18%	1%	F	0.093	A	0.532	56000	A
North 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.93	25000	A	77%	1%	1%	1%	19%	1%	F	0.09		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	79%	1%	1%	1%	18%	1%	F	0.093	A	0.543	52000	A
North 81	To: NCL Bristol From: I-81 North City of Bristol (Maint: 95)	0.27	1900	G								0.105		1900	G	
North 81	To: US 58 W, US 421 W From: I-81 North City of Bristol (Maint: 95)	0.30	790	F	96%	0%	1%	0%	2%	0%	F	0.112		840	F	
North 81	To: I-381 South From: I-81 North City of Bristol (Maint: 95)	0.22	4300	G								0.104		4300	G	
North 81	To: US 11, US 19 From: I-81 North City of Bristol (Maint: 95)	0.21	6600	G								0.087		6600	G	
South 81	To: Old Airport Rd From: SCL Bristol City of Bristol (Maint: 95)	0.16	21000	A	80%	1%	1%	1%	16%	1%	C	0.107		20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	79%	1%	1%	1%	18%	1%	C	0.100	A	0.531	41000	A
South 81 58	To: US 58, US 421 Gate City Hwy From: City of Bristol (Maint: 95)	3.58	21000	A	80%	1%	1%	1%	16%	1%	F	0.105		21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	79%	1%	1%	1%	18%	1%	F	0.099	A	0.503	42000	A
South 81 58	To: I-381 From: City of Bristol (Maint: 95)	1.25	29000	F	80%	1%	1%	1%	16%	1%	F	0.084		28000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	F	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	57000	F
South 81 58	To: US 11, US 19 From: City of Bristol (Maint: 95)	1.99	27000	A	80%	1%	1%	1%	16%	1%	F	0.099		28000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	A	79%	1%	1%	1%	18%	1%	F	0.093	A	0.532	56000	A
South 81 58	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.50	26000	A	80%	1%	1%	1%	16%	1%	F	0.102		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	79%	1%	1%	1%	18%	1%	F	0.093	A	0.543	52000	A
South 81	To: NCL Bristol From: I-81 South City of Bristol (Maint: 95)	0.17	1500	G								0.096		1500	G	
	To: US 58 US 421 Eastbound															





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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 (81) Ramp I-81 S Exit 1B to US 58, US 421	City of Bristol (Maint: 95)	0.33	1200	G										0.104	1200	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	2900	G										0.112	2900	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	5100	A										0.116	5100	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	2000	G										0.093	2000	G
	From: I-81 South															
	To: F-310															
(113) Cumberland St	City of Bristol	0.28	1900	F	98%	0%	0%	1%	0%	0%	C	0.093		0.682	2000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2600	F	98%	0%	0%	1%	0%	0%	C	0.098	F	0.590	2700	F
	From: SR 381 Commonwealth Ave															
	To: US 421 Piedmont Ave															
(113) Piedmont Ave	City of Bristol	0.08	3200	F	97%	1%	2%	0%	0%	0%	F	0.103		0.621	3500	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3900	F	97%	1%	2%	0%	0%	0%	F	0.102	F	0.526	4200	F
	From: SR 113 P, Sycamore St															
	To: SR 113 P, Sycamore Ave															
(113) Piedmont Ave	City of Bristol	0.25	3300	F	97%	1%	2%	0%	0%	0%	F	0.100		0.569	3500	F
	From: SR 113 P, Sycamore Ave															
	To: Oakview Ave															
(113) Oakview Ave	City of Bristol	0.60	2100	F	97%	1%	2%	0%	0%	0%	C	0.108		0.53	2300	F
	From: SR 113 P, Sycamore Ave															
	To: Moore St															
(113) (Truck 11) (Truck 19) Moore St	City of Bristol	0.12	7900	F	97%	1%	2%	0%	0%	0%	F	0.096		0.573	8400	F
	From: Oakview Ave															
	To: Euclid Ave															
(113) Sycamore St	City of Bristol	0.40	690	F	98%	0%	1%	0%	0%	0%	C	0.115		0.512	730	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		2600	F	98%	0%	0%	1%	0%	0%	C	0.098	F	0.590	2700	F
	From: SR 381 Commonwealth Ave															
	To: Piedmont Ave															
North (381)	City of Bristol (Maint: 95)	1.14	7700	A	96%	0%	1%	0%	2%	0%	C	0.104			8200	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	A	96%	0%	1%	0%	2%	0%	C	0.104	A	0.516	16000	A
	From: SR 381 Commonwealth Ave															
	To: I-81															
North (381) I-381 N Ramp	City of Bristol (Maint: 95)	0.25	6800	F	96%	0%	1%	0%	2%	0%	F	0.104			7300	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	96%	0%	1%	0%	2%	0%	F	0.104	A	0.516	14000	F
	From: I-81															
	To: Ramp to I-81 S															
North (381) Ramp I-381 N to I-81 S	City of Bristol (Maint: 95)	0.31	950	F	96%	0%	1%	0%	2%	0%	F	0.120			1000	F
	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	0.108		7700	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	A	96%	0%	1%	0%	2%	0%	C	0.104	A	0.516	16000	A
South 381	To: I-81 From: Ramp From I-81 North City of Bristol (Maint: 95)	0.61	6700	F	96%	0%	1%	0%	2%	0%	F	0.108		7100	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	96%	0%	1%	0%	2%	0%	F	0.104	A	0.516	14000	F
381 19 421	From: State St; Tennessee State Line City of Bristol	0.07	15000	F	92%	1%	1%	0%	6%	0%	F	0.087	0.55	16000	F	
381 19 421	To: US 421 Goode St From: City of Bristol	0.16	15000	F	92%	1%	1%	0%	6%	0%	F	0.087	0.525	16000	F	
381 19 421	To: SR 113 Cumberland St From: City of Bristol	0.16	17000	F	96%	0%	1%	0%	2%	0%	F	0.089	0.507	18000	F	
381 19 421	To: SR 133 Par; Sycamore St From: City of Bristol	0.19	18000	F	96%	0%	1%	0%	2%	0%	F	0.090	0.527	19000	F	
381	To: US 11 Euclid Ave From: City of Bristol	0.63	18000	F	96%	0%	1%	0%	2%	0%	F	0.092	0.523	19000	F	
421 58	To: Keys St; I-381 From: WCL Bristol City of Bristol (Maint: 95)	0.50	4500	F	98%	0%	1%	0%	0%	0%	C	0.096	0.612	4800	F	
421	To: US 58; I-81 From: US 58; I-81 Exit 1 City of Bristol (Maint: 95)	0.21	7500	F	98%	0%	0%	0%	1%	0%	C	0.095	0.563	8000	F	
421	To: Island Rd From: City of Bristol	0.80	7500	F	98%	0%	0%	0%	1%	0%	C	0.095	0.563	8000	F	
421 11	To: W US 11 N Euclid Ave; W State St From: W US 11 City of Bristol	0.75	11000	F	99%	0%	1%	0%	0%	0%	F	0.089	0.527	12000	F	
421 11	To: Vance St From: City of Bristol	0.19	12000	F	99%	0%	1%	0%	0%	0%	F	0.087	0.536	13000	F	
421 11	To: Bob Morrison Blvd From: City of Bristol	0.18	14000	F	99%	0%	1%	0%	0%	0%	F	0.094	0.528	15000	F	
421 381 19	To: E RT 11 From: City of Bristol	0.19	18000	F	96%	0%	1%	0%	2%	0%	F	0.090	0.527	19000	F	
421 381 19	To: SR 133 Par Sycamore St From: City of Bristol	0.16	17000	F	96%	0%	1%	0%	2%	0%	F	0.089	0.507	18000	F	
421 381 19	To: SR 113 Cumberland Ave From: City of Bristol	0.16	15000	F	92%	1%	1%	0%	6%	0%	F	0.087	0.525	16000	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	<b>15000</b>	<b>F</b>	92%	1%	1%	0%	6%	0%	F	0.087	0.55	16000	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	<b>1700</b>	<b>G</b>								0.111		1700	G		
	To:	Ramps US 58 E 96B; US 58 96B															

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(F35) N Pinecrest Ln	0.60	750	R								NA		NA			02/25/2013
(1) Benham Rd	0.10	3900	F	98%	0%	1%	1%	0%	0%	F	0.098		0.652	4200	F	2016
(2) Goodson St	0.36	2700	F	97%	0%	1%	1%	0%	0%	C	0.099		0.533	2900	F	2016
(3) Island Rd	1.01	1600	F								0.104		0.588	1600	F	2016
(3) Island Rd	0.85	1500	F								0.106		0.646	1500	F	2016
(3) Island Rd	0.12	1500	F								0.108		0.63	1500	F	2016
(3) Island Rd	0.38	1400	G								0.108		0.524	1400	G	2016
(4) Osborne St	0.56	740	F	97%	1%	2%	0%	0%	0%	C	0.103		0.512	780	F	2016
(5) Commonwealth Ave Ext	0.33	3100	F	98%	0%	1%	1%	0%	0%	C	0.095		0.601	3300	F	2016
(6) Glenway Ave	0.42	3200	F	99%	0%	1%	0%	0%	0%	C	0.101		0.507	3400	F	2016
(8) Pittstown Rd	0.45	2700	F	98%	0%	1%	1%	0%	0%	C	0.098		0.615	2800	F	2016
(9) Randolph Ave	0.22	2700	F	99%	0%	1%	0%	0%	0%	F	0.103		0.505	2900	F	2016
(9) Randolph Ave	0.51	3500	F	99%	0%	1%	0%	0%	0%	C	0.096		0.507	3700	F	2016
(10) Rhode Island Rd	0.35	1300	F	97%	1%	1%	0%	0%	0%	C	0.093		0.576	1400	F	2016
(11) Spurgeon Ln	0.12	4000	F	99%	0%	1%	0%	0%	0%	F	0.102		0.517	4300	F	2016
(12) Texas Ave	0.49	2000	F	97%	1%	1%	0%	0%	0%	C	0.106		0.598	2200	F	2016
(13) Vance St	0.13	1900	F	98%	1%	1%	0%	0%	0%	C	0.103		0.528	2000	F	2016
(13) Vance St	0.32	560	F								0.099		0.516	590	F	2016
(13) Page St	0.12	680	F								0.113		0.525	680	F	2016
(14) Catherine St	0.58	380	F								0.115		0.677	380	F	2016

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(15) Scott St	0.23	710	F							C	0.11		0.698	710	F	2016
(16) Martin Luther King Jr Blvd	0.09	6700	F	99%	0%	1%	0%	1%	0%	C	0.105		0.539	7100	F	2016
(3300) W State St	0.55	14000	F	98%	0%	1%	0%	0%	0%	C	0.085		0.509	15000	F	2016
(3300) W State St	0.67	14000	F	98%	0%	1%	0%	0%	0%	F	0.085		0.564	15000	F	2016
(3300) State St	0.43	8300	F	98%	0%	1%	0%	0%	0%	F	0.083		0.550	8900	F	2016
(3301) Bob Morrison Blvd	0.45	3100	F	99%	0%	0%	0%	0%	0%	C	0.107		0.568	3300	F	2016
(3305) Piedmont Ave	0.05	3800	F	98%	0%	1%	0%	0%	0%	F	0.096		0.51	4100	F	2016
(3305) Piedmont Ave	0.15	2400	G	98%	0%	1%	0%	0%	0%	C	0.11		0.622	2500	G	2016
(3305) Piedmont Ave	0.15	3900	F	98%	0%	1%	0%	0%	0%	F	0.114		0.563	4100	F	2016
(3307) Moore St	0.41	490	F	98%	0%	1%	0%	0%	0%	C	0.177			520	F	2016
(3307) Moore St	0.43	1200	F	98%	0%	1%	0%	0%	0%	F	0.098		0.547	1200	F	2016
(3308) Fairview St	0.27	3100	F	96%	1%	2%	2%	0%	0%	F	0.103		0.527	3300	F	2016
(3308) Massachusetts Ave	0.37	2100	F	96%	1%	2%	2%	0%	0%	C	0.105		0.511	2300	F	2016
(3308) Massachusetts Ave	0.15	2100	N	96%	1%	2%	2%	0%	0%	N	0.105		0.511	2300	N	2016
(3308) Kings Mill Pike	0.46	3700	F	98%	0%	1%	1%	0%	0%	F	0.093		0.537	3900	F	2016
(3308) Kings Mill Pike	1.12	6100	F	98%	0%	1%	1%	0%	0%	C	0.093		0.523	6500	F	2016
(3308) Kings Mill Pike	0.36	7200	F	98%	0%	1%	1%	0%	0%	F	0.108		0.618	7700	F	2016
(3312) W Valley Dr	1.00	1400	F	96%	1%	2%	1%	1%	0%	F	0.103		0.635	1500	F	2016
(3312) E Valley Dr	0.56	5300	F	96%	1%	2%	1%	1%	0%	F	0.094		0.552	5600	F	2016
(3312) E Valley Dr	0.72	4000	F	96%	1%	2%	1%	1%	0%	C	0.094		0.509	4300	F	2016
(3314) Island Rd	2.01	2600	F	98%	0%	1%	0%	0%	0%	F	0.099		0.557	2800	F	2016

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Bristol</b>																	
(3314) Island Rd	0.31	4200	F	98%	0%	1%	0%	0%	0%	C	0.102		0.598	4400	F	2016	
						From: Wallace Pike											
						To: US 11 Lee Highway											
(3318) Old Airport Rd	0.96	8700	F	95%	1%	1%	1%	3%	0%	F	0.094		0.591	9200	F	2016	
						From: 102-3308 King Mill Pike											
(3318) Old Airport Rd	0.98	8600	F	95%	1%	1%	1%	3%	0%	C	0.09		0.515	9200	F	2016	
						From: Bonham Rd											
(3318) Old Airport Rd	0.20	16000	F	95%	1%	1%	1%	3%	0%	F	0.089		0.535	17000	F	2016	
						From: I-81 Exit 7											
						To: US 11 Lee Hwy											
(3318) Ramp to I-81 N at Exit 7	0.14	5000	G								0.084			5000	G	2016	
						From: 102-3318 Old Airport Rd											
						To: I-81 N											
(3318) Ramp to I-81 S at Exit 7	0.19	5400	G								0.089			5400	G	2016	
						From: 102-3318 Old Airport Rd											
						To: I-81 S											
(3319) Wallace Pike	0.33	2300	F	98%	1%	1%	0%	0%	0%	C	0.114		0.594	2500	F	2016	
						From: Island Rd											
						To: NCL Bristol											
(3320) Old Abingdon Hwy	1.27	4000	F	97%	0%	1%	1%	1%	0%	C	0.096		0.552	4300	F	2016	
						From: Valley Dr											
						To: US 11 Lee Highway											
(3321) Clear Creek Rd	0.13	5200	N	98%	1%	1%	0%	1%	0%	N	0.097		0.511	5600	N	2016	
						From: US 11 Lee Highway											
						To: NCL Bristol											
(3323) Peters St; Vance St	0.28	1600	F	98%	0%	1%	0%	0%	0%	C	0.104		0.509	1700	F	2016	
						From: W State St											
						To: US 11 Euclid Ave											
(3324) Randall St	0.19	7000	F	98%	0%	1%	0%	1%	0%	C	0.095		0.583	7500	F	2016	
						From: Edgemont Ave; Tennessee State Line											
						To: State St; Tennessee State Line											
(3325) Piedmont Ave	0.30	1400	F	98%	0%	1%	0%	0%	0%	F	0.134		0.504	1500	F	2016	
						From: US 11 Euclid Ave											
						To: 102-6 Glenway Ave											
(3325) Piedmont Ave	0.16	1400	F	98%	0%	1%	0%	0%	0%	F	0.1		0.526	1500	F	2016	
						From: 102-3312 Valley Dr											
						To: Piedmont Ave											
(3326) W Mary St	0.45	2500	F	99%	0%	1%	0%	0%	0%	C	0.101		0.565	2700	F	2016	
						From: Truck US 11 Martin Luther King Blvd											
						To: Goodson St											
(3326) W Mary St	0.14	4700	F	99%	0%	1%	0%	0%	0%	F	0.099		0.567	5000	F	2016	
						From: Goodson St											
						To: Fairview St											
(3328) Bonham Rd	0.32	6000	F	98%	0%	1%	0%	1%	0%	F	0.104		0.539	6400	F	2016	
						From: Old Airport Rd											
						To: I-81											
(3328) Bonham Rd	0.45	6500	F	98%	0%	1%	0%	1%	0%	C	0.089		0.509	6900	F	2016	
						From: I-81											
						To: US 11 Lee Highway											
Chester St		190	F								0.123		0.588	200	F	2016	
						From: Glenway Ave											
						To: Arlington Ave											
Cheyenne Rd		160	F								0.154		0.52	170	F	2016	
						From: Shawnee Rd											
						To: Sherwood Dr											



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
Daniel St		270	F							0.13		0.877	280	F	2016	
Jefferson Dr		320	F							0.153		0.689	340	F	2016	
Lester St		120	F							0.120		0.588	130	F	2016	
Pearl St		80	G							0.128		0.52	90	G	2016	
Poplar St		60	G							0.253		0.59	70	G	2016	
Spring Branch Rd		40	G							0.31		0.516	46	G	2016	