

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
 2020
 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	11000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.539	12000	G
To: Vance St 11 421 Euclid Ave	City of Bristol	0.19	9700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.514	10000	G
To: Bob Morrison Blvd 11 421 Euclid Ave	City of Bristol	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	13000	G
To: SR 381 Commonwealth Ave 11 19 Euclid Ave	City of Bristol	0.48	6300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	G
To: Piedmont Ave 11 19 Euclid Ave	City of Bristol	0.56	4900	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.56	5200	G
To: Moore St 11 19 Lee Highway	City of Bristol	0.48	10000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	G
To: Valley Dr 11 19 Lee Highway	City of Bristol	1.26	11000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	G
To: I-81 11 19 Lee Highway	City of Bristol	1.43	12000	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.524	12000	G
To: End State Maintenance 11 19 Lee Highway	City of Bristol	0.51	13000	G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	G
To: Bonham Rd 11 19 Lee Highway	City of Bristol	0.68	12000	G	98%	0%	0%	0%	1%	0%	F	0.124	A	0.581	12000	G
To: Old Airport Rd 11 19 Lee Highway	City of Bristol	0.68	12000	G	98%	0%	0%	0%	1%	0%	F	0.124	A	0.581	12000	G
To: NCL Bristol																
From: US 11, US 19 11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)		3200	F								0.097	F		3400	F
To: I-81 North																
From: US 11, US 19 11 Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)		3600	F								0.094	F		3800	F
To: I-81 South																
From: SR 381 Commonwealth Ave Truck 11 19 Goode St	City of Bristol	0.21	900	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	G
To: 102-3305 Piedmont Ave Truck 11 19 Cumberland St	City of Bristol	0.34	2200	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.584	2300	G
To: Truck US 11 Randall St Truck 11 19 Martin Luther King Jr., Blvd	City of Bristol	0.93	4900	G	98%	0%	1%	0%	1%	0%	C	0.092	F	0.548	5200	G
To: US 421 Cumberland St Truck 11 113 19 Moore St	City of Bristol	0.12	6200	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G
To: SR 113 Moore St; Oakview Ave Cumberland St Euclid Ave																



















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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								
		From:	State St; Tennessee State Line															
19 381 421	Commonwealth Ave	City of Bristol	0.07	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G	
		To:	US 421 Goode St															
19 381 421	Commonwealth Ave	City of Bristol	0.16	12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	0.545	13000	G	
		From:	SR 113 Cumberland Ave															
19 381 421	Commonwealth Ave	City of Bristol	0.16	13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	0.547	14000	G	
		To:	SR 133 Par Sycamore St															
19 381 421	Commonwealth Ave	City of Bristol	0.19	13000	G	96%	0%	1%	0%	3%	0%	F	0.094	F	0.554	14000	G	
		From:	US 11 Euclid Ave															
19 11	Euclid Ave	City of Bristol	0.48	6300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	G	
		To:	SR 381 Commonwealth Ave															
		From:	Piedmont Ave															
19 11	Euclid Ave	City of Bristol	0.56	4900	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.56	5200	G	
		To:	Moore St															
19 11	Lee Highway	City of Bristol	0.48	10000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	11000	G	
		From:	Valley Dr															
19 11	Lee Highway	City of Bristol	1.26	11000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.539	11000	G	
		To:	I-81															
		From:	End State Maintenance															
19 11	Lee Highway	City of Bristol	1.43	12000	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.524	12000	G	
		From:	Bonham Rd															
19 11	Lee Highway	City of Bristol	0.51	13000	G	98%	0%	0%	0%	1%	0%	F	0.105	F	0.528	13000	G	
		To:	Old Airport Rd															
19 11	Lee Highway	City of Bristol	0.68	12000	G	98%	0%	0%	0%	1%	0%	F	0.124	A	0.581	12000	G	
		To:	NCL Bristol															
		From:	SR 381 Commonwealth Ave															
Truck 19 Truck 11 Truck 11	Goode St	City of Bristol	0.21	900	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.533	980	G	
		To:	102-3305 Piedmont Ave															
Truck 19 Truck 11 Truck 11	Cumberland St	City of Bristol	0.34	2200	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.584	2300	G	
		From:	Truck US 11 Randall St															
Truck 19 Truck 11	Martin Luther King Jr., Blvd	City of Bristol	0.93	4900	G	98%	0%	1%	0%	1%	0%	C	0.092	F	0.548	5200	G	
		To:	Cumberland St															
Truck 19 Truck 113 Truck 11	Moore St	City of Bristol	0.12	6200	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.541	6500	G	
		To:	Euclid Ave															
		From:	WCL Bristol															
58 421	Gate City Hwy	Washington County		4100	G	97%	0%	1%	0%	1%	0%	C	0.091	F	0.663	4300	G	
		To:	I-81; US 421															

Virginia Department of Transportation
Traffic Engineering Division
2020
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														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	A	77%	1%	1%	1%	19%	1%	F	0.098	A	0.532	39000	A
	From: I-381															
	City of Bristol (Maint: 95)	1.39														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	F
	From: US 11, US 19															
	City of Bristol (Maint: 95)	2.13														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	0.517	48000	A
	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			45000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	0.508	46000	A
	From: Ramps US 58 E 96A; US 58 W 96A															
	City of Bristol (Maint: 95)	0.24	1700	F												
Ramp to I-81 S at Exit 1																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	From: Ramps US 58 E 96B; US 421 W 66B															
	City of Bristol (Maint: 95)	0.02	1800	F	78%	1%	1%	1%	18%	1%	F	0.093	F		1900	F
Ramp to I-81 N at Exit 1																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	From: US 58 US 421 Eastbound															
	City of Bristol (Maint: 95)	0.03	460	G												
East Ramp US 58 W US 421 E to I-81 S at Exit 1																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	From: US 58 US 421 Eastbound															
	City of Bristol (Maint: 95)	0.14	830	G												
East Ramp US 58 W US 421 E to I-81 N at Exit 1																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	From: US 58 US 421 Westbound															
	City of Bristol (Maint: 95)		900	G												
West Ramp US 58 W US 421 W to I-81 S at Exit 1																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	20000	G	78%	1%	1%	1%	19%	1%	C	0.097	A		19000	G
North Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	77%	1%	1%	1%	19%	1%	C	0.095	A	0.509	39000	G
	From: US 58, US 421 Gate City Hwy															
	City of Bristol (Maint: 95)	2.44	20000	A	78%	1%	1%	1%	19%	1%	F	0.100	A		20000	A
North Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	A	77%	1%	1%	1%	19%	1%	F	0.098	A	0.532	39000	A
	From: I-381															
	City of Bristol (Maint: 95)	1.39	27000	F	96%	0%	1%	0%	3%	0%	F	0.089	F		27000	F
North Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	87%	1%	1%	1%	10%	1%	F	0.084	F	0.528	51000	F
From: US 11, US 19																

Virginia Department of Transportation
Traffic Engineering Division
2020
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						
North  	From: US 11, US 19 City of Bristol (Maint: 95)	2.13	24000	A	78%	1%	1%	1%	19%	1%	F	0.094	A	25000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	48000	A	
North  	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.93	22000	A	78%	1%	1%	1%	19%	1%	F	0.093	A	23000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			45000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	46000	A	
North 	To: NCL Bristol From: City of Bristol (Maint: 95)	0.27	1700	F								0.106	F	1800	F	
North 	To: US 58 W, US 421 W From: City of Bristol (Maint: 95)	0.30	690	F								0.122	F	740	F	
North 	To: I-381 South From: City of Bristol (Maint: 95)	0.22	3600	F								0.095	F	3800	F	
North 	To: I-81 North From: City of Bristol (Maint: 95)	0.21	5500	F								0.1	F	5900	F	
South 	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.16	19000	A	77%	1%	1%	1%	19%	2%	C	0.109	A	20000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	77%	1%	1%	1%	19%	1%	C	0.095	A	39000	G	
South  	To: US 58, US 421 Gate City Hwy From: City of Bristol (Maint: 95)	3.58	19000	A	77%	1%	1%	1%	19%	2%	F	0.107	A	19000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	A	77%	1%	1%	1%	19%	1%	F	0.098	A	39000	A	
South  	To: I-381 From: City of Bristol (Maint: 95)	1.25	24000	F	78%	1%	1%	1%	18%	1%	F	0.081	F	24000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	87%	1%	1%	1%	10%	1%	F	0.084	F	51000	F	
South  	To: US 11, US 19 From: City of Bristol (Maint: 95)	1.99	23000	A	77%	1%	1%	1%	19%	2%	F	0.103	A	23000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	48000	A	
South  	To: Old Airport Rd From: City of Bristol (Maint: 95)	0.50	22000	A	77%	1%	1%	1%	19%	2%	F	0.105	A	22000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			45000	A	77%	1%	1%	1%	19%	1%	F	0.096	A	46000	A	
South 	To: NCL Bristol From: City of Bristol (Maint: 95)	0.17	1100	F								0.124	F	1100	F	
Ramp I-81 S Exit 1A to US 58, US 421																
From: I-81 South																
To: US 58 E, Gate City Hwy																





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 2020
 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						
South (81) Ramp I-81 S Exit 1B to US 58, US 421	From: I-81 South City of Bristol (Maint: 95) To: US 58 W, Gate City Hwy	0.33	670	F	63%	2%	2%	1%	31%	1%	C	0.103	F	700	F	
South (81) Ramp I-81 S Exit 5 to US 11; US 19	From: I-81 South City of Bristol (Maint: 95) To: US 11, US 19		2800	F								0.104	F	3000	F	
South (81) Ramp I-81 S Exit 7 to Old Airport Rd	From: I-81 S City of Bristol (Maint: 95) To: Old Airport Rd	0.19	4000	A								0.125	A	4000	A	
South (81) Ramp I-81 S Exit 10 to F-310	From: I-81 South City of Bristol (Maint: 95) To: FR 310 Exit 10 Rd	0.11	1300	F								0.100	F	1400	F	
(113) Cumberland St	From: SR 381 Commonwealth Ave City of Bristol To: US 421 Piedmont Ave	0.28	1800	G	98%	0%	1%	0%	0%	0%	C	0.107	F	1900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2300	G	98%	0%	1%	0%	0%	0%	C	0.105	F	2500	G	
(113) Piedmont Ave	From: Cumberland St City of Bristol To: SR 113 P, Sycamore St	0.08	2100	G	97%	1%	2%	0%	0%	0%	F	0.107	F	2200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2600	G	97%	1%	2%	0%	0%	0%	F	0.104	F	2800	G	
(113) Piedmont Ave	From: SR 113 P, Sycamore Ave City of Bristol To: Oakview Ave	0.25	2200	G	97%	1%	2%	0%	0%	0%	F	0.114	F	2400	G	
(113) Oakview Ave	From: Piedmont Ave City of Bristol To: Moore St	0.60	1500	G	97%	1%	2%	0%	0%	0%	C	0.118	F	1600	G	
(113) Moore St	From: Oakview Ave City of Bristol To: Euclid Ave	0.12	6200	G	97%	1%	2%	0%	0%	0%	F	0.098	F	6500	G	
(113) Sycamore St	From: SR 381 Commonwealth Ave City of Bristol To: Piedmont Ave	0.40	520	G	97%	0%	2%	0%	1%	0%	C	0.123	F	550	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2300	G	98%	0%	1%	0%	0%	0%	C	0.105	F	2500	G	
North (381)	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95) To: I-81	1.14	6600	A	96%	0%	1%	0%	3%	0%	C	0.11	A	7000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	A	96%	0%	1%	0%	2%	0%	C	0.11	A	13000	A	
North (381) I-381 N Ramp	From: Ramp to I-81 South City of Bristol (Maint: 95) To: I-81 North	0.25	5800	F	99%	0%	1%	1%	0%	0%	C	0.092	F	6100	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	F	89%	0%	1%	1%	9%	1%	F	0.11	A	12000	F	
North (381) Ramp I-381 N to I-81 S	From: I-381 North City of Bristol (Maint: 95) To: I-81 South	0.31	880	F								0.111	F	930	F	

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							2Axle	3+Axle	1Trail	2Trail						
South 381	From: SR 381 Commonwealth Ave City of Bristol (Maint: 95)		6000	A	96%	0%	1%	0%	2%	0%	C	0.113	A	6400	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	A	96%	0%	1%	0%	2%	0%	C	0.11	A	13000	A	
South 381	From: I-81 Ramp From I-81 North City of Bristol (Maint: 95)	0.61	5400	F	78%	1%	1%	1%	18%	1%	F	0.113	A	5700	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	F	89%	0%	1%	1%	9%	1%	F	0.093	F	12000	F	
381 19 421	From: State St; Tennessee State Line Commonwealth Ave City of Bristol	0.07	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	12000	G	
381 19 421	From: US 421 Goode St Commonwealth Ave City of Bristol	0.16	12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	13000	G	
381 19 421	From: SR 113 Cumberland St Commonwealth Ave City of Bristol	0.16	13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	14000	G	
381 19 421	From: SR 133 Par; Sycamore St Commonwealth Ave City of Bristol	0.19	13000	G	96%	0%	1%	0%	3%	0%	F	0.094	F	14000	G	
381	From: US 11 Euclid Ave Commonwealth Ave City of Bristol	0.63	13000	G	96%	0%	1%	0%	3%	0%	F	0.092	F	14000	G	
421 58	From: Keys St; I-381 WCL Bristol Washington County		4100	G	97%	0%	1%	0%	1%	0%	C	0.091	F	4300	G	
421	From: US 58; I-81 Gate City Hwy City of Bristol (Maint: 95)	0.21	7600	G	98%	0%	1%	0%	1%	0%	C	0.098	F	8000	G	
421	From: Island Rd Gate City Hwy City of Bristol	0.80	7600	G	98%	0%	1%	0%	1%	0%	C	0.098	F	8000	G	
421 11	From: W US 11 N Euclid Ave; W State St Euclid Ave City of Bristol	0.75	11000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	12000	G	
421 11	From: Vance St Euclid Ave City of Bristol	0.19	9700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	10000	G	
421 11	From: Bob Morrison Blvd Euclid Ave City of Bristol	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	13000	G	
421 381 19	From: E RT 11 Commonwealth Ave City of Bristol	0.19	13000	G	96%	0%	1%	0%	3%	0%	F	0.094	F	14000	G	
421 381 19	From: SR 133 Par Sycamore St Commonwealth Ave City of Bristol	0.16	13000	G	96%	0%	1%	0%	3%	0%	F	0.093	F	14000	G	
421 381 19	From: SR 113 Cumberland Ave Commonwealth Ave City of Bristol	0.16	12000	G	95%	0%	1%	0%	4%	0%	F	0.093	F	13000	G	
	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	11000	G	95%	0%	1%	0%	4%	0%	F	0.095	F	0.573	12000	G
	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	1500	G								0.111	F		1500	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	3200	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.659	3400	G	2020
(2) Goodson St	0.36	2500	G	98%	0%	1%	1%	0%	0%	C	0.099	F	0.553	2600	G	2020
(3) Island Rd	1.01	1300	G								NA			1300	G	2020
(3) Island Rd	0.85	1200	G								0.110	F	0.57	1200	G	2020
(3) Island Rd	0.12	1200	G								0.104	F	0.556	1200	G	2020
(3) Island Rd	0.38	990	G								0.112	F	0.563	990	G	2020
(4) Osborne St	0.56	540	G	97%	0%	2%	0%	1%	0%	C	0.113	F	0.514	580	G	2020
(5) Commonwealth Ave Ext	0.33	2400	G	99%	0%	1%	0%	0%	0%	C	0.108	F	0.618	2500	G	2020
(6) Glenway Ave	0.42	2700	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.527	2900	G	2020
(8) Pittstown Rd	0.45	2100	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.602	2300	G	2020
(9) Randolph Ave	0.22	2400	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.592	2500	G	2020
(9) Randolph Ave	0.51	3000	G	99%	0%	1%	0%	0%	0%	C	0.108	F	0.547	3200	G	2020
(10) Rhode Island Rd	0.35	1200	G	97%	1%	2%	0%	0%	0%	C	0.099	F	0.507	1300	G	2020
(11) Spurgeon Ln	0.12	3900	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.625	4100	G	2020
(12) Texas Ave	0.49	1800	G	97%	1%	1%	1%	0%	0%	C	0.103	F	0.564	1900	G	2020
(13) Vance St	0.13	1900	G	97%	1%	1%	0%	0%	0%	C	0.09	F	0.519	2000	G	2020
(13) Vance St	0.32	540	G	97%	1%	2%	0%	1%	0%	C	0.103	F	0.612	580	G	2020
(13) Page St	0.12	540	G	96%	0%	3%	1%	0%	0%	C	0.111	F	0.606	570	G	2020
(14) Catherine St	0.58	350	G	99%	0%	1%	0%	0%	0%	C	0.119	F	0.509	370	G	2020

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(15) Scott St	0.23	590	G							C	0.101	F	0.585	590	G	2020
(16) Martin Luther King Jr Blvd		5900	G	98%	0%	0%	0%	1%	0%	C	0.101	F	0.542	6300	G	2020
(3300) W State St	0.55	12000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.519	13000	G	2020
(3300) W State St	0.67	12000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.561	13000	G	2020
(3300) State St	0.43	6900	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.612	7500	G	2020
(3301) Bob Morrison Blvd	0.45	2900	G	98%	0%	1%	0%	0%	0%	C	0.124	F	0.627	3100	G	2020
(3305) Piedmont Ave	0.05	2800	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.523	3000	G	2020
(3305) Piedmont Ave	0.15	1600	G	99%	0%	1%	0%	0%	0%	C	0.115	F	0.525	1700	G	2020
(3305) Piedmont Ave	0.15	3100	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.571	3300	G	2020
(3307) Moore St	0.41	410	G	98%	0%	1%	0%	0%	0%	F	0.127	F		440	G	2020
(3307) Moore St	0.43	990	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.557	1000	G	2020
(3308) Fairview St	0.30	3000	G	96%	1%	2%	2%	0%	0%	F	0.098	F	0.522	3200	G	2020
(3308) Massachusetts Ave	0.41	1700	G	96%	1%	2%	2%	0%	0%	C	0.103	F	0.650	1900	G	2020
(3308) Massachusetts Ave	0.15	1700	N	96%	1%	2%	2%	0%	0%	N	0.103	F	0.650	1900	N	2020
(3308) Kings Mill Pike	0.39	3300	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.502	3500	G	2020
(3308) Kings Mill Pike		5200	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.526	5500	G	2020
(3308) Kings Mill Pike		5800	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.627	6300	G	2020
(3312) W Valley Dr	1.00	1300	G	95%	1%	3%	0%	0%	0%	C	0.116	F	0.554	1400	G	2020
(3312) E Valley Dr	0.56	4500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.548	4800	G	2020
(3312) E Valley Dr	0.72	3500	G	95%	1%	3%	1%	0%	0%	C	0.095	F	0.513	3700	G	2020
(3314) Island Rd	2.01	2100	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.585	2300	G	2020
(3314) Island Rd	0.31	3300	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.61	3500	G	2020

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
(3318) Old Airport Rd		7700	G	94%	1%	From: 102-3308 King Mill Pike				F	0.092	F	0.529	8100	G	2020
(3318) Old Airport Rd	0.98	7800	G	94%	1%	To: Bonham Rd				C	0.087	F	0.585	8300	G	2020
(3318) Old Airport Rd	0.20	14000	G	94%	1%	From: I-81 Exit 7				F	0.087	F	0.541	15000	G	2020
						To: US 11 Lee Hwy										
(3318) Ramp to I-81 N at Exit 7	0.14	3600	F			From: 102-3318 Old Airport Rd					0.094	F		3800	F	2020
						To: I-81 North										
(3318) Ramp to I-81 S at Exit 7	0.19	4300	F			From: 102-3318 Old Airport Rd					0.085	F		4600	F	2020
						To: I-81 South										
(3319) Wallace Pike	0.33	2000	G	98%	1%	From: Island Rd				C	0.111	F	0.645	2100	G	2020
						To: NCL Bristol										
(3320) Old Abingdon Hwy	1.27	3300	G	98%	0%	From: Valley Dr				C	0.097	F	0.531	3500	G	2020
						To: US 11 Lee Highway										
(3321) Clear Creek Rd	0.13	4600	N	98%	1%	From: US 11 Lee Highway				N	0.099	F	0.564	4900	N	2020
						To: NCL Bristol										
(3323) Peters St; Vance St	0.28	1400	G	98%	0%	From: W State St				C	0.114	F	0.527	1500	G	2020
						To: US 11 Euclid Ave										
(3324) Randall St	0.19	5600	G	98%	0%	From: Edgemont Ave; Tennessee State Line				F	0.117	F	0.639	5900	G	2020
						To: State St; Tennessee State Line										
(3325) Piedmont Ave	0.30	1200	G	95%	2%	From: US 11 Euclid Ave				C	0.117	F	0.541	1300	G	2020
						To: 102-6 Glenway Ave										
(3325) Piedmont Ave	0.16	1300	G	95%	1%	From: 102-6 Glenway Ave				C	0.119	F	0.535	1400	G	2020
						To: 102-3312 Valley Dr										
(3326) W Mary St	0.45	2100	G	98%	0%	From: Piedmont Ave				C	0.108	F	0.536	2200	G	2020
						To: Truck US 11 Martin Luther King Blvd										
(3326) W Mary St	0.14	3900	G	98%	0%	From: Truck US 11 Martin Luther King Blvd				F	0.088	F	0.55	4200	G	2020
						To: Goodson St										
(3326) W Mary St	0.09	3900	N	98%	0%	From: Goodson St				N	0.088	F	0.55	4200	N	2020
						To: Fairview St										
(3328) Bonham Rd	0.32	5100	G	98%	0%	From: Old Airport Rd				F	0.095	F	0.516	5400	G	2020
						To: I-81										
(3328) Bonham Rd	0.45	5400	G	98%	0%	From: I-81				C	0.095	F	0.516	5900	G	2020
						To: US 11 Lee Highway										
Chester St		170	G			From: Glenway Ave					0.142	F	0.677	180	G	2020
						To: Arlington Ave										
Cheyenne Rd		100	G			From: Shawnee Rd					0.138	F	0.5	110	G	2020
						To: Sherwood Dr										
Daniel St		200	G			From: Newton St					0.152	F	0.798	210	G	2020
						To: Tennessee State Line										

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						2Axle	3+Axle	1Trail	2Trail							
City of Bristol																
Jefferson Dr		280	G			From: Cherry Lane				0.182	F	0.705	300	G	2020	
						To: Cedar Lane										
Lester St		150	G			From: Moore St				0.11	F	0.615	160	G	2020	
						To: Russell St										
Pearl St		70	G			From: Prospect Ave				0.128	F	0.52	80	G	2020	
						To: Arlington Ave										
Poplar St		60	G			From: Oakview Dr				0.253	F	0.59	60	G	2020	
						To: Meadow Dr										
Spring Branch Rd		40	G			From: Overlake Dr				0.31	F	0.516	40	G	2020	
						To: Vale Dr										