

**2005**

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

where available

**Special Locality Report**

**102**

City of Bristol

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

---

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

**QK:** Quality of the Peak Hour 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 Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- 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  
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT  
 ALT - Alternate Route
- Wve  
 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  
2005  
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	14000	G	99%	0%	0%	0%	0%	F	0.088	F	0.506	15000	G	
	To: Vance St															
11 421 Euclid Ave	City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	F	0.087	F	0.505	18000	G	
	To: Bob Morrison Blvd															
11 421 Euclid Ave	City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	F	0.086	F	0.505	21000	G	
	To: SR 381 Commonwealth Ave															
11 19 Euclid Ave	City of Bristol	0.48	9500	G	99%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G	
	To: Piedmont Ave															
11 19 Euclid Ave	City of Bristol	0.56	7100	G	99%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G	
	To: Moore St															
11 19 Lee Highway	City of Bristol	0.48	14000	G	99%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G	
	To: Valley Dr															
11 19 Lee Highway	City of Bristol	1.26	14000	G	99%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G	
	To: I-81															
	From: Ramp to I-81															
11 19 Lee Highway	City of Bristol	1.36	17000	G	98%	0%	1%	1%	1%	F	0.085	F	0.569	18000	G	
	To: Bonham Rd															
11 19 Lee Highway	City of Bristol	0.51	16000	G	98%	0%	1%	1%	1%	F	0.090	F	0.574	17000	G	
	To: Old Airport Rd															
11 19 Lee Highway	City of Bristol	0.68	11000	G	98%	0%	1%	1%	1%	F	0.102	F	0.527	12000	G	
	To: NCL Bristol															
	From: SR 381 Commonwealth Ave															
Truck 11 421 19 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	F	0.080	F	0.517	9300	G	
	To: 102-3305 Piedmont Ave															
	From: State St															
Truck 11 421 19 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	F	0.095	F	0.55	10000	G	
	To: State St															
Truck 11 19 Randall St	City of Bristol	0.93	6900	F	99%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F	
	To: Cumberland St															
	From: State St															
Truck 11 113 19 Moore St	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	F	0.087	F	0.508	9800	G	
	To: Euclid Ave															
	From: State St; Tennessee State Line															
19 381 421 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	F	0.084	F	0.518	19000	F	
	To: SR 113 Cumberland Ave															
19 381 421 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	F	0.085	F	0.551	20000	G	
	To: SR 133 Par Sycamore St															
19 381 421 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	F	0.082	F	0.562	23000	G	
	To: US 11 Euclid Ave															

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
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: SR 381 Commonwealth Ave																										
Euclid Ave	City of Bristol	0.48	<b>9500</b>	<b>G</b>	99%	0%	0%	0%	0%	F	0.094	F	0.543	10000	G											
To: Piedmont Ave																										
From: Piedmont Ave																										
Euclid Ave	City of Bristol	0.56	<b>7100</b>	<b>G</b>	99%	0%	0%	0%	0%	C	0.092	F	0.532	7800	G											
To: Moore St																										
From: Moore St																										
Lee Highway	City of Bristol	0.48	<b>14000</b>	<b>G</b>	99%	0%	0%	0%	0%	F	0.083	F	0.518	16000	G											
To: Valley Dr																										
From: Valley Dr																										
Lee Highway	City of Bristol	1.26	<b>14000</b>	<b>G</b>	99%	0%	0%	0%	0%	F	0.084	F	0.518	15000	G											
To: Overhill Rd																										
From: Overhill Rd																										
Lee Highway	City of Bristol	1.36	<b>17000</b>	<b>G</b>	98%	0%	1%	1%	0%	F	0.085	F	0.569	18000	G											
To: Bonham Rd																										
From: Bonham Rd																										
Lee Highway	City of Bristol	0.51	<b>16000</b>	<b>G</b>	98%	0%	1%	1%	0%	F	0.090	F	0.574	17000	G											
To: Old Airport Rd																										
From: Old Airport Rd																										
Lee Highway	City of Bristol	0.68	<b>11000</b>	<b>G</b>	98%	0%	1%	1%	0%	F	0.102	F	0.527	12000	G											
To: NCL Bristol																										
From: SR 381 Commonwealth Ave																										
Truck    Goode St	City of Bristol (Maint: 95)	0.21	<b>8500</b>	<b>G</b>	98%	0%	1%	0%	1%	F	0.080	F	0.517	9300	G											
To: 102-3305 Piedmont Ave																										
From: 102-3305 Piedmont Ave																										
Truck    Cumberland St	City of Bristol (Maint: 95)	0.34	<b>9100</b>	<b>G</b>	98%	0%	1%	0%	1%	F	0.095	F	0.55	10000	G											
To: Truck US 11 Randall St																										
From: State St																										
Truck   Randall St	City of Bristol	0.93	<b>6900</b>	<b>F</b>	99%	0%	0%	0%	0%	C	0.089	F	0.542	7600	F											
To: Cumberland St																										
From: Cumberland St																										
Truck    Moore St	City of Bristol	0.12	<b>9000</b>	<b>G</b>	97%	0%	1%	1%	0%	F	0.087	F	0.508	9800	G											
To: Euclid Ave																										
From: WCL Bristol																										
Gate City Hwy	City of Bristol (Maint: 95)	0.50	<b>5300</b>	<b>G</b>	97%	0%	1%	1%	0%	C	0.089	F	0.675	5900	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>41000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA	42000	G		
To: I-381																										
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>52000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G
To: US 11, US 19																										
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>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA	47000	G		
To: Old Airport Rd																										



Virginia Department of Transportation  
Traffic Engineering Division  
2005  
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: 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>48000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
	To: NCL Bristol															
	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.61	<b>18000</b>	<b>F</b>	71%	1%	1%	1%	25%	1%	C	0.088	B		18000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>34000</b>	<b>F</b>	72%	1%	1%	1%	24%	1%	C	NA			34000	F
	To: US 58, US 421															
	From: US 58, US 421															
	City of Bristol (Maint: 95)	2.44	<b>20000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.075	F		21000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>41000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			42000	G
	To: I-381															
	From: I-381															
	City of Bristol (Maint: 95)	1.39	<b>26000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.076	F		26000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>52000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G
	To: US 11, US 19															
	From: US 11, US 19															
	City of Bristol (Maint: 95)	2.13	<b>24000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.084	F		24000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			47000	G
	To: Old Airport Rd															
	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.93	<b>25000</b>	<b>G</b>	75%	1%	1%	1%	22%	1%	F	0.079	F		26000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>48000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
	To: NCL Bristol															
	From: I-81 N															
	Ramp I-81 N Exit 3 to I-381 S	0.30	<b>1800</b>	<b>G</b>	96%	0%	1%	0%	3%	0%	F	NA		350	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>2600</b>	<b>G</b>	96%	0%	1%	0%	3%	0%	F	NA		690	G	
	To: I-381 S															
	From: SCL Bristol															
	City of Bristol (Maint: 95)	0.16	<b>17000</b>	<b>F</b>	73%	1%	1%	1%	23%	2%	C	0.094	B		17000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>34000</b>	<b>F</b>	72%	1%	1%	1%	24%	1%	C	NA			34000	F
	To: US 58, US 421															
	From: US 58, US 421															
	City of Bristol (Maint: 95)	3.58	<b>21000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.072	F		21000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>41000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			42000	G
	To: I-381															
	From: I-381															
	City of Bristol (Maint: 95)	1.25	<b>26000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.079	F		27000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>52000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	0.075	F	0.507	53000	G
	To: US 11, US 19															
	From: US 11, US 19															
	City of Bristol (Maint: 95)	1.99	<b>23000</b>	<b>G</b>	78%	1%	1%	1%	18%	1%	F	0.076	F		23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>46000</b>	<b>G</b>	77%	1%	1%	1%	20%	1%	F	NA			47000	G
	To: Old Airport Rd															

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
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 58	From: Old Airport Rd															
	City of Bristol (Maint: 95)	0.50	22000	G	78%	1%	1%	1%	18%	1%	F	0.077	F		23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	G	77%	1%	1%	1%	20%	1%	F	0.078	F	0.537	48000	G
		To: NCL Bristol														
113 Cumberland St	From: Commonwealth Ave															
	City of Bristol	0.28	2200	G	98%	1%	0%	0%	0%	0%	C	0.089	F	0.561	2500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	0%	0%	C	NA			3400	G
		To: US 421 Piedmont Ave														
113 Piedmont Ave	From: Cumberland St															
	City of Bristol	0.08	3700	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.501	4000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4500	G	97%	0%	1%	0%	1%	0%	F	NA			5000	G
		To: SR 113 P, Sycamore Ave														
113 Piedmont Ave	From: SR 113 P, Sycamore Ave															
	City of Bristol	0.25	3200	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.54	3500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
		To: Oakview Ave														
113 Oakview Ave	From: Piedmont Ave															
	City of Bristol	0.60	1900	G	97%	0%	1%	1%	1%	0%	C	0.108	F	0.584	2000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
		To: Moore St														
Truck 113 Truck 11 19 Moore St	From: Oakview Ave															
	City of Bristol	0.12	9000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	9800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
		To: Euclid Ave														
113 Sycamore St	From: SR 381 Commonwealth Ave															
	City of Bristol	0.40	900	G	99%	0%	0%	0%	0%	0%	C	0.12	F	0.504	990	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	98%	0%	0%	0%	0%	0%	C	NA			3400	G
		To: Piedmont Ave														
North 381	From: SR 381 Commonwealth Ave															
	City of Bristol (Maint: 95)	1.14	8400	A	96%	1%	1%	0%	3%	0%	C	0.109	A		8800	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	A	96%	0%	1%	0%	3%	0%	C	0.1	A	0.521	17000	A
		To: I-81														
North 381 Ramp I-381 N to I-81 N	From: I-381 N															
	City of Bristol (Maint: 95)	0.25	7600	G	96%	1%	1%	0%	3%	0%	F	0.093	F		7900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	0.586	15000	G
		To: I-81 N														
North 381 Ramp I-381 N to I-81 S	From: I-381 N															
	City of Bristol (Maint: 95)	0.31	780	G	96%	1%	1%	0%	3%	0%	F	NA			340	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2600	G	96%	0%	1%	0%	3%	0%	F	NA			690	G
		To: I-81 S														
South 381	From: SR 381 Commonwealth Ave															
	City of Bristol (Maint: 95)	1.06	8100	A	96%	0%	1%	0%	3%	0%	C	0.106	A		8600	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	A	96%	0%	1%	0%	3%	0%	C	0.1	A	0.521	17000	A
		To: I-81														

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
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 381 Ramp I-381 S from I-81 S	City of Bristol (Maint: 95)	0.61	6400	G	96%	0%	1%	0%	3%	0%	F	0.091	F	6800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	0%	1%	0%	3%	0%	F	0.087	F	15000	G	
381 19 421 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	19000	F	
381 19 421 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	20000	G	
381 19 421 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	23000	G	
381 Commonwealth Ave	City of Bristol	0.63	22000	G	96%	1%	1%	0%	3%	0%	F	0.092	F	23000	G	
421 58 Gate City Hwy	City of Bristol (Maint: 95)	0.50	5300	G	97%	0%	1%	1%	1%	0%	C	0.089	F	5900	G	
421	City of Bristol (Maint: 95)	0.21	9400	G	98%	0%	1%	0%	1%	0%	C	0.094	F	10000	G	
421	City of Bristol	0.80	9700	G	98%	0%	1%	0%	1%	0%	F	0.094	F	11000	G	
421 11 Euclid Ave	City of Bristol	0.75	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	15000	G	
421 11 Euclid Ave	City of Bristol	0.19	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	18000	G	
421 11 Euclid Ave	City of Bristol	0.18	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	21000	G	
421 381 19 Commonwealth Ave	City of Bristol	0.19	22000	G	96%	1%	1%	0%	3%	0%	F	0.082	F	23000	G	
421 381 19 Commonwealth Ave	City of Bristol	0.16	19000	G	96%	1%	1%	0%	3%	0%	F	0.085	F	20000	G	
421 381 19 Commonwealth Ave	City of Bristol	0.23	17000	F	93%	1%	1%	1%	4%	0%	F	0.084	F	19000	F	
Truck Truck 421 11 19 Goode St	City of Bristol (Maint: 95)	0.21	8500	G	98%	0%	1%	0%	1%	0%	F	0.080	F	9300	G	
Truck Truck 421 11 19 Cumberland St	City of Bristol (Maint: 95)	0.34	9100	G	98%	0%	1%	0%	1%	0%	F	0.095	F	10000	G	
421 State St	City of Bristol (Maint: 95)	0.28	9600	G	98%	0%	1%	0%	1%	0%	F	0.088	F	11000	G	

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(F35)	0.60	NA									NA			NA		
			From: Dead End													
			To: Dead End													
(1) Benham Rd	0.03	4700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.647	5200	G	2005
			From: Island Rd													
			To: NCL Bristol													
(2) Goodson St	0.36	3600	G	97%	0%	1%	1%	1%	0%	C	0.098	F	0.607	3900	G	2005
			From: State St													
			To: Mary St													
(5) Commonwealth Ave Ext	0.33	4100	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.572	4500	G	2005
			From: Keys St													
			To: Pittstown Rd													
(6) Glenway Ave	0.42	4000	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.566	4400	G	2005
			From: Commonwealth Ave													
			To: Piedmont Ave													
(8) Pittstown Rd	0.45	3800	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.619	4200	G	2005
			From: Commonwealth Ave													
			To: Island Rd													
(9) Randolph Ave	0.22	3700	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.562	4000	G	2005
			From: Vance St													
			To: Wagner Rd													
(9) Randolph Ave	0.51	4800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.552	5200	G	2005
			From: Spurgeon Lane													
			To: Fairview St													
(10) Rhode Island Rd	0.35	1300	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.517	1500	G	2005
			From: Texas Ave													
			To: Randolph Ave													
(11) Spurgeon Ln	0.12	4800	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.541	5300	G	2005
			From: Commonwealth Ave													
			To: Rhode Island Ave													
(12) Texas St	0.49	2000	G	97%	1%	1%	0%	1%	0%	C	0.114	F	0.529	2200	G	2005
			From: E Valley Dr													
			To: US 11 Euclid Ave													
(13) Vance St	0.13	2800	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.578	3100	G	2005
			From: Randolph Ave													
			To: US 11 Euclid Ave													
(3300) State St	0.55	16000	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.520	17000	G	2005
			From: Peters St													
(3300) State St	0.67	14000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.507	16000	G	2005
			From: Commonwealth Ave													
			To: SR 381 JB-TN													
(3300)	0.43	10000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.605	11000	G	2005
			From: Edgemont Ave													
			To: W State St													
(3301) Bob Morrison Blvd	0.45	3600	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.549	3900	G	2005
			From: US 11 W Euclid Ave													
			To: 102-3300; State Street													
(3305) Piedmont Ave	0.05	4000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.571	4400	G	2005
			From: US 421 Gap Terminus													
			To: Oakview Ave													
(3305) Piedmont Ave	0.15	2300	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.656	2500	G	2005
			From: W Mary St													
			To: Mary St													
(3305) Piedmont Ave	0.15	4400	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.516	4900	G	2005
			From: Euclid Ave US 11													
			To: State St													
(3307) Moore St	0.41	800	G	99%	0%	0%	0%	0%	0%	C	0.114	F		870	G	2005
			From: Cumberland St													

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Bristol

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
3307 Moore St	0.43	1600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.549	1700	G	2005
3308 Fairview St	0.27	3100	G	95%	0%	2%	2%	1%	0%	F	0.095	F	0.644	3300	G	2005
3308 Massachusetts Ave	0.37	1800	G	95%	0%	2%	2%	1%	0%	C	0.094	F	0.544	2000	G	2005
3308 Massachusetts Ave	0.15	1800	N	95%	0%	2%	2%	1%	0%	N	0.094	N	0.544	2000	N	2005
3308 Kings Mill Pike	0.46	4000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.532	4400	G	2005
3308 Kings Mill Pike	1.12	6300	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.557	6900	G	2005
3308 Kings Mill Rd	0.36	7400	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.678	8100	G	2005
3312 W Valley Dr	1.00	1500	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.536	1700	G	2005
3312 E Valley Dr	0.56	6300	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.549	6900	G	2005
3312 E Vallet Dr	0.72	3800	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.566	4200	G	2005
3314 Island Road	2.01	2800	G	98%	1%	1%	0%	1%	0%	F	0.1	F	0.583	3000	G	2005
3314 Island Rd	0.31	3700	G	98%	1%	1%	0%	1%	0%	C	0.102	F	0.575	4000	G	2005
3318 Old Airport Rd	0.96	8500	G	95%	0%	1%	1%	2%	1%	F	0.085	F	0.549	9300	G	2005
3318 Old Airport Rd	0.98	9000	F	95%	0%	1%	1%	2%	1%	C	0.094	F	0.547	9800	F	2005
3318 Old Airport Rd	0.20	16000	F	95%	0%	1%	1%	2%	1%	F	0.084	F	0.545	17000	F	2005
3319 Wallace Pike	0.33	1900	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.665	2100	G	2005
3320 Old Abingdon Pike	1.27	3300	G	96%	0%	1%	1%	2%	0%	C	0.096	F	0.604	3700	G	2005
3321 Clear Creek Rd	0.13	5000	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.544	5500	G	2005
3323 Peters St	0.28	2200	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.548	2400	G	2005
3325 Piedmont Ave	0.16	1700	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.568	1900	G	2005
3326 W Mary St	0.45	3100	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.503	3400	G	2005

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Bristol

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Bristol</b>																
(3326) W Mary St	0.23	4700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.597	5100	G	2005
(3328) Bonham Rd	0.32	7100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.54	7800	G	2005
(3328) Bonham Rd	0.45	9000	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.518	9900	G	2005
Chester St		350	G								0.126	F	0.576	380	G	2005
Cheyenne Rd		150	G								0.138	F	0.522	160	G	2005
Daniel St		370	G								0.149	F	0.861	410	G	2005
Jefferson Dr		390	G								0.135	F	0.689	430	G	2005
Lester St		690	G								0.088	F	0.596	750	G	2005
Pearl St		90	G								0.128	F	0.52	100	G	2005
Poplar St		70	G								0.253	F	0.59	80	G	2005
Spring Branch Rd		40	G								0.31	F	0.516	49	G	2005