

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Special Locality Report

102

City of Bristol

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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



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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Bristol

Route	Length	AADT	QA	Year
City of Bristol				
From State St 11 Euclid Ave	0.75	16000	G	2002
To Vance St 11 Euclid Ave	0.19	18000	G	2002
To Bob Morrison Blvd 11 Euclid Ave	0.18	21000	G	2002
To Commonwealth Ave 11 Euclid Ave	0.48	11000	G	2002
To Piedmont Ave 11 Euclid Ave	0.56	8100	G	2002
To Moore St 11 Lee Hwy	0.77	17000	G	2002
To Valley Dr 11 Lee Hwy	0.70	15000	G	2002
To Overhill Rd 11 Lee Hwy	0.73	16000	G	2002
To Island Rd 11 Lee Hwy	1.25	19000	G	2002
To Bonham Rd 11 Lee Hwy	0.30	18000	G	2002
To Old Airport Rd 11 Lee Hwy	0.68	12000	G	2002
To NCL Bristol				
Truck From SR 381 Commonwealth Ave 11 421 State St	0.21	10000	G	2002
To 102-3305 Piedmont Ave				
Truck From STATE ST 11 421 State St	0.34	9900	G	2002
To STATE ST				
Truck From RANDALL ST 11 Randall St	0.93	7500	G	2002
To CUMBERLAND ST				
Truck From OAKVIEW AVE 11 113 Moore St	0.12	10000	G	2002
To EUCLID AVE				
From US 421 19 381 Commonwealth Ave	0.16	20000	G	2002
To SR 113 Cumberland Ave 19 381 Commonwealth Ave	0.16	21000	G	2002
To SR 133 Par Sycamore St 19 381 Commonwealth Ave	0.19	21000	G	2002
To RT 381 19 11 Euclid Ave	0.48	11000	G	2002
To Piedmont Ave 19 11 Euclid Ave	0.56	8100	G	2002
To Moore St 19 11 Lee Hwy	0.77	17000	G	2002
To Valley Dr 19 11 Lee Hwy	0.70	15000	G	2002
To Overhill Rd 19 11 Lee Hwy	0.73	16000	G	2002
To Island Rd 19 11 Lee Hwy	1.25	19000	G	2002
To Bonham Rd				

Route	Length	AADT	QA	Year
City of Bristol				
From Bonham Rd 19 11 Lee Hwy	0.30	18000	G	2002
To Old Airport Rd				
From Old Airport Rd 19 11 Lee Hwy	0.68	12000	G	2002
To NCL Bristol				
Truck From SR 381 Commonwealth Ave 19 421 State St	0.21	10000	G	2002
To 102-3305 Piedmont Ave				
Truck From 102-3305 Piedmont Ave 19 421 State St	0.34	9900	G	2002
To TRUCK US 11 Randall St				
Truck From STATE ST 19 11 Randall St	0.93	7500	G	2002
To CUMBERLAND ST				
Truck From OAKVIEW AVE 19 113 Moore St	0.12	10000	G	2002
To EUCLID AVE				
From WCL Bristol				
58 Gate City Hwy	0.50	5200	G	2002
To I-81; US 421				
From US 58; US 421	2.44	See I-81		
58 81 Combined Traffic:		32000	G	
To I-381				
58 81 From I-381	1.39	See I-81		
58 81 Combined Traffic:		48000	G	
To US 11, US 19				
58 81 From US 11, US 19	2.13	See I-81		
58 81 Combined Traffic:		43000	G	
To Old Airport Rd				
58 81 From Old Airport Rd	0.93	See I-81		
58 81 Combined Traffic:		50000	G	
To NCL Bristol				
North From SCL Bristol 81	0.61	14000	G	2002
81 Combined Traffic:		30000	G	
To US 58, US 421				
North From US 58, US 421 81	2.44	16000	G	2002
81 Combined Traffic:		32000	G	
To I-381				
North From I-381 81	1.39	26000	G	2002
81 Combined Traffic:		48000	G	
To US 11, US 19				
North From US 11, US 19 81	2.13	22000	G	2002
81 Combined Traffic:		43000	G	
To Old Airport Rd				
North From Old Airport Rd 81	0.93	22000	G	2002
81 Combined Traffic:		50000	G	
To NCL Bristol				
South From SCL Bristol 81	0.16	16000	G	2002
81 Combined Traffic:		30000	G	
To US 58, US 421				

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Route	Length	AADT	QA	Year	
City of Bristol					
South 81	From US 58, US 421	3.58	16000	G	2002
	Combined Traffic:	32000	G		
South 81	From I-381	1.25	22000	G	2002
	Combined Traffic:	48000	G		
South 81	From US 11, US 19	1.99	21000	G	2002
	Combined Traffic:	43000	G		
South 81	From Old Airport Rd	0.50	27000	G	2002
	Combined Traffic:	50000	G		
113	From NCL Bristol	0.28	2700	G	2002
	Combined Traffic:	3800	G		
113	From US 421 Piedmont Ave	0.08	3800	G	2002
	Combined Traffic:	4900	G		
113	From SR 113 P, Sycamore Ave	0.25	3200	G	2002
113	From Oakview Ave	0.60	2200	G	2002
113	From Moore St	0.12	10000	G	2002
113	From SR 381 Commonwealth Ave	0.40	1100	G	2002
	Combined Traffic:	3800	G		
North 381	From SR 381	1.39	7700	A	2002
	Combined Traffic:	15000	A		
South 381	From SR 381	1.67	7400	A	2002
	Combined Traffic:	15000	A		
381	From US 421	0.16	20000	G	2002
381	From SR 113 Cumberland Ave	0.16	21000	G	2002
381	From SR 133 Par; Sycamore St	0.19	21000	G	2002
381	From US 11 Euclid Ave	0.63	23000	G	2002
421 58	From Keys St; I-381	0.50	5200	G	2002
421	From WCL Bristol	0.21	7200	G	2002
	Combined Traffic:	12400	G		

Route	Length	AADT	QA	Year	
City of Bristol					
421	From Island Rd	0.80	8500	G	2002
421 11	From W US 11	0.75	16000	G	2002
421 11	From Vance St	0.19	18000	G	2002
421 11	From Bob Morrison Blvd	0.18	21000	G	2002
421 381	From E RT 11	0.19	21000	G	2002
421 381	From SR 133 Par Sycamore St	0.16	21000	G	2002
421 381	From SR 113 Cumberland Ave	0.16	20000	G	2002
421	From RT 381	0.21	10000	G	2002
421	From SR 381 Commonwealth Ave	0.34	9900	G	2002
421	From State St	0.28	13000	G	2002
1	From 102-3305 Piedmont Ave	0.03	5500	G	2002
2	From Truck US 11 Randall St	0.36	3800	G	2002
5	From Goodson St; Tennessee State Line	0.33	4900	G	2002
6	From Island Rd	0.42	4700	G	2002
8	From Commonwealth Ave	0.45	3900	G	2002
9	From Pittstown Rd	0.22	4600	G	2002
9	From Vance St	0.51	6900	G	2002
10	From Wagner Rd	0.35	1700	G	2002
11	From Randolph Ave	0.12	5800	G	2002
12	From Spurgeon Ln	0.49	2100	G	2002
13	From Rhode Island Ave	0.13	3200	G	2002

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Route	Length	AADT	QA	Year
City of Bristol				
From: US 11 Euclid Ave				
3300 State St	0.55	17000	G	2002
To: Peters St				
From: Peters St				
3300 State St	0.67	15000	G	2002
To: Commonwealth Ave				
From: SR 381 JB-TN				
3300	0.43	NA		
To: Edgemont Ave				
From: W State St				
3301 Bob Morrison Blvd	0.45	3700	G	2002
To: US 11 W Euclid Ave				
From: 102-3300; State Street				
3305 Piedmont Ave	0.05	NA		
To: US 421 Gap Terminus				
From: Oakview Ave				
3305 Piedmont Ave	0.15	2200	G	2002
To: W Mary St				
From: Mary St				
3305 Piedmont Ave	0.15	4900	G	2002
To: Euclid Ave US 11				
From: State St				
3307 Moore St	0.41	1000	G	2002
To: Cumberland St				
From: Mary St				
3307 Moore St	0.43	1700	G	2002
To: Oakview St				
From: Mary St				
3308 Fairview St	0.27	3600	G	2002
To: Massachusetts Ave				
From: 102-10				
3308 Rhode Island Ave	0.37	1500	G	2002
To: Hillside Ave				
From: Hillside Ave				
3308 Kings Mill Pike	0.46	4900	G	2002
To: E Valley Dr				
From: Valley Dr				
3308 Kings Mill Pike	1.12	7300	G	2002
To: Old Airport Rd				
From: Old Airport Rd				
3308 Kings Mill Rd	0.36	7500	G	2002
To: ECL Bristol				
From: Green Hill Rd				
3312 W Valley Dr	0.93	2200	G	2002
To: US 11 Lee Hwy				
From: US 11 Lee Hwy				
3312 E Valley Dr	0.56	7200	G	2002
To: Old Abingdon Pike				
From: Old Abingdon Pike				
3312 E Vallet Dr	0.72	4700	G	2002
To: Kingsmill Pike				
From: 102-1 Pittston Rd				
3314 Island Road	2.01	NA		
To: 102-3319 Wallace Pike				
From: Wallace Pike				
3314 Island Rd	0.31	4000	G	2002
To: US 11 Lee Hwy				
From: 102-3308 King Mill Rd				
3318 Old Airport Rd	0.96	NA		
To: Bonham Rd				
From: Bonham Rd				
3318 Old Airport Rd	0.98	NA		
To: I-81				

Route	Length	AADT	QA	Year
City of Bristol				
From: I-81				
3318 Old Airport Rd	0.20	NA		
To: US 11				
From: Island Rd				
3319 Wallace Pike	0.33	2300	G	2002
To: NCL Bristol				
From: Valley Dr				
3320 Old Abingdon Pike	1.27	3100	G	2002
To: US 11 Lee Hwy				
From: US 11 Lee Hwy				
3321 Clear Creek Rd	0.13	5300	G	2002
To: NCL Bristol				
From: W State St				
3323 Peters St	0.28	2900	G	2002
To: US 11 Euclid Ave				
From: 102-6 Glenway Ave				
3325 Piedmont Ave	0.16	NA		
To: 102-3312 Valley Dr				
From: Piedmont Ave				
3326 W Mary St	0.45	3400	G	2002
To: Randall St				
From: Randall St				
3326 W Mary St	0.23	5300	G	2002
To: Fairview St				
From: Old Airport Rd				
3328 Bonham Rd	0.32	6500	G	2002
To: I-81				
From: I-81				
3328 Bonham Rd	0.45	8200	G	2002
To: US 11 Lee Hwy				
From: Glenway Ave				
Chester St		420	G	2002
To: Arlington Ave				
From: Shawnee Rd				
Cheyenne Rd		210	G	2002
To: Sherwood Dr				
From: Newton St				
Daniel St		290	G	2002
To: Tennessee State Line				
From: Cherry Ln				
Jefferson Dr		460	G	2002
To: Cedar Ln				
From: Moore St				
Lester St		710	G	2002
To: Russell St				
From: Prospect Ave				
Pearl St		90	G	2002
To: Arlington Ave				
From: Oakview Dr				
Poplar St		70	G	2002
To: Meadow Dr				
From: Overlake Dr				
Spring Branch Rd		50	G	2002
To: Vale Dr				