2007

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

where available

Special Locality Report 108

City of Danville

Information in this report is included in Report

71

(Pittsylvania 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.

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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		Oily C	or Danville				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	1	US 58												
29 58 Danville Expwy	City of Danville (Maint: 71)	1.12 1	17000 G	80%	1%	1%	2%	15%	1%	F	0.073	F	0.561	17000	G
	To: From:		zabeth St												
29 (58) Danville Expwy	City of Danville (Maint: 71)	2.63 1	15000 F	80%	1%	1%	2%	15%	1%	С	0.089	В	0.579	14000	F
* *	To- From:		5, S Main St			<u> </u>									
29 58 Danville Expwy	City of Danville (Maint: 71)	1.85 1	19000 G	80%	1%	1%	2%	15%	1%	F	0.075	F	0.525	19000	G
~ ~ ~ ~	Tra- From:		dyear Blvd												
29 (58) Danville Expwy	City of Danville (Maint: 71)	1.36 2	20000 G	80%	1%	1%	2%	15%	1%	F	0.080	F	0.581	20000	G
* *	To: From:		50 South Boston l												
29 Danville Expwy	City of Danville (Maint: 71)		11000 G	80%	1%	1%	2%	15%	1%	F	0.076	F	0.614	12000	G
_	Francis		L Danville												
Bus 29 West Main St	City of Danville		Danville G	97%	1%	1%	0%	2%	0%	С	0.081	F	0.506	13000	G
29 West Main of	To-			31 /0	1 70		070	270	070	O	0.001	'	0.500	13000	J
Bus	From:		ithers Rd												
(29) West Main St	City of Danville	0.91 1	13000 G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.517	14000	G
Bus	To: From:	Old Gr	reensboro Rd												
(29) West Main St	City of Danville	0.65 1	17000 G	97%	1%	1%	0%	1%	0%	С	0.083	F	0.527	18000	G
\bigcirc	To:		morial Dr												
Bus 29 Memorial Dr	City of Danville		3 W Main St 13000 G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.533	14000	G
29 World Di	To-			01 70	170		070	170	070	•	0.000	•	0.000	14000	Ü
Bus	From:		ishop St												
29 Memorial Dr	City of Danville	0.17 1	17000 G	97%	1%	1%	0%	1%	0%	С	0.084	F	0.51	18000	G
Bus	Tro: From:	Rober	rtson Bridge												
(29) Memorial Dr	City of Danville	0.14 1	15000 G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.609	17000	G
<u> </u>	To- From:	Pa	ark Ave			_									
Bus 29 Memorial Dr	City of Danville	0.71 1	12000 G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.545	12000	G
29	To-			01 70	170		070	170	070	•	0.002	•	0.010	12000	Ū
Bus	From:		mrose Pl									_			_
(29) Memorial Dr	City of Danville		Central Blvd	97%	1%	1%	0%	1%	0%	F	0.091	F	0.514	13000	G
Bus	From:		morial Dr												
29 Central Blvd	City of Danville		37000 G	97%	1%	1%	0%	1%	0%	F	0.082	F	0.505	39000	G
	To- From:	Bus US 5	58 Riverside Dr			\neg \vdash									
Bus 29 Central Blvd	City of Danville	0.38 2	24000 G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.582	26000	G
29) 30111111 2111	Tol			5570	070	- 70	0 /0	1 /0	0 /0	•	0.000	•	0.002	20000	0
Bus	From:		dmont Dr												
(29) Central Blvd	City of Danville		33000 G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.539	36000	G
~	10:	Piney	y Forest Rd												

		City Of Da			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Central E													
29 Piney Forest Rd	City of Danville	0.52 3200	0 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.541	35000	G
Bus	To: From:	Audubon	Dr												
29) Piney Forest Rd	City of Danville	0.60 2900	0 G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.582	32000	G
<u>~</u>	To: From:	Wendell Sc	ott Dr												
Bus 29 Piney Forest Rd	City of Danville	0.38 3000	0 G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.584	32000	G
	To	Arnette E	Blvd												
Bus 29 (Piney Forest Rd	City of Danville	0.91 2800		98%	0%	1%	0%	1%	0%	F	0.084	F	0.566	30000	G
Piney Forest Rd	City of Barryine			3070	070		070	170	070	•	0.004	'	0.500	30000	J
Bus	From:	SR 41 Frankl	•												
Piney Forest Rd	City of Danville	0.44 1600		98%	0%	1%	0%	1%	0%	F	0.084	F	0.546	18000	G
Bus	From:	North Main Piney Fore													
North Main St	City of Danville	0.13 1700		98%	0%	1%	0%	1%	0%	С	0.085	F	0.547	18000	G
~	To:	NCL Dan	ville												
$\overline{}$	From:	Bus US 29; Pine	_												
11) Franklin Tpke	City of Danville	0.70 1400		98%	0%	1%	0%	0%	0%	С	0.095	F	0.655	15000	G
		NCL Dan				<u> </u>									
51 Westover Dr	City of Danville	3.03 250 0		98%	0%	1%	0%	0%	0%	F	0.098	F	0.603	2700	G
51) Westover Br	Tool			3070	070		070	070	070	•	0.000	'	0.000	2700	J
51) Westover Dr	City of Danville	1.33 6700		98%	0%	1%	0%	0%	0%	С	0.092	F	0.522	7100	G
51) Westover Br	Trol			3070	070		070	070	070	O	0.002	'	0.022	7100	O
51) Westover Dr	City of Danville	0.70 Blair Loo		98%	0%	1%	0%	0%	0%	F	0.087	F	0.59	9800	G
31) Westever 21	To To			0070	070		070	070	070	·	0.007	•	0.00	0000	Ŭ
51) Westover Dr	City of Danville	0.98 790 0		98%	0%	1%	0%	0%	0%	С	0.092	F	0.536	8500	G
31) 11 6516161 21	To:	E US 58; Rive		0070	0,0		0,0	0,0	0,0		0.002		0.000		
	From:	WCL Dan	ville			Ī									
58	City of Danville (Maint: 71)	0.44 540 0) G	85%	1%	1%	2%	10%	0%	С	0.086	F	0.59	5400	G
~	To- From:	US 29 Danville I	Expressway	7		-									
58 29 Danville Expwy	City of Danville (Maint: 71)	1.12 1700	0 G	80%	1%	1%	2%	15%	1%	F	0.073	F	0.561	17000	G
\sim	To. From:	Elizabeth	n St			_									
58 29 Danville Expwy	City of Danville (Maint: 71)	2.63 1500	0 F	80%	1%	1%	2%	15%	1%	С	0.089	В	0.579	14000	F
~ ~	To: From:	SR 86, S M	ain St												
58 (29) Danville Expwy	City of Danville (Maint: 71)	1.85 1900	0 G	80%	1%	1%	2%	15%	1%	F	0.075	F	0.525	19000	G
~ ~	To: From:	Goodyear	Blvd												
58 29 Danville Expwy	City of Danville (Maint: 71)	1.36 2000		80%	1%	1%	2%	15%	1%	F	0.080	F	0.581	20000	G
~ ~	To:	US 29)	-											

		City of Dariville				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 29 Danville Expressway;	Bus US 58											
58 (360 South Boston Rd	City of Danville	0.90 30000	G 91%	0%	1%	1%	6%	0%	С	0.075	F	0.512	29000	G
	To: From:	Kentuck Rd												
(58) (360) South Boston Rd	City of Danville		G 83%	1%	1%	1%	14%	1%	F	0.074	F	0.512	20000	G
	To:	ECL Danville												
Bus	From:	WCL Danville	• • • • • • • • • • • • • • • • • • • •	404					_		_			_
Riverside Dr	City of Danville	4.97 14000	G 91%	1%	1%	1%	6%	0%	F	0.100	F	0.692	14000	G
Bus	To: From:	Bus US 29 Park Av	/e											
58 Riverside Dr	City of Danville	0.93 18000	G 96%	1%	1%	1%	2%	0%	С	0.082	F	0.552	18000	G
<u> </u>	To: From:	SR 51 Westover D	r		$ \vdash$									
Bus 58 Riverside Dr	City of Danville		G 91%	1%	1%	1%	6%	0%	F	0.082	F	0.514	24000	G
58) ((()))	Only of Barryine		0 0170	170		170	070	070	•	0.002	•	0.014	24000	Ŭ
Bus	From:	Central Blvd												
8 Riverside Dr	City of Danville	0.24 29000	G 91%	1%	1%	1%	6%	0%	F	0.080	F	0.511	30000	G
Bus	To: From:	Piney Forest Rd												
58 Riverside Dr	City of Danville	0.92 25000	G 91%	1%	1%	1%	6%	0%	F	0.084	F	0.518	25000	G
<u> </u>	To	Arnette Blvd												
Bus 58 Riverside Dr	City of Danville		G 91%	1%	1%	1%	6%	0%	F	0.081	F	0.501	14000	G
Riverside Dr	City of Dariville		9170	1 /0	1 70	1 /0	070	070	'	0.001	'	0.501	14000	G
Bus	From:	N Main St												
58) (360) River St	City of Danville	0.64 20000	G 91%	1%	1%	1%	6%	0%	F	0.080	F	0.534	20000	G
Bus	To: From:	Old Halifax Rd												
58 360 South Boston Rd	City of Danville	1.12 19000	G 96%	1%	1%	1%	1%	0%	С	0.082	F	0.508	19000	G
\hookrightarrow	To:	US 29 Danville Expres												
Bus (360)	City of Danville		•	40/	40/	40/	C 0/	00/	F	0.075	_	0.504	20000	F
(58) (360)	City of Dariville	0.12 30000 US 58 South Boston		1%	1%	1%	6%	0%	Г	0.075	F	0.504	30000	Г
	From:	SCL Danville	Nu		<u>_</u>									
86 South Main St	City of Danville		G 98%	0%	1%	0%	1%	0%	F	0.084	F	0.640	13000	G
(80)	To	Lockett Dr					.,,							
86 South Main St	City of Danville		G 98%	0%	1%	0%	1%	0%	F	0.084	F	0.587	15000	G
00)	- 1.y 5. 2 a	Broadnax St		0,0										
86 South Main St	City of Danville		G 98%	0%	1%	0%	1%	0%	С	0.083	F	0.554	21000	G
00) - 3000 - 10000	To:	Central Blvd		3,3			. , 0							
	From:	South Main St				_		_	_		_			
86 Central Blvd	City of Danville	0.38 19000	G 98%	0%	1%	0%	1%	0%	С	0.081	F	0.513	20000	G
	To- From:	West Main St												
(86) Central Blvd	City of Danville		G 99%	0%	0%	0%	0%	0%	С	0.083	F	0.589	27000	G
~	То:	Memorial Dr												

Virginia Department of Transportation Traffic Engineering Division

2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Danville

		City of Dai	IIVIIIC				т	-1-			17		D:-		
Route	Jurisdiction	Length AADT	T QA	4Tire	Bus	04.4.	Tru		OT'I	QC	K	QK	Dir	AAWDT	QV
	From	D LIC 20. M-				ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
293)West Main St	City of Danville	Bus US 29; Mer 0.54 6300		99%	0%	1%	0%	0%	0%	F	0.082	F	0.545	6800	G
193) West Main St	City of Darwine			3376	070	1 70	076	070	070	•	0.002	'	0.545	0000	•
)M (M - ' - O (From	Bishop R		000/	00/	40/	00/	00/	00/		0.000		0.545	0700	,
West Main St	City of Danville	0.49 6200	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.515	6700	C
	To: From:	Park Av													
West Main St	City of Danville	0.96 9000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.528	9700	(
<u> </u>	To- From:	Randolph	St												
293) West Main St	City of Danville	0.37 10000) G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.511	11000	(
<u> </u>	Tos	SR 80; Centra	al Blvd												
293) West Main St	City of Danville	0.16 1200 0		99%	0%	1%	0%	0%	0%	F	0.09	F	0.566	12000	(
	To	South Mair													
93)Main St	City of Danville	0.04 1200 0		99%	0%	1%	0%	0%	0%	С	0.089	F	0.508	13000	(
193) Wall of	Only of Burrying			0070	070	170	070	070	070	Ü	0.000	•	0.000	10000	`
Main Ct	City of Doppillo	Holbrook A		000/	0%	10/	00/	00/	00/	F	0.001	F	0.500	0500	(
Main St	City of Danville	0.27 8800	G	99%	0%	1%	0%	0%	0%	Г	0.091	Г	0.523	9500	,
	To: From:	Jefferson A													
Main St	City of Danville	0.28 8700	G	99%	0%	1%	0%	0%	0%	F	0.094	F		9300	(
<u> </u>	To: From:	Ridge S	St												
Main St	City of Danville	0.32 6200	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.528	6700	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 8500	G	98%	0%	2%	0%	0%	0%	F	NA			9200	(
	To	Bridge S	St			<u> </u>									
Main St Bridge	City of Danville	0.22 13000		99%	0%	1%	0%	0%	0%	F	0.086	F	0.633	13000	(
	To	US 58, US 360 Ri	iverside Di												
293 (360) North Main St	City of Danville	0.37 11000		99%	0%	1%	0%	0%	0%	F	0.084	F	0.585	11000	
293/(300)	To-						0,0	0,0	0,0	•	0.00	•	0.000		
293 (360) North Main St	City of Danville	0.33 1300 0		99%	0%	1%	0%	0%	0%	F	0.085	F	0.604	14000	
North Main St	City of Dariville			9970	076	1 /0	076	076	076	-	0.003	-	0.004	14000	•
	From:	SR 360 Richmo								_		_			
North Main St	City of Danville	0.81 1200 0) G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.55	13000	(
<u> </u>	To- From:	Third Av													
North Main St	City of Danville	0.98 1200 0) F	99%	0%	1%	0%	0%	0%	С	0.085	F	0.584	13000	F
<u> </u>	To- From:	Franklin T	`pke												
North Main St	City of Danville	0.91 6800	F	98%	0%	2%	0%	0%	0%	С	0.084	F	0.653	7300	F
	To:	Bus US 29, Piney	Forest Rd												
	From:	SR 413; N. Rid	ge Street												
Patton St	City of Danville	0.37 2300	G	96%	1%	3%	0%	0%	0%	С	0.138	F		2500	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 8500	G	98%	0%	2%	0%	0%	0%	F	NA			9200	(
	To:	SR 293	3												
Bus	From:	N Main	St												
River St	City of Danville	0.64 2000 0) G	91%	1%	1%	1%	6%	0%	F	0.080	F	0.534	20000	(
	То:	Old Halifax	x Rd												

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Old	Halifax Rd												
360 58 South Boston Rd	City of Danville	1.12	19000 G	96%	1%	1%	1%	1%	0%	С	0.082	F	0.508	19000	G
	То:	US 29 Dai	nville Expresswa	y											
Bus	From:		US 29												
360 \ (58)	City of Danville	0.12	30000 F	91%	1%	1%	1%	6%	0%	F	0.075	F	0.504	30000	F
~ · ·	To		entuck Rd												
~~~	From:		nville Expresswa												
360 (58) South Boston Rd	City of Danville	0.90	30000 G	91%	0%	1%	1%	6%	0%	С	0.075	F	0.512	29000	G
<del>*</del> *	To: From:	Ke	entuck Rd												
360 58 South Boston Rd	City of Danville	1.98	20000 G	83%	1%	1%	1%	14%	1%	F	0.074	F	0.512	20000	G
$\longrightarrow$	То:	EC	L Danville												
	From:	Ri	verside Dr												
360 293 North Main St	City of Danville		11000 G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.585	11000	G
	To: From:	W	orsham St												
360)(293) North Main St	City of Danville	0.33	13000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.604	14000	G
$\bigcirc$	To:		rth Main St												
	From:		North Main St												
Richmond Blvd	City of Danville		4900 G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.534	5200	G
$\smile$	То:	EC	L Danville												
	From:	US 29 B	us; Central Blvd												
413) Memorial Dr	City of Danville	0.10	14000 G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.501	15000	G
	To:	Cobill	Court; Goode St												
413) Memorial Dr	City of Danville		13000 G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.639	14000	G
413 Menoral Di	City of Dariville	0.04	13000 G	30 70	1 70	1 /0	0 70	070	070	C	0.031	'	0.009	14000	J
	From:		Poplar St												
413) Memorial Dr	City of Danville	0.26	9000 G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.509	9700	G
$\smile$	To-		High St			$\neg$ $\vdash$									
413) Memorial Dr	City of Danville		7100 G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.67	7600	G
410	To:		93; N Main St												_

Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From				GD 20234:	<u> </u>								
0.20			08%	10/_			0%		0.102	F	0.5	2400	G	2007
0.20	<b>2200</b> To		30 /6	1 70			078		0.102	'	0.5	2400	O	2001
	From								<u> </u>					
0.08	1300	G	98%	1%			0%	F	0.105	F	0.518	1400	G	2007
	To													
	From													
0.50	2000	G	98%	1%	1% 0%		0%	F	0.095	F	0.654	2100	G	2007
	To	2			108-2 Chatham	ı Ave								
	From	:			Betts St									
0.24	1100	G	98%	1%	1% 0%	0%	0%	F	0.204	F	0.578	1200	G	2007
	To				Industrial A	ve								
	From				US 58; S Bosto	on Rd							-	
0.07	2600	G	98%	1%	1% 0%		0%	F	0.083	F	0.501	2800	G	2007
	To				NCL Danvil	ile								
	From										_			
0.62	3200	G	98%	1%	1% 0%		0%	С	0.102	F	0.815	3400	G	2007
	То	<u></u>			SR 413 Memor	ial Dr			<u> </u>					
	From								Į.					
0.31	1500	G	98%	1%	1% 0%		0%	F	0.090	F	0.555	1600	G	2007
	To	<u></u>			US 29 Bus; West	Main St								
	From													
0.66	3600	G	98%	1%			0%	F	0.100	F	0.523	3900	G	2007
	To					o Rd								
0.16		G	98%	1%		0%	0%	F	0.092	F	0.538	4000	G	200
0.10	То	<u> </u>	3070	1 /0			070		0.002	'	0.000	4000	O	200
	From													
1.55		G	98%	1%			0%	С	0.112	F	0.549	970	G	200
	To													
	From				Elizabeth S	St								
0.19	1900	G	98%				0%	F	0.110	F	0.503	2000	G	200
	То				US 29 Bus; West	Main St								
	From													
1.93	740	G	99%	1%			0%	С	0.097	F	0.610	790	G	2007
	To				Schoolfield!	Dr								
					Hollond D.	1								
0.29	1200	G	99%	1%	Holland Ro		0%	C	0.088	F	0.504	1300	G	200.
0.29	1200 To	G	99%	1%	1% 0%	0%	0%	С	0.088	F	0.504	1300	G	200
0.29		G	99%	1%	1% 0% Lanier Dr	0%	0%	С	0.088	F	0.504	1300	G	2007
	To				1% 0% Lanier Dr Greenwood A	0% Ave								
0.29	То	G	99%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%	0% Ave 0%	0%	C F	0.088	F F	0.504	1300	G G	
	From <b>460</b>			1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St	0% Ave 0%								
0.81	From 460  To	G	99%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem	Ave 0%	0%	F	0.096	F	0.614	490	G	200
	From 460			1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St	Ave 0% orial Dr 0%								200
0.81	From 460 To From 3400 To From From To	G	99%	1%	1% 0%  Lanier Dr  Greenwood A 1% 0%  Lanier St  US 29 Bus; Mem 0% 0%  SR 293; West Main West Main A	Ave O% Orial Dr O% Main St St	0%	F C	0.096	F	0.614	490	G	200
0.81	From 460 To From 3400	G	99%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West M  West Main 1  1% 0%	Ave O% O% Original Dr O% Main St St O%	0%	F	0.096	F	0.614	490	G	200
0.81	To From 460 To From 3400 To From 3200 To To	G G	99%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West M  West Main is  1% 0%  Lanier Ave	Ave O% Orial Dr O% Main St St O%	0%	F C	0.096	F	0.614	490 3700	G G	200
0.81 0.55 0.06	To From 460 To From 3400 To From 3200 To From From To	G G G	99%	1%	1% 0%      Lanier Dr      Greenwood A     1% 0%      Lanier St  US 29 Bus; Mem     0% 0%  SR 293; West M     West Main 1     1% 0%  Lanier Ave Augusta Av	Ave O% Orial Dr O% Main St St O% e	0%	F C	0.096	F F	0.614 0.573 0.587	490 3700 3400	G G G	200
0.81	To From 460 To From 3400 To From 3200 To To	G G	99%	1%	1% 0%  Lanier Dr  Greenwood A 1% 0%  Lanier St  US 29 Bus; Mem 0% 0%  SR 293; West M West Main : 1% 0%  Lanier Ave Augusta Av 1% 0%	Ave O% Original Dr O% Main St St O% e Ve	0%	F C	0.096	F	0.614	490 3700	G G	2007
0.81 0.55 0.06	To From 3400 To To From 3100 From 5700 To From 5700 To From 5700 To From 5700 From 570	G G G	99% 99% 98%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West M  West Main i  1% 0%  Lanier Ave  Augusta Av  1% 0%  Garland St	Ave O% Oscillation	0%	F C	0.096	F F F	0.614 0.573 0.587 0.585	490 3700 3400 3300	G G G	2007 2007 2007 2007
0.81 0.55 0.06	To From 460 To From 3400 To From 3200 To From 3100	G G G	99%	1%	1% 0%  Lanier Dr  Greenwood A 1% 0%  Lanier St  US 29 Bus; Mem 0% 0%  SR 293; West M West Main: 1% 0%  Lanier Ave Augusta Av 1% 0%  Garland St 1% 0%	Ave O% Original Dr O% Itain St St O% O% Official Dr	0%	F C	0.096	F F	0.614 0.573 0.587	490 3700 3400	G G G	2007
0.81 0.55 0.06	3400 To From 3100 To From 930 To To From To	G G G	99% 99% 98%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West Main:  1% 0%  Lanier Ave  Augusta Av  1% 0%  Garland St  1% 0%  Kemper Re	Ave O% Oscillation of the control of	0%	F C	0.096	F F F	0.614 0.573 0.587 0.585	490 3700 3400 3300	G G G	200
0.81 0.55 0.06 0.74 0.13	3400 To From 3400 To 3200 To From 3100 To From 5700 To From 7700 To Fr	G G G G	99% 99% 98% 98%	1% 0% 1% 1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West M  West Main 1  1% 0%  Lanier Ave  Augusta Av  1% 0%  Garland St  1% 0%  Kemper Re  Lanier St	Ave O% Original Dr O% Main St St O% e Ve O% t O% d	0% 0% 0% 0%	F C C	0.096 0.094 0.098 0.090	F F F	0.614 0.573 0.587 0.585 0.527	490 3700 3400 3300 1000	G G G G	2007 2007 2007 2007
0.81 0.55 0.06	3400 To From 3100 To From 930 To To From To	G G G	99% 99% 98%	1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West Main:  1% 0%  Lanier Ave  Augusta Av  1% 0%  Garland St  1% 0%  Kemper Re  Lanier St  0% 0%	Ave 0%  Ave 0%  Main St St 0%  Be ove 0%  The own of the own of the own of the own	0%	F C	0.096	F F F	0.614 0.573 0.587 0.585	490 3700 3400 3300	G G G	200° 200° 200° 200°
0.81 0.55 0.06 0.74 0.13	To From 460 To From 3400 To From 3200 To From 930 To From 7100 To	G G G G	99% 99% 98% 98%	1% 0% 1% 1%	1% 0%  Lanier Dr  Greenwood A 1% 0%  Lanier St  US 29 Bus; Mem 0% 0%  SR 293; West M West Main; 1% 0%  Lanier Ave Augusta Av 1% 0%  Garland St 1% 0%  Kemper Re Lanier St 0% 0%  SR 86; South M	Ave O% Orial Dr O% Main St St O% Comparing the comparing t	0% 0% 0% 0%	F C C	0.096 0.094 0.098 0.090	F F F	0.614 0.573 0.587 0.585 0.527	490 3700 3400 3300 1000	G G G G	2007 2007 2007 2007
0.81 0.55 0.06 0.74 0.13	3400 To From 3100 From 930 To From 7100	G G G G	99% 99% 98% 98%	1% 0% 1% 1%	1% 0%  Lanier Dr  Greenwood A  1% 0%  Lanier St  US 29 Bus; Mem  0% 0%  SR 293; West Main:  1% 0%  Lanier Ave  Augusta Av  1% 0%  Garland St  1% 0%  Kemper Re  Lanier St  0% 0%	Ave O% Original Dr O% Main St St O% O O O O O O O O O O O O O O O O O O	0% 0% 0% 0%	F C C	0.096 0.094 0.098 0.090	F F F	0.614 0.573 0.587 0.585 0.527	490 3700 3400 3300 1000	G G G G	2007
	0.20 0.08 0.50 0.24 0.07 0.62 0.31 0.66 0.16 1.55 0.19	0.08 1300 To:  Prom: 0.50 2000 To:  0.24 1100 To:  Prom: 0.07 2600 To:  0.62 3200 To:  0.62 3200 To:  Prom: 0.63 3600 To:  Prom: 1.55 900 To:  0.19 1900 To:  From: 0.19 1900	0.20	0.20	0.20	Company   Comp	Content	Length   AADT   QA	Carrier   Carr	Length AADT   QA   4Tire   Bus	Carrier   Carr	Length   AADT   QA   4Tire   Bus     SR 293 Main St   S	Length   AADT   QA   4Tire   Bus   Cardinal   2Trail   2Trail   Cardinal   Cardinal	Length   AADT   QA   4Tire   Bus

						City 0	f Danville								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		From				~				1					
(3710) Levelton St	0.19	1700	G	98%	1%	Chate 1%	elaine Ave 0% 0%	0%	F	0.101	F	0.528	1800	G	2007
Levelton St	0.19	1700 To		90 /0	1 /0		; S Main St	076		0.101	-	0.526	1000	G	2007
		From	I							1					
3711) Wooding Ave	0.41	4800	G	98%	1%	1%	nper Rd 0% 0%	0%	F	0.090	F	0.532	5100	G	2007
(3711) Wooding Ave	0.41	<b>4000</b> To		90 /0	1 /0		; W Main St	0 /6		0.090	-	0.552	3100	G	2007
		From													
Couthamaton Ava	0.42	2000	G	98%	1%	108-3708	8 Kemper Rd 0% 0%	0%	F	0.096	F	0.547	2100	G	2007
Southampton Ave	0.42	<b>2000</b> To		90%	170		4 Watson St	076	Г	0.096	Г	0.547	2100	G	2007
		From													
Avandala Dr	0.44		_	000/	10/		land Circle	00/			_	0.506	2700	_	2007
Avondale Dr	0.41	2500 To	G	98%	1%	1%	0% 0%	0%	F	0.094	F	0.506	2700	G	2007
		From					nia Avenue ginia Ave								
3714) Watson St	0.23	3700	G	98%	1%	1%	0% 0%	0%	С	0.093	F	0.552	4000	G	2007
37 14)		To	Ē				outh Main St								
		From					n Main St								
Stokes St	0.50	1400	G	99%	0%	0%	0% 0%	0%	F	0.096	F	0.542	1500	G	2007
		To				Holb	rook Ave			<b>—</b> —					
3714) Stokes St	0.25	1400	G	99%	0%	0%	0% 0%	0%	F	0.095	F	0.58	1500	G	2007
		To					erson St								
		From				SR 293-1	West Main St			1					
Park Ave	0.67	5500	G	99%	0%	0%	0% 0%	0%	С	0.098	F	0.649	6000	G	2007
3713)		To					Memorial Blvd								
		From					; S Main St								
Industrial Ave	0.73	5200	G	95%	1%	2%	1% 1%	0%	F	0.089	F	0.54	5600	G	2007
100 Industrial Ave	0.75	<b>3200</b> To	r <u> </u>	3370	1 70		rson Ave	070	-	0.003	•	0.54	3000	O	2007
		From					erson St								
3716) Industrial Ave	0.70	4500	G	95%	1%	2%	1% 1%	0%	С	0.093	F	0.509	4800	G	2007
		To				Good	lyear Blvd								
3716) Industrial Ave	0.35	4400 From	G	96%	1%	2%	1% 0%	0%	F	0.085	F	0.502	4700	G	2007
industrial Ave	0.00	To	ı —	0070	170		ghead St	070	•	0.000	•	0.002	1100	Ū	2001
		From					strial Ave								
3716) Craghead St	0.46	4300	G	96%	1%	2%	1% 0%	0%	С	0.087	F	0.508	4600	G	2007
$\mathcal{O}$		To				W	ilson St								
3716) Craghead St	0.10	6100	G	96%	1%	2%	1% 0%	0%	F	0.094	F	0.607	6600	G	2007
Graghead St	0.10	To	_	3070	1 /0		tton St	070	- '	0.034	'	0.007	0000	O	2007
		From													
Mountain View Ave	0.58	2400	G	99%	0%	SR 293;	West Main St 0% 0%	0%	F	0.1	F	0.573	2500	G	2007
3717 Mountain View Ave	0.36	<b>∠400</b> To		JJ /0	U /0		nrose Ct	0 /0	Г	10.1	L.	0.573	2500	G	2007
		From					in View Ave								
Primrose Pl	0.07	2400	G	99%	0%	0%	0% 0%	0%	F	0.093	F	0.539	2600	G	2007
		То					s; Memorial Dr								
		From					erbury Rd								
3718) Christopher Lane	0.30	1500	G	99%	0%	0%	0% 0%	0%	F	0.189	F	0.598	1600	G	2007
5, 15) 511151 <b>5</b> 151151 <b>2</b> 6116	0.00	To	Ť	-070	3,0		tral Blvd		•		•	2.000	. 550	•	_557
		From								<del>.</del>					
South Main St	0.36	4300	G	99%	0%	0%	tral Blvd 0% 0%	0%	F	0.086	F	0.535	4700	G	2007
South Main St	0.00	То		5570	J / U		Iain St	070	•	0.000	•	0.000	+100	J	2001
		From													
Broad St	0.23	1900	G	99%	0%	0%	1ain St 0% 0%	0%	F	0.118	F	0.639	2000	G	2007
Broad St	0.23	1 <b>300</b>		JJ /0	U /0		veland St	0 /0		0.110	r	0.038	2000	9	2007
		From					brook St								
3723) Cleveland St	0.06	4200	G	99%	0%	0%	0% 0%	0%	F	0.129	F	0.575	4500	G	2007
		То					norial Dr								
		From					. Danville								
Mt Cross Rd	1.75	11000	G	99%	0%	0%	0% 0%	0%	С	0.103	F	0.641	12000	G	2007
Mt Cross Rd	1.75	т.	Ť	5576	0 /0		erside Dr	0 /0		0.103	•	0.071	12000	3	2001
						KIVE	ASIUC DI								

						City	of Danvill	e								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		F				***		~								
(3726) East Thomas St	0.30	1900	G	98%	1%	1%	50 N Main S 0%	8t 0%	0%	С	0.092	F	0.515	2100	G	2007
		To From					Ialifax St Thomas St									
(3726) Halifax St	2.51	1700	G	98%	0%	0%	1%	0%	0%	F	0.112	F	0.53	1800	G	2007
	0.70	From	<u> </u>	000/	00/		in Hood Rd		001				0.544	050		2027
(3726) Halifax St	0.70	600 _{To}	G	98%	0%	0%	1%	0%	0%	С	0.089	F	0.541	650	G	2007
		From					L Danville				_					
(3727) Holbrook Ave	0.18	1800	G	98%	1%	1%	ustrial Ave 0%	0%	0%	F	0.105	F	0.503	1900	G	2007
		To From				S	Stokes St									
(3727) Holbrook Ave	0.37	1900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.552	2000	G	2007
<u> </u>		To From					Main St				$\neg$ —					
(3727) Holbrook Ave	0.79	1500	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.537	1600	G	2007
$\bigcirc$		To				Clo	eveland St									
3727) Holbrook Ave	0.06	NA From					o resulta se				NA			NA		
0.12.1)		To				SR 413	Memorial	Dr								
		From				N	Main St									
3732) Bradley Rd	1.24	1300	G	96%	1%	2%	0%	0%	0%	F	0.102	F	0.693	1400	G	2007
3732) = 13.000		To	Ť		.,,		hmond Rd			-					_	
		From					Jefferson A	ve			i					
9733) Patton St	0.17	660	G	96%	1%	2%	0%	0%	0%	F	0.11	F	0.598	710	G	2007
3733)	· · · ·	To		0070	.,,		1 S Ridge S		0,0	•	<b>–</b>	•	0.000			200.
		From					ustrial Ave									
3735) Jefferson St	0.58	1300	G	96%	1%	2%	0%	0%	0%	F	0.104	F	0.55	1400	G	2007
(3735) Jefferson St	0.50	То	ı —	3070	1 /0		Vilson St	070	070	'	0.104	'	0.00	1400	O	2007
		From					fferson St									
(3735) Wilson St	0.39	610	G	96%	1%	2%	0%	0%	0%	С	0.115	F	0.642	650	G	2007
$\bigcirc$		To				Cr	aghead St									
(3735) Wilson St	0.07	140 From	G	96%	1%	2%	0%	0%	0%	F	0.151	F	0.523	150	G	2007
3733) 17110011 01	0.01			0070	170			070	070			•	0.020	100	Ŭ	2001
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.00	From	<u> </u>			ŀ	Bridge St							7500		2007
(3735) Worsham St	0.30	6800	G								NA			7500	G	2007
<u> </u>		To From					Taft St									
(3735) Worsham St	0.34	6900	G								NA			7500	G	2007
<u> </u>		To				SR 29	3; N Main	St								
		From					dall Scott D									
(3736) Third Ave	0.70	5400	G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.638	5900	G	2007
<u> </u>		To				N	Main St									
_		From				SCL Dar	wille; Dead	End								
(3737) Grant St	0.57	440	G	99%	0%	1%	0%	0%	0%	F	0.132	F	0.674	470	G	2007
$\overline{}$		To				Ind	ustrial Ave									
		From					SR 86									
(3739) Goodyear Blvd	3.10	2000	G	93%	1%	2%	2%	3%	0%	F	0.103	Ν	0.714	2200	G	2007
$\cup$		To					US 29									
(3739) Goodyear Blvd	0.92	5000 From	G	93%	1%	2%	2%	3%	0%	С	0.103	F	0.714	5400	G	2007
2.13		То		/ 0			5 Industrial					-			-	
		From					elrose Ave				i					
(3740) Northmont Blvd	0.13	2300	G	98%	1%	1%	0%	1%	0%	F	NA			2500	G	2007
3740) 110111110111 10111	0.10	_500		0070	1 70				<b>0</b> / 0	•				2000	9	2001
Alasthas (BL)	0.70	From	<u> </u>	0001	407		ucester Ave		001		0.007		0.50	4000		0007
(3740) Northmont Blvd	0.76	1600	G	98%	1%	1%	0%	1%	0%	С	0.097	F	0.52	1800	G	2007
		To	<u> </u>			SR 29	3; N Main	St								
<u> </u>		From	L				th Ridge St		-							<del></del>
(3741) Poplar St	0.15	2800	G	99%	0%	0%	0%	0%	0%	С	0.1	F	0.566	3000	G	2007
$\overline{}$		To	1			SR 413	; Memorial	Dr								

						City	of Danville									
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 11		Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville											_					
O Donlar Ct	0.46	From	<u> </u>	000/	00/		; Memorial Dr		20/		0.003	_	0.544	0000	0	2007
Poplar St	0.46	9200 _{To}	G	99%	0%	1%	0% C	0% (	0%	С	0.093	F	0.544	9900	G	2007
		From					ordan Dr				1					
3742) Orchard Dr	0.36	2400	G	99%	0%	1%		0% (	0%	F	0.118	F	0.623	2600	G	2007
3/42		To					nklin Tpke					•	0.000		-	
		From	ı:				Riverside Dr									
3743) Piney Forest Rd	0.67	4800	G	98%	1%	1%	0% C	0% (	0%	F	0.108	F	0.577	5100	G	2007
<u> </u>		To From	4			Wor	odberry Dr				<b>—</b> —					
3743) Piney Forest Rd	0.01	1900	G	98%	1%	1%		0% (	)%	F	0.106	F		2000	G	2007
		To	:			Bus US 2	9; Central Blv	⁄d								
		From	ď			US 58	Riverside Dr									
3745) Audubon Dr	0.95	2900	G	98%	1%	1%			0%	С	0.13	F	0.571	3200	G	2007
$\overline{}$		To	<u> </u>		J	JS 29 Bus	; Piney Forest l	Rd								
$\sim$		From					3; N Main St									
3746) Baily Pl	0.57	1200 _{To}	G	98%	1%	1%		0% (	0%	F	0.09	F	0.502	1300	G	2007
		To	<del> </del>				minole Dr			_						
Arnetto Blud	0.00	7900	G	98%	1%	US 58 1%	Riverside Dr 0% 0	0% (	0%	F	0.095	F	0.615	9400	G	2007
Arnette Blvd	0.98	1900		90%	170			J/0 (	J //O	Г	0.095	r	0.615	8400	G	∠007
America Blad	4.07	From	<u> </u>	0001	401		lell Scott Dr	20/	20/				0.540			
Arnette Blvd	1.07	2800 To	G	98%	1%	1%	0% C		0%	С	0.087	F	0.548	3000	G	2007
		From						Ku								
(3749) Henry Rd	0.06	3300	G	98%	1%	1%	Jnion St 0% C	0% (	0%	F	0.099	F	0.696	3500	G	2007
Henry Rd	0.00	3300	<u> </u>	3070	1 70						0.000	'	0.000	3300	O	2001
Leguet Lane	0.53	4500	G	99%	0%	US 58 0%	Riverside Dr 0% 0	0% (	0%	F	0.096	F	0.662	4800	G	2007
Locust Lane	0.55	4300		99 70	0 /6			J/6 C	770		<u>0.090</u>	-	0.002	4000	G	2007
	0.04	From		000/			erwood Dr	20/ /	20/		0.000		0.504	2400		2007
Locust Lane	0.31	3200 _{To}	G	99%	0%	0%	0% C	0% (	0%	С	0.093	F	0.561	3400	G	2007
		From	12				cust Lane									
3749) Wendell Scott Dr	0.18	3900	G	99%	0%	1%	0% 0	0% (	0%	F	0.089	F	0.581	4200	G	2007
<u> </u>		To From				Arr	nette Blvd									
3749) Wendell Scott Dr	0.73	4100	G	99%	0%	1%		0% (	)%	С	0.098	F	0.501	4400	G	2007
		To	4		Ţ	JS 29 Bus	; Piney Forest l	Rd			_					
3749) Beaver Mill Rd	0.59	3000 From	G	99%	0%	1%			0%	F	0.095	F	0.584	3200	G	2007
		То	-			WC	L Danville									
		From	12			Lo	cust Lane									
3751) Sherwood Dr	0.18	1500	G	99%	0%	1%	0% C	0% (	0%	F	0.102	F	0.596	1600	G	2007
<u> </u>		To	:			Arr	nette Blvd									
$\sim$		From	L				3; N Main St									
3753) Henry St	0.24	1200	G	99%	0%	1%		0% (	0%	F	0.096	F	0.536	1300	G	2007
<u> </u>		To					liborne St Henry St				+					
3753) Claiborne St	1.26	2300	G	98%	1%	1%		0% (	0%	С	0.090	F	0.645	2500	G	2007
		То	d				hird Ave	`								
		From				Arr	nette Blvd									
3755) Melrose Ave	0.36	4300	G	99%	0%	1%		0% (	0%	F	0.101	F	0.671	4600	G	2007
$\bigcup$		To					uskin St									
Duakin Ct	0.40	From	<u></u>	000/	00/		lrose Ave	00/ /	20/	_	0.102	_	0.666	4500	C	2007
Ruskin St	0.18	4200		99%	0%	1%	0% 0	0% (	0%	F	0.103	F	0.666	4500	G	2007
<u> </u>		From					arrish Rd									
3755 Nordan Dr	0.31	4600 To	G	99%	0%	1%			0%	F	0.109	F	0.636	5000	G	2007
$\sim$		10	<u> </u>			JS 29 Bus	; Piney Forest l	Kd								
(3759) Franklin Tnpk	0.92	From <b>8000</b>	- G	99%	0%	SR 293	3; N Main St 0% C	0% (	0%	С	0.094	F	0.626	8600	G	2007

						City of Dan	ville								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		From:	i			***				-					
3765) Park Ave	0.84	3500	G	98%	1%	US 29 Bu		0%	С	0.100	F	0.509	3800	G	2007
3765) 1 411.7110	0.01	To	Ť	0070	170	SR 51 Westov		070			·	0.000	0000	Ū	2001
		From:				US 58; South Bo	ston Rd								
3769) Kentuck Rd	1.39	7800	G	93%	0%	1% 1%	4%	0%	С	0.084	F	0.537	8300	G	2007
		To				NCL Danvi	ille								
		From				SCL Danvi									
Mountain Hill Rd	0.84	1900	G	93%	0%	1% 1%	4%	0%	F	0.094	F	0.538	2000	G	2007
		To				US 58									
Old Diverside Dr	0.25	From:	G	000/	00/	US 58; Rivers		00/	F	0.093	F	0.506	F200	0	2007
Old Riverside Dr	0.25	4800 To:		99%	0%	0% 0% Mt Cross I		0%	Г	0.093	Г	0.526	5200	G	2007
		From:	l							<u>_</u>					
Park Ave	0.25	20000	G	99%	0%	US 29 Bus; Men 0% 0%		0%	F	0.089	F	0.583	22000	G	2007
3772) 1 din 7 110	0.20	To	<u> </u>	0070				070			·	0.000	22000	Ū	2001
Piedmont Dr	0.53	14000	F	99%	0%	US 58; Rivers:		0%	F	0.085	F	0.539	16000	F	2007
Predmont Dr	0.00	7000		JJ /0	J /0			J /0	'	0.000	•	0.000	10000	'	2001
Piedmont Dr	1.32	24000	G	000/	00/	SR 51 Westov 0% 0%		00/	С	0.093	F	0.521	26000	G	2007
Pledmont Dr	1.32	24000 To:		99%	0%	0% 0% US 29 Bus; Cent		0%		0.093	г	0.531	26000	G	2007
		From:	! 			SCL Danvi				i					
Gypsum Rd	1.46	1100	G	99%	0%	0% 0%		0%	F	0.095	F	0.517	1200	G	2007
7,73		To:				Goodyear B					•			_	
		From:				SR 51 Westov	ver Dr								
Moorfield Bridge Rd	0.04	1400	G	99%	0%	1% 0%		0%	F	0.103	F	0.593	1500	G	2007
		To				WCL Danv	ille								
		From:				SR 360 Richmo	nd Blvd								
Little Creek Rd	0.52	3000	G	98%	0%	0% 1%	0%	0%	F	0.106	F	0.65	3200	G	2007
<u> </u>		To:				71-732; ECL D	anville								
<u> </u>		From:				Water St								_	
Eagle Spring Rd	1.70	260 To:	G	99%	0%	1% 0%		0%	С	0.132	F	0.618	280	G	2007
						ECL Danvi									
Aleira De		From:	<u> </u>			Locust La	ne			0.000	_		070	0	200-
Alpine Dr		350 To:	G			Lynndale I	)			0.099	F		370	G	2007
		From:	l			-				l I					
Annhurst Dr		580	G			Tamworth	Dr			0.121	F		620	G	2007
Allinaist Di		To:	Ť			Vicar Rd	<u> </u>			0.121	•		020	J	2001
		From				US 58				i					
Barrett St		1300	G			CB 50				0.099	F		1400	G	2007
		To				Capri Ct									
		From				Ginger D	r								
Cathy Dr		440	G			-				0.128	F		480	G	2007
		To:				Cathy Pl									
		From:				Layton Av	/e								
Clarkson Dr		140	G							0.16	F		150	G	2007
		To				Dunmore	St								
-		From:				Leemont Co	ourt							_	
Clement Avenue		460	G			NY N 7 . ~				0.090	F	0.518	460	G	2007
		To:				N. Main St									
Country ou Of		From	Ļ			Plymouth 1	Dr				_		440	_	000-
Courtney St		110 To:	G			Claritima A	1/4			0.182	F		110	G	2007
		From:	l			Skyline A									
Dalton St		860	G			Arnett Bly	/d			0.131	F	0.506	860	G	2007
DailUH St		8 <b>6U</b> To:				Ruskin Stre	aet .			0.131	۲	0.596	000	G	2007
						NUSKIII SUR									

						Oity (	oi Dariville								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Danville															
Hamlin Ave		From	<u> </u>			Sr	oencer St				F	0.540	400	0	200-
		450	G			N	Main St			0.119	г	0.513	490	G	2007
		From								+					
Hampton Dr		320	G			Bro	okview Dr			0.113	F		350	G	200
		To				Bris	ghtwell Dr			-0.113			330	J	200
		From	:				hwest Blvd								
Ingram St		520	G			11011	nwest Biva			0.109	F		520	G	200
		То				Par	rott Street								
		From	:			Lo	cust Lane								
Ivy St		220	G							0.113	F		240	G	200
		То				Cun	ningham St								
Meadowbrook Dr		From	:			Edge	ewood Lane								
		370	G							0.122	F	0.667	400	G	200
		То				N	Main St								
Nelson St		From					US 29								
		290	G							0.119	F		310	G	200
		То	:			WC	L Danville								
Parkland Dr		From				Mea	adow Lane								
		290	G							0.102	F		290	G	200
		10					ewood Lane								
Rosemary Lane		From	پ			Hur	ntington Pl				_		0.40	_	000
		<b>220</b>	G			T	rdon Arro			0.098	F		240	G	200
							yler Ave								
Springfield Rd		210	G			Kıtı	tyhawk Dr			0.11	F		230	G	200
		Z10 To				Fı	reeze Rd						230	G	200
		From	<u>.</u> :				odberry Ave								
Summit Rd		230	G			WOO	duberry Ave			0.120	F		240	G	200
		To	·			A	Arbor Pl				•				
Tamworth PI		From	:			Tar	nworth Dr								
		120	G			- 141				0.128	F		130	G	2007
		To				Co	onway Dr								
Vicar Rd Wheatley Rd		From				Wil	ldwood Ct	· · ·						· · ·	
		290	G							0.122	F		310	G	200
		To	:			Ra	intree Rd								
		From				Sh	annon Dr								
		80	G						-	0.191	F		80	G	200
		To				Ва	anister Dr								