2011

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.

			of Danv					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~	From:		US 58													
29 (58) Danville Expwy	City of Danville (Maint: 71)	1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	16000	G
~ ~ ~ Para illa Faranci	To: From:		Elizabeth St		000/	40/		00/	4.40/	40/		0.000	^		45000	
29 (58) Danville Expwy	City of Danville (Maint: 71)	2.63	15000	Α	82%	1%	1%	2%	14%	1%	С	0.098	Α		15000	Α
29 (58) Danville Expwy	City of Danville (Maint: 71)	1.85	86, S Main 17000	St G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	17000	G
29 (58) Danville Expwy	City of Darfville (Mairit. 71)				02 /0	1 /0	1 /0	2/0	14 /0	1 /0	-	0.073		0.300	17000	G
29 (58) Danville Expwy	City of Danville (Maint: 71)	1.36	oodyear Blv 19000	rd G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	G
29 (58) Danville Expwy	Only of Barryine (Warn. 71)					170	170	270	1-70	1 70	•	0.070	'	0.540	13000	O
29 Danville Expwy	City of Danville (Maint: 71)	US 58, US 2.00	11000	G Boston F	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	G
29) 24	To:		CL Danville		0270	.,0		270	, 0	.,,	•	0.0.0	•	0.000		
Bus	From:	S	CL Danville	e												
29) West Main St	City of Danville	0.87	10000	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.510	11000	G
Bus	To: From:	7	Withers Rd													
29 West Main St	City of Danville	0.91	11000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.537	12000	G
~	To: From:	Old	Greensboro	Rd												
Bus 29 West Main St	City of Danville	0.65	15000	G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.534	16000	G
29) 17 301 111 31	To:		Iemorial Di		0070	070	Ť	070	170	070	Ū	0.000	•	0.001	10000	Ŭ
Bus	From		293 W Mair		2001				407		_					
29 Memorial Dr	City of Danville	0.73	12000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	13000	G
Bus	Ta: From:		Bishop St													
29 Memorial Dr	City of Danville	0.17	18000	G	98%	0%	1%	0%	1%	0%	С	0.085	F	0.61	20000	G
Bus	Ta: From:	Rob	ertson Brid	lge												
29 Memorial Dr	City of Danville	0.14	13000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.641	14000	G
~	To:		Park Ave													
Bus 29 Memorial Dr	City of Danville	0.71	9600	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.556	10000	G
29) Monona Bi	To:				0070	070		070	170	070	•	0.001	•	0.000	10000	
Bus	From:		Primrose Pl													
29 Memorial Dr	City of Danville	0.85	9900 36 Central B	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.655	11000	G
Bus	From:		Iemorial Di													
Central Blvd	City of Danville	0.30	29000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	32000	C
→ Bus	To: From:	Bus US	S 58 Riversi	ide Dr												
29 Central Blvd	City of Danville	0.38	22000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.563	24000	G
~	Tax	P	iedmont Dr	r												
Bus 29 Central Blvd	City of Danville	0.59	29000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.520	32000	G
(29) Central Blvd	City of Dariville		ney Forest R		90%	U%	170	U%	1 70	U%	г	0.000	٦	0.320	32000	G

		City of Da					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
us	From:	Central I													
g) Piney Forest Rd	City of Danville	0.52 2900) G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.537	32000	(
us	To: From:	Audubor	Dr												
Piney Forest Rd	City of Danville	0.60 2700) G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.614	29000	
پر us	To: From:	Wendell So	ott Dr												
Piney Forest Rd	City of Danville	0.38 2700	0 G	98%	0%	1%	0%	1%	0%	С	0.083	F	0.572	29000	
<i>~</i>	To	Arnette I	lvd												
us g Piney Forest Rd	City of Danville	0.91 2600		98%	0%	1%	0%	1%	0%	F	0.083	F	0.579	28000	
y I liley I Grest Ru	Oity of Darrylle			30 /0	070	1 70	076	1 /0	070	'	0.003	•	0.57 9	20000	
\$	From:	SR 41 Frankl	•												
Piney Forest Rd	City of Danville	0.44 1300 North Main		98%	0%	1%	0%	1%	0%	F	0.092	F	0.55	14000	
s	From:	Piney Fore													
North Main St	City of Danville	0.13 1600) G	98%	0%	1%	0%	1%	0%	С	0.086	F	0.503	17000	
<u> </u>	То:	NCL Dan	ville												
	From:	Bus US 29; Pine													
Franklin Tpke	City of Danville	0.70 1500 NCL Dan		98%	0%	0%	1%	0%	0%	С	0.095	F	0.624	16000	
	From	WCL Dan													
1) Westover Dr	City of Danville	3.03 280 0		99%	0%	1%	0%	0%	0%	F	0.091	F	0.601	3000	
9	То	Lambertl				`_									
1) Westover Dr	City of Danville	1.33 6600		99%	0%	1%	0%	0%	0%	С	0.085	F	0.588	6900	
9	To	Blair Loo	n Rd												
1) Westover Dr	City of Danville	0.70 8800		99%	0%	1%	0%	0%	0%	F	0.086	F	0.550	9300	
	To	Park A	/e			$ \vdash$									
1 Westover Dr	City of Danville	0.98 690 0		99%	0%	1%	0%	0%	0%	С	0.089	F	0.518	7200	
	То:	E US 58; Rive	rside Dr												
~	From:	WCL Dar													
8)	City of Danville (Maint: 71)	0.44 650 0	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	
~ ~~	To: From:	US 29 Danville		7											
8 29 Danville Expwy	City of Danville (Maint: 71)	1.12 1600) G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	16000	
~~-	To: From:	Elizabet													
Danville Expwy	City of Danville (Maint: 71)	2.63 1500	D A	82%	1%	1%	2%	14%	1%	С	0.098	Α		15000	
~ ~	From:	SR 86, S M								_		_			
29 Danville Expwy	City of Danville (Maint: 71)	1.85 1700) G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	17000	
~ ~ ~	From:	Goodyear		0001	401		061	4.457	461		0.6=0		0.5:0	10000	
Danville Expwy	City of Danville (Maint: 71)	1.36 1900) G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	

_				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~	From:	US 29 Danville Expressway; Bus												
58 360 South Boston Rd	City of Danville	0.90 25000 G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.518	25000	G
~~~	To: From:	Kentuck Rd												
58 360 South Boston Rd	City of Danville	1.98 <b>19000 G</b>	85%	1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	G
_	- Company	ECL Danville												
Bus  58 Riverside Dr	City of Danville	WCL Danville 4.97 <b>13000 G</b>	93%	1%	1%	0%	5%	0%	F	0.101	F	0.697	13000	G
(38) riverside Br	To Tar		3070	170	170	070	070	070	•	0.101	•	0.007	10000	Ŭ
Bus	From:	Bus US 29 Park Ave												
Riverside Dr	City of Danville	0.93 <b>15000 G</b>	93%	1%	1%	0%	5%	0%	F	0.080	F	0.529	15000	G
Bus	To: From:	SR 51 Westover Dr												
758 Riverside Dr	City of Danville	0.51 <b>22000 G</b>	93%	1%	1%	0%	5%	0%	F	0.081	F	0.509	22000	G
<u> </u>	To:	Central Blvd												
Bus  (58) Riverside Dr	City of Danville	0.24 <b>27000 G</b>	93%	1%	1%	0%	5%	0%	F	0.083	F	0.522	27000	G
(58) Kiverside Di	Oity of Bartvine		3370	170	1 70	070	370	070		0.000	•	0.022	27000	O
Bus	From:	Piney Forest Rd												
Riverside Dr	City of Danville	0.92 <b>22000 G</b>	93%	1%	1%	0%	5%	0%	F	0.089	F	0.518	22000	G
Bus	To: From:	Arnette Blvd												
758 Riverside Dr	City of Danville	0.82 <b>15000 G</b>	93%	1%	1%	0%	5%	0%	F	0.084	F	0.518	15000	G
$\smile$	To-	N Main St												
Bus (58) (360) River St	City of Danville	0.64 <b>20000 G</b>	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
(58) (360) Kiver St	City of Darivine		9576	1 /0	1 70	0 70	370	0 70	•	0.079	•	0.57 9	20000	O
Bus	From:	Old Halifax Rd												
(58) (360) South Boston Rd	City of Danville	1.24 <b>19000 G</b>	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
<del>* *</del>	10:	US 29 Danville Expressway												
86 South Main St	City of Danville	SCL Danville; NC State Lin 1.11 11000 G	e 98%	0%	0%	0%	1%	0%	С	0.091	F	0.567	12000	G
86 South Main St	City of Dariville		90%	0%	0%	0%	170	076	C	0.091	г	0.567	12000	G
86 South Main St	City of Danville	Lockett Dr 0.61 <b>11000 G</b>	98%	0%	0%	0%	1%	0%	F	0.086	F	0.532	12000	G
86 South Main St	City of Dariville		90%	0%	0%	0%	170	076	Г	0.000	г	0.552	12000	G
South Main St	City of Donaillo	Broadnax St 0.63 <b>17000 G</b>	98%	0%	10/	0%	00/	00/		0.086	F	0.57	10000	G
86 South Main St	City of Danville	Central Blvd	96%	0%	1%	0%	0%	0%	С	0.086	Г	0.57	19000	G
	From:	South Main St												
86 Central Blvd	City of Danville	0.38 <b>16000 G</b>	99%	0%	0%	0%	0%	0%	С	0.083	F	0.548	18000	G
<u> </u>	To- From:	SR 293 West Main St												
86 Central Blvd	City of Danville	0.60 <b>21000 G</b>	99%	0%	0%	0%	0%	0%	С	0.083	F	0.576	23000	G
<u> </u>	To:	Bus US 29 & SR 413 Memoria	l Dr		]									
	From:	Bus US 29; Memorial Dr												_
293) West Main St	City of Danville	0.54 <b>5400 G</b>	98%	0%	1%	0%	0%	0%	F	0.082	F	0.541	5900	G
~	To:	Bishop Rd												

## Virginia Department of Transportation Traffic Engineering Division

## 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Danville

		City of Da	IVIIIE				Т.,,	ıck			V		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2010	3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
	From:	Bishop F	'd			ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Facioi		
293) West Main St	City of Danville	0.49 <b>4900</b>	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.504	5300	G
293) *** 50********************************	То:	Park Av					- , -		-,-	-		-			
293) West Main St	City of Danville	0.96 <b>7600</b>	G G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.546	8300	G
293) W 65t Waiii	To:	Randolph		3070	070	$\overrightarrow{1}$	070	070	070	•	0.000	•	0.040	0000	Ŭ
	From:	Canterbur													
293) West Main St	City of Danville	0.37 <b>8200</b>	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.523	9000	G
	To: From:	SR 86 Centra	l Blvd												
293) West Main St	City of Danville	0.16 <b>9100</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.561	9700	G
$\smile$	To- From:	South Mai	n St												
293) Main St	City of Danville	0.04 <b>1100</b> 0	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.557	12000	G
	To	Holbrook A	Ave												
(293) Main St	City of Danville	0.27 <b>7700</b>	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	8400	G
	To	Jefferson A	\ vo												
293) Main St	City of Danville	0.28 <b>7600</b>	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.527	8300	G
293) (110) 110	To:	Patton S		0070	070	Ť	070	070	070	•	0.007	·	0.027	0000	Ŭ
	From:	South Ridg	e St												
293) Patton St	City of Danville	0.32 <b>5800</b>	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.603	6300	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadw	,	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	G
	To: From:	Bridge St; SR 293 Bridge S		t											
293) Main St Bridge	City of Danville	0.22 <b>1300</b> 0		98%	0%	1%	0%	0%	0%	F	0.086	F	0.6	14000	G
293)	To														
293)(360) North Main St	From: City of Danville	US 58, US 360 R 0.37 <b>1100</b> 0		98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	G
293 360 North Main St	only of Barryine			3070	070		070	070	070	•	0.004	•	0.000	12000	Ŭ
North Main St	City of Danville	0.33 <b>1300</b> 0		98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	G
293 360 North Main St	City of Dariville			90%	076	176	0%	0%	0%	Г	0.062	г	0.547	14000	G
	To: From:	SR 360 Richmo		000/	00/		00/	00/	201		0.000	_	0.540	10000	_
293 North Main St	City of Danville	0.81 <b>1100</b> 0	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.518	12000	G
$\overline{}$	Tro- From:	Third Av													
293 North Main St	City of Danville	0.98 <b>1200</b> 0	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.541	13000	G
<u> </u>	To- From:	Franklin T	pke												
293) North Main St	City of Danville	0.91 <b>5300</b>	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.520	5600	G
$\overline{}$	To:	Bus US 29, Piney	Forest Ro												
	From:	SR 293 Rid													
293 Main St	City of Danville	0.38 <b>2300</b>	G	96%	1%	3%	0%	0%	0%	С	0.119	F		2500	G
•	Combined Traffic Estimates for 2 Parallel Roadw	·	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	G
	To:	SR 293 Patton St													
Bus	From:	N Main							<u></u>						
360) (58) River St	City of Danville	0.64 <b>2000</b> 0		93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
<del></del>	To:	Old Halifa	Rd												

Doute	lunia di ati an	l an arth	AADT	- A	4T:==	D		Tru	uck		00	K	ΟK	Dir	4 4 VA/DT	014/
Route	Jurisdiction	Length	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
Bus	From:	0.	ld Halifax R	d												
(360) (58) South Boston Rd	City of Danville	1.24	19000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
<u> </u>	To: From:	US 29 D	anville Exp	ressway												
360 58 South Boston Rd	City of Danville	0.90	25000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.518	25000	G
<u> </u>	To- From:	]	Kentuck Rd				$\Box$ $\vdash$									
360 58 South Boston Rd	City of Danville	1.98	19000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	G
	То:	Е	CL Danville	e												
	From:	F	Riverside Dr													
(360) (293) North Main St	City of Danville	0.37	11000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	G
	To: From:	7	Worsham St													
(360)(293)North Main St	City of Danville	0.33	13000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	G
$\bigcirc$	To:		orth Main S													
	From:		93 North Ma										_			_
(360) Richmond Blvd	City of Danville	1.36	4500	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.573	4900	G
<u> </u>	To:	Е	CL Danville	e												
	From:	Bus U	S 29 Central	l Blvd												
(413) Memorial Dr	City of Danville	0.10	11000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.523	12000	G
<u> </u>	To:	Cahill	Court; Goo	de St			$\neg$ $\vdash$									
(413) Memorial Dr	City of Danville	0.64	11000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.589	12000	G
<u> </u>	To		Poplar St				_									
(413) Memorial Dr	City of Danville	0.26	8700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.532	9400	G
	To:		High St				<u> </u>									
(413) Craghead St	City of Danville	0.23	7200	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.652	7900	G
	To:	SR 2	93 P; N Mai	in St												
	From:		293 P; Main	ı St												
(413) Craghead St	City of Danville	0.06	6500	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.544	7000	G
$\smile$	To:	SR	293 Patton	St												

						City of Da									
Route	Length	AADT	QA	4Tire	Bus		Truck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville						27 17410 017	buo IIIan	Ziiaii				1 40101			
O		From:	L			Wilson St; C				<b>_</b>					
1 Jefferson St	0.09	1600	N	98%	1%		% 0%	0%	N	0.110	N	0.52	1700	N	2011
1 Jefferson Ave	0.14	1600	G	98%	1%	Loyal 9	% 0%	0%	С	0.110	F	0.52	1700	G	2011
<u> </u>		To: From:	:			Patton	St			$\supset$					
1 Jefferson Ave	0.08	NA To:				SR 293 Ma	ain St			NA T			NA		
		From:				Taylor				1					
2 Bonner Ave	0.50	1800 _{To:}	G	98%	1%	1% 0	% 0%	0%	F	0.108	F	0.511	1900	G	2011
		From:				108-2 Chatha 108-3 Chatha									
2 Lanier Ave	0.08	1100	G	98%	1%		% 0%	0%	F	0.093	F	0.596	1200	G	2011
<u> </u>		To:				108-3708 Kei	mper Rd								
C Facility 01	0.04	From:	$\Box$	000/	40/	Betts S		00/	_	0.404	_	0.500	050		0011
4 Foster St	0.24	880 To:	G	98%	1%	1% 0° Industrial	% 0% Ave	0%	F	0.184	F	0.582	950	G	2011
		From:	一			US 58 South E				1					
9 Ringgold Rd	0.07	2100	G	98%	1%		% 0%	0%	F	0.089	F	0.593	2200	G	2011
999		To:	:			CL Danville; Cla					-				
<u> </u>		From:				SR 293 Main	St; Gap								
(11) North Ridge St	0.52	2900	G	98%	0%		% 0%	0%	С	0.113	F	0.832	3200	G	2011
$\bigcirc$		To				SR 413 Mem	orial Dr								
		From:				Maxine	Rd								
(3700) Old Mayfield Rd	0.31	1800	G	98%	1%	1% 0	% 0%	0%	F	0.102	F	0.588	2000	G	2011
$\overline{}$		To:	<u> </u>			Bus US 29, We	st Main St								
		From:				WCL Dar	ville								
(3702) Ferry Rd	0.12	3200	N	98%	1%	1% 0	% 0%	0%	Ν	0.089	Ν	0.531	3600	Ν	2011
		To:				Applewoo	od Dr								
(3702) Ferry Rd	0.54	3200	G	98%	1%	1% 0	% 0%	0%	F	0.089	F	0.531	3600	G	2011
$\cup$		To: From:				Old Greensb									
(3702) Old Greensboro Rd	0.16	3300	G	98%	1%	Ferry F 1% 0°	% 0%	0%	F	0.081	F	0.536	3600	G	2011
(3702) Old Greensboro Rd	0.10	<b>3300</b> To:		30 /0	1 70	C1US 29 M		070	'	0.001	'	0.550	3000	G	2011
		From:													
(3703) Elizabeth St	1 FF					LIS 58									
0.00	1.55	880	G	98%	1%	US 58	% 0%	0%	С	0.109	F	0.538	940	G	2011
	1.55	880 To:		98%	1%		% 0%	0%	С	0.109	F	0.538	940	G	2011
<u> </u>		To: From:				1% 0 Edgewoo Elizabetl	% 0% d Dr h St								
(3703) Edgewood Dr	0.19	To: From: 1800		98%	1%	1% 0° Edgewoo Elizabetl 1% 0°	% 0% d Dr h St % 0%	0%	C F	0.109	F	0.538	940	G G	2011
(3703) Edgewood Dr		To: From: 1800			1%	1% 0° Edgewoo Elizabetl 1% 0° US 29 Bus; We	% 0% d Dr h St % 0% est Main St								
	0.19	To: From:  1800  To:	G	98%	1%	1% 0° Edgewoo Elizabetl 1% 0° US 29 Bus; We	% 0% d Dr h St % 0% est Main St ville	0%	F	0.088	F	0.575	2000	G	2011
(3703) Edgewood Dr (3705) Holland Rd		To: From: 1800			1%	1% 0' Edgewoo Elizabett 1% 0' US 29 Bus; We SCL Dan 0% 0'	% 0% d Dr h St % 0% est Main St ville % 0%								
	0.19	To: From: 1800 To: From: 710	G	98%	1%	1% 0' Edgewoo Elizabeti 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel	% 0% d Dr h St % 0% sst Main St ville % 0% ld Dr	0%	F	0.088	F	0.575	2000	G	2011
	0.19	To: From: 1800 To: From: 710 To:	G	98%	1%	1% 0' Edgewoo Elizabeti 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland	% 0% d Dr h St % 0% sst Main St ville % 0% ld Dr	0%	F	0.088	F	0.575	2000	G	2011
(3705) Holland Rd	0.19	To: From: 1800 To: From: 710 To: From:	G G	98%	1%	1% 0' Edgewoo Elizabeti 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland	% 0% d Dr h St % 0% sst Main St ville % 0% d Dr Rd	0%	F C	0.088	F	0.575	2000	G G	2011
(3705) Holland Rd (3705) Schoolfield Dr	0.19	To: From: 1800 To: 710 To: From: 1300	G G	98%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier	% 0% d Dr h St % 0% sst Main St ville % 0% d Dr Rd W 0%	0%	F C	0.088 0.097 0.097	F	0.575	2000	G G	2011
(3705) Holland Rd	0.19	710 From: 710 To: From: 500	G G	98%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier 1 Greenwood	% 0% d Dr h St % 0% sst Main St ville % 0% d Dr Rd % 0% Dr d Ave	0%	F C	0.088	F	0.575	2000	G G	2011
(3705) Holland Rd (3705) Schoolfield Dr	0.19 1.93 0.29	To: From: 1800 To: From: 710 To: From: 1300 To: To: To:	G G G	98%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier	% 0% d Dr h St % 0% sst Main St ville % 0% d Dr Rd % 0% Dr d Ave	0%	F C	0.088 0.097 0.097	F F	0.575 0.506 0.524	2000 780 1400	G G	2011 2011 2011
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave	0.19 1.93 0.29	To: From: 1800 To: From: 710 To: From: 500 To: From: F	G G G	98% 99% 99%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier Greenwood 1% 0' Lanier US 29 Bus; Me	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St	0%	F C	0.088 0.097 0.102 0.103	F F F	0.575 0.506 0.524	2000 780 1400 550	G G G	2011 2011 2011 2011
(3705) Holland Rd (3705) Schoolfield Dr	0.19 1.93 0.29	To: From: 1800 To: From: 1300 To: From: 500 To: From: 3300	G G G	98%	1% 1% 0%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier Greenwood 1% 0' Lanier US 29 Bus; Me 0% 0'	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St emorial Dr % 0%	0%	F C	0.088 0.097 0.097	F F	0.575 0.506 0.524	2000 780 1400	G G	2011 2011 2011
(3705) Holland Rd (3705) Schoolfield Dr (3707) Arlington Ave	0.19 1.93 0.29	To: From: 1800 To: From: 710 To: From: 500 To: From: F	G G G	98% 99% 99%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier  Greenwood 1% 0' Lanier US 29 Bus; Me 0% 0' SR 293; West	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St emorial Dr % 0%	0%	F C	0.088 0.097 0.102 0.103	F F F	0.575 0.506 0.524	2000 780 1400 550	G G G	2011 2011 2011 2011
(3705) Holland Rd (3705) Schoolfield Dr (3707) Arlington Ave	0.19 1.93 0.29	To: From: 1800 To: From: 710 To: From: 1300 To: From: 500 To: From: 500 To:	G G G	98% 99% 99%	1%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier  Greenwood 1% 0' Lanier US 29 Bus; Me 0% 0' SR 293; West West Mai	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St emorial Dr % 0%	0%	F C	0.088 0.097 0.102 0.103	F F F	0.575 0.506 0.524	2000 780 1400 550	G G G	2011 2011 2011 2011
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave 3708 Bishop Rd	0.19 1.93 0.29 0.81	1800 To From: 1800 To T	G G G G	98% 99% 99%	1% 1% 0% 0%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier  Greenwood 1% 0' Lanier US 29 Bus; Me 0% 0' SR 293; West West Mai	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St emorial Dr % 0% Main St in St % 0%	0%	F C C	0.088 0.097 0.102 0.103	F F F	0.575 0.506 0.524 0.5	2000 780 1400 550	G G G	2011 2011 2011 2011 2011
(3705) Holland Rd (3705) Schoolfield Dr (3707) Arlington Ave	0.19 1.93 0.29 0.81	1800 To: 1800 To: 710 To: From: 1300 To: From: 3300 To: From: 2900	G G G G	98% 99% 99%	1% 1% 0% 0%	1% 0' Edgewoo Elizabetl 1% 0' US 29 Bus; We SCL Dan 0% 0' Schoolfiel Holland 1% 0' Lanier US 29 Bus; Me 0% 0' SR 293; West West Mai 0% 0' Lanier Augusta	% 0% d Dr h St % 0% st Main St ville % 0% ld Dr Rd % 0% Dr d Ave % 0% St emorial Dr % 0% Main St in St % 0%	0%	F C C	0.088 0.097 0.102 0.103	F F F	0.575 0.506 0.524 0.5	2000 780 1400 550	G G G	2011 2011 2011 2011 2011

						City of Danvi	lle								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
Laniar Ava	0.12	From		000/	00/	Garland St	00/	00/		0.004	_	0.557	900	•	2011
(3708) Lanier Ave	0.13	<b>740</b> ™	G	99%	0%	0% 0% Kemper Rd	0%	0%	С	0.094	F	0.557	800	G	2011
		From	:			Lanier St									
(3708) Kemper Rd	0.69	7300	G	99%	0%	0% 0%	0%	0%	С	0.084	F	0.576	7700	G	2011
		To				SR 86; South Mai	n St								
(3710) Chatelaine Ave	0.44	1700	G	97%	1%	Wooding Ave 2% 0%	0%	0%	С	0.087	F	0.560	1000	G	2011
(3710) Chatelaine Ave	0.44	1700 To		9170	170	Levelton St	0%	076	C	0.067	г	0.560	1900	G	2011
		From				Chatelaine Av	e								
(3710) Levelton St	0.19	1500	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.516	1600	G	2011
		То				SR 86; S Main	St								
(3711) Wooding Ave	0.41	4600	G	98%	1%	Kemper Rd	0%	0%	F	0.094	F	0.57	4900	G	2011
(3711) VV doding Ave	0.41	4000 To		90 /0	1 /0	SR 293; W Main		0 /0	Г	0.094	-	0.57	4900	G	2011
		From	:			108-3708 Kemper				1					
(3713) Southampton Ave	0.42	1500	G	98%	1%	1% 0%	0%	0%	F	0.088	F	0.538	1700	G	2011
(0,10)	-	To	:			108-3714 Watson									-
_		From				Howeland Circ	le								
(3714) Avondale Dr	0.41	2100	G	98%	1%	1% 0%	0%	0%	F	0.092	F	0.521	2300	G	2011
$\overline{}$		To	:			Virginia Avenu	ie			_					
(3714) Watson St	0.25	3000	G	98%	1%	Virginia Ave 1% 0%	0%	0%	С	0.092	F	0.549	3200	G	2011
3714)		To									-				
(3714) Stokes St	0.48	1400	G	99%	0%	South Main St	0%	0%	F	0.089	F	0.625	1500	G	2011
3714) Storido St	0.10	То	.—	0070	070			070		0.000	•	0.020	1000	Ū	2011
3714) Stokes St	0.25	1300 From	G	99%	0%	Holbrook Ave	0%	0%	F	0.083	F	0.575	1400	G	2011
3714)		To				Jefferson St			-						
		From	:			SR 293; West Ma	in St								
(3715) Park Ave	0.67	5000	G	99%	0%	0% 0%	0%	0%	С	0.1	F	0.616	5300	G	2011
$\bigcirc$		To			Ţ	JS 29 Bus; Memoria	al Blvd								
<u> </u>		From				SR 86; S Main								_	
(3716) Industrial Ave	0.73	4600 _{To}	G	96%	1%	1% 1%	1%	0%	F	0.092	F	0.527	4900	G	2011
		From	1			Jefferson Ave Jefferson St				+					
(3716) Industrial Ave	0.70	3700	G	96%	1%	1% 1%	1%	0%	С	0.094	F	0.509	3900	G	2011
		To	-			Goodyear Blvo	1			$\neg$ —					
(3716) Industrial Ave	0.25	4100 From	G	97%	1%	1% 1%	0%	0%	F	0.104	F	0.601	4500	G	2011
		To				Fitzgerald St									
(3716) Craghead St	0.56	4100 From	G	97%	1%	1% 1%	0%	0%	С	0.101	F	0.616	4500	G	2011
		To	-			Wilson St				$\neg$ —					
(3716) Craghead St	0.10	5800	G	97%	1%	1% 1%	0%	0%	F	0.097	F	0.618	6200	G	2011
$\bigcirc$		To	:			SR 413 Patton S	St								
		From				SR 293; West Ma	in St								
(3717) Mountain View Ave	0.58	2200	G	99%	0%	0% 0%	0%	0%	F	0.113	F	0.626	2400	G	2011
		From				Primrose Ct Mountain View A	Ave								
(3717) Primrose Pl	0.07	2200	G	99%	0%	0% 0%	0%	0%	F	0.103	F	0.649	2300	G	2011
$\cup$		To	:			US 29 Bus; Memor	ial Dr								
		From	:			Canterbury Ro	l								
(3718) Christopher Lane	0.30	2100	G	99%	0%	0% 0%	0%	0%	F	0.159	F	0.61	2200	G	2011
		То	1			Central Blvd									
Court Maria 20	0.01	From	پ	0001	001	Central Blvd	001	00/		0.000	_	0.500	0000		0044
(3721) South Main St	0.34	3600 _{To}	G	99%	0%	0% 0% Stokes St	0%	0%	F	0.089	F	0.590	3900	G	2011
		From					Ct			_					
		110111				SR 293 West Mai	n St								
3723) Broad St	0.23	1700	G	99%	0%	0% 0%	0%	0%	F	0.108	F	0.594	1900	G	2011

						City	of Danvil	le								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		Fron	1			F	Broad St				i					
(3723) Cleveland St	0.06	1400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.528	1500	G	2011
		Tr				R	oberts St									
		Fron	:			WC	L Danville									
(3724) Mt Cross Rd	1.75	8900	G	99%	0%	0%	0%	0%	0%	С	0.104	F	0.665	9500	G	2011
		To	:			Riv	verside Dr									
		Fron				US 36	60 N Main	St								
(3726) East Thomas St	0.30	1600	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.571	1700	G	2011
		Fron					alifax St									
(3726) Halifax St	2.51	1600	G	97%	1%	1%	Thomas St	0%	0%	F	0.115	F	0.537	1700	G	2011
(3726) Halifax St	2.01	1000		31 70	1 /0				070		0.113	•	0.007	1700	O	2011
	0.70	From	Щ_	070/	40/		in Hood Rd		00/			_	0.500	000		0044
(3726) Halifax St	0.70	550	G	97%	1%	1%	0%	0%	0%	С	0.11	F	0.589	600	G	2011
							L Danville									
C Hallanadi A.	0.40	From		000/	00/		ustrial Ave	00/	00/		0.004	_	0.004	4500	_	0044
(3727) Holbrook Ave	0.18	1400	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.601	1500	G	2011
		To From					tokes St									
(3727) Holbrook Ave	0.37	1600	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.545	1700	G	2011
		To Fron				1	Main St				<u> </u>					
(3727) Holbrook Ave	0.79	1200	G	98%	0%	1%	0%	0%	0%	С	0.092	F	0.504	1300	G	2011
$\bigcirc$		To	:				eveland St									
011-01	0.00	From	ــِــا	000/	00/		olbrook St	00/	00/			_	0.500	0000	0	0044
(3727) Cleveland St	0.06	2800 To	G	99%	0%	0%	0%	0%	0%	F	0.114	F	0.503	3000	G	2011
			1				Memorial	Dr								
O 5 11 51	4.04	From	<u> </u>	070/	407		Main St	00/	201			_	0.50	4400	_	0044
(3732) Bradley Rd	1.24	1100	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.56	1100	G	2011
			<u> </u>				hmond Rd									
O Datter Ct	0.47	From		070/	40/		Jefferson A		00/	F		_	0.040	0.40	_	0044
(3733) Patton St	0.17	870	G	97%	1%	1%	0% 1 S Ridge S	0%	0%	Г	0.175	F	0.816	940	G	2011
		Fron						31								
(3735) Jefferson St	0.58	1400	G	97%	1%	1%	ustrial Ave 0%	0%	0%	F	0.099	F	0.503	1500	G	2011
(3735) Jefferson St	0.56	1400 To	_	91 /0	1 /0		Vilson St	0 /6	0 /6		0.099		0.505	1300	G	2011
		Fron					fferson St									
(3735) Wilson St	0.39	840	G	97%	1%	1%	0%	0%	0%	С	0.122	F	0.530	910	G	2011
$\cup$		Tr	_			Cr	aghead St									
(3735) Wilson St	0.07	160 From	G	97%	1%	1%	0%	0%	0%	F	0.132	F	0.604	170	G	2011
3733) 11 110011 01	0.0.		.—	0.70	. , ,			0,0	0,0	•		•	0.00		•	
(3735) Worsham St	0.30	6900				В	Bridge St				NA			7600	G	2011
(3735) Worsnam St	0.30	0900	G								INA			7600	G	2011
O		Fron	<u> </u>				Taft St				<u> </u>					
(3735) Worsham St	0.34	7000	G					~			NA			7600	G	2011
		Tr	1				3; N Main									
O		Fron					dall Scott D					_			_	
(3736) Third Ave	0.70	3900	G	98%	1%	1%	0%	0%	0%	С	0.102	F	0.616	4200	G	2011
		To					Main St									
0.000	2 22	From	<u> </u>	0001	401		ville; Dead		001			_	0 ===	=	^	004:
(3737) Grant St	0.69	510 To	G	98%	1%	1%	0%	0%	0%	F	0.147	F	0.772	540	G	2011
~		To	1				ustrial Ave									
<u> </u>		Fron	ــــــــــــــــــــــــــــــــــــــ	0.15			South Mair					_	0.05		_	
(3739) Goodyear Blvd	3.05	2600	G	94%	1%	1%	2%	2%	0%	F	0.178	F	0.894	2700	G	2011
		To From					US 29									
(3739) Goodyear Blvd	0.97	4000	G	94%	1%	1%	2%	2%	0%	С	0.105	F	0.634	4400	G	2011
$\overline{}$		To				108-3716	Industrial	Blvd								
		Fron	·			Me	lrose Ave									
(3740) Northmont Blvd	0.13	2100	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.565	2000	G	2011
$\bigcirc$		To	:			Glou	icester Ave	;								

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		From:													
Northmont Blvd	0.76	1600	G	98%	1%	Gloud 1%	cester Ave 0% 0%	0%	С	0.108	F	0.512	1700	G	2011
Northmont Biva	0.76	To		90%	170		; N Main St	0%		0.108	Г	0.513	1700	G	2011
		From:	一					-				-		-	
9741) Poplar St	0.15	2200	G	99%	0%	0%	n Ridge St 0% 0%	0%	С	0.093	F	0.551	2400	G	2011
(3741) Poplar St	0.13	2200		3370	0 70			0 70		0.033	'	0.551	2400	G	2011
O Paralan Ot	0.40	From:	ᄂ	000/	00/		Memorial Dr					0.000	0400		0044
Poplar St	0.46	8500 To:	G	99%	0%	1%	0% 0%	0%	С	0.096	F	0.600	9100	G	2011
			<del></del>				Riverside Dr								
3742) Orchard Dr	0.36	2100	G	99%	0%	No	rdan Dr 0% 0%	0%	F	0.167	F	0.635	2200	G	2011
Orchard Dr	0.30	Z 100		99 /6	0 /0		klin Tpke	0 76		0.107	•	0.033	2200	G	2011
_		From:	一												
3743) Piney Forest Rd	0.67	4900	G	98%	1%	1%	Riverside Dr 0% 0%	0%	F	0.102	F	0.604	5200	G	2011
2 ₃₇₄₃ Piney Forest Rd	0.07	4900		90 /6	1 /0	1 /0	070 070	0 76		0.102	•	0.004	3200	G	2011
O 51 - 5 - 151		From:	<u> </u>				dberry Dr			<u> </u>					
9743 Piney Forest Rd	0.01	1800	G	98%	1%	1%	0% 0%	0%	F	0.103	F		1900	G	2011
		10:	<del> </del>				; Central Blvd			<del>_</del>					
Audub ac Do	0.05	From:	<u></u>	0001	407		Riverside Dr	00/			_	0.507	0000	_	0044
3745 Audubon Dr	0.95	2900 _{To-}	G	98%	1%	1%	0% 0%	0%	С	0.118	F	0.527	3000	G	2011
			느		ι		Piney Forest Rd			<del>_</del>					
Della Di	0.57	From:	<u> </u>	0001	001		; N Main St	001			_	0.500	202	^	004
3746) Baily Pl	0.57	900 To:	G	98%	0%	1%	0% 0%	0%	F	0.1	F	0.533	960	G	2011
		10:	<del> </del>				ninole Dr								
A ma atta Dibud	0.00	From:	<u> </u>	000/	00/		Riverside Dr			0.004	_	0.500	7700	0	0044
Arnette Blvd	0.98	7200	G	98%	0%	1%	0% 0%	0%	F	0.094	F	0.589	7700	G	2011
<u> </u>		From					ell Scott Dr			$\Box$					
3747) Arnette Blvd	1.07	3100	G	98%	0%	1%	0% 0%		С	0.084	F	0.504	2900	G	2011
<u> </u>		To:	<u> </u>		U	S 29 Bus;	Piney Forest Rd			Щ					
<u> </u>		From	<u> </u>				nion St							_	
(3749) Henry Rd	0.06	2700	G	98%	0%	1%	0% 0%	0%	F	0.104	F	0.687	2800	G	2011
<u> </u>		To:				US 58 I	Riverside Dr			$\supset$ —					
3749 Locust Lane	0.53	3700	G	99%	1%	0%	0% 0%	0%	F	0.097	F	0.629	4000	G	2011
<u> </u>		To				She	wood Dr			¬—					
3749) Locust Lane		2600 From:	G	99%	1%	0%	0% 0%	0%	С	0.092	F	0.571	2800	_	2011
3/49/ 200401 24/10	0.31		•	0070						_				G	
3749) 200001 20110	0.31	To:	Ŭ	0070		Wende	ell Scott Dr							<u> </u>	
		To: From:				Loc	ell Scott Dr ust Lane			$\pm$					
	0.31	To:	G	99%	0%		ell Scott Dr	0%	F	0.092	F	0.541	3500	G	
		To: From:			0%	Loc 0%	ell Scott Dr ust Lane	0%	F		F	0.541	3500		2011
3749) Wendell Scott Dr		To: From:			0%	Loc 0%	ell Scott Dr ust Lane 0% 0%		F	0.092	F	0.541	3500 4100		
3749) Wendell Scott Dr	0.18	3300 To: From: 3900	G	99%	0%	Loc 0% Arno 0%	ell Scott Dr ust Lane  0% 0% ette Blvd 0% 0%							G	2011
3749) Wendell Scott Dr 3749) Wendell Scott Dr	0.18	3300  700  From: 3900  Too: From: Fr	G	99%	0%	Loc 0% Arno 0%	ell Scott Dr ust Lane 0% 0% ette Blvd	0%				0.548	4100	G	2011
3749 Wendell Scott Dr	0.18	3300 To: From: 3900	G G	99%	0% I	Loc 0% Arno 0% Bus US 29 0%	ell Scott Dr ust Lane 0% 0% ette Blvd 0% 0% Piney Forest Rd	0%	С	0.095	F			G G	2011
Wendell Scott Dr  Wendell Scott Dr  Record Mill Del	0.18	3300  700  From: 3900  Too: From: Fr	G G	99%	0% I	Loc 0%  Arm 0%  Bus US 29 0%  WCI	ell Scott Dr ust Lane  0% 0% ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville	0%	С	0.095	F	0.548	4100	G G	2011
Wendell Scott Dr  3749 Wendell Scott Dr  3749 Beaver Mill Rd	0.18	3300 To: From: 3900 To: From: 2900 To: From:	G G	99%	0% I	Loc 0%  Arm 0%  Bus US 29 0%  WCI	ell Scott Dr ust Lane  0% 0% ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane	0%	С	0.095	F	0.548	4100	G G	2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Record Mill Del	0.18 0.66 0.59	3300 To: From: 3900 To: From: 2900 To: To:	G G G	99%	0% I 0%	Loc 0%  Armo 0%  Bus US 29 0%  WCI  Loc 1%	ell Scott Dr ust Lane  0% 0% ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane	0%	C F	0.095	F	0.548	4100 2700	G G	2011
3749) Wendell Scott Dr 3749) Wendell Scott Dr 3749) Beaver Mill Rd	0.18 0.66 0.59	3300 From: 3900 To Prom: 2900 To T	G G G	99%	0% I 0%	Loc 0%  Arm 0%  Bus US 29 0%  WCI  Loc 1% Arm	ell Scott Dr ust Lane  0% 0% ette Blvd 0% 0% Piney Forest Rd 0% 0% Danville ust Lane 0% 0% ette Blvd	0%	C F	0.095	F	0.548	4100 2700	G G	2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr	0.18 0.66 0.59	3300  To- From: 3900  To- From: 1400  To:	G G G	99% 99% 99%	0% I 0%	Loc 0%  Arm 0%  Bus US 29 0%  WCI  Loc 1% Arm	ell Scott Dr ust Lane 0% 0% ette Blvd 0% 0% Piney Forest Rd 0% 0% Danville ust Lane 0% 0% ette Blvd ; N Main St	0%	C F	0.095 0.090 0.112	F	0.548	4100 2700	G G	2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr	0.18 0.66 0.59	3300  To- From: 3900  To- From: 1400  To- From: 1400  To- From:	G G G	99%	0% I 0%	Loc 0%  Amm 0%  Bus US 29  0%  WCL  Loc 1%  Amm SR 293  1%	ell Scott Dr ust Lane  0% 0% ette Blvd 0% 0% Piney Forest Rd 0% 0% Danville ust Lane 0% 0% ette Blvd	0%	C F	0.095	F F	0.548 0.621 0.558	4100 2700 1500	G G G	2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr  Henry St	0.18 0.66 0.59 0.18	3300  To- From: 3900  To- From: 1400  To: From: 1000  To: From: From: 17000  To: From: 17000	G G G G	99% 99% 99% 99%	0% I 0%	Loc 0%  Amm 0%  Bus US 29  0%  WCL  Loc 1%  Amm SR 293  1%  Clair	ell Scott Dr ust Lane 0% 0% ette Blvd 0% 0% Piney Forest Rd 0% 0% Danville ust Lane 0% 0% ette Blvd :; N Main St 0% 0% eborne St enry St	0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558	4100 2700 1500 1100	G G G	2011 2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr  Gleibarge St	0.18 0.66 0.59	3300  To- From: 3900  To- From: 1400  To:  1000  To:	G G G	99% 99% 99%	0% I 0%	Loc 0%  Amm 0%  Bus US 29  0%  WCL  Loc 1%  Amm SR 293  1%  Clair	ell Scott Dr ust Lane  0%  0%  ette Blvd  0%  Piney Forest Rd  0%  Danville  ust Lane  0%  0%  ctte Blvd  :; N Main St  0%  0%  oborne St	0%	C F	0.095 0.090 0.112	F F	0.548 0.621 0.558	4100 2700 1500	G G G	2011 2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr  Gleibarge St	0.18 0.66 0.59 0.18	3300  To- From: 3900  To- From: 1400  To: From: 1000  To: From: From: 17000  To: From: 17000	G G G G	99% 99% 99% 99%	0% I 0%	Loc 0%  Amm 0%  Bus US 29 0%  WCL  Loc 1%  Amm SR 293 1%  Claim Hi	ell Scott Dr ust Lane 0% 0% ette Blvd 0% 0% Piney Forest Rd 0% 0% Danville ust Lane 0% 0% ette Blvd :; N Main St 0% 0% eborne St enry St	0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558	4100 2700 1500 1100	G G G	2011 2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr  Gleibarge St	0.18 0.66 0.59 0.18	3300  To- From: 3900  To- From: 1400  To: From: 1000  To: From: From: 17000  To: From: 17000	G G G G	99% 99% 99% 99%	0% I 0%	Loc 0%  Am 0%  Bus US 29 0%  WCI  Loc 1% Am SR 293 1% Clai H 1% Th	ell Scott Dr ust Lane  0% 0%  ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane  0% 0%  ette Blvd  :; N Main St  0% 0%  aborne St  enry St  0% 0%	0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558	4100 2700 1500 1100	G G G	2011 2011 2011 2011
3749) Wendell Scott Dr 3749) Wendell Scott Dr 3749) Beaver Mill Rd 3751) Sherwood Dr 3753) Henry St 3753) Claiborne St	0.18 0.66 0.59 0.18	To: From: 3300 To: From: 2900 To: 1400 To: From: 2200 To:	G G G G	99% 99% 99% 99%	0% I 0%	Loc 0%  Am 0%  Bus US 29 0%  WCI  Loc 1% Am SR 293 1% Clai H 1% Th	ell Scott Dr  ust Lane  0% 0%  ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane  0% 0%  ette Blvd  ;; N Main St  0% 0%  iborne St enry St  0% 0%  ird Ave	0% 0% 0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558	4100 2700 1500 1100	G G G	2011 2011 2011 2011 2011
Wendell Scott Dr  Wendell Scott Dr  Wendell Scott Dr  Beaver Mill Rd  Sherwood Dr  Claiborne St	0.18 0.66 0.59 0.18 0.24 1.26	To: From: 3300 To: From: 2900 To: 1400 To: From: 2200 To: From: 3700 To: To: From: To: To: To: To: To: To: To: To: To: To	G G G G	99% 99% 99% 99%	0% I 0% 0% 0%	Loc 0%  Amm 0%  Bus US 29  0%  WCI  Loc 1%  Arm  SR 293  1%  Clair  H  1%  Th  Arm  0%	ell Scott Dr  ust Lane  0% 0%  ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane  0% 0%  ette Blvd  ;; N Main St  0% 0%  iborne St  enry St  0% 0%  ird Ave  ette Blvd  0% 0%  ird Ave  ette Blvd  0% 0%  ird St  ird St  ird St	0% 0% 0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558 0.588	4100 2700 1500 1100 2400	G G G G	2011 2011 2011 2011 2011
3749) Wendell Scott Dr 3749) Wendell Scott Dr 3749) Beaver Mill Rd 3751) Sherwood Dr 3753) Henry St 3753) Claiborne St	0.18 0.66 0.59 0.18 0.24 1.26	To: From: 3300 To: From: 2900 To: 1400 From: 1000 To: From: 2200 To: From: 3700	G G G G	99% 99% 99% 99%	0% I 0% 0% 0%	Loc 0%  Amm 0%  Bus US 29  0%  WCI  Loc 1%  Arm  SR 293  1%  Clair  H  1%  Th  Arm  0%	ell Scott Dr  ust Lane  0% 0%  ette Blvd  0% 0%  Piney Forest Rd  0% 0%  Danville  ust Lane  0% 0%  ette Blvd  ; N Main St  0% 0%  iborne St enry St  0% 0%  ird Ave  ette Blvd  0% 0%	0% 0% 0% 0%	C F F	0.095 0.090 0.112 0.099	F F	0.548 0.621 0.558 0.588	4100 2700 1500 1100 2400	G G G G	2011 2011 2011 2011 2011

						Oity C	, Darivino	,								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Danville		From:									i					
Nordan Dr	0.31	3900	G	99%	0%	Pa	rrish Rd 0%	0%	0%	F	0.105	F	0.591	4200	G	2011
3755) 1401dan Bi	0.01	To	Ť	0070		US 29 Bus;			070		0.100	•	0.001	4200	Ü	2011
		From:				SR 293	; N Main S	St			1					
Franklin Tpke	0.92	7400	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.609	7900	G	2011
		To:	:		1	US 29 Bus;	Piney Fore	est Rd								
$\widehat{}$		From					lmont Dr									
Park Ave	0.38	3100	G	99%	1%	1%	0%	0%	0%	С	0.097	F	0.506	3300	G	2011
		10.	<u> </u>				Westover D									
Kontuck Pd	1.39	7600	"L	93%	0%		outh Boston		0%	С	0.091	F	0.533	9200	G	2011
Kentuck Rd	1.39	7 000 To		93%	0%	1% NCI	1% Danville	5%	0%		0.091	г	0.555	8300	G	2011
		From:	:				Danville									
Mountain Hill Rd	0.84	1500	G	93%	0%	1%	1%	5%	0%	F	0.093	F	0.535	1600	G	2011
		То	c				uth Boston									
		From	1.5			US 58;	Riverside I	Or								
Old Riverside Dr	0.25	4100	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.526	4400	G	2011
$\mathcal{L}$		To				Mt	Cross Rd									
<u> </u>		From					9 Memoria									
Park Ave	0.25	18000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.572	19000	G	2011
<u> </u>		To: From:	i			US 58 l	Riverside D	)r								
Park Ave	0.22	NA									NA			NA		
<u> </u>		From:	:				lmont Dr rk Ave									
Piedmont Dr	0.31	14000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.504	14000	G	2011
		То					Westover D									
Piedmont Dr	1.32	19000	G	99%	0%	1%	0%	л 0%	0%	С	0.09	F	0.527	20000	G	2011
112)		То					9 Central E									
		From:	ı:			SCL	Danville									
Gypsum Rd	1.46	580	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.627	640	G	2011
<u> </u>		To:				Good	lyear Blvd									
		From:				SR 51	Westover D	)r								
Moorfield Bridge Rd	0.04	1600	G	99%	1%	0%	0%	0%	0%	F	0.093	F	0.5	1500	G	2011
<u> </u>		To:	<u> </u>			WCI	_ Danville									
Little Creek Dd	0.50	From:	<u></u>	070/	40/		ichmond B		00/			_	0.500	2000	0	0044
Little Creek Rd	0.52	2800 To:	G	97%	1%	1%	0% ECL Danvi	0%	0%	F	0.1	F	0.508	3000	G	2011
		From:						ille								
Eagle Spring Rd	1.70	230	G	99%	1%	w	ater St 0%	0%	0%	С	0.106	F	0.581	240	G	2011
776) Lagic opinig ra	1.70	To:		0070	170		Danville	070	070		100	•	0.001	240	Ü	2011
		From					ust Lane									
Alpine Dr		250	G			200	ast Daile				0.11	F	0.547	270	G	2011
·		To	c			Lyn	ndale Dr									
		From	17			Tam	worth Dr									
Annhurst Dr		620	G								0.104	F	0.617	580	G	2011
		To:	:			V	icar Rd									
		From:	L_			Ţ	JS 58					_	_			
Barrett St		1400	G			~					0.108	F	0.538	1500	G	2011
		Io	<del></del>				apri Ct									
Brodnax Street		From:	Ш_			SI	Main St				NI A			NIA		
		NA									NA			NA		
Diouriax Street		To				Α.	verc Ct									
Diouriax Street		To					yers St									
Cathy Dr			G				yers St nger Dr				NA			280	G	2011

					City of D	anville								
Route	Length AADT	ΟΛ	4Tire	Bus		Truck		QC	K	QK	Dir	AAWDT	OW	Year
Notic	Length AADI	Q,A	41110	Dus	2Axle 3+	-Axle 1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	i cai
tv of Danville	From	:			Larston	Avia			-					
Clarkson Dr	130	G			Layton	Ave			0.199	F	0.519	120	G	2011
	To	·			Dunmo	ore St				•	0.0.0	0	•	_0
	From				Leemont	Court								
Clement Avenue	620	G			Beemon	Court			NA			620	G	2011
	To	:			N. Main	Street								
	From	:			Plymou	th Dr								
Courtney St	120	G							0.141	F	0.643	110	G	201
	To	-			Skyline	Ave								
Dalton St	From	:			Arnett	Blvd								
	680	G							NA			680	G	201
	To	:			Ruskin	Street								
Hamlin Ave	From				Spence	er St								
	350	G							NA			380	G	201
	To				N Mai	n St			]					
Hampton Dr	From				Brookvi	ew Dr								
	360	G							0.114	F	0.526	380	G	201
	To	:			Brightw	ell Dr								
Ingram St	From				Northwe	st Blvd								
	520	G							NA			520	G	201
	To				Parrott :	Street								
Ivy St	From				Locust	Lane								
	130	G							0.125	F	0.737	140	G	201
	To	:			Cunning	ham St								
Meadowbrook Dr	From				Edgewoo	d Lane								
	450	G							0.116	F	0.514	420	G	201
	To	<u> </u>			Main	St								
Nelson St	From				US	29								
	<b>290</b>	G							0.128	F	0.610	280	G	201
					WCL Da	anville								
Parkland Dr	From				Meadow	/ Lane							_	
	<b>290</b>	G				1.7			NA			290	G	201
		<u> </u>			Edgewoo									
Rosemary Lane	From	<u> </u>			Hunting	ton Pl				_	0.500	040	^	001
	190 To	G			T1	Avia			0.117	F	0.528	210	G	201
		1			Tyler									
Springfield Rd	From	<u> </u>			Kittyhav	wk Dr			0.400	_	0.500	400	^	004
	<b>200</b>	G			P	D.A			0.129	F	0.596	180	G	201
		1			Freeze									
Summit Rd	From				Woodbei	ry Ave				_	0.505	000	_	004
	<b>260</b>	G			A1.	- D1			0.115	F	0.595	280	G	201
		1			Arbo				_					
Tamworth PI	From	<u> </u>			Tamwo	rth Dr						450	0	004
	140	G			C	av De			NA			150	G	201
		<u> </u>			Conwa									
Vicar Rd	From	<u> </u>			Wildwo	od Ct			0.400	_	0.500	000	0	004
	<b>270</b>	G			Daint	no D.d			0.130	F	0.593	280	G	201
		<u> </u>			Raintre				+					
Wheatley Rd	From	<u> </u>			Shanno	on Dr						400	_	004
	100 _{та}	G			D · ·	D			NA			100	G	201
	To	1			Baniste	er Dr								