

**2014**  
**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.

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

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Danville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 58 To: Elizabeth St	City of Danville (Maint: 71)	1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.581	16000	G
From: Elizabeth St To: SR 86, S Main St	City of Danville (Maint: 71)	2.63	15000	A	82%	1%	1%	2%	14%	1%	C	0.101	A	0.727	15000	A
From: SR 86, S Main St To: Goodyear Blvd	City of Danville (Maint: 71)	1.85	17000	G	82%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	G
From: Goodyear Blvd To: US 58, US 360 South Boston Rd	City of Danville (Maint: 71)	1.36	19000	G	82%	1%	1%	2%	14%	1%	F	0.075	F	0.524	20000	G
From: US 58, US 360 South Boston Rd To: NCL Danville	City of Danville (Maint: 71)	2.00	14000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.594	14000	G
From: North Carolina State Line To: US 29 US 58	City of Danville (Maint: 71)	0.47	NA									NA		NA		
From: SCL Danville To: Withers Rd	City of Danville	0.87	10000	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.509	11000	G
From: Withers Rd To: Old Greensboro Rd	City of Danville	0.91	11000	G	98%	1%	1%	0%	1%	0%	F	0.091	F	0.531	12000	G
From: Old Greensboro Rd To: Memorial Dr	City of Danville	0.65	15000	G	98%	1%	1%	0%	1%	0%	C	0.083	F	0.549	16000	G
From: Memorial Dr To: SR 293 W Main St	City of Danville	0.73	11000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.531	12000	G
From: SR 293 W Main St To: Bishop St	City of Danville	0.17	14000	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.578	15000	G
From: Bishop St To: Robertson Bridge	City of Danville	0.14	12000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.626	13000	G
From: Robertson Bridge To: Park Ave	City of Danville	0.71	8800	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.572	9400	G
From: Park Ave To: Primrose Pl	City of Danville	0.85	8800	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.666	9400	G
From: SR 86 Central Blvd To: Memorial Dr	City of Danville	0.30	30000	G	97%	0%	1%	1%	1%	0%	F	NA		32000	G	
From: Memorial Dr To: Bus US 58 Riverside Dr	City of Danville	0.38	23000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	24000	G
From: Bus US 58 Riverside Dr To: Piedmont Dr	City of Danville															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Bus 29 Central Blvd	From: [redacted] City of Danville	Piedmont Dr	0.59	29000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.809	31000	G
Bus 29 Piney Forest Rd	From: [redacted] City of Danville	Piney Forest Rd Central Blvd	0.52	29000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.553	31000	G
Bus 29 Piney Forest Rd	From: [redacted] City of Danville	Audubon Dr	0.60	26000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.591	28000	G
Bus 29 Piney Forest Rd	From: [redacted] City of Danville	Wendell Scott Dr	0.38	27000	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.586	29000	G
Bus 29 Piney Forest Rd	From: [redacted] City of Danville	Arnette Blvd	0.91	26000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.574	28000	G
Bus 29 Piney Forest Rd	From: [redacted] City of Danville	SR 41 Franklin Tpke	0.44	14000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	14000	G
Bus 29 North Main St	From: [redacted] City of Danville	North Main Street Piney Forest Rd	0.13	16000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.500	18000	G
41 Franklin Tpke	From: [redacted] City of Danville	NCL Danville Bus US 29; Piney Forest Rd	0.70	16000	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.653	17000	G
51 Westover Dr	From: [redacted] City of Danville	WCL Danville	3.03	2300	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.606	2500	G
51 Westover Dr	From: [redacted] City of Danville	Lamberth Dr	1.33	6300	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.599	6700	G
51 Westover Dr	From: [redacted] City of Danville	Blair Loop Rd	0.70	9000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.582	9600	G
51 Westover Dr	From: [redacted] City of Danville	Park Ave E US 58; Riverside Dr	0.98	7700	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.501	8200	G
58	City of Danville (Maint: 71)	WCL Danville	0.44	6200	G	84%	1%	1%	1%	13%	0%	C	0.088	F	0.574	6200	G
58 29 Danville Expwy	From: [redacted] City of Danville (Maint: 71)	US 29 Danville Expressway	1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.581	16000	G
58 29 Danville Expwy	From: [redacted] City of Danville (Maint: 71)	Elizabeth St	2.63	15000	A	82%	1%	1%	2%	14%	1%	C	0.101	A	0.727	15000	A
58 29 Danville Expwy	From: [redacted] City of Danville (Maint: 71)	SR 86, S Main St Goodyear Blvd	1.85	17000	G	82%	1%	1%	2%	14%	1%	F	0.072	F	0.559	17000	G



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [ ] To: [ ]																
58 29 Danville Expwy	City of Danville (Maint: 71)	1.36	19000	G	82%	1%	1%	2%	14%	1%	F	0.075	F	0.524	20000	G
From: [ ] To: [ ]																
58 360 South Boston Rd	City of Danville	0.90	27000	G	85%	1%	1%	1%	13%	0%	F	0.076	F	0.510	27000	G
From: [ ] To: [ ]																
58 360 South Boston Rd	City of Danville	1.98	20000	G	85%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	4.97	12000	G	93%	1%	1%	0%	5%	0%	F	0.092	F	0.706	12000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	0.93	14000	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.564	14000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	0.51	22000	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.519	22000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	0.24	25000	G	93%	1%	1%	0%	5%	0%	F	0.086	F	0.506	26000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	0.92	21000	G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.533	21000	G
From: [ ] To: [ ]																
Bus 58 Riverside Dr	City of Danville	0.82	15000	G	93%	1%	1%	0%	5%	0%	F	0.08	F	0.511	15000	G
From: [ ] To: [ ]																
Bus 58 360 River St	City of Danville	0.64	18000	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.535	18000	G
From: [ ] To: [ ]																
Bus 58 360 South Boston Rd	City of Danville	1.24	17000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.517	17000	G
From: [ ] To: [ ]																
86 South Main St	City of Danville	1.11	11000	G	98%	0%	0%	0%	1%	0%	C	0.096	F	0.516	12000	G
From: [ ] To: [ ]																
86 South Main St	City of Danville	0.61	12000	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.53	12000	G
From: [ ] To: [ ]																
86 South Main St	City of Danville	0.63	18000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.553	19000	G
From: [ ] To: [ ]																
86 Central Blvd	City of Danville	0.38	17000	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.587	18000	G
From: [ ] To: [ ]																
86 Central Blvd	City of Danville	0.60	22000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.575	23000	G
From: [ ] To: [ ]																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: Bus US 29; Memorial Dr									
293 West Main St	City of Danville	0.54	5500	G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.588	5900	G
							To: Bishop Rd									
293 West Main St	City of Danville	0.49	5400	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.606	5800	G
							To: Park Ave									
293 West Main St	City of Danville	0.96	7900	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.533	8400	G
							To: Randolph St									
							From: Canterbury St									
293 West Main St	City of Danville	0.37	8400	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.547	9000	G
							To: SR 86 Central Blvd									
293 West Main St	City of Danville	0.16	9500	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.682	10000	G
							To: South Main St									
293 Main St	City of Danville	0.04	10000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.542	11000	G
							To: Holbrook Ave									
293 Main St	City of Danville	0.27	8100	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.526	8600	G
							To: Jefferson Ave									
293 Main St	City of Danville	0.28	7900	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.501	8400	G
							To: Patton St									
							From: South Ridge St									
293 Patton St	City of Danville	0.32	5900	G	99%	0%	1%	0%	0%	0%	F	NA		6400	G	
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:				8100	G	98%	1%	1%	F	NA		8800	G
							To: Bridge St; SR 293 P Main St									
							From: Bridge St									
293 Main St Bridge	City of Danville	0.22	13000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.504	13000	G
							To: US 58, US 360 Riverside Dr									
293 360 North Main St	City of Danville	0.37	9400	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.528	10000	G
							To: Worsham St									
293 360 North Main St	City of Danville	0.33	13000	G	98%	0%	1%	0%	0%	0%	F	NA		15000	G	
							To: SR 360 Richmond Blvd									
293 North Main St	City of Danville	0.81	7900	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.527	8400	G
							To: Third Ave									
293 North Main St	City of Danville	0.98	8800	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.522	9400	G
							To: Franklin Tpke									
							From: Franklin Tpke									
293 North Main St	City of Danville	0.91	5000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.539	5300	G
							To: Bus US 29, Piney Forest Rd									
							From: SR 293 Ridge St									
293 Main St	City of Danville	0.38	2200	G	96%	1%	3%	0%	0%	0%	C	0.12	F		2400	G
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:				8100	G	98%	1%	1%	F	NA		8800	G
							To: SR 293 Patton St; Bridge St									

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							2Axle	3+Axle	1Trail	2Trail						
Bus 360 58 River St	From: N Main St City of Danville	0.64	18000	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.535	18000	G
Bus 360 58 South Boston Rd	From: Old Halifax Rd City of Danville	1.24	17000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.517	17000	G
360 58 South Boston Rd	From: US 29 Danville Expressway City of Danville	0.90	27000	G	85%	1%	1%	1%	13%	0%	F	0.076	F	0.510	27000	G
360 58 South Boston Rd	From: Kentuck Rd City of Danville	1.98	20000	G	85%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	G
360 293 North Main St	From: ECL Danville City of Danville	0.37	9400	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.528	10000	G
360 293 North Main St	From: Riverside Dr City of Danville	0.33	13000	G	98%	0%	1%	0%	0%	0%	F	NA		15000	G	
360 Richmond Blvd	From: Worsham St City of Danville	1.36	3100	G	99%	1%	0%	0%	0%	0%	C	0.098	F	0.582	3300	G
413 Memorial Dr	From: SR 293 North Main St City of Danville	0.10	13000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.527	14000	G
413 Memorial Dr	From: ECL Danville City of Danville	0.64	8600	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.625	9200	G
413 Memorial Dr	From: Bus US 29 Central Blvd City of Danville	0.26	10000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.586	11000	G
413 Craghead St	From: Cahill Court; Goode St City of Danville	0.23	7900	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.655	8400	G
413 Craghead St	From: Poplar St City of Danville	0.06	6500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.505	7000	G
	From: High St City of Danville															
	From: SR 293 P; N Main St City of Danville															
	From: SR 293 P; Main St City of Danville															
	From: SR 293 Patton St City of Danville															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Danville</b>																
① Jefferson St	0.09	1600	G	98%	1%	Wilson St; Green St				F	0.09	F	0.523	1700	G	2014
① Jefferson Ave	0.14	1200	G	98%	1%	Loyal St				C	0.098	F	0.508	1300	G	2014
① Jefferson Ave	0.08	1900	G	98%	1%	Patton St				F	0.127	F	0.535	2000	G	2014
② Bonner Ave	0.50	1600	G	99%	0%	SR 293 Main St				F	0.099	F	0.524	1700	G	2014
② Lanier Ave	0.08	1000	G	98%	1%	Taylor Dr				F	0.095	F	0.535	1100	G	2014
④ Foster St	0.24	920	G	99%	0%	108-2 Chatham Ave 108-3 Chatham Ave				F	0.166	F	0.541	980	G	2014
⑨ Ringgold Rd	0.07	2200	G	99%	0%	108-3708 Kemper Rd				F	0.085	F	0.541	2400	G	2014
⑪ North Ridge St	0.52	2800	G	98%	1%	Betts St				C	0.109	F	0.629	3000	G	2014
③700 Old Mayfield Rd	0.31	1800	G	99%	0%	Industrial Ave				F	0.096	F	0.611	1900	G	2014
③702 Ferry Rd	0.12	1700	G	99%	0%	US 58 South Boston Rd				F	0.095	F	0.534	1700	G	2014
③702 Ferry Rd	0.54	3300	G	99%	0%	NCL Danville; Clark St; 71-734				F	0.090	N	0.5	3600	G	2014
③702 Old Greensboro Rd	0.16	3300	G	99%	0%	SR 293 Main St; Gap				F	0.090	F	0.5	3500	G	2014
③703 Elizabeth St	1.55	750	G	99%	0%	SR 413 Memorial Dr				C	0.102	F	0.602	800	G	2014
③703 Edgewood Dr	0.19	1600	G	99%	0%	Maxine Rd				F	0.093	F	0.526	1700	G	2014
③705 Holland Rd	1.93	650	G	98%	1%	Bus US 29, West Main St				C	0.103	F	0.681	690	G	2014
③705 Schoolfield Dr	0.29	1000	G	98%	0%	WCL Danville				C	0.096	F	0.505	1100	G	2014
③707 Arlington Ave	0.81	480	G	98%	0%	Applewood Dr				F	0.097	F	0.587	510	G	2014
③708 Bishop Rd	0.55	2800	G	98%	1%	Old Greensboro Rd Ferry Rd				C	0.094	F	0.563	3000	G	2014
③708 Augusta Ave	0.06	2800	G	98%	1%	CIUS 29 Main St				F	0.122	F	0.543	3000	G	2014
③708 Lanier St	0.74	2400	G	98%	1%	US 58				C	0.087	F	0.553	2600	G	2014
						Edgewood Dr Elizabeth St										
						US 29 Bus; West Main St										
						SCL Danville										
						Schoolfield Dr										
						Holland Rd										
						Lanier Dr										
						Greenwood Ave										
						Lanier St										
						US 29 Bus; Memorial Dr										
						SR 293; West Main St										
						West Main St										
						Lanier Ave										
						Augusta Ave										
						Garland St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Danville</b>																
(3708) Lanier Ave	0.13	710	G	99%	1%	1%	0%	0%	0%	C	0.086	F	0.552	760	G	2014
			From: Garland St													
			To: Kemper Rd													
(3708) Kemper Rd	0.69	6400	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.522	6800	G	2014
			From: Lanier St													
			To: SR 86; South Main St													
(3710) Chatelaine Ave	0.44	1500	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.514	1600	G	2014
			From: Wooding Ave													
			To: Levelton St													
(3710) Levelton St	0.19	1300	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.551	1400	G	2014
			From: Chatelaine Ave													
			To: SR 86; S Main St													
(3711) Wooding Ave	0.41	3700	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.519	4000	G	2014
			From: Kemper Rd													
			To: SR 293; W Main St													
(3713) Southampton Ave	0.42	1300	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.528	1300	G	2014
			From: 108-3708 Kemper Rd													
			To: 108-3714 Watson St													
(3714) Avondale Dr	0.41	1900	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.558	2100	G	2014
			From: Howland Circle													
			To: Virginia Avenue													
(3714) Watson St	0.25	2800	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.561	2900	G	2014
			From: Virginia Ave													
			To: South Main St													
(3714) Stokes St	0.48	1300	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.55	1400	G	2014
			From: South Main St													
			To: Holbrook Ave													
(3714) Stokes St	0.25	1200	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.560	1300	G	2014
			From: Holbrook Ave													
			To: Jefferson St													
(3715) Park Ave	0.67	4000	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.872	4300	G	2014
			From: SR 293; West Main St													
			To: US 29 Bus; Memorial Blvd													
(3716) Industrial Ave	0.73	4700	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.587	5000	G	2014
			From: SR 86; S Main St													
			To: Jefferson Ave													
(3716) Industrial Ave	0.70	3800	G	96%	1%	1%	1%	0%	0%	C	0.095	F	0.541	4100	G	2014
			From: Jefferson St													
			To: Goodyear Blvd													
(3716) Industrial Ave	0.25	3800	G	96%	1%	2%	1%	0%	0%	F	0.107	F	0.521	4000	G	2014
			From: Goodyear Blvd													
			To: Fitzgerald St													
(3716) Craghead St	0.56	3900	G	96%	1%	2%	1%	0%	0%	C	0.106	F	0.524	4100	G	2014
			From: Fitzgerald St													
			To: Wilson St													
(3716) Craghead St	0.10	5800	G	96%	1%	2%	1%	0%	0%	F	0.096	F	0.547	6200	G	2014
			From: Wilson St													
			To: SR 413 Patton St													
(3717) Mountain View Ave	0.58	2000	G	99%	0%	0%	0%	0%	0%	F	0.1	F	0.651	2100	G	2014
			From: SR 293; West Main St													
			To: Primrose Ct													
(3717) Primrose Pl	0.07	2100	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.574	2200	G	2014
			From: Mountain View Ave													
			To: US 29 Bus; Memorial Dr													
(3718) Christopher Lane	0.30	2000	G	99%	0%	0%	0%	0%	0%	F	0.166	F	0.586	2100	G	2014
			From: Canterbury Rd													
			To: Central Blvd													
(3721) South Main St	0.34	4400	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.639	4700	G	2014
			From: Central Blvd													
			To: Stokes St													
(3723) Broad St	0.23	1300	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.586	1400	G	2014
			From: SR 293 West Main St													
			To: Cleveland St													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Danville</b>																
(3723) Cleveland St	0.06	1200	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.586	1300	G	2014
(3724) Mt Cross Rd	1.75	9600	G	99%	0%	0%	0%	0%	0%	C	0.108	F	0.646	10000	G	2014
(3726) East Thomas St	0.30	1200	G	97%	1%	1%	0%	0%	0%	C	0.099	F	0.546	1300	G	2014
(3726) Halifax St	2.51	1400	G	96%	1%	1%	1%	1%	0%	F	0.120	F	0.520	1500	G	2014
(3726) Halifax St	0.70	560	G	96%	1%	1%	1%	1%	0%	C	0.117	F	0.573	590	G	2014
(3727) Holbrook Ave	0.18	1000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.585	1100	G	2014
(3727) Holbrook Ave	0.37	1000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.556	1100	G	2014
(3727) Holbrook Ave	0.79	960	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.626	1000	G	2014
(3727) Cleveland St	0.06	2900	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.532	3100	G	2014
(3732) Bradley Rd	1.24	890	G	97%	1%	1%	1%	0%	0%	F	0.091	F	0.583	950	G	2014
(3733) Patton St	0.17	610	G	97%	1%	1%	1%	0%	0%	F	0.169	F	0.567	650	G	2014
(3735) Jefferson St	0.58	1100	G	97%	1%	1%	1%	0%	0%	F	0.111	F	0.57	1200	G	2014
(3735) Wilson St	0.39	660	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.549	710	G	2014
(3735) Wilson St	0.07	210	G	97%	1%	1%	1%	0%	0%	F	0.155	F	0.716	230	G	2014
(3735) Worsham St	0.30	7900	G	100%	0%	0%	0%	0%	0%	C	NA			8600	G	2014
(3735) Worsham St	0.34	8000	G	100%	0%	0%	0%	0%	0%	F	NA			8700	G	2014
(3736) Third Ave	0.70	3900	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.551	4200	G	2014
(3737) Grant St	0.69	520	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.542	560	G	2014
(3739) Goodyear Blvd	3.05	2600	G	92%	1%	1%	2%	4%	0%	F	0.203	F	0.948	2800	G	2014
(3739) Goodyear Blvd	0.97	4200	G	92%	1%	1%	2%	4%	0%	C	0.114	F	0.597	4500	G	2014
(3740) Northmont Blvd	0.13	2000	G	97%	1%	1%	0%	0%	0%	F	0.104	F	0.581	2100	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Danville</b>																
(3740) Northmont Blvd	0.76	1800	G	97%	1%	1%	0%	0%	0%	C	0.12	F	0.516	1900	G	2014
						From Gloucester Ave										
						To SR 293; N Main St										
(3741) Poplar St	0.15	2000	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.839	2100	G	2014
						From North Ridge St										
						To SR 413; Memorial Dr										
(3741) Poplar St	0.46	8600	G	99%	1%	1%	0%	0%	0%	C	0.087	F	0.615	9200	G	2014
						From US 58 Riverside Dr										
						To Nordan Dr										
(3742) Orchard Dr	0.36	2200	G	99%	1%	1%	0%	0%	0%	F	0.102	F	0.600	2300	G	2014
						From Franklin Tpke										
						To US 58 Riverside Dr										
(3743) Piney Forest Rd	0.67	5800	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.539	6200	G	2014
						From Woodberry Dr										
						To Bus US 29; Central Blvd										
(3743) Piney Forest Rd	0.01	2000	G	98%	1%	1%	0%	0%	0%	F	0.099	F		2200	G	2014
						From US 58 Riverside Dr										
						To US 29 Bus; Piney Forest Rd										
(3745) Audubon Dr	0.95	2800	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.532	3000	G	2014
						From SR 293; N Main St										
						To Seminole Dr										
(3746) Baily Pl	0.57	990	G	97%	1%	2%	0%	0%	0%	F	0.099	F	0.5	1100	G	2014
						From US 58 Riverside Dr										
						To Wendell Scott Dr										
(3747) Arnette Blvd	0.98	7200	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.598	7700	G	2014
						From US 29 Bus; Piney Forest Rd										
						To Union St										
(3747) Arnette Blvd	1.07	2500	G	97%	1%	2%	0%	0%	0%	C	0.086	F	0.544	2700	G	2014
						From US 58 Riverside Dr										
						To Sherwood Dr										
(3749) Henry Rd	0.06	2500	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.666	2600	G	2014
						From US 58 Riverside Dr										
						To Wendell Scott Dr										
(3749) Locust Lane	0.53	3500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.628	3700	G	2014
						From Locust Lane										
						To Arnette Blvd										
(3749) Locust Lane	0.31	2300	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.540	2500	G	2014
						From Wendell Scott Dr										
						To Arnette Blvd										
(3749) Wendell Scott Dr	0.18	3300	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.528	3500	G	2014
						From Arnette Blvd										
						To Bus US 29 Piney Forest Rd										
(3749) Wendell Scott Dr	0.66	4100	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.511	4400	G	2014
						From Bus US 29 Piney Forest Rd										
						To WCL Danville										
(3749) Beaver Mill Rd	0.59	2400	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.647	2500	G	2014
						From Locust Lane										
						To Arnette Blvd										
(3751) Sherwood Dr	0.18	1300	G	98%	0%	1%	1%	1%	0%	F	0.122	F	0.557	1400	G	2014
						From SR 293; N Main St										
						To Claiborne St										
(3753) Henry St	0.24	860	G	98%	0%	1%	1%	1%	0%	F	0.106	F	0.635	920	G	2014
						From Claiborne St										
						To Henry St										
(3753) Claiborne St	1.26	1100	G	97%	1%	1%	0%	0%	0%	C	0.087	F	0.509	1200	G	2014
						From Third Ave										
						To Arnette Blvd										
(3755) Melrose Ave	0.36	3800	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.611	4000	G	2014
						From Ruskin St										
						To Melrose Ave										
(3755) Ruskin St	0.18	3700	G	98%	0%	1%	1%	1%	0%	F	0.116	F	0.604	3900	G	2014
						From Parrish Rd										

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						2Axle	3+Axle	1Trail	2Trail							
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(3755) Nordan Dr	0.31	4000	G	98%	0%	1%	1%	1%	0%	F	0.115	F	0.58	4300	G	2014
(3759) Franklin Tpke	0.92	8900	G	98%	0%	1%	1%	1%	0%	C	0.096	F	0.637	9500	G	2014
(3765) Park Ave	0.38	2600	G	97%	1%	1%	1%	0%	0%	C	0.101	F	0.518	2800	G	2014
(3769) Kentuck Rd	1.39	7700	G	93%	1%	1%	1%	5%	0%	C	0.097	F	0.599	8200	G	2014
(3770) Mountain Hill Rd	0.84	1500	G	93%	1%	1%	1%	5%	0%	F	0.106	F	0.626	1600	G	2014
(3771) Old Riverside Dr	0.25	4400	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.501	4700	G	2014
(3772) Park Ave	0.25	18000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.537	19000	G	2014
(3772) Park Ave	0.22	14000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.533	15000	G	2014
(3772) Piedmont Dr	0.31	14000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.813	15000	G	2014
(3772) Piedmont Dr	1.32	18000	G	99%	0%	0%	0%	0%	0%	C	0.09	F	0.513	20000	G	2014
(3773) Gypsum Rd	1.46	890	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.525	950	G	2014
(3774) Moorfield Bridge Rd	0.04	1500	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.543	1700	G	2014
(3775) Little Creek Rd	0.52	3200	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.556	3400	G	2014
(3776) Eagle Spring Rd	1.70	150	G	99%	0%	1%	0%	0%	0%	C	0.133	F	0.636	160	G	2014
Alpine Dr		340	G								0.102	F	0.662	360	G	2014
Annhurst Dr		570	G								0.097	F	0.653	610	G	2014
Barrett St		1500	G								0.094	F	0.559	1600	G	2014
Brodnax Street		NA									NA			NA		
Cathy Dr		320	G								0.096	F	0.553	340	G	2014



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Danville</b>																
Clarkson Dr		110	G			From Layton Ave				0.168	F	0.61	120	G	2014	
						To Dunmore St										
Clement Avenue		420	G			From Leemont Court				0.099	F	0.612	420	G	2014	
						To N. Main Street										
Courtney St		110	G			From Plymouth Dr				0.145	F	0.611	120	G	2014	
						To Skyline Ave										
Dalton St		610	G			From Arnett Blvd				0.107	F	0.556	610	G	2014	
						To Ruskin Street										
Hamlin Ave		420	G			From Spencer St				0.108	F	0.516	450	G	2014	
						To N Main St										
Hampton Dr		360	G			From Brookview Dr				0.131	F	0.551	380	G	2014	
						To Brightwell Dr										
Ingram St		520	G			From Northwest Blvd				NA			520	G	2014	
						To Parrott Street										
Ivy St		160	G			From Locust Lane				0.132	F	0.527	170	G	2014	
						To Cunningham St										
Meadowbrook Dr		320	G			From Edgewood Lane				0.112	F	0.5	350	G	2014	
						To Main St										
Nelson St		280	G			From US 29				0.102	F	0.548	290	G	2014	
						To WCL Danville										
Parkland Dr		290	G			From Meadow Lane				NA			290	G	2014	
						To Edgewood Lane										
Rosemary Lane		180	G			From Huntington Pl				0.104	F	0.537	190	G	2014	
						To Tyler Ave										
Springfield Rd		280	G			From Kittyhawk Dr				0.108	F	0.642	300	G	2014	
						To Freeze Rd										
Summit Rd		290	G			From Woodberry Ave				0.119	F	0.526	310	G	2014	
						To Arbor Pl										
Tamworth Pl		150	G			From Tamworth Dr				0.122	F	0.61	160	G	2014	
						To Conway Dr										
Vicar Rd		230	G			From Wildwood Ct				0.1	F	0.608	250	G	2014	
						To Raintree Rd										
Wheatley Rd		80	G			From Shannon Dr				0.137	F	0.833	90	G	2014	
						To Banister Dr										