2018

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.

1 Trail 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
- 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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\bigcirc	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
(220)	,,

Virginia State Route

- 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.

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

			Dariville				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	U	S 58												
(29) (58) Danville Expwy	City of Danville (Maint: 71)	1.12 1 7	7000 F	83%	1%	1%	2%	13%	0%	F	0.084	F	0.601	17000	F
~ ~ ~ ~	To: From:		abeth St												
29 58 Danville Expwy	City of Danville (Maint: 71)		7000 A	83%	1%	1%	2%	13%	0%	С	0.102	Α	0.532	17000	Α
~ ~ P:	To: From:		S Main St	000/	40/		00/	400/	00/		0.000		0.500	00000	
29 58 Danville Expwy	City of Danville (Maint: 71)		9000 F	83%	1%	1%	2%	13%	0%	F	0.083	F	0.568	20000	F
Parvilla Furnis	From: (Mainty 74)		year Blvd	000/	10/	10/	00/	100/	00/		0.000		0.510	00000	F
29 58 Danville Expwy	City of Danville (Maint: 71)		2000 F	83%	1%	1%	2%	13%	0%	F	0.080	F	0.512	22000	F
29 Danville Expwy	City of Danville (Maint: 71)		South Boston I		1%	1%	2%	13%	0%	F	0.085	F	0.510	10000	F
29 Danville Expwy	City of Dariville (Maint. 71)		Danville	83%	170	1%	2%	13%	0%	Г	0.085	Г	0.519	18000	Г
Bus	From:		nville Expwy												
29 West Main St	City of Danville		1000 F	97%	0%	1%	0%	1%	0%	F	0.092	F	0.521	12000	F
<u> </u>	To:	Witl	hers Rd												
Bus 29 (West Main St	City of Danville		5000 F	070/	0%	10/	00/	1%	0%	F	0.088	F	0.556	15000	F
West Main St	City of Dariville			97%	0%	1%	0%	1 70	0%	Г	0.000	Г	0.556	15000	Г
Bus	To: From:	Old Gre	ensboro Rd												
(29) West Main St	City of Danville		5000 F	97%	0%	1%	0%	1%	0%	С	0.092	F	0.555	16000	F
Bus	From:		orial Dr W Main St												
29 Memorial Dr	City of Danville		2000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.531	13000	G
<u> </u>	To	Bis	hop St			<u> </u>									
Bus 29 Memorial Dr	City of Danville		5000 G	97%	0%	1%	1%	1%	0%	С	0.09	F	0.578	16000	G
29 Welleria Bi	Tree Tree			01 70	0 70		1 /0	1 /0	0 70	J	0.00	•	0.070	10000	ŭ
Bus	From:		son Bridge												
29 Memorial Dr	City of Danville	0.14 1 4	1000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.639	16000	G
Bus	To: From:	Par	k Ave												
29 Memorial Dr	City of Danville	0.71 9	500 G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.572	10000	G
P.v.a	To: From:	Prin	nrose Pl												
Bus 29 Memorial Dr	City of Danville	0.85 9	800 G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.684	11000	G
29)	To:		Central Blvd				.,,	.,.							
Bus	From:		norial Dr												
29 Central Blvd	City of Danville	0.30 32	2000 G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.513	35000	G
Bus	To: From:	Bus US 58	Riverside Dr												
29 Central Blvd	City of Danville	0.38 2 4	1000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.556	26000	G
<u> </u>	To: From:	Pied	mont Dr												
Bus 29 Central Blvd	City of Danville	0.59 3 1	1000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.809	33000	G
23) 23	To To		Forest Rd	0070	0 /0	Ť	0 /0	5 / 0	0 /0	•	0.000	•	0.500	23000	~

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

_					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:		entral Blvd												
Piney Forest Rd	City of Danville	0.52	31000 G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.553	33000	C
Bus	To: From:	Αι	udubon Dr												
29 Piney Forest Rd	City of Danville	0.60	25000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.565	28000	(
~	To	Wen	dell Scott Dr												
Bus 29 Piney Forest Rd	City of Danville	0.38	26000 G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.571	28000	(
299	To:			0070	0,0		0,0	0,70	0,70		0.000	•	0.07		
ius	From:		mette Blvd	2221								_			
Piney Forest Rd	City of Danville	0.91	25000 G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.57	27000	
us	To: From:	SR 41	Franklin Tpke												
Piney Forest Rd	City of Danville	0.44	14000 F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.513	15000	
~	To:		h Main Street												
us 29 North Main St	City of Danville		ey Forest Rd 13000 G	98%	0%	0%	0%	1%	0%	С	0.092	F	0.504	14000	
y Horar Main St	To:		CL Danville	0070	0 70		070	. 70	070	Ü	0.002	•	0.001	1 1000	
	From:	Bus US 29	9; Piney Forest Ro	l											
Franklin Tpke	City of Danville		17000 F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.594	18000	
<u> </u>	То:	NC	CL Danville												
	From:		CL Danville												
Mestover Dr	City of Danville	3.03	2700 F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.555	2900	
	To: From:		mberth Dr												
Westover Dr	City of Danville	1.33	6100 G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.633	6700	
	To: From:		nir Loop Rd												
Westover Dr	City of Danville	0.70	8100 F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.547	8700	
	To: From:		Park Ave			<u> </u>									
Westover Dr	City of Danville		7400 F 8; Riverside Dr	98%	0%	1%	0%	0%	0%	С	0.091	F	0.543	7900	
-	From														
58	City of Danville (Maint: 71)	0.44	CL Danville 6400 F	93%	1%	1%	0%	5%	0%	F	0.083	F	0.630	6700	
000)	Tree Tree				1 70		070	070	070	·	0.000	•	0.000	0,00	
58 29 Danville Expwy	City of Danville (Maint: 71)		nville Expressway 17000 F	83%	1%	1%	2%	13%	0%	F	0.084	F	0.601	17000	
29) 24:1:1:0	To			0070	. , •		_,,	.0,0	0,70	•	0.00	•	0.00		
58 29 Danville Expwy	City of Danville (Maint: 71)		17000 A	83%	1%	1%	2%	13%	0%	С	0.102	Α	0.532	17000	
23) 24	To:		36, S Main St		. , ,			.0,5							
58 29 Danville Expwy	City of Danville (Maint: 71)		19000 F	83%	1%	1%	2%	13%	0%	F	0.083	F	0.568	20000	
25) 24	To.				. , 3	L									
58 29 Danville Expwy	City of Danville (Maint: 71)		22000 F	83%	1%	1%	2%	13%	0%	F	0.080	F	0.512	22000	
29) 24,7,110 2,7,11,9	Tro		US 29	5576	. /0		_ /0	. 5 /0	J /0	•	0.000	•	0.012	000	

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

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 41 ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Court Product But	From:	US 29 Danville Expressway; B		40/	10/	40/	100/	00/		0.00	_	0.540	05000	_
58 360 South Boston Rd	City of Danville	0.90 25000 G	i 84%	1%	1%	1%	13%	0%	F	0.08	F	0.546	25000	G
Court Boston Bd	To: From:	Kentuck Rd	0.40/	40/	10/	40/	400/	00/		0.077		0.550	00000	_
58 360 South Boston Rd	City of Danville	1.98 20000 G ECL Danville	i 84%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	G
Bus	From:	WCL Danville; SR 51 Westo	war Dr											
58 Riverside Dr	City of Danville	4.97 13000 F		1%	1%	0%	5%	0%	F	0.092	F	0.663	13000	F
\bigcirc	To	Bus US 29 Park Ave												
Bus 58 Riverside Dr	City of Danville	0.93 13000 F	93%	1%	1%	0%	5%	0%	F	0.083	F	0.530	13000	F
58 Riverside Dr	City of Darivine		33 /6	1 /0	1 /0	0 /6	J /o	0 /6	'	0.003	'	0.550	13000	٠
Bus	From:	SR 51 Westover Dr												
(58) Riverside Dr	City of Danville	0.51 24000 G	i 93%	1%	1%	0%	5%	0%	F	0.083	F	0.519	24000	G
Bus	To: From:	Bus US 29 Central Blv	d											
758 Riverside Dr	City of Danville	0.24 25000 G	i 93%	1%	1%	0%	5%	0%	F	0.085	F	0.556	25000	G
\bigcirc	To	Piney Forest Rd			— —									
Bus (58) Riverside Dr	City of Danville	0.92 22000 G	i 93%	1%	1%	0%	5%	0%	F	0.088	F	0.516	23000	G
(38) THYOISIGO DI	Tre-		0070	1 /0		0 70	070	0 70	•	0.000	•	0.010	20000	ď
Bus	From:	Arnette Blvd												
Riverside Dr	City of Danville	0.82 13000 F	93%	1%	1%	0%	5%	0%	F	0.08	F	0.535	14000	F
Bus	Te: From:	N Main St												
(58) (360) River St	City of Danville	0.64 16000 G	i 93%	1%	1%	0%	5%	0%	F	0.089	F	0.514	16000	G
Bus	Tec From:	Old Halifax Rd												
58 360 South Boston Rd	City of Danville	1.24 15000 G	i 93%	1%	1%	0%	5%	0%	F	0.085	F	0.53	16000	G
<u> </u>	To:	US 29, US 58 Danville Expr	essway											
	From:	SCL Danville; NC State I												
$\binom{86}{8}$ South Main St	City of Danville	1.11 11000 F	98%	0%	1%	0%	1%	0%	С	0.092	F	0.517	12000	F
<u> </u>	To- From:	Lockett Dr												
$\binom{86}{8}$ South Main St	City of Danville	0.61 11000 F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.547	12000	F
<u>~</u>	To- From:	Broadnax St												
(86) South Main St	City of Danville	0.63 18000 F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.501	19000	F
<u> </u>	To: From:	Central Blvd South Main St												
86 Central Blvd	City of Danville	0.38 16000 F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.528	17000	F
	To	SR 293 West Main St												
86 Central Blvd	City of Danville	0.60 23000 G		0%	0%	0%	0%	0%	С	0.092	F	0.575	25000	G
	To:	Bus US 29 & SR 413 Memo												
	From:	Bus US 29; Memorial I	Or											
293 West Main St	City of Danville	0.54 4800 F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.562	5200	F
\smile	Tα·	Bishop Rd												

			y OI Danv					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Bishop Rd				1	0171010	TTTGII			1 40101		1 40101		
293 West Main St	City of Danvil	lle 0.49	4200	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.571	4500	F
	To		Park Ave													
293) West Main St	From: City of Danvil	lle 0.96	6800	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.535	7400	G
293) 11 001 1110111 01	To:		Randolph St		0070	1 70		0 70	0 / 0	0 70	·	0.002	•	0.000	7 100	Ğ
	From:		Canterbury S													
(293) West Main St	City of Danvil	lle 0.37	7600	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.566	8300	G
\smile	Toc	SR	86 Central B	Blvd												
293) West Main St	City of Danvil		8300	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.641	8800	F
2009	To	C	South Main S	١,												
293 Main St	From: City of Danvil		8900	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.545	9400	F
293) Wain Ot	Only of Bankin				0070	1 70		0 /0	0 /0	0 70	O	0.000	•	0.040	0400	•
Main Ct	City of Promi		Holbrook Ave		000/	10/	10/	00/	00/	00/		0.000		0.515	7000	F
293 Main St	City of Danvil	lle 0.27	7100	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.515	7600	г
	To: From:		efferson Ave													
293 Main St	City of Danvil	lle 0.28	7300	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	7800	F
\smile	To:	-	Patton St	۸.												
293) Patton St	City of Danvil		outh Ridge S 5000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.609	5400	G
293 Fallon St				G							Г	0.004	-		8900	
	Combined Traffic Estimates for 2 Parallel R		8200 St; SR 293 P		97%	1%	2%	1%	0%	0%	г	0.094	F	0.612	8900	G
	From:	Bridge 3	Bridge St	Main St	<u> </u>		-									
293 Main St Bridge	City of Danvil	lle 0.22	13000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.504	14000	G
2009	To	110.50 1	JS 360 Rive													
293 (360) North Main St	From: City of Danvil		9400	G G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.599	10000	G
293/360/1101111 11111111111111111111111111111	ony or banvi				0070	0 70		0 70	0 / 0	0 70	·	0.000	•	0.000	10000	•
	To:		Worsham St		000/	201		201	00/	00/	_	0.005	_	0.50	11000	_
293 360 North Main St	City of Danvil	lle 0.33	10000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.58	11000	G
	To: From:		0 Richmond													
293 North Main St	City of Danvil	lle 0.81	6500	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.551	7000	F
\smile	To: From:		Third Ave				\neg \vdash									
293 North Main St	City of Danvil	lle 0.98	9000	G	98%	0%	1%	0%	0%	0%	С	0.094	F	0.530	9800	G
	To	E	ranklin Tpk	0												
293)North Main St	From: City of Danvil		4100	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.551	4400	F
233) 13111 1311 31	Та		29, Piney Fo		,•	- / -		- / 0	- / -	- / 0	-	2.200	-			•
	From:		R 293 Ridge													
oo Main St	City of Danvil		3200	G G	95%	2%	2%	1%	0%	0%	С	0.115	F	0.844	3500	G
293 Main St	Combined Traffic Estimates for 2 Parallel R		8200	G	97%	1%	2%	1%	0%	0%	F	0.113	F	0.613	8900	G
	Tan Tan		Patton St; B		31 /0	1 /0		1 /0	U /0	0 /0	'	0.034	'	0.013	0300	G
B .	F	SIX 293		ruge of			<u> </u>									
	From:		N Main St													
Bus 360 58 River St	City of Danvil	lle 0.64	16000	G	93%	1%	1%	0%	5%	0%	F	0.089	F	0.514	16000	G

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

Route	luviadiation	Longth AADT		4Tiro	Due		Tru	ıck		00	K	QK	Dir	AAMDT	OW
Route	Jurisdiction	Length AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Old Halifax	Rd												
(360) (58) South Boston Rd	City of Danville	1.24 15000	G	93%	1%	1%	0%	5%	0%	F	0.085	F	0.53	16000	G
~ ~	To: From:	US 29 Danville Ex	pressway	/											
(360) (58) South Boston Rd	City of Danville	0.90 25000	G	84%	1%	1%	1%	13%	0%	F	0.08	F	0.546	25000	G
~ ~	To: From:	Kentuck R	d												
360 58 South Boston Rd	City of Danville	1.98 20000	G	84%	1%	1%	1%	13%	0%	F	0.077	F	0.558	20000	G
~	To:	ECL Danvil	lle												
	From:	Riverside I)r												
360 293 North Main St	City of Danville	0.37 9400	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.599	10000	G
<u> </u>	To: From:	Worsham S	St												
360) (293) North Main St	City of Danville	0.33 10000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.58	11000	G
	То:	North Main													
	From:	SR 293 North M		000/	201		00/	00/	00/	_	0.404	_	0.500	0000	_
360 Richmond Blvd	City of Danville	1.36 3100	F	99%	0%	0%	0%	0%	0%	С	0.101	F	0.528	3300	F
		ECL Danvil	lle												
	From:	Bus US 29 Centr													
413 Memorial Dr	City of Danville	0.10 13000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.621	14000	G
<u> </u>	To: From:	Cahill Court; Go	ode St												
413) Memorial Dr	City of Danville	0.64 12000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.574	13000	G
<u> </u>	To: From:	Poplar St				\neg \vdash									
413) Memorial Dr	City of Danville	0.26 10000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.800	11000	G
<u> </u>	To: From:	High St				\neg \vdash									
413 Craghead St	City of Danville	0.23 7400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.620	8100	G
	To:	SR 293 P; N M													
	From:	SR 293 P; Ma								_		_			
(413)Craghead St	City of Danville	0.06 5300	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.787	5600	F
\smile	То:	SR 293 Patto	n St												

Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
Lofferson St	0.00	1200	F	98%	0%	Wilson St; Green	0%	0%	F	0.09	F	0.569	1200	F	2018
1 Jefferson St	0.09	1200	<u> </u>	90%	076	176 176	0%	0%		0.09	Г	0.569	1300	Г	2010
<u> </u>		From	L			Loyal St				<u> </u>					
(1) Jefferson Ave	0.14	990	G	98%	0%	1% 1%	0%	0%	С	0.108	F	0.597	1100	G	2018
<u> </u>		To From				Patton St									
(1) Jefferson Ave	0.08	1400	F	98%	1%	1% 0%	0%	0%	С	0.103	F	0.548	1500	F	2018
		To				SR 293 Main S	St								
<u> </u>		From				Taylor Dr				<u> </u>	_			_	
(2) Bonner Ave	0.50	940 To	F	95%	2%	3% 0%	. 0%	0%	С	0.095	F	0.58	1000	F	2018
		From				108-2 Chatham A				_					
2 Bonner Ave	0.08	1600	F	98%	0%	1% 1%	0%	0%	F	0.113	F	0.543	1700	F	2018
		To				108-3708 Kemper	r Rd			\neg					
		From				Betts St									
4 Foster St	0.24	1000	F	93%	3%	3% 1%	0%	0%	С	0.251	F	0.555	1100	F	2018
\bigcirc		To				Industrial Ave	•								
		From				US 58 South Bosto	on Rd								
9 Ringgold Rd	0.07	1900	F	98%	1%	1% 0%	0%	0%	С	0.094	F	0.508	2000	F	2018
$\overline{}$		То			NC	L Danville; Clark S	t; 71-734								
		From				SR 293 Main St;	Gap								
11 North Ridge St	0.52	2600	F	98%	0%	1% 0%	0%	0%	С	0.100	F	0.516	2800	F	2018
$\overline{}$		То				SR 413 Memoria	l Dr								
_		From				Maxine Rd									
(3700) Old Mayfield Rd	0.31	2300	F	98%	1%	1% 0%	0%	0%	F	0.096	F	0.613	2400	F	2018
$\overline{}$		To				Bus US 29, West M	Iain St								
_		From				WCL Danville	ė								
(3702) Ferry Rd	0.12	1700	F							0.087	F	0.544	1700	F	2018
\bigcirc		To				Applewood D	r			\neg —					
(3702) Ferry Rd	0.54	3000	N	98%	1%	1% 0%	0%	0%	N	0.092	F	0.515	3200	Ν	2018
\cup		То				Old Greensboro	Rd								
Old Creenshave Dd	0.10	From	<u> </u>	000/	10/	Ferry Rd	00/	00/			_	0.545	0000	_	0010
(3702) Old Greensboro Rd	0.16	3000 _{To}	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.515	3200	F	2018
			<u> </u>			C1US 29 Main	St								
(3703) Elizabeth St	1.55	From	└── F	98%	1%	US 58					_	0.547	202		2010
(3703) Elizabeth St	1.55	770	Г			10/ NO/	Λο/	Λο/					חניט	_	
				0070	1 /0	1% 0%	0%	0%	С	0.098	F	0.547	830	F	2018
		From			1 /0	Edgewood Dr		0%		0.098		0.547	830	F ——	2016
(3703) Edgewood Dr	0.19		F	98%	1%			0%	F	0.098	F	0.547	1700	F	2018
(3703) Edgewood Dr	0.19	From	F		1%	Edgewood Dr Elizabeth St	0%								
(3703) Edgewood Dr	0.19	From	F		1%	Edgewood Dr Elizabeth St 1% 0%	0% Iain St								
(3703) Edgewood Dr (3705) Holland Rd	0.19	From 1600	F		1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M	0% Iain St								
		1600 To From 560		98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr	0% Main St	0%	F	0.093	F	0.505	1700	F	2018
(3705) Holland Rd	1.93	From 1600 To From To From From To From From From From From From From Fro	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd	0% Stain St 0% 0% r	0%	F C	0.093	F	0.505	1700	F	2018
		1600 To From 560		98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0%	0% Main St	0%	F	0.093	F	0.505	1700	F	2018
(3705) Holland Rd	1.93	From 1600 To From 1000 To	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr	0% Main St 0% 0%	0%	F C	0.093	F	0.505	1700	F	2018
3705 Holland Rd 3705 Schoolfield Dr	1.93	From 1600 To From 1000 To From 1000	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av	0% Main St 9 0% r	0%	F C	0.093	F F	0.505 0.557 0.55	1700 600 1100	F F	2018 2018 2018
3705) Holland Rd 3705) Schoolfield Dr	1.93	From 1600 To From 1000 To	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0%	0% Main St 0% 0%	0%	F C	0.093	F	0.505	1700	F	2018
(3705) Holland Rd (3705) Schoolfield Dr	1.93	From 1600 To From 1000 To From 490	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St	0% 1	0%	F C	0.093	F F	0.505 0.557 0.55	1700 600 1100	F F	2018 2018 2018
(3705) Holland Rd (3705) Schoolfield Dr (3707) Arlington Ave	1.93 0.29 0.81	1600 To From 1600 To From 1000 To From 1000 To From From From From From From From Fro	F	98% 97% 98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor	0% fain St 0% 0% 0% r 0% 0%	0%	F C C	0.093 0.097 0.094 0.110	F F F	0.505 0.557 0.55 0.571	1700 600 1100 520	F F F	2018 2018 2018 2018
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave	1.93	From 1600 To From 1000 To From 490	F	98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor 1% 0%	0% fain St 0% 0% r 0% 0%	0%	F C	0.093	F F	0.505 0.557 0.55	1700 600 1100	F F	2018 2018 2018
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave	1.93 0.29 0.81	1600 To From 1600 To From 1000 To From 1000 To From From From From From From From Fro	F	98% 97% 98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor	0% fain St 0% 0% r 0% 0% //e 0% //e 0% in St	0%	F C C	0.093 0.097 0.094 0.110	F F F	0.505 0.557 0.55 0.571	1700 600 1100 520	F F F	2018 2018 2018 2018
Holland Rd (3705) Schoolfield Dr (3707) Arlington Ave	1.93 0.29 0.81	From 1600 To From 1000 To From 2900 To	F	98% 97% 98%	1%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor 1% 0% SR 293; West Ma	0% fain St 0% 0% r 0% 0% //e 0% //e 0% in St	0%	F C C	0.093 0.097 0.094 0.110	F F F	0.505 0.557 0.55 0.571	1700 600 1100 520	F F F	2018 2018 2018 2018
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave	1.93 0.29 0.81	From 1600 To From 1000 To From 2900 To From 2700 To To To To From 2700 To	F F G	98% 97% 98% 98%	1% 0% 1% 0%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor 1% 0% SR 293; West Main St 1% 0% Lanier Ave	0% fain St 0% 0% 0% 0% 0% in St t 0%	0%	F C C C	0.093 0.097 0.094 0.110	F F F	0.505 0.557 0.55 0.571 0.581	1700 600 1100 520	F F F	2018 2018 2018 2018
3705 Holland Rd 3705 Schoolfield Dr 3707 Arlington Ave	1.93 0.29 0.81	From 1600 To From 1000 To From 2900 To From To	F F G	98% 97% 98% 98%	1% 0% 1% 0%	Edgewood Dr Elizabeth St 1% 0% US 29 Bus; West M SCL Danville 2% 0% Schoolfield Dr Holland Rd 1% 0% Lanier Dr Greenwood Av 2% 0% Lanier St US 29 Bus; Memor 1% 0% SR 293; West Main St 1% 0%	0% fain St 0% 0% 0% 0% 0% in St t 0%	0%	F C C C	0.093 0.097 0.094 0.110	F F F	0.505 0.557 0.55 0.571 0.581	1700 600 1100 520	F F F	2018 2018 2018 2018

						City of Danville									
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		\cap	C F	K actor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
O Lamian Ava	0.10	From	_	000/	00/	Garland St	20/ 0	0/ (, ,		_	0.545	710	_	0010
Lanier Ave	0.13	670	F	98%	0%)% (% (<i>)</i> (0.134	F	0.545	710	F	2018
		From				Kemper Rd Lanier St				+					
3708) Kemper Rd	0.69	6100	G	99%	0%)% C	% () (0.086	F	0.577	6600	G	2018
		To				SR 86; South Main St									
		From:				Wooding Ave									
3710 Chatelaine Ave	0.44	1300	F	97%	1%		0% 0	% () (0.098	F	0.5	1400	F	2018
<u> </u>		To				Levelton St									
A qualton Ct	0.10	From:		070/	10/	Chatelaine Ave	20/ 0	% F	- ,	100	_	0.50	1100	_	2010
Levelton St	0.19	1100	F	97%	1%)% (% F	- (0.108	F	0.53	1100	F	2018
						SR 86; S Main St									
Manding Ava	0.41	From:		070/	00/	Kemper Rd	20/ 0	% F	_		_	0.500	2200	_	2010
Wooding Ave	0.41	3000 To	F	97%	0%)% (% F	_	0.1	F	0.568	3200	F	2018
						SR 293; W Main St									
Couthomator Acc	0.40	From:		070/	00/	108-3708 Kemper Rd		% F		100	_	0.500	1000	г	0010
Southampton Ave	0.42	970 To:	F	97%	0%	2% 1% (108-3714 Watson St)% (% F	- (0.163	F	0.509	1000	F	2018
										 					
Avandala Dr	0.44	From:		079/	00/	Howeland Circle	10/ 0	% F	-		_	0.501	2000	C	2010
Avondale Dr	0.41	2000 To:	G	97%	0%)% (% F	- (0.094	F	0.501	2200	G	2018
		From:				Virginia Avenue Virginia Ave				+					
Watson St	0.25	2300	F	97%	0%)% 0	% () (0.097	F		2500	F	2018
		To	l												
Stokes St	0.48	1200	F	98%	0%	South Main St 1% 1% ()% (% F	: 1	0.099	F	0.605	1300	F	2018
Stokes St	0.40	1200		30 /6	0 76	1/0 1/0) /6	/0 I	<u>'</u>	J.033	'	0.003	1300	'	2010
		From:				Holbrook Ave					_				
Stokes St	0.25	990	F	95%	1%)% (% (; (0.107	F	0.564	1100	F	2018
						Jefferson St									
\bigcirc 5.1.4	0.07	From:		000/	201	SR 293; West Main St		0/ 6			_	0.040	4000	_	0016
Park Ave	0.67	4500	F	98%	0%			% (<i>)</i>	0.096	F	0.613	4800	F	2018
		10.			·	JS 29 Bus; Memorial Bl	vd								
<u> </u>	0.70	From:		0.40/	201	SR 86; S Main St	10/	٥/ 5			_	0.500	4000	_	0046
₃₇₁₆ Industrial Ave	0.73	4300	G	94%	0%		1% 0	% F	- (0.092	F	0.506	4600	G	2018
<u> </u>		From:				Jefferson Ave Jefferson St									
3716) Industrial Ave	0.70	3700	F	94%	0%		1% 0	% () (0.109	F	0.624	3900	F	2018
3/16) Madothal /1/0	0.70	0.00	•	0 1 70	0 70	070 270	. , 0	,,,		J. 100	•	0.02	0000	•	
Industrial Ava	0.05	From		070/	10/	Goodyear Blvd	20/ 0	0/ [- ,) 00E	г	0.550	2600		2010
Industrial Ave	0.25	3400	F	97%	1%	1% 0% ()% (% F		0.085	F	0.550	3600	F	2018
		To: From:				Fitzgerald St				_					
3716 Craghead St	0.56	3600	G	97%	1%	1% 0% ()% 0	% () (0.096	F	0.554	3900	G	2018
$\overline{}$		To				Wilson St]—					
3716) Craghead St	0.10	6100	G	97%	1%	1% 0% ()% C	% F		0.1	F	0.561	6600	G	2018
\bigcup		To				SR 413 Patton St									
		From				SR 293; West Main St									
Mountain View Ave	0.58	1900	F	99%	0%			% F	- (0.095	F	0.625	2000	F	2018
\cup		To				Primrose Ct									
<u> </u>		From				Mountain View Ave				」 ̄ ̄	_				
3717) Primrose PI			F	99%	0%			% F	- (0.111	F	0.660	2500	F	2018
3/1/) 1 11111103011	0.07	2300				US 29 Bus; Memorial I)r								
3717) 1 111111030 1 1	0.07	To				OS 27 Bus, Memoriai I									
		To:				Canterbury Rd		-,		J	_		,	_	
Obside to the set leave	0.07	To	F	99%	0%	Canterbury Rd 0% 0% 0)% C	% F	= ().149	F	0.624	1600	F	2018
Obside to the set leave		To:	F	99%		Canterbury Rd)% C	% F	= (0.149	F	0.624	1600	F	2018
Garage Christopher Lane	0.30	From: 1500 To: From:			0%	Canterbury Rd 0% 0% (Central Blvd Central Blvd]]					
3718) Christopher Lane		From: 1500	F	99%		Canterbury Rd 0% 0% 0 Central Blvd Central Blvd 0% 0% 0		% F		0.149	F	0.624	1600 3900	F F	
3718) Christopher Lane	0.30	From: 1500 To: From:			0%	Canterbury Rd 0% 0% (Central Blvd Central Blvd]]					
3718) Christopher Lane 3721) South Main St	0.30	1500 To: From: 3700 To: From: From: From:	F	99%	0%	Canterbury Rd 0% 0% 0 Central Blvd Central Blvd 0% 0% 0 Stokes St SR 293 West Main St)% C	% F	= (0.092	F	0.646	3900	F	2018
3718 Christopher Lane	0.30	1500 To:			0%	Canterbury Rd 0% 0% 0 Central Blvd Central Blvd 0% 0% 0 Stokes St SR 293 West Main St)% C		= (]]					2018

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		From					1.0.				-					
3723) Cleveland St	0.06	1000	F	97%	1%	1%	oad St 0%	0%	0%	F	0.096	F	0.584	1100	F	2018
3723) Giovolana Gt	0.00	To	Ė	01 70	1 70		perts St	0 70	070	•		•	0.001	1100	·	2010
		From	:			WCL	Danville				1					
Mt Cross Rd	1.75	9200	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.655	9900	F	2018
<u> </u>		To				Rive	rside Dr									
O = 0 = 0		From					N Main S									
(3726) East Thomas St	0.30	1000	F	97%	1%	1%	0%	0%	0%	С	0.090	F	0.534	1100	F	2018
		From					lifax St Thomas St									
3726) Halifax St	2.51	1100	F	92%	0%	1%	6%	0%	0%	F	0.103	F	0.591	1200	F	2018
<u> </u>		To				Robin	Hood Rd									
3726) Halifax St	0.70	780	F	92%	0%	1%	6%	0%	0%	С	0.124	F	0.571	830	F	2018
<u> </u>		To	:			ECL	Danville									
\sim		From	:				trial Ave									
Holbrook Ave	0.18	920	F	97%	1%	1%	0%	0%	0%	F	0.104	F	0.588	980	F	2018
<u> </u>		From					kes St				_					
Holbrook Ave	0.37	1100	F	97%	1%	1%	0%	0%	0%	F	0.106	F	0.558	1100	F	2018
		From					ain St									
Holbrook Ave	0.79	880	F	97%	1%	1%	0%	0%	0%	С	0.085	F	0.5	940	F	2018
		From	:				reland St prook St									
3727) Cleveland St	0.06	1900	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.517	2100	F	2018
\bigcup		To	·			SR 413 I	Memorial 1	Dr								
		From	:			N N	Main St									
3732) Bradley Rd	1.24	830	F	95%	1%	3%	0%	0%	0%	С	0.092	F	0.512	880	F	2018
<u> </u>		To				Rich	mond Rd									
O Dotton Ct	0.17	From		97%	00/		efferson Av	/e 1%	00/	F	0.107	F	0.616	600	F	2018
Patton St	0.17	590	Ė	31 /0	0%	2% 108-11	S Ridge S		0%	-	0.107	'	0.616	630	'	2010
		From					strial Ave									
3735) Jefferson St	0.58	950	F	97%	1%	1%	0%	1%	0%	С	0.084	F	0.511	1000	F	2018
<u></u>		To	:			Wi	lson St									
Wilson Ct	0.20	From	<u> </u>	070/	00/		erson St	10/	00/	С	0.101	_	0.500	000	_	2010
Wilson St	0.39	810	F	97%	0%	2%	0%	1%	0%	C	0.121	F	0.523	860	F	2018
Wilson Ct	0.07	From	<u> </u>	070/	00/		ghead St	10/	00/				0.005	450	_	0010
Wilson St	0.07	420	F	97%	0%	2%	0% idge St	1%	0%	F	0.111	F	0.695	450	F	2018
		From	:				aft St									
3735) Worsham St	0.34	890	F	97%	1%	1%	1%	1%	0%	С	0.093	F	0.517	950	F	2018
$\overline{}$		To	:			SR 293;	N Main S	St								
O =		From	<u> </u>				ll Scott Di									
3736 Third Ave	0.70	4000	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.57	4300	F	2018
_		- 10	1				Main St									
3737) Grant St	0.69	450		98%	1%	SCL Danv	ille; Dead 0%	End 0%	0%	F	0.098	F	0.567	480	F	2018
Grant St	0.00	430	Ė	00 /0	1 /0		trial Ave	0 /0	0 /0	•		•	0.507	700	•	2010
		From					outh Main	St			l					
3739) Goodyear Blvd	3.05	2300	F	93%	1%	2%	1%	3%	0%	F	0.098	F	0.633	2400	F	2018
<u> </u>		To					IS 29				—					
Goodyear Blvd	0.97	4300 From	F	93%	1%	2%	1%	3%	0%	С	0.098	F	0.633	4600	F	2018
· ·		To	_			108-3716 1										
		From				Melr	ose Ave									
Northmont Blvd	0.13	2300	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.575	2400	F	2018
		To From				Glouc	ester Ave									
3740) Northmont Blvd	0.76	2300	F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.555	2400	F	2018
\smile		To				SR 293;	N Main S	St								

						City c	of Danvil	ie								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Danville																
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.45	From	<u> </u>	070/	20/		h Ridge St		00/	_		_	0.040	0.400	_	0010
Poplar St	0.15	2200	G	97%	0%	2%	0%	0%	0%	С	0.106	F	0.849	2400	G	2018
<u> </u>		From					Memorial									
Poplar St, Union St	0.46	7800	<u>_</u> F_	98%	0%	1%	0%	0%	0%	С	0.096	F	0.61	8300	F	2018
		10.					Riverside	Dr			<u> </u>					
Orchard Dr	0.36	2400		98%	1%	1%	ordan Dr 0%	0%	0%	С	0.108	F	0.613	2600	F	2018
Orchard Dr	0.50	2400 To:		30 /6	1 /0		ıklin Tpke	0 /6	0 76		0.100	•	0.013	2000	'	2010
		From:					Riverside	De			1					
Piney Forest Rd	0.67	5800	F	98%	1%	1%	0%	0%	0%	F	0.106	F	0.512	6200	F	2018
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1		To:														
Piney Forest Rd	0.01	2000 From:	F	98%	1%	1%	odberry Dr 0%	0%	0%	F	0.105	F		2100	F	2018
Piney Forest Rd	0.01	2000 To:		3070			9; Central		0 70		0.100	•		2100	•	2010
		From:					Riverside				i					
Audubon Dr	0.95	2700	F	98%	1%	1%	0%	0%	0%	С	0.106	F	0.547	2800	F	2018
)		To					Piney For									
		From:	L			SR 293	3; N Main	St								
Paily Pl	0.57	930	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.539	1000	F	2018
J		To				Sen	ninole Dr									
		From:				US 58	Riverside	Dr								
Arnette Blvd	0.98	6800	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.595	7200	F	2018
<i></i>		To:				Wend	ell Scott D)r			$=$ \vdash \vdash					
Arnette Blvd	1.07	2500	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.513	2700	F	2018
<i></i>		To			U	S 29 Bus;	Piney Fo	rest Rd								
		From:				U	nion St									
Henry Rd	0.06	2700	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.672	2900	F	2018
<u> </u>		To:				US 58	Riverside	Dr			<u> </u>					
Locust Lane	0.53	3200	F	97%	0%	2%	0%	0%	0%	F	0.093	F	0.613	3400	F	2018
<u> </u>		To:				She	rwood Dr									
Locust Lane	0.31	2200	F	97%	0%	2%	0%	0%	0%	С	0.1	F	0.557	2400	F	2018
)		To				Wend	ell Scott D)r								
Wandall Cast Dr	0.10	From:	<u> </u>	000/	00/		cust Lane	00/	00/		0.000	_	0.577	4000	_	0010
Wendell Scott Dr	0.18	4000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.577	4300	F	2018
<u> </u>		From					ette Blvd				<u> </u>	_				
Wendell Scott Dr	0.66	3700	F	98%	0%	1%	0%	0%	0%	С	0.106	F	0.639	3900	F	2018
		From:					Piney For	est Rd								
₇₄₉ Beaver Mill Rd	0.59	2300	F	98%	0%	1%	0%	0%	0%	С	0.103	F	0.54	2500	F	2018
<u> </u>		To	<u> </u>			WCl	L Danville									
		From:					cust Lane					_			_	
Sherwood Dr	0.18	1300	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.532	1400	F	2018
		То					ette Blvd									
Llongs Ct	0.04	From:	<u> </u>	000/	001		3; N Main		00/		0.007	_	0.000	000	_	0010
Henry St	0.24	910 To:	F	98%	0%	1%	0% iborne St	1%	0%	F	0.097	F	0.636	980	F	2018
		From:					lenry St									
Claiborne St	1.26	1300	F	97%	1%	2%		0%	0%	С	0.094	F	0.554	1400	F	2018
J		To				Tł	nird Ave									
		From				Arn	ette Blvd									
Melrose Ave	0.36	4500	F	96%	0%		2%	0%	0%	F	0.103	F	0.584	4800	F	2018
<i>)</i>		To					uskin St									
Puckin St	0.10	From:	<u> </u>	000/	00/		lrose Ave	10/	00/		0.104	_	0.600	EOOO	_	2010
Ruskin St	0.18	ວວບປ		98%	υ%	1%	υ%	1%	U%	٢	U. 1U4 	г	0.629	2900	г	2018
Name Di	0.01	From:	<u> </u>	0001	001		rrish Rd	401	00/	_			0.040	0000		0010
Nordan Dr	0.31	6200	F	98%					υ%	۲	0.105	۲	0.619	6600	F	2018
Newdea Dr	0.18	5500 _{To}	F	98%	0%	1% Pa 1%	0% rrish Rd 0%	1%	0%	F	0.104	F	0.629	5900 6600	F	
<u> </u>		To:					; Piney For									

						•									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville		From				an 202 1/1/									
3759) Franklin Tpke	0.92	10000	F	98%	0%	SR 293; N Ma 1% 0%		0%	С	0.085	F	0.59	11000	F	2018
3/59) Trankiin Tpkc	0.52	To	•	30 /6		JS 29 Bus; Piney		0 70		0.003	•	0.55	11000	ı	2010
		From				Piedmont I				i					
3765) Park Ave	0.38	2500	G	98%	1%	1% 0%		0%	С	0.092	F	0.578	2800	G	2018
<u></u>		To	:			SR 51 Westov	er Dr								
		From	1			US 58; South Bo	ston Rd								
3769) Kentuck Rd	1.39	7000	F	93%	0%	1% 1%	5%	0%	С	0.082	F	0.537	7500	F	2018
		То	:			NCL Danvi	lle								
		From				SCL Danvi									
Mountain Hill Rd	0.84	1500	F	93%	0%	1% 1%		0%	F	0.095	F	0.631	1600	F	2018
<u> </u>		To	1			US 58 South Bo	ston Rd								
<u> </u>		From				US 58; Riversi								_	
Old Riverside Dr	0.25	4100	G	99%	0%	1% 0%		0%	F	0.094	F	0.533	4500	G	2018
_		To	1			Mt Cross I									
Park Ava	0.25	From	<u> </u>	000/	00/	Bus US 29 Mem		00/		0.000	_	0.556	21000	G	2010
Park Ave	0.25	19000	<u>G</u>	99%	0%	1% 0%	0%	0%	F	0.089	F	0.556	21000	G	2018
<u> </u>		From				US 58 Riversi									
Park Ave	0.22	15000	G	99%	0%	1% 0%		0%	F	0.086	F	0.542	16000	G	2018
<u> </u>		From				Piedmont I Park Ave									
Piedmont Dr	0.31	15000	F	99%	0%	1% 0%		0%	F	0.089	F	0.554	16000	F	2018
112)		То													
Piedmont Dr	1.32	16000	'	99%	0%	SR 51 Westov 1% 0%		0%	С	0.085	F	0.805	17000	F	2018
Piedmont Dr	1.02	То		33 76	0 70	Bus US 29 Cent		0 70		0.003		0.000	17000	ı	2010
		From				SCL Danvi									
Gypsum Rd	1.46	950	F	86%	0%	2% 5%		0%	С	0.122	F	0.512	1000	F	2018
3773) Cypodiii 110	1.10	To	·	0070	0 70	Goodyear B		070			•	0.012	1000	·	
		From	:			SR 51 Westov				i					
Moorfield Bridge Rd	0.04	1800	F	96%	0%	2% 2%		0%	F	0.097	F	0.686	1900	F	2018
		To				WCL Danv									
		From	:			SR 360 Richmon	nd Blvd								
3775) Little Creek Rd	0.52	3800	F	92%	0%	1% 6%		0%	F	0.1	F	0.57	4000	F	2018
		То				71-732; ECL D	anville								
		From	:			Water St									
Eagle Spring Rd	1.70	160	G	96%	0%	2% 2%	0%	0%	С	0.133	F	0.546	170	G	2018
		To	:			ECL Danvi	lle								
		From				Locust La	ne								
Alpine Dr		320	F							0.104	F	0.542	340	F	2018
		To	:			Lynndale I	Or								
		From				Tamworth	Dr								
Annhurst Dr		500	F							0.093	F	0.539	530	F	2018
		To	:			Vicar Rd									
		From				US 58									
Barrett St		1600	G							0.091	F	0.541	1700	G	2018
		To				Capri Ct									
		From				S Main S	t			_]					-
Brodnax Street		NA To								NA			NA		
			<u> </u>			Ayers St									
		From	<u> </u>	-		Ginger D	r				_		000		
Cathy Dr		280	F			6.1 **				0.113	F	0.657	300	F	2018
		10	<u> </u>			Cathy Pl									
Olada B		From	<u> </u>			Layton Av	re	-			_	^ -	100	_	00.
Clarkson Dr		90	F			-	~.			0.117	F	0.5	100	F	2018
		То	1			Dunmore S	St								

					City of Dany	'ille								
Route	Length AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Danville														
Clement Avenue	From	<u> </u>			Leemont Cou	ırt				_	0.50	000	_	0040
	380	F			N.M.: G				0.133	F	0.52	380	F	2018
		l			N. Main Stre				_					
Courtney St	From	ᄂ			Lansbury D	r				_	0.501	100	_	0010
	150	F			Skyline Ave				0.116	F	0.591	160	F	2018
	From								_					
Dalton St	650				Arnett Blvd				0.105	F	0.6	650	F	2018
	70 To				Ruskin Stree	nt .			0.103	'	0.0	030	ı	2010
	From								_					
Hamlin Ave	600				Spencer St				0.101	F	0.522	650	F	2018
	To				N Main St				0.101	Г	0.522	630	Г	2010
									_					
Hampton Dr	From	<u> </u>			Brookview I)r			0.100	_	0.540	000	G	0010
	350	G			Brightwell D				0.123	F	0.549	390	G	2018
Ingram St	From	<u> </u>			Northwest Bl	vd			0.100	_	0.500	F00	_	0010
	520	G			D				0.109	F	0.522	520	G	2018
		<u> </u>			Parrott Stree				_					
Ivy St	From	<u> </u>			Locust Lane)				_	0.700	440	_	0010
	100 _{To}	<u>_F</u>				~			0.131	F	0.793	110	F	2018
					Cunningham									
Meadowbrook Dr	From	<u> </u>			Edgewood La	ne			<u> </u>	_			_	
	510	G							0.116	F	0.606	550	G	2018
	10				Main St									
Nelson St	From				US 29					_			_	
	240	F							0.104	F	0.546	260	F	2018
	To				WCL Danvil	le								
Parkland Dr Rosemary Lane	From				Meadow Lar	ne			_	_			_	
	290	G							0.102	F	0.567	290	G	2018
	То				Edgewood La	ne								
	From				Huntington I	21								
	190	F							0.101	F	0.756	200	F	2018
	То				Tyler Ave									
Springfield Rd	From				Kittyhawk D	r								
	310	F							0.131	F	0.618	330	F	2018
	То				Freeze Rd									
Summit Rd	From				Woodberry A	ve								
	300	G							0.106	F	0.522	330	G	2018
	То				Arbor Pl									
Tamworth PI	From				Tamworth D	r								
	170	F							0.118	F	0.522	180	F	2018
	То				Conway Dr									
Vicar Rd	From				Wildwood C	t								
	210	G							0.101	F	0.617	230	G	2018
	To				Raintree Ro	l								
	From		<u> </u>		Shannon Di	:	<u> </u>							
Wheatley Rd	90	F							0.253	F	0.582	90	F	2018
	То				Banister Dr									