

**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.

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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



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 - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation  
Traffic Engineering Division  
2011  
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 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
To: Elizabeth St																
From: Elizabeth St 29 58 Danville Expwy	City of Danville (Maint: 71)	2.63	15000	A	82%	1%	1%	2%	14%	1%	C	0.098	A		15000	A
To: SR 86, S Main St																
From: SR 86, S Main St 29 58 Danville Expwy	City of Danville (Maint: 71)	1.85	17000	G	82%	1%	1%	2%	14%	1%	F	0.073	F	0.506	17000	G
To: Goodyear Blvd																
From: Goodyear Blvd 29 58 Danville Expwy	City of Danville (Maint: 71)	1.36	19000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	G
To: US 58, US 360 South Boston Rd																
From: US 58, US 360 South Boston Rd 29 Danville Expwy	City of Danville (Maint: 71)	2.00	11000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.605	10000	G
To: NCL Danville																
From: SCL Danville Bus 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
To: Withers Rd																
From: Withers Rd Bus 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: Old Greensboro Rd																
From: Old Greensboro Rd Bus 29 West Main St	City of Danville	0.65	15000	G	98%	0%	1%	0%	1%	0%	C	0.083	F	0.534	16000	G
To: Memorial Dr																
From: Memorial Dr Bus 29 Memorial Dr	City of Danville	0.73	12000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	13000	G
To: Bishop St																
From: Bishop St Bus 29 Memorial Dr	City of Danville	0.17	18000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.61	20000	G
To: Robertson Bridge																
From: Robertson Bridge Bus 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																
From: 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
To: Primrose Pl																
From: Primrose Pl Bus 29 Memorial Dr	City of Danville	0.85	9900	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.655	11000	G
To: SR 86 Central Blvd																
From: SR 86 Central Blvd Bus 29 Central Blvd	City of Danville	0.30	29000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.513	32000	G
To: Memorial Dr																
From: Memorial Dr Bus 29 Central Blvd	City of Danville	0.38	22000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.563	24000	G
To: Bus US 58 Riverside Dr																
From: Bus US 58 Riverside Dr Bus 29 Central Blvd	City of Danville	0.38	22000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.563	24000	G
To: Piedmont Dr																
From: Piedmont Dr 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
To: Piney Forest Rd																

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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						
Bus 29 Piney Forest Rd	From: Central Blvd To: Audubon Dr City of Danville	0.52	29000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.537	32000	G
Bus 29 Piney Forest Rd	From: Audubon Dr To: Wendell Scott Dr City of Danville	0.60	27000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.614	29000	G
Bus 29 Piney Forest Rd	From: Wendell Scott Dr To: Amette Blvd City of Danville	0.38	27000	G	98%	0%	1%	0%	1%	0%	C	0.083	F	0.572	29000	G
Bus 29 Piney Forest Rd	From: Amette Blvd To: SR 41 Franklin Tpke City of Danville	0.91	26000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.579	28000	G
Bus 29 Piney Forest Rd	From: SR 41 Franklin Tpke To: North Main Street City of Danville	0.44	13000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.55	14000	G
Bus 29 North Main St	From: Piney Forest Rd To: NCL Danville City of Danville	0.13	16000	G	98%	0%	1%	0%	1%	0%	C	0.086	F	0.503	17000	G
41 Franklin Tpke	From: Bus US 29; Piney Forest Rd To: NCL Danville City of Danville	0.70	15000	G	98%	0%	0%	1%	0%	0%	C	0.095	F	0.624	16000	G
51 Westover Dr	From: WCL Danville To: Lamberth Dr City of Danville	3.03	2800	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.601	3000	G
51 Westover Dr	From: Lamberth Dr To: Blair Loop Rd City of Danville	1.33	6600	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.588	6900	G
51 Westover Dr	From: Blair Loop Rd To: Park Ave City of Danville	0.70	8800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.550	9300	G
51 Westover Dr	From: Park Ave To: E US 58; Riverside Dr City of Danville	0.98	6900	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.518	7200	G
58	From: WCL Danville To: US 29 Danville Expressway City of Danville (Maint: 71)	0.44	6500	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.571	6500	G
58 29 Danville Expwy	From: US 29 Danville Expressway To: Elizabeth St City of Danville (Maint: 71)	1.12	16000	G	82%	1%	1%	2%	14%	1%	F	0.076	F	0.513	16000	G
58 29 Danville Expwy	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	0.098	A		15000	A
58 29 Danville Expwy	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	0.073	F	0.506	17000	G
58 29 Danville Expwy	From: Goodyear Blvd To: US 29 City of Danville (Maint: 71)	1.36	19000	G	82%	1%	1%	2%	14%	1%	F	0.078	F	0.548	19000	G



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							2Axle	3+Axle	1Trail	2Trail						
From: US 29 Danville Expressway; Bus US 58																
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: Kentuck Rd																
From: Kentuck Rd																
58 360 South Boston Rd	City of Danville	1.98	19000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	G
To: ECL Danville																
From: WCL Danville																
Bus 58 Riverside Dr	City of Danville	4.97	13000	G	93%	1%	1%	0%	5%	0%	F	0.101	F	0.697	13000	G
To: Bus US 29 Park Ave																
From: Bus US 29 Park Ave																
Bus 58 Riverside Dr	City of Danville	0.93	15000	G	93%	1%	1%	0%	5%	0%	F	0.080	F	0.529	15000	G
To: SR 51 Westover Dr																
From: SR 51 Westover Dr																
Bus 58 Riverside Dr	City of Danville	0.51	22000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.509	22000	G
To: Central Blvd																
From: Central Blvd																
Bus 58 Riverside Dr	City of Danville	0.24	27000	G	93%	1%	1%	0%	5%	0%	F	0.083	F	0.522	27000	G
To: Piney Forest Rd																
From: Piney Forest Rd																
Bus 58 Riverside Dr	City of Danville	0.92	22000	G	93%	1%	1%	0%	5%	0%	F	0.089	F	0.518	22000	G
To: Amette Blvd																
From: Amette Blvd																
Bus 58 Riverside Dr	City of Danville	0.82	15000	G	93%	1%	1%	0%	5%	0%	F	0.084	F	0.518	15000	G
To: N Main St																
From: N Main St																
Bus 58 360 River St	City of Danville	0.64	20000	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
To: Old Halifax Rd																
From: Old Halifax Rd																
Bus 58 360 South Boston Rd	City of Danville	1.24	19000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
To: US 29 Danville Expressway																
From: SCL Danville; NC State Line																
86 South Main St	City of Danville	1.11	11000	G	98%	0%	0%	0%	1%	0%	C	0.091	F	0.567	12000	G
To: Lockett Dr																
From: Lockett Dr																
86 South Main St	City of Danville	0.61	11000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.532	12000	G
To: Broadnax St																
From: Broadnax St																
86 South Main St	City of Danville	0.63	17000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.57	19000	G
To: Central Blvd																
From: Central Blvd																
86 Central Blvd	City of Danville	0.38	16000	G	99%	0%	0%	0%	0%	0%	C	0.083	F	0.548	18000	G
To: SR 293 West Main St																
From: SR 293 West Main St																
86 Central Blvd	City of Danville	0.60	21000	G	99%	0%	0%	0%	0%	0%	C	0.083	F	0.576	23000	G
To: Bus US 29 & SR 413 Memorial Dr																
From: Bus US 29; Memorial Dr																
293 West Main St	City of Danville	0.54	5400	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.541	5900	G
To: Bishop Rd																

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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						
293 West Main St	From: Bishop Rd City of Danville	0.49	4900	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.504	5300	G
293 West Main St	To: Park Ave City of Danville	0.96	7600	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.546	8300	G
293 West Main St	To: Randolph St From: Canterbury St City of Danville	0.37	8200	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.523	9000	G
293 West Main St	To: SR 86 Central Blvd City of Danville	0.16	9100	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.561	9700	G
293 Main St	To: South Main St City of Danville	0.04	11000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.557	12000	G
293 Main St	To: Holbrook Ave City of Danville	0.27	7700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.505	8400	G
293 Main St	To: Jefferson Ave City of Danville	0.28	7600	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.527	8300	G
293 Patton St	To: Patton St From: South Ridge St City of Danville	0.32	5800	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.603	6300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	G
293 Main St Bridge	To: Bridge St; SR 293 P Main St From: Bridge St City of Danville	0.22	13000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.6	14000	G
293 360 North Main St	To: US 58, US 360 Riverside Dr From: City of Danville	0.37	11000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	G
293 360 North Main St	To: Worsham St From: City of Danville	0.33	13000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	G
293 North Main St	To: SR 360 Richmond Blvd From: City of Danville	0.81	11000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.518	12000	G
293 North Main St	To: Third Ave From: City of Danville	0.98	12000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.541	13000	G
293 North Main St	To: Franklin Tpke From: City of Danville	0.91	5300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.520	5600	G
293 Main St	To: Bus US 29, Piney Forest Rd From: SR 293 Ridge St City of Danville	0.38	2300	G	96%	1%	3%	0%	0%	0%	C	0.119	F		2500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.657	8800	G
360 58 River St	To: SR 293 Patton St; Bridge St From: N Main St City of Danville	0.64	20000	G	93%	1%	1%	0%	5%	0%	F	0.079	F	0.579	20000	G
	To: Old Halifax Rd															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 360 58 South Boston Rd	From: Old Halifax Rd City of Danville	1.24	19000	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.541	19000	G
360 58 South Boston Rd	To: US 29 Danville Expressway From: City of Danville	0.90	25000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.518	25000	G
360 58 South Boston Rd	To: Kentuck Rd From: City of Danville	1.98	19000	G	85%	1%	1%	1%	12%	0%	F	0.077	F	0.501	19000	G
	To: ECL Danville															
360 293 North Main St	From: Riverside Dr City of Danville	0.37	11000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.550	12000	G
360 293 North Main St	To: Worsham St From: City of Danville	0.33	13000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.547	14000	G
	To: North Main St															
360 Richmond Blvd	From: SR 293 North Main St City of Danville	1.36	4500	G	99%	0%	0%	0%	0%	0%	C	0.085	F	0.573	4900	G
	To: ECL Danville															
413 Memorial Dr	From: Bus US 29 Central Blvd City of Danville	0.10	11000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.523	12000	G
413 Memorial Dr	To: Cahill Court; Goode St From: City of Danville	0.64	11000	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.589	12000	G
413 Memorial Dr	To: Poplar St From: City of Danville	0.26	8700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.532	9400	G
413 Craghead St	To: High St From: City of Danville	0.23	7200	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.652	7900	G
	To: SR 293 P; N Main St															
413 Craghead St	From: SR 293 P; Main St City of Danville	0.06	6500	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.544	7000	G
	To: SR 293 Patton St															

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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	N	98%	1%	From: Wilson St; Green St To: Loyal St				N	0.110	N	0.52	1700	N	2011
① Jefferson Ave	0.14	1600	G	98%	1%	From: Patton St To: SR 293 Main St				C	0.110	F	0.52	1700	G	2011
① Jefferson Ave	0.08	NA				From: Taylor Dr To: 108-2 Chatham Ave 108-3 Chatham Ave								NA		
② Bonner Ave	0.50	1800	G	98%	1%	From: 108-3708 Kemper Rd To: Betts St				F	0.108	F	0.511	1900	G	2011
② Lanier Ave	0.08	1100	G	98%	1%	From: Industrial Ave To: US 58 South Boston Rd				F	0.093	F	0.596	1200	G	2011
④ Foster St	0.24	880	G	98%	1%	From: NCL Danville; Clark St; 71-734 To: SR 293 Main St; Gap				F	0.184	F	0.582	950	G	2011
⑨ Ringgold Rd	0.07	2100	G	98%	1%	From: SR 413 Memorial Dr To: Maxine Rd				F	0.089	F	0.593	2200	G	2011
⑪ North Ridge St	0.52	2900	G	98%	0%	From: Bus US 29, West Main St To: WCL Danville				C	0.113	F	0.832	3200	G	2011
③700 Old Mayfield Rd	0.31	1800	G	98%	1%	From: Applewood Dr To: Old Greensboro Rd				F	0.102	F	0.588	2000	G	2011
③702 Ferry Rd	0.12	3200	N	98%	1%	From: Ferry Rd To: CIUS 29 Main St				N	0.089	N	0.531	3600	N	2011
③702 Ferry Rd	0.54	3200	G	98%	1%	From: US 58 To: Edgewood Dr				F	0.089	F	0.531	3600	G	2011
③702 Old Greensboro Rd	0.16	3300	G	98%	1%	From: Elizabeth St To: US 29 Bus; West Main St				F	0.081	F	0.536	3600	G	2011
③703 Elizabeth St	1.55	880	G	98%	1%	From: SCL Danville To: Schoolfield Dr				C	0.109	F	0.538	940	G	2011
③703 Edgewood Dr	0.19	1800	G	98%	1%	From: Holland Rd To: Lanier Dr				F	0.088	F	0.575	2000	G	2011
③705 Holland Rd	1.93	710	G	99%	1%	From: Greenwood Ave To: Lanier St				C	0.097	F	0.506	780	G	2011
③705 Schoolfield Dr	0.29	1300	G	99%	0%	From: US 29 Bus; Memorial Dr To: SR 293; West Main St				C	0.102	F	0.524	1400	G	2011
③707 Arlington Ave	0.81	500	G	99%	0%	From: West Main St To: Lanier Ave				F	0.103	F	0.5	550	G	2011
③708 Bishop Rd	0.55	3300	G	99%	1%	From: Augusta Ave To: Lanier St				C	0.085	F	0.558	3500	G	2011
③708 Augusta Ave	0.06	2900	G	99%	0%	From: Garland St				F	0.106	F	0.558	3200	G	2011
③708 Lanier St	0.74	2300	G	99%	0%					C	0.107	F	0.525	2600	G	2011

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(3708) Lanier Ave	0.13	740	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.557	800	G	2011
			From: Garland St													
			To: Kemper Rd													
(3708) Kemper Rd	0.69	7300	G	99%	0%	0%	0%	0%	0%	C	0.084	F	0.576	7700	G	2011
			From: Lanier St													
			To: SR 86; South Main St													
(3710) Chatelaine Ave	0.44	1700	G	97%	1%	2%	0%	0%	0%	C	0.087	F	0.560	1900	G	2011
			From: Wooding Ave													
			To: Levelton St													
(3710) Levelton St	0.19	1500	G	97%	1%	2%	0%	0%	0%	F	0.088	F	0.516	1600	G	2011
			From: Chatelaine Ave													
			To: SR 86; S Main St													
(3711) Wooding Ave	0.41	4600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.57	4900	G	2011
			From: Kemper Rd													
			To: SR 293; W Main St													
(3713) Southampton Ave	0.42	1500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.538	1700	G	2011
			From: 108-3708 Kemper Rd													
			To: 108-3714 Watson St													
(3714) Avondale Dr	0.41	2100	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.521	2300	G	2011
			From: Howland Circle													
			To: Virginia Avenue													
(3714) Watson St	0.25	3000	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.549	3200	G	2011
			From: Virginia Ave													
			To: South Main St													
(3714) Stokes St	0.48	1400	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.625	1500	G	2011
			From: South Main St													
			To: Holbrook Ave													
(3714) Stokes St	0.25	1300	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.575	1400	G	2011
			From: Holbrook Ave													
			To: Jefferson St													
(3715) Park Ave	0.67	5000	G	99%	0%	0%	0%	0%	0%	C	0.1	F	0.616	5300	G	2011
			From: SR 293; West Main St													
			To: US 29 Bus; Memorial Blvd													
(3716) Industrial Ave	0.73	4600	G	96%	1%	1%	1%	1%	0%	F	0.092	F	0.527	4900	G	2011
			From: SR 86; S Main St													
			To: Jefferson Ave													
(3716) Industrial Ave	0.70	3700	G	96%	1%	1%	1%	1%	0%	C	0.094	F	0.509	3900	G	2011
			From: Jefferson St													
			To: Goodyear Blvd													
(3716) Industrial Ave	0.25	4100	G	97%	1%	1%	1%	0%	0%	F	0.104	F	0.601	4500	G	2011
			From: Goodyear Blvd													
			To: Fitzgerald St													
(3716) Craghead St	0.56	4100	G	97%	1%	1%	1%	0%	0%	C	0.101	F	0.616	4500	G	2011
			From: Fitzgerald St													
			To: Wilson St													
(3716) Craghead St	0.10	5800	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.618	6200	G	2011
			From: Wilson St													
			To: SR 413 Patton 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: SR 293; West Main St													
			To: Primrose Ct													
(3717) Primrose Pl	0.07	2200	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.649	2300	G	2011
			From: Mountain View Ave													
			To: US 29 Bus; Memorial Dr													
(3718) Christopher Lane	0.30	2100	G	99%	0%	0%	0%	0%	0%	F	0.159	F	0.61	2200	G	2011
			From: Canterbury Rd													
			To: Central Blvd													
(3721) South Main St	0.34	3600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.590	3900	G	2011
			From: Central Blvd													
			To: Stokes St													
(3723) Broad St	0.23	1700	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.594	1900	G	2011
			From: SR 293 West Main St													
			To: Cleveland St													

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						2Axle	3+Axle	1Trail	2Trail							
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(3723) Cleveland St	0.06	1400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.528	1500	G	2011
(3724) Mt Cross Rd	1.75	8900	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.665	9500	G	2011
(3726) East Thomas St	0.30	1600	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.571	1700	G	2011
(3726) Halifax St	2.51	1600	G	97%	1%	1%	0%	0%	0%	F	0.115	F	0.537	1700	G	2011
(3726) Halifax St	0.70	550	G	97%	1%	1%	0%	0%	0%	C	0.11	F	0.589	600	G	2011
(3727) Holbrook Ave	0.18	1400	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.601	1500	G	2011
(3727) Holbrook Ave	0.37	1600	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.545	1700	G	2011
(3727) Holbrook Ave	0.79	1200	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.504	1300	G	2011
(3727) Cleveland St	0.06	2800	G	99%	0%	0%	0%	0%	0%	F	0.114	F	0.503	3000	G	2011
(3732) Bradley Rd	1.24	1100	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.56	1100	G	2011
(3733) Patton St	0.17	870	G	97%	1%	1%	0%	0%	0%	F	0.175	F	0.816	940	G	2011
(3735) Jefferson St	0.58	1400	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.503	1500	G	2011
(3735) Wilson St	0.39	840	G	97%	1%	1%	0%	0%	0%	C	0.122	F	0.530	910	G	2011
(3735) Wilson St	0.07	160	G	97%	1%	1%	0%	0%	0%	F	0.132	F	0.604	170	G	2011
(3735) Worsham St	0.30	6900	G									NA		7600	G	2011
(3735) Worsham St	0.34	7000	G									NA		7600	G	2011
(3736) Third Ave	0.70	3900	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.616	4200	G	2011
(3737) Grant St	0.69	510	G	98%	1%	1%	0%	0%	0%	F	0.147	F	0.772	540	G	2011
(3739) Goodyear Blvd	3.05	2600	G	94%	1%	1%	2%	2%	0%	F	0.178	F	0.894	2700	G	2011
(3739) Goodyear Blvd	0.97	4000	G	94%	1%	1%	2%	2%	0%	C	0.105	F	0.634	4400	G	2011
(3740) Northmont Blvd	0.13	2100	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.565	2000	G	2011

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(3740) Northmont Blvd	0.76	1600	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.513	1700	G	2011
(3741) Poplar St	0.15	2200	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.551	2400	G	2011
(3741) Poplar St	0.46	8500	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.600	9100	G	2011
(3742) Orchard Dr	0.36	2100	G	99%	0%	1%	0%	0%	0%	F	0.167	F	0.635	2200	G	2011
(3743) Piney Forest Rd	0.67	4900	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.604	5200	G	2011
(3743) Piney Forest Rd	0.01	1800	G	98%	1%	1%	0%	0%	0%	F	0.103	F		1900	G	2011
(3745) Audubon Dr	0.95	2900	G	98%	1%	1%	0%	0%	0%	C	0.118	F	0.527	3000	G	2011
(3746) Baily Pl	0.57	900	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.533	960	G	2011
(3747) Arnette Blvd	0.98	7200	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.589	7700	G	2011
(3747) Arnette Blvd	1.07	3100	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.504	2900	G	2011
(3749) Henry Rd	0.06	2700	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.687	2800	G	2011
(3749) Locust Lane	0.53	3700	G	99%	1%	0%	0%	0%	0%	F	0.097	F	0.629	4000	G	2011
(3749) Locust Lane	0.31	2600	G	99%	1%	0%	0%	0%	0%	C	0.092	F	0.571	2800	G	2011
(3749) Wendell Scott Dr	0.18	3300	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.541	3500	G	2011
(3749) Wendell Scott Dr	0.66	3900	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.548	4100	G	2011
(3749) Beaver Mill Rd	0.59	2900	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.621	2700	G	2011
(3751) Sherwood Dr	0.18	1400	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.558	1500	G	2011
(3753) Henry St	0.24	1000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.588	1100	G	2011
(3753) Claiborne St	1.26	2200	G	99%	0%	1%	0%	0%	0%	F	NA			2400	G	2011
(3755) Melrose Ave	0.36	3700	G	99%	1%	0%	0%	0%	0%	F	0.112	F	0.619	4000	G	2011
(3755) Ruskin St	0.18	3600	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.589	3900	G	2011

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(3755) Nordan Dr	0.31	3900	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.591	4200	G	2011
						From: Parrish Rd										
						To: US 29 Bus; Piney Forest Rd										
(3759) Franklin Tpke	0.92	7400	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.609	7900	G	2011
						From: SR 293; N Main St										
						To: US 29 Bus; Piney Forest Rd										
(3765) Park Ave	0.38	3100	G	99%	1%	1%	0%	0%	0%	C	0.097	F	0.506	3300	G	2011
						From: Piedmont Dr										
						To: SR 51 Westover Dr										
(3769) Kentuck Rd	1.39	7600	G	93%	0%	1%	1%	5%	0%	C	0.091	F	0.533	8300	G	2011
						From: US 58; South Boston Rd										
						To: NCL Danville										
(3770) Mountain Hill Rd	0.84	1500	G	93%	0%	1%	1%	5%	0%	F	0.093	F	0.535	1600	G	2011
						From: SCL Danville										
						To: US 58 South Boston Rd										
(3771) Old Riverside Dr	0.25	4100	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.526	4400	G	2011
						From: US 58; Riverside Dr										
						To: Mt Cross Rd										
(3772) Park Ave	0.25	18000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.572	19000	G	2011
						From: Bus US 29 Memorial Dr										
						To: US 58 Riverside Dr										
(3772) Park Ave	0.22	NA									NA			NA		
						From: Piedmont Dr										
						To: Park Ave										
(3772) Piedmont Dr	0.31	14000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.504	14000	G	2011
						From: SR 51 Westover Dr										
						To: Bus US 29 Central Blvd										
(3772) Piedmont Dr	1.32	19000	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.527	20000	G	2011
						From: SCL Danville										
						To: Goodyear Blvd										
(3773) Gypsum Rd	1.46	580	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.627	640	G	2011
						From: SR 51 Westover Dr										
						To: WCL Danville										
(3774) Moorfield Bridge Rd	0.04	1600	G	99%	1%	0%	0%	0%	0%	F	0.093	F	0.5	1500	G	2011
						From: SR 360 Richmond Blvd										
						To: 71-732; ECL Danville										
(3775) Little Creek Rd	0.52	2800	G	97%	1%	1%	0%	0%	0%	F	0.1	F	0.508	3000	G	2011
						From: Water St										
						To: ECL Danville										
(3776) Eagle Spring Rd	1.70	230	G	99%	1%	0%	0%	0%	0%	C	0.106	F	0.581	240	G	2011
						From: Locust Lane										
						To: ECL Danville										
Alpine Dr		250	G								0.11	F	0.547	270	G	2011
						From: Lynndale Dr										
						To: Tamworth Dr										
Annhurst Dr		620	G								0.104	F	0.617	580	G	2011
						From: Vicar Rd										
						To: US 58										
Barrett St		1400	G								0.108	F	0.538	1500	G	2011
						From: Capri Ct										
						To: S Main St										
Brodnax Street		NA									NA			NA		
						From: Ayers St										
						To: Ginger Dr										
Cathy Dr		260	G								NA			280	G	2011
						From: Cathy Pl										
						To: Cathy Pl										



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Clarkson Dr		130	G			From: Layton Ave				0.199	F	0.519	120	G	2011	
						To: Dunmore St										
Clement Avenue		620	G			From: Leemont Court				NA			620	G	2011	
						To: N. Main Street										
Courtney St		120	G			From: Plymouth Dr				0.141	F	0.643	110	G	2011	
						To: Skyline Ave										
Dalton St		680	G			From: Amett Blvd				NA			680	G	2011	
						To: Ruskin Street										
Hamlin Ave		350	G			From: Spencer St				NA			380	G	2011	
						To: N Main St										
Hampton Dr		360	G			From: Brookview Dr				0.114	F	0.526	380	G	2011	
						To: Brightwell Dr										
Ingram St		520	G			From: Northwest Blvd				NA			520	G	2011	
						To: Parrott Street										
Ivy St		130	G			From: Locust Lane				0.125	F	0.737	140	G	2011	
						To: Cunningham St										
Meadowbrook Dr		450	G			From: Edgewood Lane				0.116	F	0.514	420	G	2011	
						To: Main St										
Nelson St		290	G			From: US 29				0.128	F	0.610	280	G	2011	
						To: WCL Danville										
Parkland Dr		290	G			From: Meadow Lane				NA			290	G	2011	
						To: Edgewood Lane										
Rosemary Lane		190	G			From: Huntington Pl				0.117	F	0.528	210	G	2011	
						To: Tyler Ave										
Springfield Rd		200	G			From: Kittyhawk Dr				0.129	F	0.596	180	G	2011	
						To: Freeze Rd										
Summit Rd		260	G			From: Woodberry Ave				0.115	F	0.595	280	G	2011	
						To: Arbor Pl										
Tamworth Pl		140	G			From: Tamworth Dr				NA			150	G	2011	
						To: Conway Dr										
Vicar Rd		270	G			From: Wildwood Ct				0.130	F	0.593	280	G	2011	
						To: Raintree Rd										
Wheatley Rd		100	G			From: Shannon Dr				NA			100	G	2011	
						To: Banister Dr										