### 2009

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

where available

# Special Locality Report 115

City of Harrisonburg

Information in this report is included in Report

**82** 

(Rockingham County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

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

### **Special Routes**

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

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

### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Harrisonburg

			паттѕог					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	- QV
~~	From:	SC	L Harrisonb	urg												
11 Main St	City of Harrisonburg	0.91	13000	F	96%	0%	1%	1%	2%	0%	F	0.088	F	0.54	13000	F
<u> </u>	To: From:		I-81				<b>—</b>									
11 Main St	City of Harrisonburg	1.77	18000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.523	19000	F
<u> </u>	Too	Ple	easant Hill F	Rd												
11 S Main St	City of Harrisonburg	0.87	20000	F	96%	1%	1%	1%	1%	0%	С	0.085	F	0.557	22000	F
$\Rightarrow$	To	Por	rt Republic	Rd												
11 S Main St	City of Harrisonburg	0.65	21000	F	96%	1%	1%	1%	1%	0%	F	0.077	F	0.514	23000	F
	To-															
11 Main St NB	From:City of Harrisonburg	0.47	S Liberty St 6600	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.543	7100	F
11 Wall of NB	Combined Traffic Estimates for 2 Parallel Roadways o	-	13000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.716	14000	F
	Tollinica France Estimates for 21 arane readways o	ii tilis i toute.		•	31 70	070	170	1 /0	1 /0	070	•	0.000	'	0.710	14000	'
11 ( ) 33 ( Main St NB	City of Harrisonburg	0.02	US 33 6600	N	96%	1%	10/	1%	1%	00/	N	0.093	N	0.543	7100	1
11) (33) Main St NB	City of Harrisonburg Combined Traffic Estimates for 2 Parallel Roadways o			N	96%	1%	1%			0%	N	0.093 NA	IN	0.543		1
	Combined Trainic Estimates for 2 Parallel Roadways o				90%	170	1%	1%	1%	0%	IN	INA			12000	1
Main OLNID	Too From L		B E Market S		000/	40/	40/	40/	407	00/		0.000		0.540	7400	
11) (33) Main St NB	City of Harrisonburg	0.03	6600	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7100	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	10000	N	96%	0%	1%	1%	1%	0%	N	NA			11000	I
	To: From:		US 33 Par													
11) Main St NB	City of Harrisonburg	0.34	6600	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7100	1
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:	]	Kratzer Ave	:												
11 N Main St	City of Harrisonburg	0.68	8900	F	96%	0%	1%	0%	2%	0%	С	0.09	F	0.593	9400	I
~	To: From:		Charles St													
11 N Main St	City of Harrisonburg	0.44	7300	F	96%	0%	1%	0%	2%	0%	F	0.091	F	0.616	7700	F
<i>~</i>	To:	NC	L Harrisonb	urg												
	From:		S Main St													
Liberty St	City of Harrisonburg	0.47	6600	F	97%	0%	1%	1%	1%	0%	С	0.083	F		7000	I
<del>.</del>	Combined Traffic Estimates for 3 Parallel Roadways o	n this Route:	20000	N	96%	0%	1%	1%	1%	0%	Ν	0.085	F	0.716	21000	1
	To: From:	US 33	, W Market	Street			<b>—</b>									
11 (33) Liberty St	City of Harrisonburg	0.23	4900	F	96%	1%	1%	1%	1%	0%	С	0.082	F		5200	ı
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	11000	N	96%	1%	1%	1%	1%	0%	Ν	NA			12000	1
	To:		Rock St													
11 (33 Noll Dr	City of Harrisonburg	0.14	3500	F	97%	0%	1%	1%	1%	0%	F	0.085	F		3500	ı
\$1) (\$p)	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	10000	N	96%	0%	1%	1%	1%	0%	N	NA			11000	ı
	То:		Kratzer Ave													
	From:	WC	L Harrisonb	ourg					-							
33 W Market St	City of Harrisonburg	1.11	10000	F	95%	1%	1%	2%	2%	0%	F	0.096	F	0.627	11000	F
$\rightarrow$	To To	T	Vaterman D	r			<u> </u>									
33 W Market St	City of Harrisonburg	0.61	9000	F	95%	1%	1%	2%	2%	0%	С	0.09	F	0.638	9500	F
33) 11 11 11 11 21	2.1.y 3. 1.1.1.1.3011bd1g		42 S High	•	00,0	. , 3	. , ,	-,0	-,0	• , •	_	0.00	•	3.000	0000	

### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Harrisonburg

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
~~	From:	SR 42 S F													
33 W Market St	City of Harrisonburg	0.16 <b>520</b>		95%	1%	1%	2%	2%	0%	F	0.097	F		5600	F
~	To: From:	Bus US 3 US 1													
33) (11) Main St NB	City of Harrisonburg	0.02 <b>660</b>		96%	1%	1%	1%	1%	0%	N	0.093	Ν	0.543	7100	Ν
33) (11)	Combined Traffic Estimates for 2 Parallel Roadwa			96%	1%	1%	1%	1%	0%	N	NA		0.0.0	12000	N
	To:	US 11 M		3070	170	Ť	170	170	070	.,	14/1			12000	
~~ <u></u>	From:	US 11 Mair													
33 E Market St	City of Harrisonburg	0.11 <b>630</b>	0 F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.536	6600	F
~	Tro- From:	Mason	St			$ \vdash$									
33 E Market St	City of Harrisonburg	0.87 <b>110</b> 0	0 F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.569	11000	ı
~	To	Vine	St												
33 E Market St	City of Harrisonburg	0.61 <b>160</b> 0		96%	0%	1%	1%	1%	0%	С	0.082	F	0.541	17000	
33)	Te														
33) E Market St	From:  City of Harrisonburg	0.59 <b>2700</b>		95%	1%	1%	1%	3%	0%	F	0.084	F	0.511	29000	
233) L Warker or	City of Flamsonburg			3370	170	170	1 70	370	070	·	0.004	'	0.511	23000	
~~	To: From:	University		070/	00/		00/	00/	00/	_	0.000	_	0.004	20222	
E Market St	City of Harrisonburg	1.07 <b>2600</b>		97%	0%	0%	0%	2%	0%	С	0.092	F	0.604	28000	ı
	10.	ECL Harris													
Main OLNID	From:	US 1		000/	40/		40/	40/	00/		0.000		0.540	7400	
33 (11) Main St NB	City of Harrisonburg	0.03 660		96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7100	1
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route: 1000 US 3		96%	0%	1%	1%	1%	0%	N	NA			11000	1
C L limb Ct	City of Housia and year	SCL Harris		000/	0%	40/	40/	40/	00/	F	0.005	_	0.500	40000	F
S High St	City of Harrisonburg	0.13 <b>150</b> 0	00 F	98%	0%	1%	1%	1%	0%	Г	0.085	F	0.538	16000	
	To: From:	Erickson													
42) S High St	City of Harrisonburg	1.27 <b>180</b> 0	00 F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.552	20000	F
<u>~</u>	To- From:	Sunrise	Ave			$\Box$ $\vdash$									
42) S High St	City of Harrisonburg	0.40 <b>1900</b>	00 F	98%	0%	1%	1%	1%	0%	F	0.084	F	0.525	21000	F
<u> </u>	Tay	Grace A	Ave			<u> </u>									
42 S High St	City of Harrisonburg	0.55 <b>190</b> 0		98%	0%	1%	1%	1%	0%	F	0.083	F	0.556	20000	ı
	To	Market													
42) N High St	From: L City of Harrisonburg	0.27 <b>1600</b>		98%	0%	1%	1%	1%	0%	F	0.086	F	0.539	18000	
42) 141 light St	- Tity of Flamourisary			0070	070		170	170	070	•	0.000	•	0.000	10000	
Virginia Ava	City of Horrison by you	Gay 5		98%	0%	10/	40/	40/	00/	F	0.000	F	0.547	12000	
42) Virginia Ave	City of Harrisonburg	0.44 <b>120</b> 0	U F	96%	0%	1%	1%	1%	0%	Г	0.089	Г	0.547	13000	ı
	To: From:	5th S													
42) Virginia Ave	City of Harrisonburg	0.60 <b>110</b> 0	00 F	96%	0%	1%	2%	1%	0%	С	0.092	F	0.578	12000	F
~	To. From:	Mt Clinto	n Pike												
42) Virginia Ave	City of Harrisonburg	0.83 <b>130</b> 0	00 F	96%	0%	1%	2%	1%	0%	F	0.095	F	0.594	14000	F
$\smile$	To:	NCL Harris	sonburg												

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### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Harrisonburg

		Oity	of Harrison	ibuiq				Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	SC	L Harrisonb	ııro			ZANIC	STANE	IIIaii	ZITAII		1 actor		1 actor		
81)	City of Harrisonburg		24000	F	75%	1%	1%	1%	21%	1%	F	NA			24000	F
	Combined Traffic Estimates for 2 Paralle		49000	N	76%	1%	1%	1%	20%	1%	Ν	NA			49000	Ν
	Ta-		11, South Ma	oin St												
North	From:				750/	407	40/	407	040/	407	_	0.405			05000	_
81	City of Harrisonburg		25000	В	75%	1%	1%	1%	21%	1%	С	0.105	A	0.54	25000	В
	Combined Traffic Estimates for 2 Paralle		<b>50000</b> 3 Port Repul	B alia Dal	76%	1%	1%	1%	20%	1%	С	0.101	Α	0.54	49000	В
North	From:		Port Republ													
81)	City of Harrisonburg		24000	F	75%	1%	1%	1%	21%	1%	F	NA			24000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	50000	F	76%	1%	1%	1%	20%	1%	F	NA			49000	F
	To:	US	33, E Marke	et St												
North	City of Harrisonburg				750/	40/	10/	40/	24.0/	40/	_	NIA			24000	F
81	City of Harrisonburg	,	24000	F	75%	1%	1%	1%	21%	1%	F	NA			24000	•
	Combined Traffic Estimates for 2 Paralle		47000 CL Harrisonb	F	76%	1%	1%	1%	20%	1%	F	NA			46000	F
>4b	From:															
South 81	City of Harrisonburg		L Harrisonb 25000	urg <b>N</b>	77%	1%	1%	1%	19%	1%	N	NA			24000	N
81)	Combined Traffic Estimates for 2 Paralle	,		N	76%	1%	1%	1%	20%	1%	N	NA			49000	N
	Combined Traine Estimates for 21 draine				7070	1 /0	170	1 70	20 /0	170	14	IVA			43000	11
South	From:		11, South Ma	un St												
81)	City of Harrisonburg		25000	В	77%	1%	1%	1%	19%	1%	С	0.108	Α		25000	В
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	50000	В	76%	1%	1%	1%	20%	1%	С	0.101	Α	0.54	49000	В
Courth	To: From:	SR 25	3 Port Repul	olic Rd												
South 81	City of Harrisonburg	(Maint: 82) 1.50	25000	F	77%	1%	1%	1%	19%	1%	F	NA			25000	F
01)	Combined Traffic Estimates for 2 Paralle	,		F	76%	1%	1%	1%	20%	1%	F	NA			49000	F
	Tolling Traine Estimates for 2 Farance				7070	170		170	2070	170	•	1471			40000	
South	From:		33, E Marke													
81)	City of Harrisonburg	,	23000	F	77%	1%	1%	1%	19%	1%	F	NA			23000	F
$\smile$	Combined Traffic Estimates for 2 Paralle			F	76%	1%	1%	1%	20%	1%	F	NA			46000	F
	10:	NO	CL Harrisonb	urg												
South	From:	(14 : 4 00)	I-81 South		070/	00/		407	407	00/	_				0000	_
81 Ramp I-81 S Exit 245	to Port Republic Rd City of Harrisonburg		3100	F P.1	97%	0%	1%	1%	1%	0%	F	NA			3300	F
	10.		3 Port Repul													
Dort Dopublic Dd	City of Harrison		S 11 S Main		97%	0%	10/	40/	40/	00/	_	0.000	F	0.504	25000	F
253 Port Republic Rd	City of Harrison	nburg 0.48	23000	F	97%	0%	1%	1%	1%	0%	С	0.088	Г	0.524	25000	Г
	To:		I-81				그									
253 Port Republic Rd	City of Harrison	nburg 0.85	25000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.520	26000	F
<u>~</u>	To: From:	Pe	each Grove A	ve			$\Box$ $\vdash$									
253) Port Republic Rd	City of Harriso	nburg 0.48	7600	F	97%	0%	1%	1%	1%	0%	F	0.102	F	0.536	7800	F
	To:	EC	L Harrisonb	urg												

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							паппъоп									
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From:	i			NCI	Uarricanhu	***			1					
(F238) Buffalo Dr	0.07	350	R			NCL.	Harrisonbu	rg			NA			NA		05/10/2009
		To				D	ead End									
		From:				ΕI	Market St									
1 Vine St	1.42	7800	F	96%	1%	1%	1%	2%	0%	С	0.092	F	0.5	8400	F	2009
		To:	<u> </u>				Main St									
3 Eastover Dr	0.44	From: 340	F	96%	0%	1%	Paul St 1%	2%	0%	F	0.129	F	0.864	360	F	2009
3 Eastover Dr	0.44	340 To:		90 /0	0 /6		servoir St	2 /0	0 /6	-	0.129		0.004	300		2009
		From:					N Liberty	Street								
4 E. Washington St	0.24	3200	F	95%	2%	2%	0%	1%	0%	F	0.097	F	0.514	3400	F	2009
		To:				N	Main St									
4 E. Washington St	0.72	3700 From:	F	95%	2%	2%	0%	1%	0%	С	0.093	F	0.524	3900	F	2009
		To:				,	Vine St									
		From:					SR 42									
(5) Acorn Dr	1.16	3900	F	96%	0%	1%	1%	2%	0%	С	0.101	F	0.634	4100	F	2009
		To:					linton Pik									
O Dorle Del	0.50	From:		000/	00/		Clinton Pike		00/			_	0.555	2500	_	2000
6 Park Rd	0.58	2300	F	99%	0%	1%	0%	0%	0%	С	0.1	F	0.555	2500	F	2009
O 2 1 2 1	0.04	From	L	000/	00/		hank Dr	00/	201				0.004	4000		2222
6 Park Rd	0.34	1800 To:	F	99%	0%	1%	0% rmony Rd	0%	0%	F	0.117	F	0.624	1900	F	2009
		From:														
7 Harmony Rd	0.23	1200	F	99%	0%	0%	Park Rd 0%	0%	0%	С	0.103	F	0.649	1300	F	2009
7)	0.20	To:	<u> </u>	00,0	0,0		SR 42	0,0	0,0			•	0.0.0	.000	•	2000
		From:				WCL	Harrisonbu	ırg								
(4100) Mosby Rd	0.35	6800	F	96%	0%	0%	0%	2%	0%	С	0.098	F	0.556	7000	F	2009
		To- From:				N	Iosby Ct									
(4100) Mosby Rd	0.26	7600	F	96%	0%	0%	0%	2%	0%	F	0.095	F	0.551	7900	F	2009
		To:				1	Main St									
		From:					Pear St									
(4102) Pleasant Hill Rd	0.78	8600	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.519	8900	F	2009
		To: From:					1 S Main S leasant Hil				-					
(4102) Stone Spring Rd	0.65	9400	F	99%	0%	1%	0%	0%	0%	С	0.094	F	0.644	9700	F	2009
		To:				Rami	blewood R	d.								
(4102) Stone Spring Rd	0.53	8800 From:	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9100	F	2009
		To:					Harrisonbu									
		From:				Pleas	sant Hill R	i								
(4103) Central Ave	0.14	1500	F	97%	1%	2%	0%	0%	0%	С	0.101	F	0.638	1600	F	2009
$\overline{}$		To:				S	haron St				$\Box$ —					
(4103) Central Ave	0.91	1000	F	97%	1%	2%	0%	0%	0%	F	0.122	F	0.678	1100	F	2009
$\overline{}$		To:				Mai	ryland Ave									
$\sim$		From:					High St									
(4104) South Ave	0.52	6200	F	97%	1%	2%	0%	0%	0%	С	0.091	F	0.512	6700	F	2009
		To:	<u> </u>				Main St									
(4105) Maryland Ave	0.44	From:	F	97%	0%	1%	42 High St 1%	1%	0%	F	0.001	F	0.604	9700	F	2000
(4105) Maryland Ave	0.44	8100 To:		3170	U-70		Main St	1 70	U70	Г	0.091	Г	0.004	8700	r	2009
		From:	I				ort Republ	ic Rd			1					
(4105) Ramp to I-81 N at Exit 2	0.19	NA	<u> </u>			3K 233 P	on republ	ic ixu			NA			NA		
		To				I-	81 North									
		From:	1				High St				ī					
(4106) Cantrell Ave	0.57	9100	F	99%	0%	1%	0%	1%	0%	F	0.087	F	0.611	9600	F	2009
		To					Ott St									

Route Length AADT QA 4Tire Bus 2							City of I	Harrisonb	ourg								
Cartrell Ave	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
Cantrell Ave   0.68   18000   F   59%   0%   1%   0%   1%   0%   1%   0%   C   0.64   F   0.574   16000   F   2009	City of Harrisonburg																
Cartrell Ave	Controll Ava	0.60		<u> </u>	000/	00/			10/	00/		0.004	_	0.574	16000	_	2000
Cambrell Ave   0.18   9200   F   99%   0%   19%   0%   19%   0%   F   0.104   F   0.688   10000   F   2009	(4106) Cantrell Ave	0.08	16000		99%	0%			170	0%	C	0.064	Г	0.574	16000	Г	2009
E. Market S:	0	0.40	From	<u> </u>	000/	00/			40/	00/				0.000	40000	_	0000
Section   Sect	(4106) Cantrell Ave	0.18	9200 ™		99%	0%			1%	0%	Г	0.104	г	0.698	10000	Г	2009
Reservoir St 0.97 12000 F 99% 0% 0% 0% 0% 0% 0% 0% F 0.086 F 0.589 13000 F 2009    Antiry   Reservoir St   0.57 18000 F 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%			Grom														
1130   Reservoir St   0.57   18000   F   99%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%	Poconyoir St	0.07		<u> </u>	00%	Ω0/:				09/		0.086	_	0.590	12000	_	2000
1979   Passervoir St   0.57   18000   F   99%   0%   0%   0%   0%   0%   0%   0	(4107) Reservoir St	0.97	12000		99 /6	0 76				0 /6	Г	0.000	-	0.569	13000		2009
100   Reservoir St   0.89   10000   F   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		From	<u> </u>													
1000   F   99%   9%   9%   9%   9%   9%   9%	(4107) Reservoir St	0.57	18000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.522	18000	F	2009
Sterling St   0.13   1500   F   95%   196   196   196   296   096   F   0.106   F   0.533   1600   F   2009	<u> </u>		From				Ea	stover Dr									
Sterling St   0.13   1500   F   95%   1%   1%   1%   2%   0%   F   0.108   F   0.533   1600   F   2009	(4107) Reservoir St	0.89	10000	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.519	11000	F	2009
Sterling St   0.13   1500   F   95%   1%   1%   19%   2%   0%   F   0.106   F   0.533   1600   F   2009	<u> </u>		To	-			Εl	Market St									
Company   Comp	4107 Sterling St	0.13		F	95%	1%			2%	0%	F	0.106	F	0.533	1600	F	2009
Company   Comp			To					Gay St									
Maion St	_		From					terling St									
### And Paul St  ### An	(4107) Gay St	0.45	2200	F	95%	1%	1%	1%	2%	0%	F	0.103	F	0.573	2300	F	2009
### Annual St  ### An	$\overline{}$		To				N	Iason St									
14107   Gay St   0.11   2700   F   95%   1%   1%   1%   2%   0%   F   0.103   F   0.508   2900   F   2009	4107) Gay St	0.33		F	95%	1%			2%	0%	С	0.095	F	0.519	5200	F	2009
100   Gay St			To				N	TT:-1- C4									
Chicago Ave	Gay St	0.11	2700	늗	05%	10/			20/	09/		0.102		0.509	2000	_	2000
107   Chicago Ave   0.58   3800   F   98%   0%   1%   0%   0%   0%   0%   0%   0	(4107) Gay St	0.11		Ė	93 /6	1 /0			2 /0	076		0.103		0.506	2900		2009
100   Chicago Ave   0.58   3800   F   98%   0%   1%   0%   0%   0%   C   0.095   F   0.515   4100   F   2009			From					_									
Waterman Dr   Waterman Ave	Chicago Ave	0.58	3800	F	98%	0%			0%	0%	С	0.095	F	0.515	4100	F	2009
A	(4101)																
MI   Cliston Pike     Eastwert Dr	_		From				Wat	erman Ave									
A	(4107) Chicago Ave	0.43	5500	F	98%	0%				0%	F	0.092	F	0.512	5900	F	2009
At   At   At   At   At   At   At   At	<u> </u>		To				Mt C	Clinton Pike	;								
Mason St			From				Ea	stover Dr									
At   B   Paul St   C   St   St   St   St   St   St	(4108) Paul St	0.64	1600	F	99%	0%	0%	0%	0%	0%	С	0.114	F	0.531	1700	F	2009
At   B   Paul St   C   St   St   St   St   St   St	$\bigcirc$		To				λ.	Ason St									
Main St	Paul St	0 14		F	99%	0%			0%	0%	F	0 104	F	0.543	960	F	2009
High St	(4108) 1 dai St	0.11		Ė	0070	070			070	070	•		•	0.0 10	000	•	2000
4109 Grace St			From														
Main St   Main	Grace St	0.27		ᄂ	08%	Ω%		_	0%	O%		0 111	F	0.548	4300	E	2000
4109 Grace St  4109 Mason St  4100 F 99% 0% 1% 0% 0% 0% 0% F 0.096 F 0.544 7400 F 2009  4110 Wolfe St  4110 Wolfe St  4110 Wolfe St  4110 Wolfe St  4110 Main St  4110 Wolfe St  4110 Main St  4110 Wolfe St  4110 Main St  4110 Main St  4110 Wolfe St  4110 Main St  4110 Main St  4110 Main St  4110 Wolfe St  4110 Main St  4110 Wolfe St  4110 Main St  4110	(4109) Grace St	0.27	4000		30 70	0 70	1 70	1 70	070	070		0.111	•	0.540	4300	•	2003
Mason St   Mason St   Mason St   Mason St   Mason St   Grace St   Mason St	<u> </u>		From	<u> </u>													
Mason St   0.10   4200   F   99%   0%   1%   0%   0%   0%   F   0.091   F   0.597   4300   F   2009	(4109) Grace St	0.14	4800	<u>_F</u>	98%	0%			0%	0%	F	0.084	F	0.518	5100	F	2009
Mason St   0.10   4200   F   99%   0%   1%   0%   0%   0%   0%   F   0.091   F   0.597   4300   F   2009			To														
Align   Mason St   0.20   3800   F   99%   0%   1%   0%   0%   0%   0%   0 0 0 0 0 0 0 0	Mason St	0.10		ᄂ	00%	Ω%			0%	O%	F	0.001	F	0.507	4300	E	2000
Mason St   0.20   3800   F   99%   0%   1%   0%   0%   0%   C   0.087   F   0.658   4100   F   2009	(4109) Wason St	0.10	7200		3370	070			070	070		0.001	'	0.557	4300	•	2003
Paul St	<u> </u>			<u> </u>	2221								_				
Mason St   0.41   4000   F   99%   0%   1%   0%   0%   0%   F   0.091   F   0.642   4200   F   2009     Mason St   0.44   7300   F   99%   0%   1%   0%   0%   0%   F   0.096   F   0.544   7400   F   2009     Main St	(4109) Mason St	0.20	3800	F	99%	0%	1%	0%	0%	0%	С	0.087	F	0.658	4100	F	2009
Mason St   0.41   4000   F   99%   0%   1%   0%   0%   0%   F   0.091   F   0.642   4200   F   2009     Mason St   0.44   7300   F   99%   0%   1%   0%   0%   0%   F   0.096   F   0.544   7400   F   2009     Main St			To From				]	Paul St									
Market St   Mark	(4109) Mason St	0.41		F	99%	0%			0%	0%	F	0.091	F	0.642	4200	F	2009
Mason St   0.44   7300   F   99%   0%   1%   0%   0%   0%   F   0.096   F   0.544   7400   F   2009	$\bigcirc$		To				N/	larket St									
Main St   SR 42 N High St	Mason St	0.44	7300	F	99%	0%			0%	0%	F	0.096	F	0.544	7400	F	2009
SR 42 N High St	(4109) Mason St	0.11		Ė	0070	070			070	070	•		•	0.011	7 100	•	2000
Value   Valu			From						,								
N   Liberty St   Liberty St   N   Liberty St   Liberty St   Liberty St   N   Liberty St   L	Wolfe St	0.12		L_	08%	10/				0%	NI	0.005	N	0.540	3000	N	2000
Value   Valu	4110	0.12	2000		JU /0	1 /0			0 /0	0 /0	1 1	<u> </u>	ı N	0.040	3000	14	2009
N Main St	O		From	ليا												_	_
Wolfe St 0.69 1000 F 98% 1% 1% 0% 0% 0% C 0.102 F 0.509 1100 F 2009  TO Old Furnace Rd  Wolfe St	(4110) Wolfe St	0.11	2800	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.549	3000	F	2009
Wolfe St 0.69 1000 F 98% 1% 1% 0% 0% 0% C 0.102 F 0.509 1100 F 2009  To Old Furnace Rd  Wolfe St	$\overline{}$		To	-			N	Main St				¬—					
Old Furnace Rd   Wolfe St   Wol	Wolfe St	0.69			98%	1%			0%	0%	С	0.102	F	0.509	1100	F	2009
Wolfe St (4110) Old Furnace Rd 0.29 <b>2700 F</b> 98% 1% 1% 0% 0% 0% F 0.108 F 0.696 2800 F 2009															,-		
	_		From														
	(4110) Old Furnace Rd	0.29	2700	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.696	2800	F	2009
	$\bigcirc$		To					Vine St									

						City of Harrisonb	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg															
Old Furnasa Dd	0.01	4000	 F	000/	10/	Vine St	00/	00/	F	0.100	_	0.600	2000	_	2000
Old Furnace Rd	0.91	1900 Ta		98%	1%	1% 0% ECL Harrisonbur	0%	0%	Г	0.100	F	0.628	2000	F	2009
		From	:			US 33 E, E Market				1					
(4113) Country Club Dr	0.76	7800	F	97%	0%	1% 1%	0%	0%	С	0.1	F	0.519	8000	F	2009
		То													
(4113) Country Club Dr	0.85	11000	F	97%	0%	Linda Lane 1% 1%	0%	0%	F	0.095	F	0.558	12000	F	2009
4113	0.00	To	Ė	0.70	070	US 33 E Market S		0,0	•		-	0.000	000	•	
		From	:			Noll Dr				1					
4114) Kratzer Ave	0.12	3100	F							0.104	F	0.759	3300	F	2009
$\bigcup$		To	:			N Liberty St									
		From	:			Noll Dr									
4115 Liberty St	0.25	2400	F	89%	1%	2% 3%	5%	0%	F	0.095	F	0.551	2600	F	2009
		To From				Kratzer Ave									
4115 Liberty St	0.32	5300	F	89%	1%	2% 3%	5%	0%	F	0.098	F	0.565	5700	F	2009
$\bigcirc$		To	-			Edom Rd				_					
4115) Liberty St	0.32	4100	F	89%	1%	2% 3%	5%	0%	F	0.098	F	0.516	4400	F	2009
<u> </u>		To				Charles St									
4115) Liberty St	0.80	3700	F	89%	1%	2% 3%	5%	0%	С	0.093	F	0.519	3900	F	2009
$\cup$		To	:			NCL Harrisonbur	·g								
		From				S Main St									
Pike Church Rd	0.14	1800	F	89%	1%	1% 2%	7%	0%	С	0.111	F	0.522	1900	F	2009
<u> </u>		To	c			WCL Harrisonbu	rg								
O		From				Mosby Rd									
4117) Pear St	1.09	2900	F	99%	0%	0% 0%	0%	0%	С	0.091	F	0.542	3100	F	2009
		In				Pleasant Hill Rd									
Cristopa Ct	0.70	From	 F	070/	10/	WCL Harrisonbur		00/		0.000	_	0.545	7400	_	2000
4118 Erickson St	0.72	6900 <sub>To</sub>	<u> </u>	97%	1%	1% 0% S High St	1%	0%	С	0.092	F	0.545	7400	F	2009
		From				SCL Harrisonbur	σ.								
4119 Garbers Church Rd	0.05	3200	G	95%	2%	2% 1%	<u>8</u> 1%	0%	F	0.109	Ν	0.549	3500	G	2009
4119		To				Erickson St	.,.							_	
$\sim$		From	:			Erickson Ave									
(4119) Garbers Church Rd	1.48	4000	F	95%	2%	2% 1%	1%	0%	С	0.127	F	0.659	4200	F	2009
<u> </u>		From				US 33 Market St									
4119 Switchboard Rd	0.20	2400	F	95%	2%	2% 1%	1%	0%	F	0.126	F	0.563	2600	F	2009
<u> </u>		To				NCL Harrisonburg, 82	2-910								
O w	0.04	From	<u> </u>	050/	00/	W Market St	00/	201	_		_	0.500	4500	_	0000
4120 Waterman Dr	0.84	4200 To	F	95%	0%	1% 1%	2%	0%	С	0.098	F	0.503	4500	F	2009
		From	<u> </u>			Chicago Ave									
Mt Clinton Pike	0.19	5200	F	95%	0%	WCL Harrisonbur	rg 2%	0%	F	0.103	F	0.637	5500	F	2009
Mt Clinton Pike	0.19	3200		95 /6	0 /6		2 /0	0 /6		0.103		0.037	3300	Г	2009
4121) Mt Clinton Pike	0.10	6400	F	95%	0%	College Ave	2%	0%	F	0.096	F	0.617	6900	F	2009
Mit Clinton Pike	0.10	U4UU		<i>3</i> 5 %	U /0		∠ /0	U /0	Г	0.030	Г	0.017	0900	Г	2009
Mt Clinton D'I	0.07	From		000/	407	Chicago Ave	407	00/			_	0.555	7000		0000
Mt Clinton Pike	0.37	7400 To	F	96%	1%	1% 1% SR 42 Virginia Av	1%	0%	С	0.098	F	0.555	7900	F	2009
		From	:			Virginia Ave	v C								
4121) Mt Clinton Pike	1.29	7300	F	95%	0%	1% 1%	2%	0%	F	0.087	F	0.537	7800	F	2009
$\bigcup$		To	:			N Main St									
		From				Virginia Ave									
4122) Edom Rd	0.21	2900	F	97%	1%	2% 1%	0%	0%	F	0.106	F	0.501	3100	F	2009
$\overline{}$		To				N Liberty St		-							
$\sim$		From	ı:			S High St									
(4124) Bruce St	0.15	2000	F	97%	1%	2% 1%	0%	0%	С	0.105	F	0.870	2200	F	2009
$\overline{}$		To	1			Liberty St									

						City Oi	Harrisonb	uig								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Harrisonburg																
Bruce St	0.22	From <b>2800</b>	F	97%	1%	L 2%	iberty St 1%	0%	0%	F	0.107	F		3000	F	2009
bruce St	0.22	<b>2000</b> To	Ė	31 /0	1 /0		Aason St	0 70	070	'	0.107	'		3000	'	2003
		From					ntry Club Rd	1								
Keezletown Rd	0.76	1700	F	96%	1%	1%	2%	0%	0%	F	0.101	F	0.645	1800	F	2009
		To				ECL 1	Harrisonbur	g								
$\widehat{}$		From					ant Valley R									
Greendale Rd	1.05	2700	F	96%	1%	1%	2%	0%	0%	С	0.108	F	0.631	2800	F	2009
		To					Harrisonbur									
Pleasant Valley Pd	0.67	4300	F	89%	1%	SCL 1 1%	Harrisonburg 2%	6%	0%	F	0.105	F	0.510	4500	F	2009
Pleasant Valley Rd	0.67	4300 To		0970	170		0 Greendale		0%	Г	0.103	Г	0.510	4500	Г	2008
_		From					endale Rd	110								
Pleasant Valley Rd	0.73	6200	F	89%	1%	1%	2%	6%	0%	С	0.093	F	0.515	6400	F	2009
<u> </u>		To					Main St									
0.10:		From	<u> </u>			Hartman 1	Dr on North	End			<u> </u>			000	_	000
2nd St		250 To	F			Willow	St on South	End			NA			260	F	2009
		From						LIIU			<u> </u>					
Alleghany Ave		130	F				Clay St				NA			130	F	2009
		To				Sta	r Crest Dr									
		From				Sta	r Crest Dr									
Blue Ridge Rd		4300	F								0.099	F	0.557	4500	F	2009
		То				Cour	ntry Club Dr	•								
		From				Mor	nument Ave									
Bluestone St		90	F								NA			100	F	200
		To				D	Dead End									
Deced View De		From	<u> </u>			Sta	r Crest Dr							500	_	200
Broad View Dr		530 To	F			Sr	parrow Ct				NA			560	F	200
		From					Mason St				+					
Campbell St		210	F			IN.	Mason St				NA			220	F	2009
'		To					Ott St									
		From				Re	servoir St									
Carlton St		5900	F								NA			6200	F	2009
		То				N	Iarket St									
		From				S. D	ogwood Dr								_	
Cedar St		130 To	F								NA			140	F	200
			1				Vest Ave				_					
Charles St		2100	F			N.	Liberty St				0.093	F	0.581	2200	F	200
Charles St		<b>2100</b> To				N	Main St				0.093		0.361	2200	Г	200
		From					untry Club				1					
Clay St		690	F			Co	untry Crub				0.096	F	0.627	740	F	200
		To				Bro	adview Dr									
		From				Je	fferson St									
Clinton St		290	F								0.109	F	0.528	300	F	200
		То				N	Main St				<u> </u>					
0 ( )0:		From				Orc	chard Lane				<u> </u>				_	
Crawford St		690	F			D 1	Domuh!! - P.	1			NA			730	F	200
		From					Republic Re nument Ave				-					
Crawford St		500	F								NA			520	F	200
		То				Orc	chard Lane									
		From				Hill	andale Ave									
Dale Cir		60	F								NA			70	F	200
		To		-		Hill	andale Ave									

					City of Harrisonburg							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Harrisonburg	From	1			N. Mason St		1					
E Gay St	4300	F			N. Iviason St		0.093	F	0.59	4500	F	2009
	To				N. Main St							
	From				Maryland Ave							
Elmwood Dr	200	F					NA			210	F	2009
	То				New York Ave							
0	From	<u> </u>			N. Dogwood Dr		0.440	_	0.500	400	_	000
Green St	150 <sub>то</sub>	F			Willlow St		0.140	F	0.532	160	F	200
	From				W. Gay St							
Hartman Dr	170	F			w. Gay St		NA			180	F	200
· · · · · · · · · · · · · · · · · · ·	To				Second St					.00	•	
	From				S. Dogwood Dr							
Hillandale Ave	530	F					NA			560	F	200
	То				S. High St.							
	From				Fairview Ave							
Hillcrest Dr	160	F					NA			170	F	200
	10				Maplehurst Ave							
Hillside Ave	From	F			Dead End					490	_	200
miliside Ave	470				Monument Ave		NA T			490	F	200
	From				Moore St							
Holly Hill Dr	140	F			Woole St		NA			140	F	200
	То				N Main St						-	
	From				Valley St							
Monument Ave	720	F			•		0.137	F	0.514	760	F	200
	To				Bluestone St							
	From				Dead End							
Moore St	100	F					NA			110	F	200
	То				Holly Hill Dr							
N1 A	From	<u> </u>			N. Main St		0.400	_	0.007	000	_	000
Newman Ave	870	F			Federal St		0.103	F	0.637	930	F	200
	From											
S. Dogwood Dr	1300	F			South Ave		NA			1400	F	200
0. 2 og o a 2.	То				Ridge Rd		Ti.				•	
	From				S. Dogwood Dr							
South Ave	970	F			<u> </u>		NA			1000	F	200
	То				Sharps Dr							
	From				N. Blue Ridge Rd							
Spottswood Dr	80	F					NA			80	F	200
	То				N. Carlton St							
0101-	From	<u> </u>			Blue Ridge Rd		٠,,			440	_	000
Star Crest Dr	380 <sub>то</sub>	F			Alleghany Ave		NA			410	F	200
	From	<u> </u>					+					
Statton Rd	60	F			Wolfe St		NA			60	F	200
Julion	To	·			W Gay St		¬```			50	•	_00
	From				Jefferson St		Ī					
Sutter St	310	F					0.115	F	0.563	330	F	200
	То				Dead End							
	From				Fry Ave							
Valley St	130	F					NA			140	F	200
	То				Monument Ave .							
	From				S. Mason St				_	_		
W. View St	190	F					NA			200	F	200
	То				Ott St							

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Harrisonburg			_			271340 0171340	TTTGII	Ziiai		- dotoi		1 dotoi			
		Fron	i:			Brook Ave									
W. Water St		350	F							NA			370	F	200
		Tr				Academy St									
		Fron	:			Grace St									
Walnut St		600	F							NA			640	F	200
		To	c			Dead End									
		Fron	:			W Gay St									
Willow St		830	F							NA			880	F	200
		To	:			Second St									
		Fron	:			Dead End									
Wilson Ave		70	F			·				NA			70	F	200
		To	:			N Main St									