2007

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.

			of Harrison					Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SC	L Harrisonb	urg												
11 Main St	City of Harrisonburg	0.91	13000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.517	14000	C
~	To		I-81				— —									
11 Main St	City of Harrisonburg	1.77	20000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.514	21000	(
	To:	Pla	easant Hill F	Rd												
11 S Main St	City of Harrisonburg	0.87	21000	G	96%	1%	1%	1%	1%	0%	С	0.083	F	0.513	22000	(
	To		rt Republic													
11 S Main St	From: City of Harrisonburg	0.65	22000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.505	23000	(
11 S Main St	City of Harrisonburg				30 /6	1 70	1 70	1 /0	1 70	070	'	0.003	'	0.505	23000	`
~~~ N. O. N.D.	To- From:		S Liberty St		000/	407		40/	407	00/	_	0.004	_		7400	
11 Main St NB	City of Harrisonburg	0.47	6600	G	96%	1%	1%	1%	1%	0%	F	0.091	F -		7100	(
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	13000	G	96%	0%	1%	1%	1%	0%	F	0.083	F		14000	(
~ ~~	To: Prom:		US 33													
11) (33) Main St NB	City of Harrisonburg	0.02	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	Ν		7100	
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	12000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	
	To- From:	US 33	3 E Market S	Street												
11) (33) Main St NB	City of Harrisonburg	0.03	6600	N	96%	1%	1%	1%	1%	0%	Ν	0.091	Ν		7100	
~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9500	N	96%	0%	1%	1%	1%	0%	Ν	NA			10000	
	To:		US 33 Par				$\neg$ $\vdash$									
11 Main St NB	City of Harrisonburg	0.34	6600	N	96%	1%	1%	1%	1%	0%	Ν	0.091	Ν		7100	
<del>``</del>	Tax		Kratzer Ave													
11 N Main St	City of Harrisonburg	0.68	8600	G	96%	0%	1%	0%	2%	0%	С	0.09	F	0.568	9200	
~ · · · · · · · · · · · · · · · · · · ·	any or mannessing				0070	0,0	.,,	0,0	_,0	0,0	Ū	0.00	•	0.000	0200	
N Main St	City of Harrisonburg	0.44	Charles St 6900	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.596	7400	
11 N Main St	City of Harrisonburg		L Harrisonb		90 /0	076	1 /0	076	Z /0	0 /6	-	0.000	-	0.590	7400	
	Fram			urg												
11 Liberty St	City of Harrisonburg	0.47	S Main St 6600	G	97%	0%	2%	0%	1%	0%	С	0.081	F		7000	
Liberty St	Combined Traffic Estimates for 3 Parallel Roadways on			N	96%	0%	1%	1%	1%	0%	N	0.083	F		21000	
	- F				30 /0	070	1 70	1 /0	1 70	070	IN	0.003	'		21000	
	Prom:		, W Market		000/	40/	20/	40/	40/	00/		0.005	F		F200	
Liberty St	City of Harrisonburg	0.23	4900	G	96%	1%	2%	1%	1%	0%	C	0.085	г		5300	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	12000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	
~ ~~	To: From:		Rock St													
$\begin{pmatrix} 1 \\ 1 \end{pmatrix} \begin{pmatrix} 3 \\ 3 \end{pmatrix}$ Noll Dr	City of Harrisonburg	0.14	2900	G	97%	0%	2%	0%	1%	0%	F	0.085	F		3100	
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on		9500	N	96%	0%	1%	1%	1%	0%	N	NA			10000	
	10:		Kratzer Ave													
~	From:		L Harrisonb								_		_			
33) W Market St	City of Harrisonburg	1.11	11000	G	95%	1%	1%	1%	2%	0%	F	0.107	F	0.56	12000	(
~	To: From:	v	Waterman D	r												
33 W Market St	City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.55	12000	(
$\sim$	To:	SR	R 42 S High	St												

### Virginia Department of Transportation Traffic Engineering Division

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Harrisonburg

		City of Harr					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	. QV
	From:	SR 42 S H	ligh St												
33 W Market St	City of Harrisonburg	0.16 <b>530</b>	0 G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.559	5700	G
~ <u></u>	To:	Bus US 3													
Main CAND	City of Hamiltonia	0.02 <b>660</b>		000/	1%	40/	40/	40/	00/	N.	0.004	N.I		7100	N
33 (11) Main St NB	City of Harrisonburg			96%		1%	1%	1%	0%	N	0.091	N			
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 1200 US 11 M		96%	1%	1%	1%	1%	0%	N	NA			12000	Ν
	From:	US 11 Mai													
33 E Market St	City of Harrisonburg	0.11 <b>650</b>		97%	1%	1%	0%	1%	0%	F	0.081	F	0.521	7000	(
30)	To	Mason	C4												
33 E Market St	City of Harrisonburg	0.87 <b>120</b> 0		97%	1%	1%	0%	1%	0%	F	0.091	F	0.553	13000	(
E Market St	Oity of Harrisonburg			31 70	1 /0	1 70	070	1 /0	070	·	0.001	•	0.555	13000	`
~	From	Vine							221			_			
E Market St	City of Harrisonburg	0.61 <b>250</b> 0	0 G	97%	1%	1%	0%	1%	0%	С	0.088	F	0.567	27000	(
~	To: From:	I-81													
E Market St	City of Harrisonburg	0.59 <b>280</b> 0	0 G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.505	30000	(
~	To:	University	Blvd												
Barket St	City of Harrisonburg	1.07 <b>2600</b>		96%	0%	1%	1%	2%	0%	С	0.097	F	0.538	28000	(
9	То:	ECL Harris	onburg												
	From:	US 1	1												
33 (11) Main St NB	City of Harrisonburg	0.03 660		96%	1%	1%	1%	1%	0%	Ν	0.091	Ν		7100	1
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 950		96%	0%	1%	1%	1%	0%	Ν	NA			10000	1
	To	US 3													
	From:	SCL Harris	onburg												
42) S High St	City of Harrisonburg	0.13 1700		98%	0%	1%	1%	1%	0%	F	0.092	F	0.518	18000	(
3	To .														
S High St	City of Harrisonburg	Erickson 1.27 <b>200</b> 0		97%	0%	1%	1%	1%	0%	С	0.092	F	0.524	21000	(
S High St	City of Flamsonburg	1.27 2000	, G	91 /0	076	1 /0	1 /0	1 /0	0 /0	C	0.092	-	0.324	21000	,
	To: From:	Sunrise										_			
42) S High St	City of Harrisonburg	0.40 <b>200</b> 0	0 G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.524	22000	(
<u> </u>	Tau From:	Grace A	Ave												
42) S High St	City of Harrisonburg	0.55 <b>200</b> 0	0 G	98%	0%	1%	1%	1%	0%	F	0.081	F	0.522	22000	(
<i></i>	To:	Market	St												
42) N High St	City of Harrisonburg	0.27 <b>1600</b>		98%	0%	1%	1%	1%	0%	F	0.084	F	0.584	18000	(
,2) · · · · · · · · · · · · · · · · · · ·	To Table 1														
Virginia Ave	City of Harrisonburg	Gay S 0.44 <b>120</b> 0		98%	0%	1%	1%	1%	0%	F	0.084	F	0.584	13000	(
12 Virginia Ave	City of Hamsonburg			3070	U70	1 70	1 70	1 70	U70	Г	0.004	Г	0.304	13000	,
	To: From:	5th S													
₄₂ ) Virginia Ave	City of Harrisonburg	0.60 <b>110</b> 0	0 G	96%	0%	1%	1%	1%	0%	С	0.088	F	0.583	12000	(
<u> </u>	To: From	Mt Clinto	n Pike												
42) Virginia Ave	City of Harrisonburg	0.83 <b>130</b> 0		96%	0%	1%	1%	1%	0%	F	0.09	F	0.612	14000	(
<del></del>	To:	NCL Harris	sonburg												

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### Virginia Department of Transportation Traffic Engineering Division

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Harrisonburg

			ii i iaiiisoi					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	24000 48000 26000 52000 25000 49000 23000 46000 24000 24000 49000 23000 46000 24000 25000 25000	QW
North	From:	SC	L Harrisonb	urg												
( <del>81</del> )	City of Harrisonburg	(Maint: 82) 0.50	24000	G	73%	1%	1%	1%	23%	2%	F	0.074	F		24000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000 26000 52000 25000 49000 23000 46000 24000 24000 49000 23000 46000 24000 24000 25000	G
N. d	To:		US 11													
North 81	City of Harrisonburg	(Maint: 82) 2.83	26000	Α	73%	1%	1%	1%	23%	2%	С	0.102	Α		26000	Δ
(81)	Combined Traffic Estimates for 2 Paralle			A	74%	1%	1%	1%	22%	2%	С	0.102	Α	0.552		Α
	To:		Port Reput		1470	170		170	22 /0	270	Ü	0.1	,,	0.002	02000	,,
North	From:		Port Republ	lic Road												
81)	City of Harrisonburg		25000	G	73%	1%	1%	1%	23%	2%	F	0.078	F		25000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	49000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.551	49000	G
North	To: From:		US 33				$\Box$ $\vdash$									
(81)	City of Harrisonburg	(Maint: 82) 1.60	23000	G	73%	1%	1%	1%	23%	2%	F	0.08	F		23000	G
01)	Combined Traffic Estimates for 2 Paralle	,	47000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.534	46000	G
	To:		L Harrisonb	urg												
South	From:	SC	L Harrisonb	urg												
( <del>81</del> )	City of Harrisonburg	(Maint: 82) 1.01	24000	G	76%	1%	1%	1%	21%	2%	F	0.079	F		24000	G
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	48000	G	74%	1%	1%	1%	22%	2%	F	NA			48000	G
Oth	To: From:		US 11				$\Box$ $\vdash$									
South 81	City of Harrisonburg	(Maint: 82) 2.63	26000	Α	76%	1%	1%	1%	21%	2%	С	0.107	Α		26000	Α
(61)	Combined Traffic Estimates for 2 Paralle	,		A	74%	1%	1%	1%	22%	2%	С	0.1	Α	0.552		Α
	To:				1 170	170		170		270	Ū	0.1	, ,	0.002	02000	, ,
South	From:		Port Repub													
(81)	City of Harrisonburg	,	24000	G	76%	1%	1%	1%	21%	2%	F	0.077	F			G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	49000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.551	49000	G
South	To: From:		US 33													
81)	City of Harrisonburg	(Maint: 82) 1.30	23000	G	76%	1%	1%	1%	21%	2%	F	0.067	F		23000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	47000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.534	46000	G
	To:	NC	L Harrisonb	urg												
	From:	US	S 11 S Main	St												
253 Port Republic Rd	City of Harrison	nburg 0.48	22000	G	97%	0%	1%	0%	1%	0%	С	0.086	F	0.560	24000	G
$\overline{}$	To:		I-81													
253 Port Republic Rd	City of Harriso	nburg 0.85	24000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.530	25000	G
$\smile$	Tac	Pe	ach Grove A	ve											26000 52000 24000 49000 23000 46000 24000 25000	
253)Port Republic Rd	From: City of Harrison		6200	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.571	6700	G
	To:		L Harrisonb	urg			1									

						City of I	-arrisoni	ourg								
Route	Length	AADT	QA	4Tire	Bus				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From				NCL 1	Harricanhu	ra								
(F238) Buffalo Dr	0.07	350	N			NCL	riamsonou	ıg			NA			NA		05/10/2006
		To				D	ead End									
O		From														
(1) Vine St	1.42	8700	G	95%	0%			2%	0%	С	0.092	F	0.518	9400	G	2007
		From	<u> </u>													
3 Eastover Dr	0.44		G	96%	1%			1%	0%	F	0.125	F	0.713	510	G G G G G G G G G G G G G G G G G G G	2007
		To											NA 05/ NA 05/ ST 0.518 9400 G  TO 0.518 3300 G  TO 0.527 3900 G  TO 0.592 4300 G  TO 0.542 2800 G  TO 0.51 2000 G  TO 0.548 7000 G  TO 0.538 7600 G  TO 0.528 9700 G  TO 0.611 9500 G  TO 0.611 9500 G  TO 0.602 8600 G  TO 0.627 1500 G  TO 0.627 1500 G  TO 0.538 7300 G  TO 0.538 7300 G  TO 0.538 7300 G			
		From				115-4115	N Liberty	Street								
(4) E. Washington St	0.24	3100	G	95%	1%	3%	0%	1%	0%	F	0.087	F	0.518	3300	G	2007
<u> </u>		To From														
(4) E. Washington St	0.72	3600 _{To}	G	95%	1%	3%	0%	1%	0%	С	0.09	F	0.527	3900	G	2007
City of Harrisonbure   From   From     From									<u> </u>							
Acorn Dr	1 16		G	96%	1%			1%	0%	С	0.094	F	0.592	4300	G	2007
<u>3</u> / 1.55 2.1	0			0070	.,,				0,70			•	0.002	.000		200.
		From				Mt C	linton Pike									
6 Park Rd	0.58	2600	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.542	2800	G	2007
		To From				S	hank Dr									
6 Park Rd	0.34		G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.51	2000	G	2007
	Carry   AADT   QA   4Tire   Bus   2Able   3+Able   1Trail   2Trail   2Trail   2Trail   C   Factor   AAWT   QW   Yea															
◯ Harmony Dd	0.22		<u> </u>	070/	10/			40/	00/		0.122	_	0.5	1.400	_	2007
7 Harmony Ru	0.23			91%	170			170	0%	C	0.122	Г	0.5	1400	G	2007
		From			NCL Harrisonburg											
(4100) Mosby Rd	0.35		G	96%	0%			_	0%	С	0.095	F	0.548	7000	G G G G G G G G G G G G G G G G G G G	2007
		To				N	Iosby Ct									
(4100) Mosby Rd	0.26		G	96%	0%			3%	0%	F	0.091	F	0.538	7600	G	2007
	Route Length AADT QA 4Tire Bus 2A46 3-AAX6 1Trail QC Factor QK DK DK AAWDT QW Yes (Attartsonburg)															
			<u> </u>	2221				401								
Pleasant Hill Rd	0.78	9000 To	G	98%	0%				0%	C	0.089	F	0.528	9700	G	2007
		From														
(4102) Stone Spring Rd	0.65	8800	G	98%	0%	1%	0%	1%	0%	С	0.094	F	0.611	9500	G	2007
$\frac{\circ}{\circ}$		To From				Raml	olewood R	d								
(4102) Stone Spring Rd	0.53		G	98%	0%				0%	F	0.095	F	0.602	8600	G	2007
Central Ave	0.14		<u> </u>	07%	10/				0%		0.112	F	0.627	1500	G	2007
(4103) Certifal Ave	0.14	1400		91 /0	1 /0			0 76	0 70		0.112	-	0.027	1300	G	2007
Central Ave	0.91		G	97%	1%			0%	0%	F	0 159	F	0.737	1200	G	2007
(4103) COMMON 744C	0.01		Ť	01 70	170			070	070	•	0.100	•	0.707	1200	Ü	2007
		From				S	High St				ĺ					
(4104) South Ave	0.52	5700	G	97%	1%			1%	0%	С	0.09	F	0.504	6200	G	2007
		To				S	Main St									
<u> </u>			L									_				
(4105) Maryland Ave	0.44	6800 To	G	97%	0%			1%	0%	F	0.091	F	0.587	7300	G	2007
		From									<u> </u>					
(4106) Cantrell Ave	0.57		G	98%	0%			1%	0%	F	0.087	F	0.588	10000	G	2007
			_	- * -												
(4106) Cantrell Ave	0.68	16000	G	98%	0%			1%	0%	С	0.083	F	0.535	17000	G	2007
		To									<b>—</b>					
(4106) Cantrell Ave	0.18		G	98%	0%			1%	0%	F	0.080	F	0.515	9100	G	2007
$\bigcirc$						Εl										

Route Length AADT QA 4Tire Bus 22A45 1Trail 2Trail 2Trail 2Trail C							J.1, J.	amsonburg								
	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Reservoir St	City of Harrisonburg		From				COV. V				-					
This property   This propert	Reservoir St	0.97		G	99%	0%			0%	F	0.102	F	0.622	8700	G	2007
10   10   10   10   10   10   10   10	1107) Treservoir et	0.57	0100 To	_	3370	070			070		0.102	'	0.022	0700	J	2001
Country Club Dr   Country Cl	Reservoir St	0.57	16000	G	99%	0%			0%	F	0.097	F	0 547	18000	G	2007
### Reservoir St	4107) Reserveir St	0.07			0070	070			070		0.007	•	0.047	10000	Ü	2007
Sterling St	Reservoir St	0.80	9800		99%	0%			0%	С	0.107	F	0.543	11000	G	2007
Sterling St   0.13   1500   G   95%   1%   2%   1%   2%   0%   F   0.113   F   0.507   1600   G   2007	1 Acada Voli St	0.00	3000	<u> </u>	3370	070			070		0.107	•	0.040	11000	J	2001
Cay St	Sterling St	0.13	1500		05%	10/_			0%	F	0 113	F	0.507	1600	G	2007
Search   S	3terning St	0.13			9576	1 70			078		0.113	'	0.507	1000	G	2001
Mason St   0.33   4800   G   95%   1%   2%   1%   2%   0%   C   0.098   F   0.535   5200   G   2007			From				Ste									
Cay St   0.33   4800   G   95%   1%   2%   1%   2%   0%   C   0.098   F   0.535   5200   G   2007	4 ₁₀₇ Gay St	0.45	2600	G	95%	1%	2%	1% 2%	0%	F	0.109	F	0.544	2800	G	2007
NHigh St	<u>~</u>		To From				M	ason St								
Gay St 0.11 3500 G 95% 19% 29% 19% 29% 09% F 0.094 F 0.549 3700 G 2007	4107) Gay St	0.33	4800	G	95%	1%	2%	1% 2%	0%	С	0.098	F	0.535	5200	G	2007
The Chicago Ave			To From				N	High St								
Chicago Ave   0.58   5700   G   98%   9%   1%   0%   0%   0%   0%   0%   0%   0	4 ₁₀₇ ) Gay St	0.11	3500	G	95%	1%	2%	1% 2%	0%	F	0.094	F	0.549	3700	G	2007
Chicago Ave   0.58   5700   G   98%   0%   1%   0%   0%   0%   0%   C   0.092   F   0.533   6200   G   2007	$\underline{\hspace{1cm}}$		To													
Waterman Dr	Chicago Ave	0.58			08%	0%			0%		0.002	F	0.533	6200	G	2007
#107 Chicago Ave 0.43 5900 G 98% 0% 1% 0% 0% 0% 0% F 0.092 F 0.512 6400 G 2007    Michimon File   Eastweet Dr	4107) Criicago Ave	0.50	70 <b>0</b>		30 76	070			070		0.032	'	0.555	0200	G	2001
Machine   Paul St   0.64   1700   G   99%   0%   0%   0%   0%   0%   0%   0			From													
Paul St   0.64   1700   G   99%   0%   0%   0%   0%   0%   0%   0	4107) Chicago Ave	0.43	5900	G	98%	0%			0%	F	0.092	F	0.512	6400	G	2007
Paul St			То				Mt C	linton Pike								
Mason St   0.14   900   G   99%   0%   0%   0%   0%   0%   0%   F   0.108   F   0.576   970   G   2007	O			<u> </u>											_	
Paul St	Paul St	0.64	1700	G	99%	0%	0%	0% 0%	0%	С	0.113	F	0.546	1800	G	2007
Main St   Main	<u> </u>		To From													
High St	4 ₁₀₈ ) Paul St	aul St 0.14 <b>900 G</b> 99% 0% 0% 0% 0% 0% F 0.108 F 0.576				970	G	2007								
109   Grace St   0.27   4300   G   97%   0%   2%   0%   0%   0%   C   0.105   F   0.580   4600   G   2007	<u> </u>		To				N	Iain St								
Main St	O Ct	0.07		<u> </u>	070/	00/			00/		0.405	_	0.500	4000	0	2007
109   Mason St   0.14   5400   G   97%   0%   2%   0%   0%   0%   F   0.103   F   0.556   5800   G   2007	4109 Grace St	0.27	4300	<u> </u>	97%	0%	2%	0% 0%	0%	C	0.105	Г	0.560	4600	G	2007
Mason St	001	Chicago Ave   O.43   S900   G   98%   0%   1%   0%   0%   0%   F   0.092   F   0.512   6400   G						0007								
Mason St   0.10   4400   G   99%   0%   19%   0%   0%   0%   0%   F   0.089   F   0.611   4800   G   2007	Go Gay St  One of the composition of the compositio							G	2007							
Cantrell Ave   Cant		Reservoir St														
Align   Mason St   0.20   3900   G   99%   0%   1%   0%   0%   0%   C   0.088   F   0.566   4100   G   2007	4109 Mason St	0.10	4400	G	99%	0%			0%	F	0.089	F	0.611	4800	G	2007
Mason St   0.20   3900   G   99%   0%   1%   0%   0%   0%   C   0.088   F   0.566   4100   G   2007		Gay St   0.45   2600   G   95%   1%   2%   1%   2%   0%   F   0.109   F   0.544   2800   G														
Paul St   Paul	4109 Mason St	Reservoir St														
Mason St   0.41   4200   G   99%   0%   1%   0%   0%   0%   F   0.091   F   0.573   4500   G   2007			To													
Mason St   0.44   6900   G   99%   0%   1%   0%   0%   0%   F   0.096   F   0.569   7400   G   2007	Mason St	0.41	4200 From	G	99%	0%			0%	F	0.091	F	0.573	4500	G	2007
Mason St  0.44 6900 G 99% 0% 1% 0% 0% 0% F 0.096 F 0.569 7400 G 2007    Main St			To													
Main St   N High St   N High St   N Main	Mason St	0.44	6900	G	99%	0%			0%	F	0.096	F	0.569	7400	G	2007
Wolfe St   0.23   2600   G   98%   1%   1%   0%   0%   0%   F   0.105   F   0.589   2800   G   2007	4109)	0	То	Ť	0070	070			0,70			•	0.000	00		_00.
Wolfe St   0.23   2600   G   98%   1%   1%   0%   0%   0%   F   0.105   F   0.589   2800   G   2007			From				N	High St								
N Main St	4110) Wolfe St	0.23	2600	G	98%	1%			0%	F	0.105	F	0.589	2800	G	2007
Wolfe St 0.69 1100 G 98% 1% 1% 0% 0% 0% C 0.121 F 0.541 1200 G 2007    To	$\bigcup$		To				N	Main St								
To	4110) Wolfe St	0.69	1100 From	G	98%	1%			0%	С	0.121	F	0.541	1200	G	2007
Add   Old Furnace Rd   O.29   2800   G   98%   1%   1%   0%   0%   0%   F   0.108   F   0.647   3000   G   2007			To				Old F	Furnace Rd								
Vine St   Vine	Old 5::::== 5:1	0.00		<u> </u>	0007	407			001			_	0.047	2000	^	000-
Old Furnace Rd  0.91  200  G  98%  1%  1%  0%  0%  0%  F  0.107  F  0.661  2400  G  2007  From  US 33 E  4113)  Country Club Dr  0.76  7700  G  97%  0%  1%  1%  1%  1%  0%  0%  0%  F  0.107  F  0.661  2400  G  2007  ECL Harrisonburg  0.700  C  0.700  0  1%  1%  1%  1%  0%  0%  0%  0%  0	4110) Old Furnace Rd	0.29	2800	G 	98%	1%	1%	U% U%	0%		0.108	۲	0.647	3000	G	2007
From   US 33 E																
Sountry Club Dr   Country Cl	Old Furnace Rd	0.91	2200	G	98%	1%			0%	F	0.107	F	0.661	2400	G	2007
Country Club Dr 0.76 <b>7700 G</b> 97% 0% 1% 1% 1% 0% C 0.103 F 0.505 8300 G 2007    To grad   Linda Lane   Lind			To	<u> </u>												
Linda Lane    Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Linda Lane   Lind	Occupation of Objects De	0.70		<u> </u>	070/	007			201		0.400	_	0.505	0000	_	000-
4113) Country Club Dr 0.85 <b>13000 G</b> 97% 0% 1% 1% 1% 0% F 0.097 F 0.527 14000 G 2007	4113 Country Club Dr	0.76	7700	G	97%	0%	1%	1% 1% 	0%	C	0.103	F	0.505	8300	G	2007
										_	$\Box$					
	(4113) Country Club Dr	0.85	13000	G	97%	0%		1% 1%	0%	F	0.097	F	0.527	14000	G	2007

						City of Harri	sonburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From				N 11 P									
(4114) Kratzer Ave	0.12	3200 To	G							0.103	F	0.776	3500	G	2007
		From	1							Ī					
(4115) Liberty St	0.25	2500	G	91%	1%	2% 29	% 4%	0%	F	0.095	F	0.576	2700	G	2007
(4115) Liberty St	0.32	5400	G	91%	1%			0%	F	0.089	F	0.537	5800	G	2007
4115 Liberty St	0.32	4200 From	G	91%	1%			0%	F	0.094	F	0.565	4500	G	2007
4115 Liberty St	0.80	3300 From	G	91%	1%	2% 2	% 4%	0%	С	0.095	F	0.511	3600	G	2007
		From													
(4116) Pike Church Rd	0.14	1800	G	90%	1%			0%	С	0.101	F	0.529	2000	G	2007
		To													
(4117) Pear St	1.09	3200 To	G	99%	0%	0% 0'	% 0%	0%	С	0.091	F	0.542	3400	G	2007
		From	<u> </u>												
(4118) Erickson St	0.72		G	96%	1%			0%	С	0.093	F	0.56	8900	G	2007
		To													
		From				SCL Harris	onburg								
(4119) Garbers Church Rd	0.05	3400	G	94%	1%			0%	F	0.109	F	0.634	3600	G	2007
		From													
(4119) Garbers Church Rd	1.48	4700	G	94%	1%			0%	С	0.133	F	0.595	5100	G	2007
		To From				US 33 Mar	ket St								
(4119) Switchboard Rd	0.20	2100	G	94%	1%			0%	F	0.122	F	0.517	2300	G	2007
		10													
(4120) Waterman Dr	0.84		G	95%	0%			0%	С	0.1	F	0.517	4700	G	2007
(4120) Waterman Br	0.01	То		0070	070			070		<u> </u>	•	0.017			2001
	## Author Property (Control Property Property (Control Property Pr														
(4121) Mt Clinton Pike	0.19	6100	G	95%	0%	2% 1	% 2%	0%	F	0.097	F	0.593	6600	G	2007
<u> </u>		To From				College A	Ave			$\exists$					
(4121) Mt Clinton Pike	0.10	6700	G	95%	0%	2% 1	% 2%	0%	F	0.098	F	0.590	7200	G	2007
<u> </u>															
(4121) Mt Clinton Pike	0.37		G	96%	1%			0%	С	0.095	F	0.527	9300	G	2007
(4121) Mt Clinton Pike	1.29		G	95%	0%	2% 1	% 2%	0%	F	0.091	F	0.548	8600	G	2007
		То				N Main	St			<u> </u>					
C Edam Dd	0.04		<u> </u>	000/	00/			00/		0.400	_	0.040	2000	0	2007
(4122) Edom Rd	0.21	<b>∠800</b> _{To}	<u> </u>	98%	0%			0%	Г	0.103	г	0.649	3000	G	2007
		From								1					
(4124) Bruce St	0.15	2000	G	98%	0%			0%	С	0.098	F	0.883	2100	G	2007
$\bigcirc$		To Er				Liberty	St								
(4124) Bruce St	0.22	1700 From	G	98%	0%			0%	F	0.109	F		1800	G	2007
		То				Mason	St								
	0.70			0=07	401			001	_		-	0.6	0000		
(4125) Keezletown Rd	0.76	2000 To	G	97%	1%			υ%	F	U.106	F	0.644	2200	G	2007
		From								<u> </u>					
(4127) Greendale Rd	1.05		G	97%	1%			0%	С	0.107	F	0.627	3000	G	2007

Route	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg																
Pleasant Valley Rd	0.67	4500	G	88%	1%				0%	F	0.098	F	0.525	4800	G	2007
1 leasant valiey ita	0.07	<b>4300</b>	Ť	0070	1 /0				070		0.000	'	0.020	4000	J	2001
$\widehat{}$		From				Gr	eendale R	i							AWDT QW Year  4800 G 2007  7600 G 2007  150 G 2007  4700 G 2007  140 G 2007  600 G 2007  270 G 2007  170 G 2007  170 G 2007  2200 G 2007  300 G 2007  300 G 2007  1100 G 2007  1100 G 2007	
Pleasant Valley Rd	0.73	7100	G	88%	1%			8%	0%	С	0.092	F	0.534	7600	G	2007
		To:													1800 G 2007 270 G 2007	
0 - 1 01		From	<u> </u>		### Additional Process of Pactor**  ### Additional Process of Pact	_	0007									
2nd St		250 To:	G			Willow	St on Sout	h End			0.137	г		270	G	2007
		From:						II EIIG								
Alleghany Ave		140	G				Clay St				0.156	F		150	G	2007
7 mognany 7 mo		To:	Ť			St	ar Crest D					•		.00		
		From:														
Blue Ridge Rd		4400	G								0.088	F		4700	G	2007
		To				Cou	ntry Club	Dr								
		From				Mo	nument A	ve								
Bluestone St		130	G								0.136	F		140	G	2007
		To					Dead End									
B		From				St	ar Crest D	г			$\Box$	_			_	
Broad View Dr		560 To:	G			~	~				0.112	F		600	G	2007
Campbell St		250	G			N	. Mason St				0.102	_		270	C	2007
Campbell St		<b>230</b> To:					Ott St				0.103	Г		270	G	2007
		From:	1			D					<u> </u>					
Carlton St		5900	G			K	eservoir Si				0 094	F		6300	G	2007
Canton Ct		To	Ť			]	Market St					•		0000	Ü	2001
		From						)r								
Cedar St		160	G			5.1	3 og 11 oou 1				0.107	F	0.686	170	G	2007
		To				,	West Ave									
		From:				N	Liberty St									
Charles St		2100	G								0.091	F		2200	G	2007
		To				ľ	Main St									
		From				Co	ountry Clul	)								
Clay St		280	G								0.138	F		300	G	2007
		To:				All	eghany Av	re								
011-1 01		From:	Ļ			Je	efferson St					_	0.507	000	_	000
Clinton St		360 To	G				IM-i- Ct				0.101	F	0.597	390	G	2007
		From:														
Crawford St		1000	G			Ot	chard Lan	2			0.180	F	0.642	1100	G	2007
Clawiold St		To:	_			Port	Republic	Rd			0.100	'	0.042	1100	G	2007
		From:					nument A									
Crawford St		630	G								0.22	F	0.668	680	G	2007
		To:				Ot	chard Lan	)								
		From:				Hil	landale Av	re								
Dale Cir		80	G				1 11 :				0.159	F		90	G	2007
		To:	<u> </u>				landale Av				<u> </u>					
F Cov. Ct		4400	<u> </u>			N	. Mason St					_		4.400	_	000-
E Gay St		4100 To:	G				I Moie C				0.096	F		4400	G	2007
		From:	<u> </u>				I. Main St									
Elmwood Dr		220	G			Ma	aryland Av	e			0.133	F	0.508	240	G	2007
LINWOOD DI		<b>∠∠U</b> To:				Ne	w York Av	ve .			0.133		0.500	∠+∪	J	2007
		From:					Dogwood l									
Green St		140	G			IN. I	DUZWUUU I	/1			0.120	F		150	G	2007
			_												_	,

					City of Harrisonbur	<u>u</u>							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Harrisonburg	From	_			W. Gay St			1					
Hartman Dr	240	G			W. Say St			0.103	F		260	G	2007
	To				Second St								
	From				S. Dogwood Dr								
Hillandale Ave	530	G						0.122	F		570	G	200
	To				S. High St.								
Hillcrest Dr	From <b>240</b>	G			Fairview Ave			0.108	F		260	G	200
Hiliciest Di	<b>240</b> To	ட்			Maplehurst Ave			0.106	Г		200	G	200
	From	_			Dead End			i i					
Hillside Ave	360	G			Dead End			0.23	F		390	G	200
	To				Monument Ave								
	From	:			Moore St								
Holly Hill Dr	190	G						0.142	F		200	G	200
	То				N Main St								
	From	تِ			Valley St			<u> </u>				_	
Monument Ave	<b>780</b>	G			D1 G.			0.147	F		840	G	200
					Bluestone St								
Moore St	90	G			Dead End			0.186	F		100	G	200
WOOTE St	<b>90</b>	Ü			Holly Hill Dr			0.100	'		100	G	200
	From				N. Main St								
Newman Ave	870	G			11. Ham St			0.096	F		940	G	200
	To				Federal St								
	From				South Ave								
S. Dogwood Dr	1300	G						0.123	F		1400	G	200
	To				Ridge Rd								
	From				S. Dogwood Dr							_	
South Ave	890 _{то}	G			GI D			0.112	F		950	G	200
	From				Sharps Dr			<u> </u>					
Spottswood Dr	90	G			N. Blue Ridge Rd			0.125	F		100	G	200
оронзиоод Бі	To	Ť			N. Carlton St			7	•		100	J	200
	From				Blue Ridge Rd			i					
Star Crest Dr	290	G			Diae raage ra			0.116	F		320	G	200
	То				Alleghany Ave								
	From				Wolfe St								
Statton Rd	30	G						0.254	F	0.588	40	G	200
	То	<u> </u>			W Gay St								
	From	<u> </u>			Jefferson St							_	
Sutter St	<b>280</b>	G			Dead End			0.111	F		300	G	200
	From	<u> </u>											
Valley St	140	G			Fry Ave			0.125	F		150	G	200
valley of	To	Ť			Monument Ave .				•		100	Ū	200
	From				S. Mason St								
W. View St	200	G						0.129	F		210	G	200
	To				Ott St								
	From				Brook Ave								
W. Water St	370	G						0.117	F		400	G	200
	То	Щ_			Academy St								
	From				Grace St				_			_	_
Walnut St	<b>550</b>	G			DJE 1			0.101	F		590	G	200
	From	<u> </u>			Dead End								
Willow St	1000	G			W Gay St			0.105	F		1100	G	200
V V IIIOVV OL	To				Second St			3.103			1100	J	200
					Second St								

Route City of Harrisonburg	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		Fron	i:			Dead End							
Wilson Ave		60	G					0.197	F	0.5	60	G	2007
		Tr	-			N Main St							