2013

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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(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

Virginia State Route

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

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:		. Harrisonb													
11 Main St	City of Harrisonburg	0.91	12000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.535	13000	G
<del>~</del>	To: From:		I-81													
11 Main St	City of Harrisonburg	1.77	18000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	20000	G
<del>~</del>	To: From:	Ple	asant Hill F	Rd			$\neg$ $\vdash$									
11 S Main St	City of Harrisonburg	0.87	19000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.548	20000	G
<del>~</del>	To	Por	t Republic 1	Rd			$\neg$ $\vdash$									
11 S Main St	City of Harrisonburg	0.65	20000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	21000	G
	То		S Liberty St													
11 Main St NB	City of Harrisonburg	0.47	6100	G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.583	6400	G
:)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	12000	G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.714	13000	G
	To		US 33													
11) (33) Main St NB	From: L City of Harrisonburg	0.02	6100	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6400	Ν
11) (33)	Combined Traffic Estimates for 2 Parallel Roadways on			N	96%	1%	1%	1%	1%	0%	N	NA			12000	N
	To To				0070	. , 0		. , 0	. , 0	0,0	•••				000	•
11) (33) Main St NB	City of Harrisonburg	0.03	E Market S 6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	Ν
11) (33) Wall Of 14B	Combined Traffic Estimates for 2 Parallel Roadways on		9300	N	96%	0%	1%	1%	1%	0%	N	NA	11	0.500	9900	
	Talle Estimates for 2 Farallel Floadways of				30 70	0 70	1 70	1 /0	1 /0	0 70	11	INA			3300	
11 Main St NB	City of Harrisonburg	0.34	US 33 Par <b>6100</b>	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	
11) Wall Ot IVB	Combined Traffic Estimates for Parallel Roadways on		NA	14	30 /6	0 70	1 70	1 /0	1 /0	0 70	11	NA	11	0.500	NA	11
	oombined traine Estimates for Faranci Floadways on											1471			14/1	
11 N Main St	City of Harrisonburg	0.68	Kratzer Ave 8200	G	96%	0%	1%	0%	2%	0%	С	0.094	F	0.572	8700	G
11 N Main St	City of Hamsonburg			<u> </u>	30 /6	0 /6	1 /0	0 /6	∠ /0	0 /6	C	0.034	'	0.572	8700	
NI Main Ct	City of Hawing allower		Charles St		000/	00/	10/	00/	00/	00/	F	0.000	F	0.000	7000	
11 N Main St	City of Harrisonburg	0.44	6700 L Harrisonb	G	96%	0%	1%	0%	2%	0%	Г	0.096	Г	0.602	7200	G
	From			urg			_									
11 Liberty St	City of Harrisonburg	0.47	S Main St 6400	G	97%	0%	1%	1%	1%	0%	С	0.085	F		6800	G
Liberty St	Combined Traffic Estimates for 3 Parallel Roadways on	_		N	96%	0%	1%	1%	1%	0%	N	0.003	F	0.714	20000	N
	Combined Traine Estimates for a Faranci Hoadways off				30 /6	0 70	1 70	1 /0	1 /0	0 70	11	0.001	'	0.714	20000	'
Liborty St	City of Harrisonburg	US 33, 0.23	W Market		95%	1%	2%	10/	20/	00/	С	0.092	F		E100	_
1,1 (33) Liberty St	Combined Traffic Estimates for 2 Parallel Roadways on		4800	G N	95% 96%	1%	2% 1%	1% 1%	2% 1%	0% 0%	N	0.092 NA	Г		5100 12000	(- (-
	Combined Trainic Estimates for 2 Faraller Hoadways off	illis noute.		IN	90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	IN	INA			12000	ľ
Mall Di	To: From:	0.11	Rock St		070/	00/	10′	10/	10/	00/		0.004	_		0500	
1,1 (3,3) Noll Dr	City of Harrisonburg	0.14	3200	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3500	G
-	Combined Traffic Estimates for 2 Parallel Roadways on		9300 Kratzer Ave	N	96%	0%	1%	1%	1%	0%	N	NA			9900	٨
	Draw.															
33 W Market St	City of Harrisonburg	1.11	L Harrisonb 10000	urg <b>G</b>	95%	1%	1%	1%	2%	0%	F	0.092	F	0.566	11000	G
33 W Market St	City of Hamsonburg	1.11 W	10000	G	JU /0	1 /0	1 /0	I /0	Z /0	U /0		0.032		0.500	11000	G

8/4/2014 7

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Waterman Dr													
(33) W Market St	City of Harrison	nburg 0.61	10000	G	95%	1%	1%	1%	2%	0%	С	0.089	F	0.539	11000	G
~	To: From:		R 42 S High S	St												
33 W Market St	City of Harrison		5400	G	95%	1%	1%	1%	2%	0%	F	0.101	F		5800	G
<u> </u>	To:	В	us US 33 Par	r												
(33) (11) Main St NB	City of Harrison	nburg 0.02	US 11 6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for 2 Parallel			N	96%	1%	1%	1%	1%	0%	N	NA	IN	0.565	12000	N
,	Tan C Estimates for 2 Paraller	-	JS 11 Main St		90%	I 70	1 %	1 70	1 70	0%	IN	IVA			12000	IN
	From:		11 Main St N													
33 E Market St	City of Harrison	nburg 0.11	6500	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.53	6900	G
	To		Mason St													
33 E Market St	From: City of Harrison	nburg 0.87	12000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.534	12000	G
33) =										-,-						-
33 E Market St	From City of Harrison	nburg 0.61	Vine St 18000	G	97%	0%	1%	0%	1%	0%	С	0.090	F	0.574	19000	G
33 E Market St	City of Harrison	liburg 0.61	10000	G	97%	076	1 70	0%	1 70	0%	C	0.090	Г	0.574	19000	G
~~ - · · · · · · · ·	To: From:		I-81								_		_			
33 E Market St	City of Harrison	nburg 0.59	28000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.541	30000	G
~	To: From:		niversity Blvc	d												
33 E Market St	City of Harrison	nburg 1.07	25000	G	97%	0%	0%	0%	2%	0%	С	0.102	F	0.569	27000	G
<u> </u>	Tα:	EC	L Harrisonbu	rg												
East	From:		3 E, E Marke	et St												
33 Ramp to I-81 S at Exit 24	7 City of Harrisonburg	(Maint: 82) 0.21	12000	G								0.096	F		12000	G
<u> </u>	Tα:		I-81 S													
East	From:		3 E, E Marke	et St												
33 Ramp to I-81 N at Exit 24	7 City of Harrisonburg	(Maint: 82) 0.13	850	G								0.142	F		850	G
<u> </u>	To:		I-81 North													
West	From:		3 W, E Marke	et St												
33 Ramp to I-81 S at Exit 24	7 City of Harrisonburg	(Maint: 82) 0.13	4900	G								0.097	F		4900	G
<u> </u>	Tα:		I-81 S													
West	From:		3 W, E Marke	et St												
33 Ramp	City of Harrisonburg	(Maint: 82) 0.20	3800	G								0.113	F		3800	G
<u> </u>	To:		I-81 North													
	From:		US 11													
(33) (11) Main St NB	City of Harrison	· ·	6100	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6400	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9300	N	96%	0%	1%	1%	1%	0%	Ν	NA			9900	Ν
	Τα:	<u> </u>	US 33													
	From:		L Harrisonbu	rg												
42 S High St	City of Harrison	nburg 0.13	15000	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.504	16000	G
$\overline{}$	To	ĭ	Erickson Ave													
42 S High St	From L City of Harrison		17000	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.520	19000	G
<u></u>	To:		Sunrise Ave								-			-		

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	. QI
C High Ct	City of Harrisanhy		Sunrise Ave	_	97%	00/	1%	10/	10/	00/	F	0.000	F	0.500	20000	_
S High St	City of Harrisonbu	urg 0.40	18000	G	97%	0%	170	1%	1%	0%	Г	0.088	Г	0.503	20000	G
S High St	City of Harrisonbu	urg 0.55	Grace Ave 18000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.554	20000	(
S High St	ony of Hamsonbu	0.55		G	31 /6	0 76	1 /6	1 /0	1 /0	0 /6	'	0.005	'	0.554	20000	•
42) N High St	City of Harrisonbu	urg 0.27	Market St 16000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.605	17000	(
42) 14 Tiight St	Tallisonsu	0.27			01 70	0 70		1 /0	1 /0	070	•	0.004		0.000	17000	•
42) Virginia Ave	From: City of Harrisonbu	urg 0.44	Gay St 12000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.599	13000	(
42) Viigiilla / (Ve	Tallisonsu	Jig 0.44			01 70	0 70		1 /0	1 /0	070	•	0.000		0.000	10000	•
Virginia Ave	City of Harrisonbu	urg 0.60	5th St 12000	G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.597	12000	(
Virginia Ave	ony of Flamisoniou				33 /6	0 70	1 70	270	270	0 70	O	0.000	'	0.557	12000	`
Virginia Ave	City of Harrisonbu		t Clinton Pik 13000	G G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	14000	(
42) Virginia Ave	To:		L Harrisonbi		0070	0 70		270	270	070	•	0.002		0.020	14000	
orth	From:		L Harrisonbu													
81)	City of Harrisonburg (Ma		25000	Α	75%	1%	1%	1%	21%	2%	F	0.105	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	50000	Α	76%	1%	1%	1%	20%	2%	F	NA			49000	
	To	US 1	1, South Ma	in St			— —									
orth 31)	City of Harrisonburg (Ma		26000	Α	75%	1%	1%	1%	21%	2%	С	0.105	Α		25000	
81)	Combined Traffic Estimates for 2 Parallel Roa	,		Ā	76%	1%	1%	1%	20%	2%	C	0.099	Α	0.501	51000	
	To To		Port Repub		7070	1 /0	$\overrightarrow{}$	1 /0	2070	270	J	0.000	,,	0.001	01000	
orth	From:		Port Republi													
3 1)	City of Harrisonburg (Ma	,	25000	Α	75%	1%	1%	1%	21%	2%	F	0.107	Α		25000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	50000	
orth	To: From:	US	33, E Marke	t St												
81)	City of Harrisonburg (Ma	aint: 82) 1.60	23000	Α	75%	1%	1%	1%	21%	2%	F	0.116	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	46000	Α	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.553	44000	
	Τα	NC	L Harrisonbu	urg												
orth	From:		I-81 North													
Ramp	City of Harrisonburg (Ma		4100	G								0.106	F		4100	(
	100	Por	rt Republic I	Rd												
orth Domp	City of Harrisonburg (M	aint: 82) 0.25	I-81 North 4900									0.1	F		4000	
Ramp	City of Harrisonburg (Ma	•	3 E, E Mark	G et St			_					0.1	Г		4900	•
	From	03.3		Ci Si												
orth 31 Ramp	City of Harrisonburg (Ma	aint: 82) 0.12	I-81 North 2800	G								0.102	F		2800	(
51)	To:	•	3 W, E Mark				\neg					5.102	•		2000	
outh	From:		L Harrisonbu													
81)	City of Harrisonburg (Ma		24000	Α	77%	1%	1%	1%	19%	2%	F	0.107	Α		24000	
···	Combined Traffic Estimates for 2 Parallel Roa		50000	Α	76%	1%	1%	1%	20%	2%	F	NA			49000	
	To:		1, South Ma												-	

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

	luriodiation	Longth	AADT		4Tiro	Duo		Tru	ck		00	K	OK	Dir	AAWDT	OW/
	Junsaiction	Length	AADI	QA	41IIE	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
	From:				770/	10/		10/	100/	00/	_	0.405			05000	
O 1: 17 "	,	,									_			0.504		A
Combined Traffic	Estimates for 2 Parallel Road	dways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	C	0.099	А	0.501	51000	Α
	From:	SR 253	Port Repul	blic Rd												
	City of Harrisonburg (Mai	nt: 82) 1.50	26000	Α	77%	1%	1%	1%	19%	2%	F	0.104	Α		25000	Α
Combined Traffic	Estimates for 2 Parallel Road	dways on this Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.544	50000	Α
	To:	US	33, E Marke	et St												
	City of Harrisonburg (Mai	nt: 82) 1.30	23000	Α	77%	1%	1%	1%	19%	2%	F	0.109	Α		22000	Α
Combined Traffic	, , , , , , , , , , , , , , , , , , , ,	,		_							F			0.553		Α
	To:	•			. 0 / 0	. , 0		. , 0	2070		•	01.00		0.000		
	From:		I-81 South													
Port Republic Rd	City of Harrisonburg (Mai	nt: 82) 0.12	3800	Α	97%	0%	1%	1%	1%	0%	F	0.117	Α		3800	Α
	To:	SR 253	Port Repul	blic Rd												
	From:		I-81 S													
US 33 E	City of Harrisonburg (Mai	,										NA			NA	
	10:			ket St												
	11000											0.104	_		1000	_
	City of Harrisonburg (Mai	· · · · · · · · · · · · · · · · · · ·					i					0.124	Г		1300	G
	Prom:															
	City of Harrisonburg				97%	0%	1%	1%	1%	0%	С	NA			26000	G
	To To				0.70			. , 0	. , 0	0,0						O .
	City of Harrisonburg	n 0.85		G	97%	0%	1%	1%	1%	0%	F	0.087	F	0 549	25000	G
	- F				31 /0	0 /0	1 /0	1 /0	1 /0	0 /0	•	3.007	•	3.0-10	20000	J
	City of Harricanhura				Ω79/	00/	10/	10/	10/	n o/	Е	0.002		0.597	9500	G
	City of Harrisonburg		L Harrisonb		3170	U 7/0	1 70	1 70	1 70	U-76	Г	0.093	Г	0.567	6500	G
	Combined Traffic	Combined Traffic Estimates for 2 Parallel Road City of Harrisonburg (Mai Combined Traffic Estimates for 2 Parallel Road Front City of Harrisonburg (Mai Combined Traffic Estimates for 2 Parallel Road To Pront Pront O Port Republic Rd City of Harrisonburg (Mai To City of Harrisonburg City of Harrisonburg	City of Harrisonburg (Maint: 82) 2.63 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Total SR 253	City of Harrisonburg (Maint: 82) 2.63 26000	City of Harrisonburg (Maint: 82) 2.63 26000 A	City of Harrisonburg (Maint: 82) 2.63 26000 A 77%	City of Harrisonburg (Maint: 82) 2.63 26000 A 77% 1%	Combined Traffic Estimates for 2 Parallel Roadways on this Route: S11, South Main St S12, South Main St S1	City of Harrisonburg (Maint: 82) 2.63 26000 A 77% 1% 1% 1% 1% 1% 1% 1	City of Harrisonburg (Maint: 82) City of Harris	City of Harrisonburg (Maint: 82) 2.63 26000 A 77% 1% 1% 1% 19% 2% 2% 26000 A 76% 1% 1% 1% 1% 20% 2% 2% 26000 A 76% 1% 1% 1% 1% 20% 2% 2% 2% 2% 2% 2%	City of Harrisonburg (Maint: 82) 1.50 26000 A 77% 1% 1% 1% 1% 1% 27 27 28 28 28 28 28 28	Length AADT QA 4 Irr Bus 2Axle 3+Axle 1 Trail 2Trail QC Factor	City of Harrisonburg (Maint: 82) 2.63 26000 A 77% 1% 1% 1% 1% 27 10 0 0 0 0 0 0 0 0	Substitution Length Abril Clay Abril Clay Cl	Substitution Canage Cana

						· ·	iburg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From				NCL Harrisonbu	ara.								
(F238) Buffalo Dr	0.07	350	R			NCL Harrisonor	лд			NA			NA		05/10/200
		To	c			Dead End									
O Mars Or	4.40	From		000/	40/	E Market St	40/	00/	0		_	0.505	0000	_	0010
1 Vine St	1.42	7800 _{To}	G	96%	1%	1% 1% N Main St	1%	0%	С	0.092	F	0.505	8300	G	2013
		From				Paul St									
3 Eastover Dr	0.44	290	G	97%	1%	1% 0%	1%	0%	F	0.122	F	0.901	310	G	2013
		То				Reservoir St									
C Washington Ct	0.04	From	<u> </u>	050/		115-4115 N Liberty		00/		0.001	_	0.505	0000	_	0010
4 E. Washington St	0.24	3000		95%	2%	2% 0%	1%	0%	F	0.091	F	0.525	3200	G	2013
4 E. Washington St	0.72	3500 From	G	95%	2%	N Main St 2% 0%	1%	0%	С	0.089	F	0.516	3700	G	2013
4 E. Washington St	0.72	3300 To	<u> </u>	90 /6	2 /0	Vine St	1 /0	0 /6	U	0.009	'	0.510	3700	G	2013
		From	:			SR 42				l					
5 Acorn Dr	1.16	3900	G	97%	1%	1% 0%	1%	0%	С	0.094	F	0.621	4100	G	2013
$\overline{}$		To				Mt Clinton Pik									
6 Park Rd	0.58	2300	G	98%	0%	Mt Clinton Pik	0%	0%	С	0.107	F	0.637	2500	G	2013
6 Park Rd	0.50			JU /0	U /0		U /0	U /0		0.107	'	0.007	2000	u	2013
6 Park Rd	0.34	1800 From	G	98%	0%	Shank Dr 1% 0%	0%	0%	F	0.129	F	0.517	1900	G	2013
<u> </u>		То				Harmony Rd									
_		From	:			Park Rd									
7 Harmony Rd	0.23	1300	G	98%	0%	1% 0%	0%	0%	С	0.111	F	0.566	1400	G	2013
<u> </u>		To	1			SR 42									
(4100) Mosby Rd	0.35	7200	G	96%	0%	WCL Harrisonb	urg 3%	0%	С	0.094	F	0.563	7700	G	2013
(4100) WOSBY 110	0.00	7200 To	<u> </u>	0070	0 70		0 70	0 70		- 0.00 -	•	0.000	7700	ď	2010
(4100) Mosby Rd	0.26	7800 From	G	96%	0%	Mosby Ct 1% 0%	3%	0%	F	0.091	F	0.572	8300	G	2013
7		То				Main St									
		From				Pear St									
(4102) Pleasant Hill Rd	0.78	8300	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.568	8900	G	2013
		From				US 11 S Main US 11 Pleasant Hi									
(4102) Stone Spring Rd	0.65	8100	G	98%	0%	1% 1%	0%	0%	С	0.100	F	0.568	8600	G	2013
<u> </u>		To From				Ramblewood R									
(4102) Stone Spring Rd	0.53	7400	G	98%	0%	1% 1%	0%	0%	F	0.100	F	0.571	7900	G	2013
		- 10 				ECL Harrisonbu									
(4103) Central Ave	0.14	1400	G	98%	1%	Pleasant Hill R	.d 0%	0%	С	0.097	F	0.576	1500	G	2013
4,000			_		- , ,	Sharon St	- / 0	- / -							
(4103) Central Ave	0.91	950 From	G	98%	1%	1% 0%	0%	0%	F	0.138	F	0.642	1000	G	2013
$\overline{\bigcirc}$		To				Maryland Ave)								
		From	:			S High St									
4 ₁₀₄ South Ave	0.52	5200	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.569	5500	G	2013
		From				S Main St SR 42 High S	t								
(4105) Maryland Ave	0.44	8700	G	97%	0%	1% 1%	1%	0%	F	0.09	F	0.606	9200	G	2013
		То				Main St									
<u> </u>		From				SR 253 Port Repub	lic Rd								
(4105) Ramp to I-81 N at Exi	t 24 5 .19	4000 To	_ A			T 0.1 NT1				0.131	Α		3900	Α	2013
		From	1			I-81 North	lia D 4			+					
(4105) Ramp	0.14	4100	G			SR 253 Port Repub	нс ка			0.117	F		4100	G	2013
(7.00)		То				I-81 South									

						011, 01 1	таптьопі	ourg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From	1			CD 4	2 C IE & C									
(4106) Cantrell Ave	0.26	10000	G	99%	0%	0%	2 S High S 0%	0%	0%	F	0.092	F	0.602	11000	G	2013
		То	_			US 1	1 S Main S	St			_					
(4106) Cantrell Ave	0.99	15000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.581	16000	G	2013
<u> </u>		To From				Res	servoir St									
(4106) Cantrell Ave	0.18	7300	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.609	7800	G	2013
		From	l				E Market									
(4107) Reservoir St	0.97	14000	G	99%	0%	0%	Harrisonbur 0%	0%	0%	F	0.085	F	0.522	15000	G	2013
		To				Univ	ersity Blvd	l			_					
(4107) Reservoir St	0.57	20000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.529	21000	G	2013
		To From				Eas	stover Dr									
(4107) Reservoir St	0.89	11000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.512	11000	G	2013
		From					Market St					_				
4 ₁₀₇ Sterling St	0.13	1500 To	G	95%	1%	1%	1% Gay St	2%	0%	F	0.106	F	0.554	1600	G	2013
		From					erling St									
(4107) Gay St	0.45	2000	G	95%	1%	1%	1%	2%	0%	F	0.114	F	0.582	2200	G	2013
0000001	0.00	From	Č	0501	401		Iason St	001	00/	_			0.040	F000		0040
(4107) Gay St	0.33	4700	G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.610	5000	G	2013
(4107) Gay St	0.11	2800	G	95%	1%	142 Virgii 1%	nia Ave; N 1%	High St 2%	0%	F	0.097	F	0.63	3000	G	2013
(4107) Gay St	0.11	2000 To		33 /6	1 /0		icago Ave	2/0	0 /6	- '	0.097	'	0.03	3000	G	2013
O 01:	0.50	From		000/	40/	(Gay St	201	201			_	0.54	4000	_	0010
(4107) Chicago Ave	0.58	3800 To	G	98%	1%	1%	0% terman Dr	0%	0%	С	0.093	F	0.51	4000	G	2013
		From					erman Ave									
(4107) Chicago Ave	0.43	5200	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.506	5600	G	2013
		From	l				Clinton Pike									
(4108) Paul St	0.64	1200	G	99%	0%	1%	stover Dr 0%	0%	0%	С	0.092	F	0.595	1300	G	2013
		To From				M	Iason St				—					
(4108) Paul St	0.14	760 From	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.5	810	G	2013
\bigcup		To				N	Main St									
(4109) Grace St	0.27	Prom	<u></u>	02%	20/-		High St ∩%	O°/-	Ω°/-	С	0.101	F	0.513	3100	G	2013
4109 Grace St	0.27	2900	G	92%	2%	6%	0%	0%	0%	U	0.101	'	0.515	3100	G	2013
(4109) Grace St	0.14	4100	G	92%	2%	6%	Main St 0%	0%	0%	F	0.099	F	0.535	4400	G	2013
(4109) 5.7 46 5 5		To					Iason St									
(4109) Mason St	0.10	3300	G	99%	0%	0%	Frace St 0%	0%	0%	F	0.105	F	0.554	3500	G	2013
(4109) Wason St	0.10	3300 To		33 /6	0 /6			0 76	0 /6	'	0.103	'	0.554	3300	ч	2010
(4109) Mason St	0.20	3500 From	G	99%	0%	0%	ntrell Ave 0%	0%	0%	С	0.096	F	0.626	3700	G	2013
4.03		To					Paul St									
(4109) Mason St	0.41	3800 From	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.605	4000	G	2013
\bigcirc		To				M	Iarket St				_					
(4109) Mason St	0.44	7200	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	7700	G	2013
$\overline{}$		To					Main St									
(4110) Wolfe St	0.12	2200	G	98%	1%		2 N High S 0%		00/	F	0.105	F	0.504	2300	G	2012
(4110) Wolfe St	0.12	2200		90%	170	1%		0%	0%		0.105	Г	0.594	2300	G	2013
(4110) Wolfe St	0.11	2600	G	98%	1%	1%	Liberty St 0%	0%	0%	F	0.098	F	0.584	2800	G	2013
4110	<u> </u>			30 /0	1 /0			J /0	J /0	•			0.004			_010
(4110) Wolfe St	0.69	980 From	G	98%	1%	1%	Main St 0%	0%	0%	С	0.142	F	0.517	1000	G	2013
		To					Furnace Ro									

						City of Harrison									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From:	,			W 10 C				-					
Old Furnace Rd	0.29	3300	G	98%	1%	Wolfe St 1% 0%	0%	0%	F	0.102	F	0.756	3500	G	2013
Old Furnace Rd	0.23	3300		30 /6	1 /0	176 076	0 78	0 /6	'	0.102	'	0.730	3300	ч	2013
Old Farmana Dd	0.04	From	Ļ	000/	40/	Vine St	00/	00/			_	0.044	0000		0040
4110 Old Furnace Rd	0.91	2100	G	98%	1%	1% 0%	0%	0%	F	0.116	F	0.644	2300	G	2013
		10.				ECL Harrisonb	urg								
		From:				US 33 E, E Mark				_	_			_	
4113 Country Club Dr	0.76	7100	G	98%	0%	1% 0%	0%	0%	С	0.106	F	0.544	7500	G	2013
<u> </u>		To:				Linda Lane									
4113) Country Club Dr	0.85	11000	G	98%	0%	1% 0%	0%	0%	F	0.102	F	0.569	11000	G	2013
		To				US 33 W, E Mark	cet St								
		From:				Noll Dr									
Kratzer Ave	0.12	3300	G	93%	0%	2% 1%	4%	0%	F	0.122	F	0.703	3500	G	2013
Kratzer Ave	0.12	To:	<u> </u>	0070	0 70	N Liberty St		070			•	0.700	0000	ŭ	2010
		From:				-									
Libonto Ct	0.05		<u> </u>	000/	10/	Noll Dr	40/	00/			_	0.010	0000	_	0010
Liberty St	0.25	2700	G	90%	1%	2% 3%	4%	0%	F	0.112	F	0.613	2800	G	2013
		To: From:				Kratzer Ave			•	\Box —					
4115) Liberty St	0.32	5500	G	93%	0%	2% 1%	4%	0%	С	0.098	F	0.584	5800	G	2013
\cup		To				Edom Rd									_
Liberty St	0.32	4400 From:	G	90%	1%	2% 3%	4%	0%	F	0.096	F	0.552	4700	G	2013
4115) LIDOTTY OT	0.02	7-700		JU /0	1 /0	£/0 J/0	7 /0	U /0	<u>'</u>	0.030	'	0.002	+100	u	2013
		To:				Charles St									
Liberty St	0.80	3400	G	90%	1%	2% 3%	4%	0%	С	0.095	F	0.546	3600	G	2013
\mathcal{L}		To				NCL Harrisonb	urg								
		From:				S Main St									
Pike Church Rd	0.14	1900	G	89%	1%	1% 2%	8%	0%	С	0.099	F	0.564	2000	G	2013
1110		To	_			WCL Harrisonb				_					
		From:								i					
Poor St	1.09		<u> </u>	98%	00/	Mosby Rd 1% 0%	0%	00/	С	0.104	F	0.500	2000	G	2012
4 ₁₁₇) Pear St	1.09	3600 To	G	90%	0%			0%	U	0.104	Г	0.589	3800	G	2013
						Pleasant Hill F	Ka								
		From:				WCL Harrisonb					_			_	
4118) Erickson St	0.72	7500	G	97%	1%	1% 1%	1%	0%	С	0.096	F	0.588	8000	G	2013
<u> </u>		To				S High St									
		From:				SCL Harrisonb	urg								
4119 Garbers Church Rd	0.05	3300	G	97%	1%	1% 1%	0%	0%	F	0.106	Ν	0.563	3600	G	2013
		To				Erickson St									
		From:				Erickson Ave)								
4119 Garbers Church Rd	1.48	4200	G	97%	1%	1% 1%	0%	0%	С	0.145	F	0.595	4500	G	2013
\bigcirc		To				US 33 Market	St								
Switchboard Rd	0.21	2400 From:	G	97%	1%	1% 1%	0%	0%	F	0.12	F	0.544	2600	G	2013
4119 CMICIDOAIG FIG	0.21	2400 To:		01/0		NCL Harrisonburg,		0 /0	•	٠. ۱ <i>۲</i>	•	0.044	2000	J	2010
<u> </u>		From:	<u> </u>			W Market St					_			_	
Waterman Dr	0.84	4100	G	95%	0%	1% 1%	2%	0%	С	0.098	F	0.522	4300	G	2013
$\stackrel{\smile}{-}$		To				Chicago Ave	;								
_		From:				WCL Harrisonb	urg								
Mt Clinton Pike	0.19	5600	G	95%	0%	1% 1%	2%	0%	F	0.106	F	0.553	6000	G	2013
	0.19					College Ave									
<u> </u>	0.19	To										0.500			0046
Mt Clinton Pike		From:	G	95%	0%		2%	Nº/~	-	በ 1በ፡፡	F	() ちんつ	6700	G	ソハユ・
Mt Clinton Pike	0.19	From:	G	95%	0%	1% 1%	2%	0%	F	0.103	F	0.562	6700	G	2013
	0.10	6300				1% 1% Chicago Ave	;								
		6300 To	G G	95% 96%	0%	1% 1%		0%	C	0.103	F F	0.562	6700 8700	G G	
	0.10	6300 From: 8200				1% 1% Chicago Ave 1% 1% SR 42 Virginia	1% Ave								
Mt Clinton Pike	0.10	6300 From: 8200 From:	G	96%	0%	1% 1% Chicago Ave 1% 1% SR 42 Virginia Ave	1% Ave	0%	С	0.1	F	0.538	8700	G	2013
Mt Clinton Pike	0.10	6300 From: 8200				1% 1% Chicago Ave 1% 1% SR 42 Virginia Ave 1% 1%	1% Ave								2013
Mt Clinton Pike	0.10	6300 From: 8200 From:	G	96%	0%	1% 1% Chicago Ave 1% 1% SR 42 Virginia Ave	1% Ave	0%	С	0.1	F	0.538	8700	G	2013
Mt Clinton Pike	0.10	6300 From: 8200 From:	G	96%	0%	1% 1% Chicago Ave 1% 1% SR 42 Virginia Ave 1% 1%	1% Ave :	0%	С	0.1	F	0.538	8700	G	2013
Mt Clinton Pike 4121 Mt Clinton Pike 4121 Mt Clinton Pike 4121 Mt Clinton Pike	0.10	6300 Record 8200 To: 7100 To:	G	96%	0%	Chicago Ave 1% 1% SR 42 Virginia Ave 1% 1% N Main St	1% Ave :	0%	С	0.1	F	0.538	8700	G	2013 2013 2013

									burg	Harrison	City of						
QW Year	Γ	AAWDT	Dir Factor	QK		K Fac	QC			True 3+Axle		Bus	4Tire	QA	AADT	Length	Route
															From:		City of Harrisonburg
G 2013		2100	0.724	F	99	0.09	С	0%	0%		1%	1%	97%	G	1900	0.15	Bruce St
G 2013		1900		F	19	0.1	F	0%	0%	Liberty St 0% Mason St	1%	1%	97%	G	1800 To:	0.22	Bruce St
	=					_			d	intry Club R				_	From:		
G 2013		1500	0.649	F	13	0.1	F	0%	0%		1%	1%	96%	G	1400 To:	0.76	Keezletown Rd
G 2013		2800	0.612	F	04	0.10	С	0%	0%		1%	1%	96%	G	From: 2600	1.05	Greendale Rd
	_									. Harrisonbu				<u> </u>	To:		
G 2013		5000	0.557	F	91	0.09	F	0%	7%		1%	1%	88%	G	4700	0.67	Pleasant Valley Rd
									e Rd	10 Greendal reendale Rd				-	From:		
G 2013		7100	0.508	F	90	0.09	С	0%	7%		1%	1%	88%	G	6700 To:	0.73	Pleasant Valley Rd
G 2013		270	0.632	F	03	0.10			h End	Dr on Nort	Hartman			G	From: 250		2nd St
	_								End	St on South	Willow			<u> </u>	To:		
G 2013		140	0.571	F	98	0.09				Clay St				G	From: 130		Alleghany Ave
	_									ar Crest Dr					From:		
G 2013		5400	0.582	F	91	0.09			<u> </u>	ar Crest Dr				G	5100		Blue Ridge Rd
	_									onument Ave				_	From:		
G 2013		140	0.5	F	33	0.13				Fry Ave				G	130		Bluestone St
G 2013		540	0.603	F	03	0.10				ar Crest Dr	Sta			G	From: 510		Broad View Dr
										Sparrow Ct	S				To:		
										. Mason St	N				From:		
G 2013		260	0.603	F	15	0.1								G	250		Campbell St
										Ott St				<u> </u>	To:		
G 2013		6800	0.662	F	88	0.08				eservoir St				G	6300		Carlton St
	_									Market St				<u> </u>	To:		
G 2013		140	0.588	F	23	0.12			ſ	Dogwood D				G	130		Cedar St
	_									West Ave				<u> </u>	To:		
G 2013		2300	0.501	F	184	0.09				Liberty St	N			Ŀ	2100		Charles St
G 2010		2300	0.501	•	704	0.00				N Main St	1				Z 100 To:		Onanes of
										ountry Club					From:		
G 2013		720	0.658	F	11	0.1				4. *				G	680		Clay St
	_													 			
G 2013		380	0 639	F	06					efferson St	Je			L.			Clinton St
G 2010		000	0.000	'		J. 10				N Main St	1				To:		Omitori Ot
	=					Ť								$\overline{}$	From:		
G 2013		870	0.661	F	31	0.13								G	810		Crawford St
						\Box				Republic R					Too		
G 2013		620	0.624	F	60	0.14			<u>:</u>	nument Ave	Mo			<u></u>			Crawford St
G 2013		020	0.024	1-	UÐ	0.10				rchard Lane	<u> </u>				JOU To:		Ciawiciu St
G		380	0.639	F	06	0.10			d e	N Main St country Club coadview Dr efferson St N Main St rchard Lane t Republic R conument Ave	Port Mo			G	From To To From To From To From To From To From From From From From From From Fro		Clinton St

					City of Harrisonburg								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	C)	C Fact	(įΚ	Dir Factor	AAWDT	QW	Year
v of Harrisonburg	Fron	:			Hillandale Ave		1						
Dale Cir	80	G			Timendale Tive		0.19	93	F	0.5	80	G	2013
	Te	c			Hillandale Ave								
	Fron	i:			N. Mason St							_	
E Gay St	4400 _{то}	G			N.M.: G		N/	١.			4700	G	2013
	Fron]			N. Main St								
Elmwood Dr	190	G			Maryland Ave		0.11	13	F	0.617	200	G	2013
	T				New York Ave					0.0.7	_00	٥.	
	Fron	c			N. Dogwood Dr								
Green St	130	G					0.11	12	F	0.656	140	G	201
	To	c			Willlow St								
	Fron				W. Gay St				_	0.070	0.40		004
Hartman Dr	220	G			Second St		0.10)6	F	0.673	240	G	201
	Fron												
Hillandale Ave	600	G			S. Dogwood Dr		0.12	26	F	0.521	640	G	201
					S. High St.								
	Fron	i:			Fairview Ave								
Hillcrest Dr	250	G					0.15	52	F	0.625	270	G	201
	Te	c			Maplehurst Ave								
	Fron				Dead End								
Hillside Ave	560	G					0.14	13	F	0.648	600	G	201
	14	6			Monument Ave								
Hally Hill Dr	120				Moore St		0.11	1.4	F	0.520	140	G	201
Holly Hill Dr	130	G			N Main St		0.1	14	Г	0.529	140	G	201
	Fron	e e			Valley St								
Monument Ave	810	G			vancy St		0.11	13	F	0.618	870	G	201
	Te	c			Bluestone St								
	Fron	c			Dead End								
Moore St	90	G					0.11	15	F	0.583	100	G	201
	To	c			Holly Hill Dr								
	Fron				N. Main St			•	_		4400	_	001
Newman Ave	1000 _{то}	G			Federal St		0.0	9	F	0.609	1100	G	201
	Fron												
S. Dogwood Dr	1300	G			South Ave		0.10	17	F	0.575	1400	G	201
C. Dogwood Di	Т.				Ridge Rd			, ,		0.070	1100	Ğ	
	Fron				S. Dogwood Dr								
South Ave	900	G					0.11	16	F	0.543	960	G	201
	Te	c			Sharps Dr								
	Fron				N. Blue Ridge Rd								
Spottswood Dr	80	G					0.17	72	F	0.613	90	G	201
	To				N. Carlton St		<u> </u>						
Star Crest Dr	Fron //10				Blue Ridge Rd		0.11	ıΩ	F	0.591	440	G	201
Stat Olest Di	410	G			Alleghany Ave		0.1	0		0.591	440	G	201
	Fron				Wolfe St		<u> </u>						
Statton Rd	30	G		-	WOILE OF		0.23	36	F	0.524	40	G	201
	То				W Gay St								
	Fron				Jefferson St					-			
Sutter St	370	G					0.09	99	F	0.524	400	G	201
	Te				Dead End								
	Fron				Fry Ave								
Valley St	150	G					0.13	35	F	0.769	160	G	201
	Te	C			Monument Ave .								

Route	Length	AADT	ΟΛ	4Tire	Bus	Truck	QC	K	QK	Dir	AAWDT	ΟW	Yea
Tioute	Lengui	ועאא	WА	41116	Dus	2Axle 3+Axle 1Trail 2Trail	QU	Factor	QΝ	Factor	771101	QVV	i Cai
ty of Harrisonburg													
W. View St W. Water St		230				S. Mason St			F	0.552	240	G	2013
			G					0.115					
		To				Ott St							
		From				Brook Ave							
		340	G					0.119	F	0.648	370	G	201
		To				Academy St							
Walnut St Willow St		From:				Grace St							
		720	G					0.124	F	0.625	770	G	201
		To				Dead End							
		From				W Gay St							
		860	G					0.119	F	0.598	920	G	2013
		To				Second St							
		From	:			Dead End							
Wilson Ave		47	G					0.142	F	0.533	50	G	201
		To				N Main St							