### 2014

# 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

Virginia State 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.

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

_		•						Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		. Harrisonb	-			Щ.									_
11 Main St	City of Harrisonbur	rg 0.91	13000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.535	14000	G
Maile Ot	To: From:	4 77	I-81		000/	00/	10/	40/	40/	00/		0.000		0.55	04000	
(11) Main St	City of Harrisonbur	rg 1.77	20000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	21000	G
C Main Ct	City of However		asant Hill 1		96%	0%	1%	10/	10/	0%	С	0.083	F	0.548	22000	G
(11) S Main St	City of Harrisonbur			G	90%	0%	1%	1%	1%	0%	C	0.083	Г	0.546	22000	G
11 S Main St	City of Harrisonbur		t Republic 21000	Rd <b>G</b>	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	22000	G
S Main St	City of Harrisonibul				90%	076	1 70	1 70	1 70	0%	г	0.000	F	0.564	22000	G
11 Main St NB	City of Harrisonbur		6500 SLiberty St	G	96%	0%	1%	1%	1%	0%		0.099		0.583	6900	G
11 Main St NB	Combined Traffic Estimates for 2 Parallel Roa	•		G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.565	14000	G
	Johnshied France Estimates for 2 Farance Frod	aways on this riodic.		<u> </u>	30 /0	0 70	1 70	1 /0	1 /0	0 70	•	0.001	'	0.714	14000	ч
11 33 Main St NB	City of Harrisonbur	rg 0.02	US 33 <b>6500</b>	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N
11 33 Main St NB	Combined Traffic Estimates for 2 Parallel Roa	0		N	96%	1%	1%	1%	1%	0%	N	NA		0.000	12000	N
	To		E Market			.,,		.,,	. , 0	0,70					000	
11 (33) Main St NB	From: City of Harrisonbur		6500	N	96%	0%	1%	1%	1%	0%	N	0.099	Ν	0.583	6900	N
	Combined Traffic Estimates for 2 Parallel Roa	•	9900	N	96%	0%	1%	1%	1%	0%	Ν	NA			11000	N
-	Tor		US 33 Par													
11 Main St NB	City of Harrisonbur	rg 0.34	6500	N	96%	0%	1%	1%	1%	0%	Ν	0.099	Ν	0.583	6900	Ν
	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									NA			NA	
	To	]	Kratzer Ave				_									
11 N Main St	City of Harrisonbur	g 0.68	8700	G	96%	0%	1%	0%	2%	0%	С	0.094	F	0.572	9300	G
$\overline{}$	To: From:		Charles St				$\neg$ $\vdash$									
11 N Main St	City of Harrisonbur	rg 0.44	7200	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.602	7600	G
$\overline{}$	To:	NC	L Harrisonb	ourg												
~~~\	From:		S Main St		.=-/											
Liberty St	City of Harrisonbur	•	6900	G	97%	0%	1%	1%	1%	0%	C	0.085	F		7300	G
	Combined Traffic Estimates for 3 Parallel Roa		20000	N	96%	0%	1%	1%	1%	0%	N	NA			21000	N
C Liberty Ct	City of However		W Market		0E0/	10/	20/	10/	20/	00/	С	0.000			EEOO	
Liberty St	City of Harrisonbur Combined Traffic Estimates for 2 Parallel Roa		5100	G N	95% 96%	1% 1%	2% 1%	1% 1%	2% 1%	0% 0%	N	0.092 NA	F		5500 12000	G N
	- Formulated Trainic Estimates for 2 Farallet Not	aways on this noute.		IN	JU /0	1 /0	1 /0	I /0	1 /0	U /o	IN	INA			12000	IN
11 (33) Noll Dr	City of Harrisonbur	rg 0.14	Rock St <b>3500</b>	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3700	G
(1,1) (3,3) Noll Dr	Combined Traffic Estimates for 2 Parallel Roa	•	9900	N	96%	0%	1%	1%	1%	0%	N	NA	'		11000	N
	To:		Kratzer Ave		3070	0 /0			. , ,							
	From:	WC	L Harrisonl	burg											_	
33 W Market St	City of Harrisonbur		11000	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.566	12000	G
$\searrow$	To:	V	Vaterman D	r												

4/21/2015 7

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~	From:		Waterman D													
(33) W Market St	City of Harriso	onburg 0.61	11000	G	95%	1%	1%	1%	2%	0%	С	0.089	F	0.539	12000	G
~	To: From:		R 42 S High													
(33) W Market St	City of Harriso		5800	G	95%	1%	1%	1%	2%	0%	F	0.101	F		6200	G
~	To: From:		Bus US 33 Pa US 11	ar												
(33) (11) Main St NB	City of Harriso	onburg 0.02	6500	N	96%	0%	1%	1%	1%	0%	Ν	0.099	N	0.583	6900	Ν
(33) (11)	Combined Traffic Estimates for 2 Parallel	-		N	96%	1%	1%	1%	1%	0%	N	NA		0.000	12000	N
	To:		US 11 Main S				Ť	.,.	.,,	- , -						
~~~	From:		S 11 Main St													
(33) E Market St	City of Harriso	onburg 0.11	6900	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.53	7300	G
<u> </u>	To:		Mason St										—			
33 E Market St	City of Harriso	onburg 0.87	12000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.534	13000	G
$\smile$	Te		Vine St				<u> </u>									
33 E Market St	City of Harriso	onburg 0.61	19000	G	97%	0%	1%	0%	1%	0%	С	0.090	F	0.574	20000	G
	To		I-81													
33 E Market St	From: City of Harriso	onburg 0.59	30000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.541	32000	G
233) 2 Market St	City of Hamso				0070	1 /0		1 /0	270	0 70	•	0.00	•	0.041	02000	u
C Market Ct	From City of Heaving		Jniversity Bly		070/	00/		00/	00/	00/		0.100		0.500	00000	
33 E Market St	City of Harriso		27000 CL Harrisonb	G	97%	0%	0%	0%	2%	0%	С	0.102	F	0.569	29000	G
	Power Park															
East (33) Ramp to I-81 S at Exit 24	City of Harrisonburg		33 E, E Mark 12000	G G								0.096	F		12000	G
(33) Ramp to I-81 S at Exit 24	Tr.	(Wallit. 02) 0.21	I-81 S	G								0.096	Г		12000	G
F	From	. Ho		. 0.												
East 33 (Ramp to I-81 N at Exit 24	City of Harrisonburg		33 E, E Mark <b>850</b>	G								0.142	F		850	G
(33) Ramp to I-81 N at Exit 24	To:	(Mairit. 62) 0.13	I-81 North	<u> </u>								0.142	'		030	G
	From															
West $33$ Ramp to I-81 S at Exit 24	City of Harrisonburg		33 W, E Marl 4900	G								0.097	F		4900	G
133 Hamp to 1 01 G at Exit 24	To	(Maint. 02) 0.10	I-81 S	<u> </u>								0.007	•		4300	ч
West	From	i iic	33 W, E Marl	Irat Ct												
33 Ramp	City of Harrisonburg		3800	G								0.113	F		3800	G
(33) Hamp	To:	(Maint. 02) 0.20	I-81 North	<u> </u>								0.110	•		3000	ч
	From	e e	US 11													
(33) (11) Main St NB	City of Harriso	onburg 0.03	6500	N	96%	0%	1%	1%	1%	0%	Ν	0.099	N	0.583	6900	Ν
(33) (11) Main St NB	Combined Traffic Estimates for 2 Parallel	•		N	96%	0%	1%	1%	1%	0%	N	NA	••	0.000	11000	N
	To:	:	US 33		0070	J /0		. 70	. 70	J /U	. •	, .				
	From	: 07	CL Harrisonb	uro												
(42) S High St	City of Harriso		15000	G G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.504	16000	G
42) 3 mgm 31	ony or riamso				0.70	J /0	- 70	. 70	. 70	J /U	•	0.000	•	0.004	. 5000	G
	To From:	N.	Erickson Ave	e G						0%			F	0.520	19000	
(42) S High St	City of Harriso		17000		97%	0%	1%	1%	1%		С	0.093				G

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengtl	n AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q
C High Ct	From:	aburg 0.40	Sunrise Ave		97%	00/	10/	10/	10/	00/	F	0.000	F	0.500	01000	(
S High St	City of Harrison	iburg 0.40	19000	G	97%	0%	1%	1%	1%	0%	Г	0.088	г	0.503	21000	(
S High St	Tire Front City of Harrison	nburg 0.55	Grace Ave 18000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.554	20000	(
S High St	only of Flamson	U.55		<u> </u>	31 /6	0 /6	1 /6	1 /0	1 /0	0 /6	'	0.005	•	0.554	20000	`
42 N High St	From: City of Harrison	aburg 0.27	Market St 16000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.605	18000	(
42) 141 light St	Traff	0.27			01 /0	0 70		1 /0	1 /0	0 70	•	0.004	•	0.000	10000	
42) Virginia Ave	From: City of Harrison	nburg 0.44	Gay St 12000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.599	13000	
42) Virginia / We	Table	0.44			07 70	0 70		1 /0	1 /0	0 70	•	0.000	•	0.000	10000	
Virginia Ave	From:L City of Harrison	nburg 0.60	5th St 12000	G	95%	0%	1%	2%	2%	0%	С	0.088	F	0.597	13000	
Virginia Ave	only of Flamson				33 76	0 70	170	2 /0	270	0 70	O	0.000	•	0.557	10000	
Virginia Ave	From: City of Harrison		Mt Clinton Pi 14000	ke <b>G</b>	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	15000	
Virginia Ave	To:		CL Harrisonb		0070	0 70		270	270	0 70	•	0.002	•	0.020	10000	
orth	From:		CL Harrisonb													
81)	City of Harrisonburg (		26000	A	75%	1%	1%	1%	21%	2%	F	0.107	Α		26000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 51000	Α	76%	1%	1%	1%	20%	2%	F	NA			51000	
	Tα	US	11, South Ma	ain St												
orth 31)	City of Harrisonburg (		26000	Α	75%	1%	1%	1%	21%	2%	С	0.105	Α		26000	
31)	Combined Traffic Estimates for 2 Parallel F	'		Ā	76%	1%	1%	1%	20%	2%	С	0.103	Α	0.555	52000	
	To:		53 Port Repui		7070	1 /0		1 /0	2070	270	J	0.1	,,	0.000	02000	
orth	From:		9 Port Repub													
31)	City of Harrisonburg (	•	25000	Α	75%	1%	1%	1%	21%	2%	F	0.109	Α		25000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 51000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.506	51000	
orth	Tα From:	U	S 33, E Mark	et St												
81)	City of Harrisonburg (	(Maint: 82) 1.60	23000	Α	75%	1%	1%	1%	21%	2%	F	0.116	Α		22000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	: 47000	Α	76%	1%	1%	1%	20%	2%	F	0.105	Α	0.510	45000	
	To:	N	CL Harrisonb	ourg												
orth	From:		I-81 North													
Ramp	City of Harrisonburg (		4100	G								0.106	F		4100	
<u> </u>	To:	F	ort Republic	Rd												
orth	From:	(14.1.1.00)	I-81 North										_			
Ramp	City of Harrisonburg (		4900	G								0.1	F		4900	
	10:	US	33 E, E Marl													
orth Pamp	City of Harris and was	(Maint: 82) 0.12	I-81 North									0.102	F		2000	
Ramp	City of Harrisonburg ( ™-		2800 33 W, E Mar	ket St			i					0.102	Г		2800	
uth	From						1									
outh 81	City of Harrisonburg (		CL Harrisonb 25000	ourg A	77%	1%	1%	1%	19%	2%	F	0.107	Α		25000	
01)	Combined Traffic Estimates for 2 Parallel F	,		A	76%	1%	1%	1%	20%	2%	F	NA	Λ.		51000	
	To:		11, South M:		10/0	1 /0	1 /0	1 /0	ZU /0	£ /0	'	INA			51000	

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

Route		Jurisdiction	n 1.	onath	AADT	ΟΛ	4Tiro	Puo		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/
Houle		Junsaictio	II L	ength	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
South		From:			1, South Ma													
81		City of Harrisonburg	,	2.63	26000	Α	77%	1%	1%	1%	19%	2%	С	0.105	Α		26000	Α
	Combined Traffic	Estimates for 2 Parallel I	Roadways on this R	Route:	53000	Α	76%	1%	1%	1%	20%	2%	С	0.1	Α	0.555	52000	Α
South		To: From:		SR 253	Port Repul	blic Rd												
South 81		City of Harrisonburg	(Maint: 82)	1.50	27000	Α	77%	1%	1%	1%	19%	2%	F	0.12	Α		26000	Α
	Combined Traffic	Estimates for 2 Parallel I		Route:	51000	Α	76%	1%	1%	1%	20%	2%	F	0.099	Α	0.506	51000	Α
		To:	-	US	33, E Marke	et St												
South 81		City of Harrisonburg	(Maint: 92)	1.30	24000		77%	1%	1%	1%	19%	2%	_	0.107	Α		23000	Α
(81)	Combined Troffic	Estimates for 2 Parallel	,		47000	A	76%	1%	1%	1%	20%	2%		0.107	A	0.510	45000	A
	Combined Trainic	To:	noadways on this n		L Harrisonb	A	7076	1 /0	1 /0	1 /0	20 /0	2/0	'	0.103	^	0.510	43000	٨
South		From:			I-81 South	u.g												
(81) Ramp I-81 S Exit 245	to Port Republic Rd	City of Harrisonburg	(Maint: 82)	0.12	4900	Α	97%	0%	1%	0%	1%	0%	F	0.199	Α		4700	Α
0.)	•	To:		SR 253	Port Repul	blic Rd												
South		From:			I-81 S													-
(81) Ramp I-81 S Exit 247	to US 33 E	City of Harrisonburg	(Maint: 82)	0.12	NA									NA			NA	
		To:		US 3:	3 E, E Mark	ket St												
South		From:			I-81 South													-
81 Ramp		City of Harrisonburg	(Maint: 82)	0.22	1300	G								0.124	F		1300	G
		10:			3 W, E Marl													
Dord Dorodella Dd		From:	-1		11 S Main		070/	00/	10/	00/	40/	00/	_				00000	0
253 Port Republic Rd		City of Harrison	nburg	0.48	24000	G	97%	0%	1%	0%	1%	0%	С	NA			26000	G
		To: From:		0.05	I-81		070/	00/		00/	40/	00/		0.00=		0.546	00000	
Port Republic Rd		City of Harrison	nburg	0.85	25000	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.549	26000	G
		To: From:	<u> </u>		ich Grove A													
Port Republic Rd		City of Harrison	nburg	0.48	8500	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.587	9100	G
		To:		ECI	L Harrisonb	urg												

						Oity of Harrison	ibarg								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From				NCL Harrisonb	****								
(F238) Buffalo Dr	0.07	350	R			NCL Harrisono	urg			NA			NA		05/10/2009
		Tr	١.			Dead End									
O VII. O:		Fron	12	2221		E Market St		221			_				
1 Vine St	1.42	8300 To	, G	96%	1%	1% 1% N Main St	1%	0%	С	0.092	F	0.505	8800	G	2014
		From	1.			Paul St									
3 Eastover Dr	0.44	310	G	97%	1%	1% 0%	1%	0%	F	0.122	F	0.901	330	G	2014
		To	):			Reservoir St									
F. Washington Ot	0.04	Fron	12	050/		115-4115 N Liberty		00/	_	0.004	_	0.505	0.400	_	0014
4 E. Washington St	0.24	3200	G	95%	2%	2% 0%	1%	0%	F	0.091	F	0.525	3400	G	2014
4 E. Washington St	0.72	3700 From	G	95%	2%	N Main St 2% 0%	1%	0%	С	0.089	F	0.516	3900	G	2014
4 E. Washington St	0.72	3700 To	, G	90 /6	2./0	Vine St	1 /0	0 /6	U	0.009	'	0.510	3900	G	2014
		Fron	1:			SR 42									
5 Acorn Dr	1.16	4100	G	97%	1%	1% 0%	1%	0%	С	0.094	F	0.621	4400	G	2014
		To	):			Mt Clinton Pil									
6 Park Rd	0.58	2500	<u> </u>	98%	0%	Mt Clinton Pil	ке 0%	0%	С	0.107	F	0.637	2600	G	2014
6 Park Rd	0.56	<b>2000</b>	<u> </u>	<i>3</i> 0 /0	U /0		U /0	0 /0	-	0.107	'	0.007	2000	G	2014
6 Park Rd	0.34	1900 From	G	98%	0%	Shank Dr 1% 0%	0%	0%	F	0.129	F	0.517	2000	G	2014
0 - 4		To	):			Harmony Dr									
_		From	1.			Park Rd									
7 Harmony Dr	0.23	1400	G	98%	0%	1% 0%	0%	0%	С	0.111	F	0.566	1500	G	2014
		Tr	,			SR 42									
(4100) Mosby Rd	0.35	7700	G G	96%	0%	WCL Harrisonb	ourg 3%	0%	С	0.094	F	0.563	8200	G	2014
(4100) WOSDY 11d	0.00	7700	<u> </u>	30 /0	0 70		0 70	0 70		0.054	'	0.505	0200	G	2014
(4100) Mosby Rd	0.26	8300 From	G	96%	0%	Mosby Ct 1% 0%	3%	0%	F	0.091	F	0.572	8800	G	2014
,		To	):			Main St									
		From	1:			Pear St									
(4102) Pleasant Hill Rd	0.78	8900	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.568	9400	G	2014
		Fron	1:			US 11 S Main US 11 Pleasant H				+					
(4102) Stone Spring Rd	0.65	8600	G	98%	0%	1% 1%	0%	0%	С	0.100	F	0.568	9200	G	2014
		Tz Fron	1			Ramblewood I	Rd								
(4102) Stone Spring Rd	0.53	7900	G	98%	0%	1% 1%	0%	0%	F	0.100	F	0.571	8400	G	2014
<u> </u>		To	):			ECL Harrisonb									
(4103) Central Ave	0.14	1500	L	98%	1%	Pleasant Hill F	0%	0%	С	0.097	F	0.576	1600	G	2014
(4103) Central Ave	0.14	1300 To		0070	1 70		070	0 70		0.007	Ċ	0.070	1000	u	2014
(4103) Central Ave	0.91	1000 From	G	98%	1%	Sharon St 1% 0%	0%	0%	F	0.138	F	0.642	1100	G	2014
4103)		To	):			Maryland Av									
		Fron	1:			S High St									
(4104) South Ave	0.52	5600	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.569	5900	G	2014
		From	1			S Main St	1.								
(4105) Maryland Ave	0.44	9200	L	97%	0%	SR 42 High S	1%	0%	F	0.09	F	0.606	9800	G	2014
4103)	3.11	т.		J. 70		Main St	. 70		•						
		Fron	1:			SR 253 Port Repub	olic Rd								
(4105) Ramp to I-81 N at Ex	cit 24 <b>5</b> .19	3800	Α							0.133	Α		3700	Α	2014
		To				I-81 North									
(4105) Ramp	0.14	4100	G G			SR 253 Port Repub	olic Rd			0.117	F		4100	G	2014
(4105) Harrip	0.14	4100 To				I-81 South				0.117	ı		4100	G	2014
			•							•					

						City of F	arrisoni	ourg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg						an										
Controll Avo	0.26	11000	G	99%	0%	SR 42	2 S High S 0%	t 0%	0%	F	0.092	F	0.602	12000	G	2014
(4106) Cantrell Ave	0.26	11000		9970	076				0%	Г	0.092	Г	0.002	12000	G	2014
Countriell Asso	0.00	From	<u> </u>	000/	00/		S Main S		00/				0.501	17000		0014
(4106) Cantrell Ave	0.99	16000	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.581	17000	G	2014
0 1 11 4	0.10	From	<u> </u>	202/	00/		ervoir St	00/	201				0.000	0000		0014
(4106) Cantrell Ave	0.18	7800	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.609	8300	G	2014
			<u> </u>				E Market									
(4107) Reservoir St	0.97	15000	G	99%	0%	SCL H	larrisonbur 0%	0%	0%	F	0.085	F	0.522	16000	G	2014
(4107) Reservoir St	0.57	15000		99 /o	0 /6	0 /6	0 /6	0 /6	0 /6	1	0.003	•	0.522	10000	G	2014
	0.57	From	<u> </u>	000/	00/		ersity Blvd		00/				0.500	00000	_	004.4
(4107) Reservoir St	0.57	21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.529	23000	G	2014
<u> </u>		To From					tover Dr									
(4107) Reservoir St	0.89	11000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.512	12000	G	2014
		To From				ΕN	1arket St									
(4107) Sterling St	0.13	1600	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.554	1700	G	2014
$\overline{}$		To From					Gay St									
Cay St	0.45		<u> </u>	95%	1%	Ste	erling St	20/	0%	F	0.114	F	0.500	2200	G	2014
(4107) Gay St	0.45	2200	G	JJ /0	1 /0		1%	2%	U /0	1,	0.114	1.	0.582	2300	G	2014
<u> </u>		From	<u> </u>	2521			ason St							=		
(4107) Gay St	0.33	5000	G	95%	1%	1%	1%	2%	0%	С	0.093	F	0.610	5300	G	2014
<u> </u>		From				R 42 Virgir		High St								
(4107) Gay St	0.11	3000	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.63	3200	G	2014
		To					cago Ave									
(4107) Chicago Ave	0.58	4000	G	98%	1%	1%	Gay St 0%	0%	0%	С	0.093	F	0.51	4300	G	2014
(4107) Chicago Ave	0.50	4000		30 70	1 /0			0 70	0 70		0.000	•	0.51	4000	ч	2014
Chicago Ava	0.40	From	<u> </u>	000/	10/		erman Dr	00/	00/	F			0.500	E000		2014
(4107) Chicago Ave	0.43	5600 To	G	98%	1%	1%	0% linton Pike	0%	0%	Г	0.093	F	0.506	5900	G	2014
		From						,								
(4108) Paul St	0.64	1300	G	99%	0%	1%	tover Dr 0%	0%	0%	С	0.092	F	0.595	1400	G	2014
(4108) Paul St	0.04	1300		33 /6	0 /6			0 /6	0 76	U	0.032	•	0.535	1400	u	2014
O Parad Ot	0.44	From	<u> </u>	000/	00/		ason St	00/	00/				0.5	000	_	004.4
(4108) Paul St	0.14	810 To	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.5	860	G	2014
		-	1				Iain St									
Cross Ct	0.07	From	<u> </u>	000/	20/		ligh St	00/	00/		0.101	_	0.510	2200	_	0014
4109 Grace St	0.27	3100	G	92%	2%	6%	0%	0%	0%	С	0.101	г	0.513	3300	G	2014
O a ==:		From	لبا				Iain St									
(4109) Grace St	0.14	4400	G	92%	2%	6%	0%	0%	0%	F	0.099	F	0.535	4600	G	2014
~		To From					ason St race St									
(4109) Mason St	0.10	3500	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.554	3700	G	2014
				- /-							—ı					
(4109) Mason St	0.20	3700 From	G	99%	0%	0%	trell Ave	0%	0%	С	0.096	F	0.626	3900	G	2014
(4109) IVIASOTI St	0.20	3700		JJ /0	U /0			U /0	U /0	0	0.030	'	0.020	3300	u	2014
Maccon Ot	0.11	From	<u> </u>	0001	001		Paul St	001	00/		0.005		0.005	4000		0044
4109 Mason St	0.41	4000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.605	4300	G	2014
		From					arket St									
(4109) Mason St	0.44	7700	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	8200	G	2014
		To	<u> </u>				Iain St									
		From	ليا	0000			N High S			_	_]	_	0 = 2 :			
(4110) Wolfe St	0.12	2300	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.594	2400	G	2014
$\sim$		To				NΙ	iberty St									
		From														
(4110) Wolfe St	0.11	2800 From	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.584	3000	G	2014
(4110) Wolfe St	0.11	To	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.584	3000	G	2014
Wolfe St  Wolfe St	0.11	2800 From From 1000	G G	98%	1%	1%		0%	0%	F C	0.098	F F	0.584	1100	G G	2014

						City Of I	Harrison	burg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg											ı					
(4110) Old Furnace Rd	0.29	3500	G	98%	1%	1%	Volfe St 0%	0%	0%	F	0.102	F	0.756	3700	G	2014
(4110) Old Furnace Rd	0.91	2300 From:	G	98%	1%	1%	Vine St 0%	0%	0%	F	0.116	F	0.644	2400	G	2014
		-					Harrisonbu									
(4113) Country Club Dr	0.76	7600	G	98%	0%	1%	E, E Marke 0%	0%	0%	С	0.106	F	0.544	8000	G	2014
(4113) Country Club Dr	0.85	11000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.569	12000	G	2014
		From:					V, E Mark	et St								
4114 Kratzer Ave	0.12	3500 To:	G				Noll Dr Liberty St				0.122	F	0.703	3700	G	2014
		From:														
4115 Liberty St	0.25	2800	G	90%	1%	2%	Noll Dr 3%	4%	0%	F	0.112	F	0.613	3000	G	2014
Liberty St	0.32	5900	G	90%	1%	2%	atzer Ave 3%	4%	0%	F	0.098	F	0.584	6200	G	2014
4115 Liberty St	0.32	4700	G	90%	1%	2%	3%	4%	0%	F	0.096	F	0.552	5000	G	2014
4115 Liberty St	0.80	3600 From:	G	90%	1%	2%	harles St 3% Harrisonbu	4%	0%	С	0.095	F	0.546	3900	G	2014
		From:	l					ııg.								
4116) Pike Church Rd	0.14	2000 <sub>To:</sub>	G	89%	1%	1%	Main St 2% Harrisonbu	8% Irg	0%	С	0.099	F	0.564	2100	G	2014
		From					losby Rd									
Pear St	1.09	3800 To	G	98%	0%	1%	0% sant Hill R	0% d	0%	С	0.104	F	0.589	4100	G	2014
		From:				WCL	Harrisonbu	ırg								
Erickson Ave	0.72	8000 To:	G	97%	1%	1% S	1% High St	1%	0%	С	0.096	F	0.588	8500	G	2014
		From:					Harrisonbu									
(4119) Garbers Church Rd	0.05	3400	G	97%	1%	1%	1%	0%	0%	F	0.106	N	0.563	3600	G	2014
Garbers Church Rd	1.48	4500	G	97%	1%	Eric 1%	1%	0%	0%	С	0.145	F	0.595	4800	G	2014
<u> </u>		To- From:					3 Market S									
(4119) Switchboard Rd	0.21	2600 To:	G	97%	1%	1%	1%	0%	0%	F	0.12	F	0.544	2700	G	2014
		From:			Γ		isonburg, 8	2-910								
(4120) Waterman Dr	0.84	4400 To:	G	95%	0%	1%	Market St 1% icago Ave	2%	0%	С	0.098	F	0.522	4600	G	2014
		From:					Harrisonbu	ıra								
Mt Clinton Pike	0.19	6000	G	95%	0%	1%	1%	2%	0%	F	0.106	F	0.553	6400	G	2014
4121 Mt Clinton Pike	0.10	6700	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.562	7100	G	2014
Mt Clinton Pike	0.37	8700 From:	G	96%	0%	1%	1%	1%	0%	С	0.1	F	0.538	9300	G	2014
(4121) Mt Clinton Pike	1.29	7600	G	95%	0%		Virginia Arginia Ave	2%	0%	F	0.096	F	0.523	8100	G	2014
$\bigcup$		To:				N	Main St									
(4122) Edom Rd	0.21	3100	G	97%	1%	1%	ginia Ave 0%	0%	0%	F	0.09	F	0.620	3300	G	2014
$\overline{}$		To:				N l	Liberty St									

Table   Part							City of	Harrison	burg								
Stage   Pleasant Valley Rd   0.67   5000   G   89%   1%   1%   1%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
### Bruce St	City of Harrisonburg																
	O Davis Ch	0.15		<u> </u>	070/	10/		_	00/	00/			_	0.704	0000	0	0014
Pleasant Valley Rd	4124) Bruce St	0.15	2100	G	97%	1%	1%	0%	0%	0%	C	0.099	F	0.724	2200	G	2014
Main 88   Main	O B 0:	0.00	From	Ļ	070/	40/			00/	00/					2222		0014
	(4124) Bruce St	0.22		G	9/%	1%			0%	0%	<u> </u>	0.119	F		2000	G	2014
Common   C				<u> </u>								_					
SEC	Keezletown Rd	0.76		<u></u>	96%	10/_		_		O°/-	F	0 113	E	0 649	1600	G	2014
Pleasant Valley Rd	14125 Reezielowii Hu	0.70			30 /6	1 /0				0 78	-	<del>-0.113</del>	'	0.043	1000	u	2014
1129   Pleasant Valley Rd   0.67   500   G   98%   1%   1%   2%   0%   0%   C   0.104   F   0.612   3000   G   2014			From						_								
	Greendale Rd	1.05	2800	G	96%	1%				0%	С	0.104	F	0.612	3000	G	2014
Pleasant Valley Rd	4121)																
Pleasant Valley Rd 0.67 5000 G 88% 1% 2% 7% 0% F 0.091 F 0.557 5400 G 2014    Research Valley Rd 0.73 7100   Research Rd   Rd   Rd   Rd   Rd   Rd   Rd   Rd			From														
No.	4128) Pleasant Valley Rd	0.67	5000	G	88%	1%				0%	F	0.091	F	0.557	5400	G	2014
Pleasant Valley Rd   0.73   7100   G   88%   1%   1%   2%   7%   0%   C   0.990   F   0.508   7500   G   2014			To				RTE 71	) Greendal	e Rd								
S Main St	Diament Valley Del	0.70		<u> </u>	000/	40/				00/			_	0.500	7500	_	004.4
Part	Pleasant Valley Rd	0.73	/100	G	88%	1%			7%	0%	C	0.090	F	0.508	7500	G	2014
2nd St																	
Nillow St on South Ead	and St			<u> </u>			Hartman	Dr on Nort	h End			0.102	_	0.633	290	G	2014
Alleghany Ave 140 G	Ziiu Si						Willow 9	St on South	Fnd			0.103	'	0.032	200	G	2014
Alleghany Ave			From						Liid			1					
Star Crest Dr   Star Star Star Star Star Star Star Star	Alleghany Ave							Clay St				0.098	F	0 571	150	G	2014
Star Crest Dr	Allogitatiy Ave		То				Sta	r Crest Dr				0.000	·	0.57 1	150	u	2014
Blue Ridge Rd			From									i					
Country Club Dr	Blue Ridae Rd		5400	G			510	i Cicsi Di				0.091	F	0.582	5800	G	2014
Bluestone St	2.00 : 1.090 : 1.0						Cour	ntry Club D	)r				•	0.002	0000	<u>.</u>	
Bluestone St			From														
Star Crest Dr	Bluestone St		140	G			11101					0.133	F	0.5	150	G	2014
Sparrow Ct			To				]	Fry Ave									
Sparow Ct			From				Sta	r Crest Dr									
Campbell St   260   G	Broad View Dr		540	G								0.103	F	0.603	580	G	2014
Campbell St   260   G			To				Sp	arrow Ct									
Top   Reservoir St			From				N.	Mason St									
Carlton St 6800 G	Campbell St		260	G								0.115	F	0.603	280	G	2014
Carlton St 6800 G			To					Ott St									
Cedar St							Re	servoir St									
Cedar St   140   G	Carlton St		6800	G								0.088	F	0.662	7200	G	2014
Cedar St 140 G			To				M	Iarket St									
To   West Ave   Prom   N Liberty St   St   2300   G   St   N Main St   St   St   St   St   St   St   St							S. D	ogwood D	r								
N Liberty St   St   St   St   St   St   St   St	Cedar St			G								0.123	F	0.588	150	G	2014
Charles St 2300 G				<u> </u>													
Clay St   From   Country Club   Clay St   720   G	Charles Ct			Ļ			N	Liberty St					_	0.501	0400	0	0014
Clay St 720 G 0.111 F 0.658 770 G 2014    Clay St 720 G 0.111 F 0.658 770 G 2014	Charles St						N	Main St				0.084	Г	0.501	2400	G	2014
Clay St 720 G 0.111 F 0.658 770 G 2014    From   Jefferson St   Je				1													
Broadview Dr   From   Jefferson St   St   St   St   St   St   St   St	Clay St			<u></u>			Co	untry Club				0 111	_	0.659	770	G	2014
Clinton St 380 G 0.106 F 0.639 400 G 2014  To N Main St  Crawford St 870 G 0.131 F 0.661 920 G 2014  To Port Republic Rd From Monument Ave  Crawford St 620 G 0.169 F 0.624 660 G 2014	Olay St						Bro	adview Dr				-0.111	'	0.036	770	G	2014
Clinton St 380 G 0.106 F 0.639 400 G 2014    N Main St			From									<del></del>					
N Main St           Crawford St         870 G         Orchard Lane           To         Port Republic Rd           From         Monument Ave           Crawford St         620 G         0.169 F         0.624         660 G         2014	Clinton St			G			је	neison St				0.106	F	0.639	400	G	2014
Crawford St         870 G         Orchard Lane           To Port Republic Rd From Monument Ave         Monument Ave           Crawford St         620 G         0.169 F 0.624 660 G         2014	Similari St			r <u> </u>			N	Main St					•	0.000	700	<b>-</b>	_017
Crawford St         870 G         G         0.131 F         0.661 920 G         2014 Port Republic Rd           From Monument Ave           Crawford St         620 G         0.169 F         0.624 660 G         2014 Port Republic Rd			From									<del>- i</del>					
To Port Republic Rd           From:         Monument Ave           Crawford St         620         G         0.169         F         0.624         660         G         2014	Crawford St			G			Oit	naiu Laile				0.131	F	0.661	920	G	2014
From         Monument Ave           Crawford St         620         G         0.169         F         0.624         660         G         2014	oramora or			m			Port	Republic R	d				•	0.001	320	<b>-</b>	_017
			From														
To: Orchard Lane	Crawford St											0.169	F	0.624	660	G	2014
			To				Orc	hard Lane									

					City of Harrisonburg							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail	CC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Harrisonburg	From	1			Hillandale Ave							
Dale Cir	80	G			Timendale TTV		0.193	F	0.5	80	G	2014
	To				Hillandale Ave							
	From				Maryland Ave							
Elmwood Dr	<b>200</b>	G			XY X7 1 A		0.113	F	0.617	210	G	2014
	From				New York Ave							
Green St	140	G			N. Dogwood Dr		0.112	F	0.656	150	G	201
aroon or	To				Willlow St			•	0.000	100	Ğ	
	From				W. Gay St							
Hartman Dr	230	G			•		0.106	F	0.673	250	G	201
	To				Second St							
	From				E Rock St							
Hill Street	NA To				T.G. G.		NA			NA		
		<u> </u>			E Gay St							
Hillandale Ave	640	G			S. Dogwood Dr		0.126	F	0.521	680	G	201
i illialidate Ave	<b>040</b>				S. High St.		0.120	'	0.521	000	u	201
	From				Fairview Ave							
Hillcrest Dr	270	G			Tanview Ave		0.152	F	0.625	280	G	201
	To				Maplehurst Ave							
	From				Dead End							
Hillside Ave	600	G					0.143	F	0.648	640	G	201
	To				Monument Ave							
	From				Moore St						_	
Holly Hill Dr	140	G			VVV . G		0.114	F	0.529	150	G	201
					N Main St							
Monument Ave	860	G			Valley St		0.113	F	0.618	920	G	201
Worldment Ave	To				Bluestone St		0.110	'	0.010	320	G	201
	From				Dead End							
Moore St	100	G			Dead End		0.115	F	0.583	110	G	201
	To				Holly Hill Dr							
	From				N. Main St							
Newman Ave	1100	G					0.09	F	0.609	1200	G	201
	To				Federal St							
	From				South Ave						_	
S. Dogwood Dr	1400 <sub>та</sub>	G			n:i ni		0.107	F	0.575	1500	G	201
		l			Ridge Rd							
South Ave	960	G			S. Dogwood Dr		0.116	F	0.543	1000	G	201
J04117140	<b>300</b>	Ĕ			Sharps Dr			•	0.0-10	1000	G	201
	From				N. Blue Ridge Rd		i					
Spottswood Dr	90	G			11. Blue Riage Ra		0.172	F	0.613	90	G	201
	Te				N. Carlton St							
	From				Blue Ridge Rd							
Star Crest Dr	430	G					0.118	F	0.591	460	G	201
	To				Alleghany Ave		L					
	From	لِيا			Wolfe St						_	
Statton Rd	40	G			W.C. G		0.236	F	0.524	40	G	201
		<u> </u>			W Gay St							
Sutter St	400	G			Jefferson St		0.099	F	0.524	420	G	201
Julio Ji	<b>400</b>	<u> </u>			Dead End		0.099	1.	0.524	420	G	201
	From	·			Fry Ave		i					
Valley St	160	G			TTY AVE		0.135	F	0.769	170	G	201
, <del>.</del> .	To				Monument Ave .			-	30			_0.

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Harrisonburg													
W. View St W. Water St		From				S. Mason St							
		240	G					0.115	F	0.552	260	G	201
		Te				Ott St							
		From				Brook Ave							
		370	G					0.119	F	0.648	390	G	201
		To				Academy St							
Walnut St Willow St		From	1			Grace St							
		770	G					0.124	F	0.625	820	G	201
		To				Dead End							
		From				W Gay St							
		920	G					0.119	F	0.598	980	G	2014
		To				Second St							
Wilson Ave		From:		Dead End									
		50	G					0.142	F	0.533	50	G	201
		To				N Main St							