2015

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	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
~	From:	SCI	_ Harrisonb	ırg												
11 Main St	City of Harrisonburg	0.91	13000	F	96%	0%	1%	1%	1%	0%	F	0.093		0.51	14000	
~	To From:		I-81				\neg \vdash									
11 Main St	City of Harrisonburg	1.77	20000	F	97%	0%	1%	1%	1%	0%	F	0.091		0.556	22000	
~	To	Ple	easant Hill R	d			\neg \vdash									
11 S Main St	City of Harrisonburg	0.87	18000	F	97%	0%	1%	1%	1%	0%	С	0.083		0.538	20000	
÷)	To	Por	t Republic I	Rd												
11 S Main St	City of Harrisonburg	0.65	22000	F	97%	0%	1%	1%	1%	0%	F	0.082		0.511	24000	
:)	, To		S Liberty St													
11 Main St NB	City of Harrisonburg	0.47	5900	F	97%	0%	1%	1%	1%	0%	F	0.1		0.551	6400	
J. Maiir Gr MB	Combined Traffic Estimates for 2 Parallel Roadways on	-		F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.773	13000	
	Combined Traine Estimates for 21 arailer floadways of	triio riodio.		•	07 70	0 70	- 70	0 / 0	1 /0	0 70	•	0.007	•	0.770	10000	
Main St ND	City of Harrisonburg	0.02	US 33 5900	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6400	
Main St NB	Combined Traffic Estimates for 2 Parallel Roadways on										N		F			
	Combined Tranic Estimates for 2 Parallel Roadways on	iriis Houle.	11000	N	96%	0%	1%	1%	1%	0%	IN	0.087	Г	0.773	11000	
~ ~~	To: From:		E Market S													
11) (33) Main St NB	City of Harrisonburg	0.03	5900	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6400	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9000	N	97%	0%	1%	0%	1%	0%	N	0.087	F	0.773	9700	
~	To: From:		US 33 Par													
11 Main St NB	City of Harrisonburg	0.34	5900	N	97%	0%	1%	1%	1%	0%	Ν	0.1		0.551	6400	
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									0.087	F	0.773	NA	
	To From:	I	Kratzer Ave				\neg \vdash									
N Main St	City of Harrisonburg	0.68	8200	F	96%	0%	1%	0%	2%	0%	С	0.093		0.604	9000	
~ <i></i>	Tα		Charles St													
11 N Main St	City of Harrisonburg	0.44	6800	F	96%	0%	1%	0%	2%	0%	F	0.096		0.617	7400	
()	Tα	NCI	L Harrisonb	urg												
	From:		S Main St													
Liberty St	City of Harrisonburg	0.47	6300	F	97%	0%	1%	0%	1%	0%	С	0.082			6800	
·P.	Combined Traffic Estimates for 3 Parallel Roadways on	this Route:	18000	N	97%	0%	1%	0%	1%	0%	Ν	0.085	F	0.715	20000	
	To	IIC 22	W Market	Ctraat												
11 (33) Liberty St	City of Harrisonburg	0.23	4700	F	96%	1%	2%	1%	1%	0%	С	0.089			5100	
[F] (33) ==20.13 G.	Combined Traffic Estimates for 2 Parallel Roadways on			N	96%	0%	1%	1%	1%	0%	N	NA			11000	
					0070	0,0	.,,	. , 0	. , 0	0 / 0	•••					
1 (33) Noll Dr	City of Harrisonburg	0.14	Rock St 3100	F	97%	0%	1%	0%	1%	0%	F	0.077			3300	
Noll Dr	Combined Traffic Estimates for 2 Parallel Roadways on	-						0% 0%			•					
	Combined Traffic Estimates for 2 Parallel Roadways on		9000 Kratzer Ave	N	97%	0%	1%	0%	1%	0%	N	NA			9700	
W Market Ct	City of Howing the way		L Harrisonb	-	069/	10/	10/	00/	20/	00/	_	0.000		0.507	0000	
33 W Market St	City of Harrisonburg	1.11	9100	F	96%	1%	1%	0%	2%	0%	г	0.099		0.597	9900	

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Waterman Di													
(33) W Market St	City of Harriso	nburg 0.61	9600	F	96%	1%	1%	0%	2%	0%	С	0.092		0.529	10000	F
~	To: From:		R 42 S High	St												
(33) W Market St	City of Harriso		4800	F	96%	1%	1%	0%	2%	0%	F	0.097			5300	F
<u> </u>	To:	I	Bus US 33 Pa	ır												
(33) (11) Main St NB	City of Harriso	nburg 0.02	US 11 <b>5900</b>	N	97%	0%	1%	1%	1%	0%	Ν	0.1		0.551	6400	N
	Combined Traffic Estimates for 2 Parallel	-		N	96%	0%	1%	1%	1%	0%	N	0.087	F	0.773	11000	N
	To:		JS 11 Main S		0070	0 70		1 /0	1 /0	070	.,	0.007	•	0.770	11000	
	From:		11 Main St													
33 E Market St	City of Harrison	nburg 0.11	5900	F	97%	0%	1%	1%	1%	0%	F	0.092		0.549	6400	F
<u> </u>	To:		Mason St				_									
33 E Market St	City of Harriso	nburg 0.87	12000	F	97%	0%	1%	1%	1%	0%	F	0.093		0.575	13000	F
$\bigcirc$	To		Vine St													
33 E Market St	City of Harriso	nburg 0.61	17000	F	97%	0%	1%	1%	1%	0%	С	0.09		0.541	19000	F
	To		I-81													
33 E Market St	From: City of Harriso	nburg 0.59	29000	F	96%	1%	1%	1%	2%	0%	F	0.089		0.517	31000	F
(33) 2 Marrier St	any or riamos					170		1 70		070	•	0.000		0.017	01000	•
Carlot Ct	City of Harriso		niversity Blv 25000	r <u>d</u> F	97%	0%	1%	0%	20/	0%	С	0.095		0.604	27000	F
33 E Market St			L Harrisonb		97%	076	170	0%	2%	0%	C	0.095		0.004	27000	Г
F	From:															
East 33 Ramp to I-81 S at Exit 24	7 City of Harrisonburg		33 E, E Mark 12000	G G								0.096			12000	G
(33) Hamp to 101 0 at Exit 24	To:	(Mant. 62) 0.21	I-81 S				$\neg$					0.000			12000	ď
East	From:	TIC 3	33 E, E Mark	at St			1									
33 Ramp to I-81 N at Exit 24	7 City of Harrisonburg		850	G								0.142			850	G
(33) Hamp to For IV at Exit 21	To:	(Mant. 62)	I-81 North									0.112			000	ŭ
West	From:	IIS 3	3 W, E Mark	ret St			ì									
Ramp to I-81 S at Exit 24	7 City of Harrisonburg		4900	G								0.097			4900	G
	Τσ:	,	I-81 S													
West	From:	US 3	3 W, E Mark	et St												
33 Ramp	City of Harrisonburg		3800	G								0.113			3800	G
	To:	,	I-81 North													
	From:		US 11													
(33) (11) Main St NB	City of Harriso	nburg 0.03	5900	N	97%	0%	1%	1%	1%	0%	Ν	0.1		0.551	6400	Ν
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9000	N	97%	0%	1%	0%	1%	0%	Ν	0.087	F	0.773	9700	Ν
	Τα		US 33													
	From:	SC	L Harrisonb	ırg												
(42) S High St	City of Harriso	nburg 0.13	16000	F	98%	0%	1%	1%	1%	0%	F	0.091		0.510	17000	F
$\overline{}$	To:		Erickson Ave	;												
(42) S High St	City of Harriso		17000	F	97%	0%	1%	1%	1%	0%	С	0.09		0.531	19000	F
<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	Q۱
C High Ct	From:	0.40	Sunrise Ave		000/	00/	10/	10/	10/	00/		0.001		0.507	01000	F
S High St	City of Harrisonb	burg 0.40	19000	F	98%	0%	1%	1%	1%	0%	F	0.091		0.507	21000	r
42 S High St	Tom From! City of Harrisonb	burg 0.55	Grace Ave 19000	F	98%	0%	1%	1%	1%	0%	F	0.082		0.555	21000	
S High St	Oity of Fiamsonic				30 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.002		0.555	21000	
42) N High St	City of Harrisonb	burg 0.27	Market St 16000	F	98%	0%	1%	1%	1%	0%	F	0.085		0.579	18000	
42) 14 mgm Ot	ony of Figure 1	0.27			0070	0 70		1 /0	1 /0	0 70	•	0.000		0.070	10000	
42) Virginia Ave	From: City of Harrisonb	burg 0.44	Gay St 12000	F	98%	0%	1%	1%	1%	0%	F	0.085		0.559	13000	
42) 1g	Tr.					0 70		. 70	. , 0	0,70	•	0.000		0.000	.0000	
42) Virginia Ave	From: City of Harrisonb	burg 0.60	5th St 11000	F	95%	0%	1%	3%	2%	0%	С	0.086		0.581	12000	
42) 1g	Tr.					0 70		0,0	_,,	0,70		0.000		0.00		
42) Virginia Ave	From:L City of Harrisonb		Mt Clinton Pi 13000	F	95%	0%	1%	3%	2%	0%	F	0.091		0.638	14000	
42) ***g******	Tα		CL Harrisonb						_,,	• , •						
lorth	From:	Se	CL Harrisonb	ourg												
81)	City of Harrisonburg (N	Maint: 82) 0.50	27000	Α	75%	1%	1%	1%	21%	2%	F	0.103			27000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
la who	Τα From:	US	11, South Ma	ain St			<u> </u>									
orth 81	City of Harrisonburg (N	Maint: 82) 2.83	27000	Α	75%	1%	1%	1%	21%	2%	С	0.104			27000	
81)	Combined Traffic Estimates for 2 Parallel Ro	,		Α	74%	1%	1%	1%	22%	2%	C	0.099	Α	0.526	54000	
	To:		3 Port Repul	blic Rd												
orth	From:		Port Repub			40/		40/	040/	00/	_	0.405			00000	
81	City of Harrisonburg (N	,	27000	G	75%	1%	1%	1%	21%	2%	-	0.105		0.540	26000	
	Combined Traffic Estimates for 2 Parallel Ro	<u> </u>		G	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.540	53000	
orth	To: From:	US	33, E Marke	et St												
81)	City of Harrisonburg (M	Maint: 82) 1.60	25000	Α	75%	1%	1%	1%	21%	2%	F	0.114			24000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	50000	Α	74%	1%	1%	1%	22%	2%	F	0.102	Α	0.543	47000	
	Τα:	N	CL Harrisonb	ourg												
orth	From:		I-81 North													
Ramp	City of Harrisonburg (۱ ترا		4100 ort Republic	G								0.106			4100	
	Providence of the Control of the Con	P														_
lorth 81 Ramp	City of Harrisonburg (N	Maint: 82) 0.25	I-81 North 4900	G								0.1			4900	
81) 1141119	Tree	,	33 E, E Marl									0.1			4000	
orth	From:		I-81 North													_
Ramp	City of Harrisonburg (N	Maint: 82) 0.12	2800	G								0.102			2800	
· · · · · · · · · · · · · · · · · · ·	To:		33 W, E Mar													
outh	From:	Se	CL Harrisonb	ourg												
81)	City of Harrisonburg (N		27000	Α	73%	1%	1%	1%	23%	2%	F	0.105			26000	
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route	54000	Α	74%	1%	1%	1%	22%	2%	F	0.097	Α	0.503	53000	
	To:	US	11, South Ma	ain St												

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

Davita		والموالم واسارا			AADT		4T:	Dura		Tru	ıck		00	K	01/	Dir	A A \ A \ D T	014/
Route		Jurisdictio	n Ler	ngth	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South (81)		From:			l, South Ma													
81		City of Harrisonburg	,		28000	Α	73%	1%	1%	1%	23%	2%	С	0.105			27000	Α
•	Combined Traffic	Estimates for 2 Parallel	Roadways on this Ro	ute:	55000	Α	74%	1%	1%	1%	22%	2%	С	0.099	Α	0.526	54000	Α
South		To: From:	S	R 253	Port Repul	olic Rd												
South (81)		City of Harrisonburg	(Maint: 82) 1.5	50	28000	G	73%	1%	1%	1%	23%	2%	F	0.101			27000	G
	Combined Traffic	Estimates for 2 Parallel	Roadways on this Ro	ute:	54000	G	74%	1%	1%	1%	22%	2%	F	0.098	Α	0.540	53000	G
		To		US 3	33, E Marke	et St												
South 81		City of Harrisonburg	(Maint: 92) 1 :	30	25000	A	73%	1%	1%	1%	23%	2%	_	0.106			24000	Α
(81)	Combined Traffic	Estimates for 2 Parallel	'		50000	A	74%	1%	1%	1%	22%	2%	· F	0.100	Α	0.543	47000	A
	Combined Trainic	To:	Tioadways off this file		L Harrisonb		7470	1 /0	1 /0	1 /0	ZZ /0	2 /0	'	0.102	^	0.545	47000	^
South		From:			I-81 South													
(81) Ramp I-81 S Exit 245	to Port Republic Rd	City of Harrisonburg	(Maint: 82) 0.		4200	G	97%	0%	1%	0%	1%	0%	F	0.139			4100	G
	·	To:	S	R 253	Port Repul	olic Rd												
South		From:			I-81 South													
(81) Ramp I-81 S Exit 247	7 to US 33 E	City of Harrisonburg	(Maint: 82) 0.	12	4000	F								0.09			4000	F
$\overline{}$		То:		US 33	BE, E Mark	tet St												
South		From:			I-81 South													
81 Ramp		City of Harrisonburg	, ,		1300	G								0.124			1300	G
		10:			W, E Marl													
Deat Decate lie Del		From:			11 S Main		070/	00/	10/	00/	40/	00/	_	0.000		0.500	07000	0
253 Port Republic Rd		City of Harrison	nburg 0.	48	25000	G	97%	0%	1%	0%	1%	0%	С	0.086		0.560	27000	G
		From:	1	0.5	I-81		070/	20/	10/	00/	40/	00/		0.004		0.540	07000	
253 Port Republic Rd		City of Harrison	nburg 0.8	85	25000	F	97%	0%	1%	0%	1%	0%	F	0.084		0.546	27000	F
		To: From:			ch Grove A													
253 Port Republic Rd		City of Harrison	nburg 0.	-	11000	F	97%	0%	1%	0%	1%	0%	F	0.088		0.558	12000	F
		10:		ECL	_ Harrisonb	urg												

			<u> </u>	4							K	Dir		6111	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW	Year
City of Harrisonburg		From	1			NCL Ha	ırrisonbu	rg							
(F238) Buffalo Dr	0.07	350	R								NA		NA		05/10/200
		From	1				d End								
1 Vine St	1.42	7900	F	95%	1%	1%	arket St 1%	2%	0%	С	0.092	0.523	8600	F	2015
		To					Iain St								
2 Eastover Dr	0.44	From	<u> </u>	OE9/	10/		ul St	20/	00/	_	0.141	0.007	1100		001E
3 Eastover Dr	0.44	990 To	F	95%	1%	1% Rese	2% rvoir St	2%	0%	F	0.141	0.987	1100	F	2015
		From	1			115-4115 N		Street							
4 E. Washington St	0.24	3400	F	95%	2%	3%	0%	1%	0%	F	0.096	0.553	3700	F	2015
<u> </u>		To From					Iain St								
4 E. Washington St	0.72	3700 To	F	95%	2%	3%	0%	1%	0%	С	0.097	0.505	4000	F	2015
		From	1				ne St R 42				1				
5 Acorn Dr	1.16	3900	F	95%	1%	1%	2%	2%	0%	С	0.102	0.59	4200	F	2015
		To					nton Pike	;							
O Park Dd	0.50	From		0001	001		nton Pike		001		0.000	0.500	0000	_	0015
6 Park Rd	0.58	2000	F	98%	0%	1%	0%	0%	0%	С	0.099	0.502	2200	F	2015
6 Park Rd	0.34	1600	F	98%	0%	Sha 1%	nk Dr 0%	0%	0%	F	0.108	0.529	1700	F	2015
6 Park Rd	0.54	To	Ė	30 /6	0 /6		nony Dr	0 /6	0 76	-	0.100	0.523	1700	į	2013
		From	1				rk Rd								
7 Harmony Dr	0.23	1200	F	98%	0%	1%	0%	0%	0%	С	0.102	0.616	1300	F	2015
		To	1				R 42								
(4100) Mosby Rd	0.35	5200		97%	0%	WCL Ha	arrisonbu 0%	rg 2%	0%	С	0.096	0.515	5600	F	2015
(4100) Mosby Rd	0.33	3200 To	_	31 /0	0 /6			2/0	0 /6		0.090	0.515	3000	'	2013
(4100) Mosby Rd	0.26	5800	1	97%	0%		sby Ct 0%	2%	0%	F	0.092	0.523	6300	F	2015
(4100)		То					ain St								
		From					ar St								
(4102) Pleasant Hill Rd	0.78	4000	F	98%	0%	1%	0%	0%	0%	С	0.089	0.567	4400	F	2015
		From	1			US 11 S	S Main S asant Hil								
(4102) Stone Spring Rd	0.65	14000	F	98%	0%	1%	1%	1%	0%	С	0.094	0.549	16000	F	2015
<u> </u>		To From					ewood Ro				$\exists$				
(4102) Stone Spring Rd	0.53	13000	F	98%	0%	1%	1%	1%	0%	F	0.096	0.561	14000	F	2015
		From	1				ırrisonbuı								
(4103) Central Ave	0.14	1200	F	97%	1%	2%	nt Hill Ro	0%	0%	С	0.109	0.611	1300	F	2015
4.00		To	-				ron St								
(4103) Central Ave	0.91	870 From	F	97%	1%	2%	0%	0%	0%	F	0.122	0.785	940	F	2015
		To	:			Maryl	and Ave								
O 0		From	<u> </u>	2221			ligh St							_	
(4104) South Ave	0.52	4800 To	F	98%	0%	1%	0% Iain St	0%	0%	С	0.087	0.514	5200	F	2015
		From	1				High St								
(4105) Maryland Ave	0.44	7900	F	97%	0%	1%	0%	1%	0%	F	0.093	0.503	8600	F	2015
		To				Ma	ain St								
<u> </u>		From	<u> </u>			SR 253 Por	t Republi	ic Rd			<u> </u>				
(4105) Ramp to I-81 N at Ex	at 24 <b>5</b> 0.19	4100 To	G			T 01	North				0.124		4000	G	2015
•		From				SR 253 Por		ic D4			<del></del>				
(4105) Ramp	0.14	4100	G			3K 2J3 F0F	i Kepubli	ıc Nu			0.117		4100	G	2015
<u> </u>		То				I-81	South								

Reservoir St							City of F	Harrisoni	burg							
Section   Sect	Route	Length	AADT	QA	4Tire	Bus				2Trail	QC		OK	AAWDT	QW	Year
Cantrell Ave   0.26   9900	City of Harrisonburg			1												
Cantrell Ave   0.99   15000   F   98%   0%   1%   0%   0%   0%   0%   0.559   16000   F   2015	Construct! Acco	0.00		<u> </u>	000/	00/				00/		0.000	0.01	11000	_	0015
### Cantrell Ave   0.99   15000   F   89%   0%   1%   0%   0%   0%   0%   0.559   18000   F   2015   ### Cantrell Ave   0.18   7700   F   98%   0%   1%   0%   0%   0%   0%   F   0.09   0.591   8300   F   2015   ### Reservoir St   0.97   15000   F   99%   0%   1%   0%   0%   0%   0%   0%   0	(4106) Cantrell Ave	0.26	9900	_ F	98%	0%	1%	0%	0%	0%	F	0.093	0.61	11000	F	2015
Cantrell Ave   0.18   7700   F   98%   0%   1%   0%   0%   0%   0%   0%   0	$\overline{}$		To From													
Cantrell Ave	(4106) Cantrell Ave	0.99	15000	F	98%	0%	1%	0%	0%	0%	С	0.096	0.559	16000	F	2015
100   Reservoir St   0.97   15000   F   93%   95%   15%   15%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%   05%			To				Res	servoir St				$\neg$ —				
US 31 EMBASES   U.57   15000   F 99%   0%   0%   0%   0%   0%   0%   F 0.083   0.518   16000   F 2015	(4106) Cantrell Ave	0.18	7700	F	98%	0%	1%	0%	0%	0%	F	0.09	0.591	8300	F	2015
			Te				US 33	E Market	St							
Reservoir St   0.97   15000   F   99%   0%   1%   0%   0%   0%   0%   F   0.083   0.518   16000   F   2015			From				SCL F	Harrisonbu	rg							
1107   Reservoir St   0.50   15000   F   99%   0%   1%   0%   0%   0%   0%   F   0.09   0.602   17000   F   2015	Reservoir St	0.97	15000	F	99%	0%				0%	F	0.083	0.518	16000	F	2015
	4.00)		т-													
Fig.   Reservoir St   0.56   9400   F   99%   0%   1%   0%   0%   0%   0%   0 0 0 0   0 0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0   0 0	December Ct	0.00	From	<u> </u>	000/	00/				00/			0.600	17000		2015
### Reservoir St	(4107) Reservoir St	0.90	15000	г	99%	0%	170	0%	0%	0%	Г	0.09	0.602	17000	Г	2015
Sterring St   0.13   1500   F   95%   1%   1%   1%   2%   0%   F   0.104   0.552   1700   F   2015			To From				Car	ntrell Ave								
1107   Sterling St   0.13   1500   F   95%   1%   1%   1%   2%   0%   F   0.104   0.552   1700   F   2015	(4107) Reservoir St	0.56	9400	F	99%	0%	1%	0%	0%	0%	С	0.095	0.512	10000	F	2015
Sterling St   0.13   1500   F   95%   1%   1%   1%   2%   0%   F   0.104   0.552   1700   F   2015	$\bigcirc$		To				IIC 22	E Morket	C+							
100   Gay St   0.45   1900   F   95%   1%   1%   1%   2%   0%   F   0.108   0.606   2100   F   2015	Sterling St	0.13	1500		95%	1%				0%	F	0 104	0 552	1700	F	2015
Serving St   Ser	4107) 5.571119 5.	0.10	. <b></b>	<u>.                                      </u>	30 /0	1 /0			<u> </u>	0 /0	•	-5.107	0.002	1700	•	_010
100   Gay St   0.45   1900   F   95%   1%   1%   1%   2%   0%   F   0.108   0.606   2100   F   2015			From													
14107   Gay St   0.11   1900   N   95%   1%   1%   1%   2%   0%   N   0.108   0.606   2100   N   2015     14107   Gay St   0.22   4800   F   95%   1%   1%   1%   2%   0%   C   0.096   0.564   5300   F   2015     14107   Gay St   0.11   2700   F   95%   1%   1%   1%   2%   0%   0%   0%   0%   0.564   5300   F   2015     14107   Chicago Ave   0.58   3500   F   98%   1%   1%   0%   0%   0%   0%   0%   0	(4107) Gay St	0.45	1900	F	95%	1%			2%	0%	F	0.108	0.606	2100	F	2015
100   Gay St   0.11   1900   N   95%   1%   1%   1%   2%   0%   N   0.108   0.606   2100   N   2015	, ==								. •				3.230			
14107   Gay St   0.22   4800   F   95%   1%   1%   1%   2%   0%   C   0.096   0.564   5300   F   2015	004	0 1 1		<u> </u>	0501	401			001	001	K 1		0.000	0400	k i	0015
Color   Colo	(4107) Gay St	0.11	1900	N	95%	1%	1%	1%	2%	0%	N	U.108	0.606	2100	N	2015
100   Gay St   0.22   4800   F   95%   1%   1%   1%   2%   0%   C   0.096   0.564   5300   F   2015			To From				US 11	Main St N	IB							
SR 42 Virginia Ave; N High St   Sr 42 Virginia Ave; N High S	4107) Gay St	0.22	4800	F	95%	1%	1%	1%	2%	0%	С	0.096	0.564	5300	F	2015
100   Gay St   0.11   2700   F   95%   1%   1%   1%   2%   0%   F   0.097   0.616   3000   F   2015			To			CE	. 40 X7: :		TT: 1 C			_				
Chicago Ave	O Ct	0.11		<u> </u>	050/					00/		0.007	0.010	0000		0015
1107   Chicago Ave   0.58   3500   F   98%   1%   1%   1%   0%   0%   0%   0%   0	(4107) Gay St	0.11	2700		95%	1%			2%	0%	<u> </u>	0.097	0.616	3000	F	2015
A			From													
Waterman Dr	Chicago Ave	0.58	2500	ᆫ	08%	10/_			Λ°/-	Nº/-		0 103	0.514	3800	F	2015
A	(4107) Officago Ave	0.50	3300		30 /6	1 /6	1 /0	0 76	0 78	0 76	U	0.103	0.514	3000	'	2013
Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike       Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike     Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike   Mt Clinton Pike			From													
Hard	(4107) Chicago Ave	0.43	5100	F	98%	1%	1%	0%	0%	0%	F	0.094	0.515	5600	F	2015
A	$\bigcirc$		To	c			Mt C	linton Pike	e							
A			From	i:			Eas	stover Dr								
Cantrell Ave   Form   Cantrell Ave   Cantrell Ave	A108) Paul St	0.15	3400	F	99%	1%			0%	0%	F	0.107	0.901	3700	F	2015
August   Paul St   Paul	4100															
Mason St   Mason St	O Parad Ot	0.40	From	<u> </u>	000/	40/			00/	00/		0.100	0.500	4400		0045
4109 Paul St 0.14 670 F 99% 1% 0% 0% 0% 0% F 0.115 0.503 730 F 2015	(4108) Paul St	0.49	990	F	99%	1%	0%	0%	0%	0%	C	0.106	0.583	1100	F	2015
A			To From				M	Iason St								
Main St   Main St   High St   Main St   High St   Main St   Mason St   Main St   Mason	(4108) Paul St	0.14			99%	1%	0%	0%	0%	0%	F	0.115	0.503	730	F	2015
Control   Cont	$\overline{\bigcirc}$		To													
Grace St   0.27   3000   F   92%   1%   6%   0%   0%   0%   0%   C   0.104   0.505   3300   F   2015			From													
Main St   Main	Grace St	n 27			92%	1%			0%	0%	C	0 104	0 505	3300	F	2015
4109 Grace St  0.14 3700 F 92% 1% 6% 0% 0% 0% F 0.092 0.591 4100 F 2015    Mason St	4109 31400 01	0.27	5000		JL /6	1 /0			J /0	0 /0		0.104	0.505	5500		2013
Mason St   Mason St   Grace St	$\overline{}$											_				
Align   Mason St   O.10   3600   F   99%   0%   0%   0%   0%   0%   0%   F   0.104   0.592   3900   F   2015	(4109) Grace St	0.14	3700	F	92%	1%			0%	0%	F	0.092	0.591	4100	F	2015
Mason St   0.10   3600   F   99%   0%   0%   0%   0%   0%   0%   F   0.104   0.592   3900   F   2015	$\overline{}$		To		<del></del>							_				
Cantrell Ave   Cant				<u> </u>	00-1	0.51			051	0.5.					_	001-
Mason St 0.20 3700 F 99% 0% 0% 0% 0% 0% C 0.101 0.629 4000 F 2015    4109   Mason St   0.41   4100 F 99% 0% 0% 0% 0% 0% 0% F 0.103   0.559   4500 F 2015    4109   Mason St   0.44   7300 F 99% 0% 0% 0% 0% 0% 0% F 0.091   0.518 8000 F 2015    4109   Mason St   0.44   7300 F 99% 0% 0% 0% 0% 0% 0% F 0.091   0.518 8000 F 2015    4109   Mason St   0.44   7300 F 99% 0% 0% 0% 0% 0% F 0.091   0.518 8000 F 2015    4109   Mason St   0.44   7300 F 99% 0% 0% 0% 0% 0% F 0.091   0.518 8000 F 2015	(4109) Mason St	0.10	3600	F	99%	υ%	0%	0%	υ%	0%	F	0.104	0.592	3900	F	2015
Mason St   0.20   3700   F   99%   0%   0%   0%   0%   0%   0 %   0 %   0 0	<u> </u>		T _c				Car	ntrell Ave				$\neg$ —				
Paul St	(4109) Mason St	0.20	3700	F	99%	0%			0%	0%	С	0.101	0.629	4000	F	2015
Mason St 0.41 4100 F 99% 0% 0% 0% 0% 0% F 0.103 0.559 4500 F 2015    Mason St   O.44   7300 F 99% 0% 0% 0% 0% 0% F 0.091   O.518 8000 F 2015   Main St   SR 42 N High St   SR 42 N High St   O.12 2000 F 98% 1% 0% 0% 0% 0% 0% F 0.109   O.636 2200 F 2015		-	-	_					-	-		_				,
Mason St   0.44   7300   F   99%   0%   0%   0%   0%   0%   F   0.091   0.518   8000   F   2015	Massa Ct	0.44	From	<u> </u>	0007	007			001	001			0.550	4500		0015
Mason St 0.44 7300 F 99% 0% 0% 0% 0% 0% F 0.091 0.518 8000 F 2015    Main St	(4109) Mason St	0.41	4100	F	99%	υ%	υ%	υ%	υ%	υ%	F	0.103	0.559	4500	F	2015
Mason St 0.44 7300 F 99% 0% 0% 0% 0% 0% F 0.091 0.518 8000 F 2015    Main St			To Epone				M	arket St								
To   Main St     SR 42 N High St	(4109) Mason St	0.44	7300	F	99%	0%			0%	0%	F	0.091	0.518	8000	F	2015
SR 42 N High St				:												
Wolfe St 0.12 <b>2000</b> F 98% 1% 0% 0% 0% 0% F 0.109 0.636 2200 F 2015			From	ď					!+			_				
	Wolfe St	0.10			020/	10/				Nº/	F	0.100	0 626	2200	F	2015
	4110) VVOIIE St	0.12	<b>2000</b>		JU /0	1 /0			U /0	U /0		0.109	0.036	2200		2013

						City of Harrison	iburg							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Harrisonburg														
		From	ᆫ	000/	40/	N Liberty St	00/	00/			0.50	0700	_	0045
4 ₁₁₀ ) Wolfe St	0.11	2500	F	98%	1%	0% 0%	0%	0%	F	0.104	0.59	2700	F	2015
<u> </u>		To From				N Main St								
4110) Wolfe St	0.69	990	F	98%	1%	0% 0%	0%	0%	С	0.133	0.524	1100	F	2015
		To	9			Old Furnace R	d							
		From				Wolfe St								
4110) Old Furnace Rd	0.29	3300	F	98%	1%	0% 0%	0%	0%	F	0.104	0.633	3600	F	2015
<u> </u>		To	_			Vine St								
Old Furnace Rd	0.91	2400 From:	F	98%	1%	0% 0%	0%	0%	F	0.118	0.538	2600	F	2015
Old Furnace Rd	0.51	<b>2400</b> To:	宀	30 /0	1 /0			0 /0			0.550	2000	'	2010
			<u> </u>			ECL Harrisonbu								
		From	Щ_			US 33 E, E Mark							_	
Country Club Rd	0.76	8700	F	98%	0%	1% 1%	0%	0%	С	0.098	0.550	9500	F	2015
$\bigcirc$		То	-			Linda Lane								
Country Club Dr	0.85	11000	F	98%	0%	1% 1%	0%	0%	F	0.096	0.515	12000	F	2015
Country Club Dr	0.00	То	Ė	0070	0 70	US 33 W, E Mark		0,0	•		0.0.0	000	•	_0.0
							.c. yı							
~ · ·	0.10	From	<u> </u>	0651	0-1	Noll Dr	4	051			· -	0	_	65/-
Kratzer Ave	0.12	2900	F	93%	0%	2% 1%	4%	0%	F	0.123	0.743	3100	F	2015
<u> </u>		To	Щ			N Liberty St								
		From				Noll Dr						-		
Liberty St	0.25	2800	F	89%	1%	2% 4%	5%	0%	F	0.102	0.596	3000	F	201
		-								<del></del>				
Ct ile a return Ct	0.00	From	<del></del>	000/	10/	Kratzer Ave	F0/	001			0.51.1	0000		
Liberty St	0.32	5500	F	89%	1%	2% 4%	5%	0%	F	0.104	0.514	6000	F	2015
		To	:			Edom Rd				<b>—</b> —				
Liberty St	0.32	4300	F	89%	1%	2% 4%	5%	0%	F	0.108	0.537	4700	F	2015
1113) = 112-11, 21									-				•	
<u> </u>		To: From:	<u> </u>			Charles St								
Liberty St	0.80	3300	F	89%	1%	2% 4%	5%	0%	С	0.143	0.567	3600	F	2015
<u> </u>		To	<u> </u>			NCL Harrisonb	ırg							
		From				S Main St								
Pike Church Rd	0.14	1700	F	87%	1%	1% 1%	10%	0%	С	0.094	0.594	1800	F	2015
		To				WCL Harrisonb	urg							
		From:												
Pear St	1.00			000/	10/	Mosby Rd	0%	00/	С	0.104	0.550	2200	F	2011
Pear St	1.09	2000	┌┴	98%	1%	0% 0%		0%	U	0.124	0.556	2200	Г	2015
<u> </u>		10	Щ_			Pleasant Hill R	.d							
		From				WCL Harrisonb	urg							
Erickson Ave	0.72	9400	F	96%	1%	1% 1%	1%	0%	С	0.11	0.525	10000	F	201
		To	d			S High St								
		From:	$\equiv$			SCL Harrisonbu	ıro							
Garbers Church Rd	0.05	3600	G	96%	1%	1% 0%	1%	0%	F	0.11	0.56	3800	G	201
Garbers Church Rd	0.03	3000		<i>3</i> 0 /o	1 /0	1 /0 U70	1 /0	U /0		U. I I	0.56	3000	G	2013
		To: From:				Erickson Ave	:							
Garbers Church Rd	1.48	4600	F	96%	1%	1% 0%	1%	0%	С	0.136	0.628	5000	F	201
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$		To	_			US 33 Market	St							
Switchboard Rd	0.21	2500 From:	F	96%	1%	1% 0%	1%	0%	F	0.113	0.523	2700	F	201
Switchboard Rd	0.21	2500 To:	<u> </u>	JU /0				U /0	'	0.113	0.023	2100	1	2013
					Ι	NCL Harrisonburg,								
<u> </u>		From		· <u></u>		W Market St		· <u></u>						
Waterman Dr	0.84	3800	F	96%	0%	1% 1%	2%	0%	С	0.095	0.526	4100	F	201
$\mathcal{L}$		To				Chicago Ave								
		From				WCL Harrisonb	nro							
$\overline{}$	0.40	5500	F	96%	0%	1% 1%	2%	0%	F	0.100	0.601	6000	F	201
Mt Clinton Diko		ออบบ	- 1	30%	U 7/0	1/0 1 ⁻ /0	2/0	U 70	r	0.100	0.601	0000	1	2013
Mt Clinton Pike	0.19													
Mt Clinton Pike	0.19	To:				College Ave								
NALOUS AND Diles	0.19	To	F	96%	0%	College Ave	2%	0%	F	0.102	0.607	6700	F	2015
NALOUS AND Diles		To: From:		96%	0%	1% 1%	2%	0%	F	0.102	0.607	6700	F	201
Mt Clinton Pike	0.10	6200 Too	F			1% 1% Chicago Ave				_				
		From: 6200	F	96% 95%	0%	1% 1%	2%	0%	F C	0.102	0.607	6700 8900	F	2015

						City of i	1amsom	ourg							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Harrisonburg															
Mt Clinton Pike	1.29	7600		96%	0%	Virg 1%	ginia Ave 1%	2%	0%	F	0.088	0.502	8200	F	2015
1121) IVIL CIIITIOII FIKE	1.29	7000 To	Ė	30 /6	0 /6		Main St	2 /0	0 /6	-	0.088	0.302	0200	'	2013
		From					ginia Ave				1				
4122) Edom Rd	0.21	3000	F	97%	1%	1%	1%	1%	0%	F	0.102	0.664	3300	F	2015
		То					iberty St								
		From	1			S	High St								
Bruce St	0.15	2100	F	97%	1%	1%	1%	1%	0%	С	0.092	0.693	2200	F	2015
<u> </u>		То				Li	berty St								
Bruce St	0.22	1600 From	F	97%	1%	1%	1%	1%	0%	F	0.112		1700	F	2015
		To				M	lason St								
_		From				Count	ry Club R	d							
Keezletown Rd	0.76	1500	F	97%	0%	1%	1%	0%	0%	F	0.106	0.699	1600	F	2015
<u> </u>		To	1			ECL F	Iarrisonbu	rg							
<u> </u>		From					nt Valley F							_	
Greendale Rd	1.05	2100	F	97%	0%	1%	1%	0%	0%	С	0.095	0.626	2200	F	2015
<u> </u>		To	1				Iarrisonbu								
	0.07	From	<u> </u>	000/	40/		Iarrisonbu		00/			0.504	4400	_	004
Pleasant Valley Rd	0.67	4100	F	90%	1%	1%	1%	7%	0%	F	0.091	0.534	4400	F	2015
		From					Greendale endale Rd	е ка			+				
Pleasant Valley Rd	0.73	5700	F	90%	1%	1%	1%	7%	0%	С	0.088	0.585	6200	F	2015
<u> </u>		To				S	Main St								
		From				Hartman I	Or on Nortl	h End							
2nd St		220	F								0.154	0.613	240	F	2015
		To				Willow S	t on South	End							
		From				(	Clay St								
Alleghany Ave		110	F								0.134	0.581	120	F	2015
		To	1			Star	Crest Dr								
		From				Star	Crest Dr							_	
Blue Ridge Rd		5000	F			~	~				0.099	0.579	5400	F	2015
		10					try Club D								
Divisions Ct		From	<u> </u>			Mon	ument Ave	;				0.540	100	_	004
Bluestone St		110	F				A				0.131	0.548	120	F	2015
							ry Ave				<u> </u>				
Broad View Dr		420	F			Star	Crest Dr				0.108	0.606	460	F	2015
bload view bi		<b>420</b> To	亡			Sna	arrow Ct				0.108	0.000	400	1	201
		From					Mason St								
Campbell St		190	F			11.1	viason st				0.097	0.737	200	F	2015
		То					Ott St					• • • • • • • • • • • • • • • • • • • •		•	
		From	1				servoir St								
Carlton St		5000	F			1.00	51				0.099	0.58	5400	F	2015
		To				M	arket St								
		From	1			S. Do	ogwood Di	- <del></del>	-						
Cedar St		90	F								0.169	0.618	100	F	201
		To				W	est Ave								
		From				NΙ	Liberty St								
Charles St		1900	F		-						0.091	0.618	2100	F	201
		То				N	Main St								
		From				Cou	ntry Club								
Clay St		570	F								0.107	0.652	620	F	201
		To	1	-		Broa	adview Dr		-						
		From				Jef	ferson St								
Clinton St		320	F								0.126	0.548	350	F	201
		To	1			N	Main St								

					<u> </u>	ty or ria	imoombarç	1							
Route	Length AADT	QA	4Tire	Вι	us		Truck- +Axle 1T		OC:	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Harrisonburg	From			—		Orchai	rd Lane			T					
Crawford St	830	F				Orena	u Eune			0.106		0.508	900	F	2015
	To						oublic Rd								
Crawford St	590	F				Monum	nent Ave			0.114		0.632	640	F	2015
Olawiola Ot	To	•				Orchar	rd Lane			7		0.002	040	'	2010
	From					Hilland	lale Ave								
Dale Cir	48	F								0.164		0.529	50	F	201
	To					Hilland	lale Ave								
=: .5	From					Maryla	and Ave							_	
Elmwood Dr	160	F				Now V	ork Ave			0.125		0.6	180	F	201
	From														
Green St	90	F				N. Dogv	wood Dr			0.145		0.536	100	F	201
G. 66.1 61	To					Willl	ow St					0.000		•	
	From					W. C	Gay St								
Hartman Dr	240	F								0.181		0.553	260	F	201
	To					Seco	ond St								
	From					E Re	ock St			<u> </u>					
Hill Street	660	F				EC	Ct			0.127		0.634	660	F	201
	From						ay St								
Hillandale Ave	560	F				S. Dogv	wood Dr	-		0.173		0.566	610	F	201
i mariadio 7170	Te					S. Hi	gh St.					0.000	0.10	•	
	From						ew Ave								
Hillcrest Dr	190	F								0.109		0.535	200	F	201
	To					Mapleh	urst Ave								
	From					Deac	d End								
Hillside Ave	660	F								0.187		0.571	710	F	201
	10						nent Ave								
Holly Hill Dr	120	F				Moo	ore St			0.125		0.853	130	F	201
Tiony Tim Di	12 <b>0</b>	Г				N M	ain St			0.123		0.055	130	'	201
	From						ey St								
Monument Ave	880	F				v and	cy St			0.152		0.598	950	F	201
	To					Bluest	tone St								
	From					Deac	d End								
Moore St	70	F								0.141		0.5	70	F	201
	To					Holly	Hill Dr								
	From					N. M	lain St			<u>ا ر</u>					
Newman Ave	<b>730</b>	F				Γα.1-	eral St			0.13		0.598	800	F	201
	Fron									+					
S. Dogwood Dr	1200	F				South	h Ave			0.121		0.51	1300	F	201
o. bogwood bi	To					Ridg	ge Rd					0.51	1000	'	201
	From						wood Dr								
South Ave	800	F				o. Dogr	700 <b>u</b> D1			0.114		0.576	870	F	201
	Te					Shar	ps Dr								
	From					N. Blue	Ridge Rd								
Spottswood Dr	120	F								0.143		0.568	140	F	201
	To						rlton St								
	From					Blue R	idge Rd								
Star Crest Dr	340	F				A 11 ·	A.			0.114		0.634	360	F	201
	From			_			any Ave			<u> </u>					
Statton Rd	40	F				Wol	lfe St			0.2		0.5	40	F	201
Statton Rd															

						Oity of Flathsonburg							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2T	O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Harrisonburg		From	1			Jefferson St							
Sutter St		280	F			Jenerson St		0.135		0.525	300	F	201
		To	<u> </u>			Dead End				0.0_0		-	
		From				Fry Ave							
Valley St		140	F			Try Tive		0.14		0.571	160	F	201
		To	Ė			Monument Ave .		<u> </u>					
W. View St		210 To:	1			S. Mason St		i		0.56	230	F	201
			F			5. Mason St		0.113					
						Ott St							
W. Water St	3	From	1			Brook Ave			0.596				
		310	F					0.138		330	F	2015	
		To				Academy St							
Walnut Ln		From:	1			Grace St				0.605	310	F	201
			F					0.11					
		To				Dead End							
Willow St		From	1			W Gay St							
		830	F			•		0.123	0.64	900	F	201	
		To				Second St							
Wilson Ave		From:	1			Dead End			0.		8	F	2015
			F					0.214		0.667			
		To				N Main St							