# 2017

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

where available

# Special Locality Report 115

City of Harrisonburg

Information in this report is included in Report

# 82

(Rockingham County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

**U.S. Department of Transportation Federal Highway Administration** 

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

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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.

							Tru	ıck			К		Dir		
Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
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City of Hamson				97%	0%	1%	1%	1%	0%	F	0.091		0.556	24000	G
				070/	00/	10/	10/	10/	09/	<u> </u>	0.000		0 5 2 0	01000	G
City of Hamson				97%	0%	1%	1%	170	0%	C	0.083		0.538	21000	G
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City of Hamson				97%	0%	1%	1%	1%	0%	Г	0.082		0.511	25000	C
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	0										-	Б			
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From From	nburg 0.24			07%	0%	10/	10/	10/	0%	N	0.1		0.551	6900	1
•	•		IN	97 /0	0 /0	1 /0	1 /0	1 /0	0 /8	IN		F			'
	rioadways on this riodic.										0.007		0.770	IN/A	
From: City of Harriso	nburg 0.68			96%	0%	1%	0%	2%	0%	C	0 093		0 604	9600	(
	liburg 0.00			5078	0 /0	170	070	270	070	0	0.000		0.004	5000	
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			_	5078	070	170	070	270	070	•	0.000		0.017	7500	
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City of Harriso	nburg 0.47	6700	G	97%	0%	1%	0%	1%	0%	С	0.082			7300	(
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Ta	US 33	3, W Market	t Street												
City of Harriso		5000	G	96%	1%	2%	1%	1%	0%	С	0.089			5400	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	Ν	96%	0%	1%	1%	1%	0%	Ν	NA			12000	I
Ta		Rock St													
City of Harriso	nburg 0.14	3300	G	97%	0%	1%	0%	1%	0%	F	0.077			3600	(
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9600	Ν	97%	0%	1%	0%	1%	0%	Ν	NA			10000	1
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Harrisonburg   0.47   6300   G   97%   0%   1%   1%     Combined Traffic Estimates for 2 Parallel Roadways on this Route:   10000   N   97%   0%   1%   1%     Combined Traffic Estimates for 2 Parallel Roadways on this Route:   11000   N   96%   0%   1%   1%     Combined Traffic Estimates for 2 Parallel Roadways on this Route:   9600   N   97%   0%	Jurisdiction   Length   AADT   CA   4 Tire   Bus Bus 2Akle   3 + Akle   1 Trail     City of Harrisonburg   0.91   13000   G   96%   0%   1%   1%   1%     City of Harrisonburg   1.77   22000   G   97%   0%   1%   1%   1%     City of Harrisonburg   0.87   1900   G   97%   0%   1%   1%   1%     City of Harrisonburg   0.87   1900   G   97%   0%   1%   1%   1%     City of Harrisonburg   0.65   23000   G   97%   0%   1%   1%   1%     City of Harrisonburg   0.67   97%   0%   1%   1%   1%     Combined Traffic Estimates for 2 Parallel Roadways on this Route:   13000   G   97%   0%   1%   1%   1%     Combined Traffic Estimates for 2 Parallel Roadways 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Paralle Roadways on this Route: <td< td=""></td<>

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Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
W Market St	City of Harriso		Vaterman Dr 10000	G	96%	1%	1%	0%	2%	0%	С	0.092		0.529	11000	G
(33) W Market St					90%	1 70	170	0%	2%	0%	U	0.092		0.529	11000	G
(33) W Market St	City of Harriso		R 42 S High St 5200	G	96%	1%	1%	0%	2%	0%	F	0.097			5600	G
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(		-	11000	IN	90%	0%	170	170	1 70	0%	IN	0.067	Г	0.773	12000	IN
~~~~	From:	US	11 Main St N													
$\binom{33}{5}$ E Market St	City of Harriso	nburg 0.11	6300	G	97%	0%	1%	1%	1%	0%	F	0.092		0.549	6900	G
~	T <sub>ro</sub> From:		Mason St													
(33) E Market St	City of Harriso	nburg 0.87	13000	G	97%	0%	1%	1%	1%	0%	F	0.093		0.575	14000	G
~~	To: From:		Vine St													
(33) E Market St	City of Harriso	nburg 0.61	19000	G	97%	0%	1%	1%	1%	0%	С	0.09		0.541	20000	G
	To: From:		I-81	_												
(33) E Market St	City of Harriso	nburg 0.59	31000	G	96%	1%	1%	1%	2%	0%	F	0.089		0.517	34000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Ta- From:		niversity Blvd			<b></b>										
33 E Market St	City of Harriso	<u> </u>	26000 L Harrisonbur	G	97%	0%	1%	0%	2%	0%	С	0.095		0.604	29000	G
East	From:		3 E, E Market													
East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg		12000	G								0.096			12000	G
	To:		I-81 S													
East	From:	US 3	3 E, E Market	t St												
$\binom{33}{33}$ Ramp to I-81 N at Exit 247	City of Harrisonburg	(Maint: 82) 0.13	850	G								0.142			850	G
$\checkmark$	To:		I-81 North													
West (33) Ramp to I-81 S at Exit 247	City of Harrisonburg		3 W, E Marke 4900	t St G								0.097			4900	G
(33) Ramp to I-81 S at Exit 247		(Wallit. 02) 0.13	1-81 S	G								0.097			4900	a
West	From:	US 3	3 W, E Marke	et St												
33 Ramp	City of Harrisonburg		3800	G								0.113			3800	G
$\bigcirc$	To:		I-81 North													
~~~~	From		US 11													
$\begin{pmatrix} 33\\ P \end{pmatrix} \begin{pmatrix} 11 \end{pmatrix}$ Main St NB	City of Harriso		6300	Ν	97%	0%	1%	1%	1%	0%	N	0.1	_	0.551	6800	N
• • • (	Combined Traffic Estimates for 2 Parallel $T_{Tot}$	Roadways on this Route:	9600 US 33	Ν	97%	0%	1%	0%	1%	0%	Ν	0.087	F	0.773	10000	Ν
	From			10												
42 S High St	City of Harriso		L Harrisonbur 16000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.510	18000	G
		-	Erickson Ave			- / 0	L	. , •								<u> </u>
(42) S High St	From: City of Harriso		18000	G	97%	0%	1%	1%	1%	0%	С	0.09		0.531	20000	G
42			Sunrise Ave	-	5. 75	0,0		. / 0	. / •	0,0	÷	0.00		5.001		•

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Sunrise Ave	_	070/	00/	10/	10/	10/	00/	-	0.001		0 507	00000	
42 S High St	City of Harrisonburg	0.40	20000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.507	22000	G
Ligh St			Grace Ave	G	070/	0%	10/	1%	10/	0%	F	0.082		0.555	22000	G
42 S High St	City of Harrisonburg	0.55	20000	G	97%	0%	1%	1%	1%	0%	Г	0.082		0.555	22000	G
42 N High St	City of Harrisonburg	0.27	Market St 17000	G	97%	0%	1%	1%	1%	0%	F	0.085		0.579	19000	G
(42) N High St		0.27		u	5178	0 /8	1 /0	1 /0	1 /0	0 /0		0.000		0.575	13000	u
(42) Virginia Ave	From City of Harrisonburg	0.44	Gay St 13000	G	97%	0%	1%	1%	1%	0%	F	0.085		0.559	14000	G
(42) Virginia / We		0.11		ŭ	01/0	070		170	170	070	•	0.000		0.000	14000	ŭ
(42) Virginia Ave	City of Harrisonburg	0.60	5th St 12000	G	95%	0%	1%	3%	2%	0%	С	0.086		0.581	13000	G
42) Virginia / 1/0					0070	0 /0	. /0	070	270	070	Ũ	0.000		0.001	10000	G
(42) Virginia Ave	From City of Harrisonburg	0.83	t Clinton Pik 14000	G	95%	0%	1%	3%	2%	0%	F	0.091		0.638	15000	G
42	To:		L Harrisonbu		0070	0,0	.,,,	0,0	270	0,0	•	0.001		01000		0.
North	From:	SCI	L Harrisonbu	ırg												
(81)	City of Harrisonburg (Maint	t: 82) 0.50	29000	Α	76%	1%	1%	1%	20%	2%	F	0.099			29000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadw	vays on this Route:	57000	Α	77%	1%	1%	1%	20%	2%	F	0.097	Α	0.536	56000	А
North	To- From	US 1	1, South Mai	in St												
North	City of Harrisonburg (Maint	t: 82) 2.83	29000	Α	76%	1%	1%	1%	20%	2%	С	0.1			29000	А
01	Combined Traffic Estimates for 2 Parallel Roadw	,		A	77%	1%	1%	1%	20%	2%	C	0.097	А	0.531	57000	A
	To:		Port Repub	lic Rd												
North	From:		Port Republi			10/	10/	10/	000/	00/	-	0 1 0 1			00000	•
81	City of Harrisonburg (Maint		29000	A	76% 77%	1% 1%	1% 1%	1% 1%	20% 20%	2% 2%	F	0.101 0.097	А	0.523	28000 56000	A A
	Combined Traffic Estimates for 2 Parallel Roadw	-		Α	////0	1 70	1 76	170	20%	2%	Г	0.097	А	0.525	56000	A
North	To: From:		33, E Market	t St												
(81)	City of Harrisonburg (Maint		26000	Α	76%	1%	1%	1%	20%	2%	F	0.11			25000	Α
$\checkmark$	Combined Traffic Estimates for 2 Parallel Roadw			Α	77%	1%	1%	1%	20%	2%	F	0.102	A	0.527	50000	A
	р. 		L Harrisonbu	urg												
$\overline{(81)}$ Ramp	City of Harrisonburg (Maint		I-81 North 4100	G								0.106			4100	G
(81) Hamp			t Republic R									0.100			4100	u
North	From:		I-81 North				1									
(81) Ramp	City of Harrisonburg (Maint		4900	G								0.1			4900	G
<b>O</b>	To:	US 33	3 E, E Marke	et St												
North	From:		I-81 North													
$(\overline{81})$ Ramp	City of Harrisonburg (Maint		2800	G								0.102			2800	G
$\checkmark$	To:		3 W, E Mark													
South	From:		L Harrisonbu		770/	4.07	4.27	4.6.1	1001	06/	_	0.405			07000	
81	City of Harrisonburg (Maint		28000	A	77%	1%	1%	1%	19%	2%	F	0.105	^	0.500	27000	A
	Combined Traffic Estimates for 2 Parallel Roadw		57000	A in St	77%	1%	1%	1%	20%	2%	F	0.097	A	0.536	56000	А
	10.	UST	i, South Mai	m St												

Deute			-	الم معنام			47:40	Due		Tru	ck		00	К		Dir	AAWDT	014/
Route		Jurisdiction	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
South		From:			1, South Ma													
81		City of Harrisonburg	,	2.63	29000	Α	77%	1%	1%	1%	19%	2%	С	0.105			29000	A
~	Combined Traffic	Estimates for 2 Parallel	Roadways on th	is Route:	58000	Α	77%	1%	1%	1%	20%	2%	С	0.097	A	0.531	57000	A
South		To: From:		SR 253	Port Repul	olic Rd												
(81)		City of Harrisonburg	(Maint: 82)	1.50	29000	Α	77%	1%	1%	1%	19%	2%	F	0.104			28000	А
	Combined Traffic	Estimates for 2 Parallel	Roadways on th	is Route:	58000	Α	77%	1%	1%	1%	20%	2%	F	0.097	А	0.523	56000	А
		To		US	33, E Marke	et St												
South (81)		City of Harrisonburg	(Maint: 82)	1.30	26000	Α	77%	1%	1%	1%	19%	2%	F	0.109			25000	А
(81)	Combined Traffic	Estimates for 2 Parallel	` '			A	77%	1%	1%	1%	20%	2%	F	0.103	А	0.527	50000	A
	Combined manic		noadways on in		L Harrisonb		11/0	1 /0	1 /0	170	2070	2 /0		0.102	~	0.527	50000	~
South		From:			I-81 South													
(81) Ramp I-81 S Exit 245 t	o Port Republic Rd	City of Harrisonburg	(Maint: 82)	0.12	4300	Α	97%	0%	1%	0%	1%	0%	F	0.135			4200	А
	•	To:		SR 253	Port Reput	olic Rd												
South		From:			I-81 South													
(81) Ramp I-81 S Exit 247 t	o US 33 E	City of Harrisonburg	(Maint: 82)	0.12	4000	G								0.09			4000	G
$\bigcirc$		To:		US 3	3 E, E Mark	tet St												
South		From:			I-81 South													
$\overline{(81)}$ Ramp		City of Harrisonburg	(Maint: 82)	0.22	1300	G								0.124			1300	G
		To:			3 W, E Marl													
		From:			11 S Main								~					•
253 Port Republic Rd		City of Harrison	nburg	0.48	27000	G	97%	0%	1%	0%	1%	0%	С	0.082		0.505	29000	G
		To: From:			I-81								_					
253 Port Republic Rd		City of Harrison	nburg	0.85	27000	G	97%	0%	1%	0%	1%	0%	F	0.084		0.546	29000	G
		To: From:			ich Grove A													
253 Port Republic Rd		City of Harrison	nburg	0.48	12000	G	97%	0%	1%	0%	1%	0%	F	0.088		0.558	13000	G
$\checkmark$		To:		EC	L Harrisonb	urg												

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	uck		QC	K Factor	OK	Dir actor	AAWDT	QW	Year
City of Harrisonburg		From	1						21101			10				
(F238) Buffalo Dr	0.07	350	R			NCL H	larrisonbu	rg			NA			NA		05/10/2009
		То				De	ad End									
		From					larket St			_					_	
1 Vine St	1.42	8400 To	G	95%	1%	1%	1% Main St	2%	0%	С	0.092	0.	523	9200	G	2017
		From	1				aul St									
3 Eastover Dr	0.44	990	G	95%	1%	1%	2%	2%	0%	F	0.141	0.	987	1100	G	2017
		То				Res	ervoir St									
$\overbrace{4}$ E. Washington St	0.24	From 3600	G	95%	2%	115-4115 1 <b>3%</b>	N Liberty 0%	Street 1%	0%	F	0.096	0	553	3900	G	2017
4 E. Wasnington St	0.24	3000	G	95%	2%			170	0%	Г	0.090	0.	000	3900	G	2017
(4) E. Washington St	0.72	From 3900	G	95%	2%	<u> </u>	Main St 0%	1%	0%	С	0.097	0	505	4200	G	2017
4 E. Wasnington St	0.72	<b>3300</b> To	Ŭ	0070	270		vine St	170	070	0	0.007	0.	000	4200	ŭ	2017
		From				5	SR 42									
5 Acorn Dr	1.16	4100	G	95%	1%	1%	2%	2%	0%	С	0.102	0	.59	4500	G	2017
		То					linton Pike									
Park Rd	0.58	From 2100	G	98%	0%	Mt C 1%	linton Pike 0%	e 0%	0%	С	0.099	0	502	2300	G	2017
6 Park Rd	0.56	2100	G	90%	0%			0%	0%	U	0.099	0.	502	2300	G	2017
6 Park Rd	0.34	From 1700	G	98%	0%	5h 1%	ank Dr 0%	0%	0%	F	0.108	0	529	1800	G	2017
	0.04	То	Г Т	0070	070		mony Dr	070	070			0.	020	1000	G	2017
		From				P	ark Rd									
7 Harmony Dr	0.23	1300	G	98%	0%	1%	0%	0%	0%	С	0.102	0.	616	1400	G	2017
		Та				S	SR 42									
	0.05	From		070/	00/		Harrisonbu		00/		0.000	0	E 1 E	6000	~	0017
(4100) Mosby Rd	0.35	5500	G	97%	0%	0%	0%	2%	0%	С	0.096	0.	515	6000	G	2017
(4100) Mosby Rd	0.26	From 6200	G	97%	0%	<u>M</u> 0%	osby Ct 0%	2%	0%	F	0.092	0	523	6700	G	2017
(4100) Mosby Rd	0.20	0200 To	Ĕ	0170	070		Iain St	270	070	-	0.002	0.	020	0700	G	2017
		From				P	ear St									
(4102) Pleasant Hill Rd	0.78	4300	G	98%	0%	1%	0%	0%	0%	С	0.089	0.	567	4700	G	2017
$\bigcirc$		To					S Main S easant Hil									
(4102) Stone Spring Rd	0.65	14000	G	98%	0%	1%	1%	1%	0%	С	0.094	0.	549	16000	G	2017
$\bigcirc$		To				Ramb	lewood R	d			<b></b> _					
(4102) Stone Spring Rd	0.53	14000	G	98%	0%	1%	1%	1%	0%	F	0.096	0.	561	15000	G	2017
$\bigcirc$		То				ECL H	larrisonbu	rg								
		From		070/	10/		ant Hill Ro		00/					1 4 9 9	~	0017
(4103) Central Ave	0.14	1300	G	97%	1%	2%	0%	0%	0%	С	0.109	0.	611	1400	G	2017
(4103) Central Ave	0.01	From		070/	10/		aron St	00/	00/		0 100	0	705	1000	6	0017
(4103) Central Ave	0.91	930 <sup>To</sup>	G	97%	1%	2% Mary	0% and Ave	0%	0%	F	0.122	0.	785	1000	G	2017
		From	•				High St									
(4104) South Ave	0.52	5100	G	98%	0%	1%	0%	0%	0%	С	0.087	0.	514	5600	G	2017
$\bigcirc$		То				S I	Main St									
		From					2 High St			_		_			-	
(4105) Maryland Ave	0.44	8400 To	G	97%	0%	1%	0% Iain St	1%	0%	F	0.093	0.	503	9200	G	2017
		From	1			SR 253 Pc		ic Rd								
(4105) Ramp to I-81 N at Ex	kit 24 <b>5</b> .19	4600	Α			5K 233 PC	nt Kepubl	ie Ku			0.126			4400	А	2017
		То				I-8	1 North									
~		From				SR 253 Pc	ort Republ	ic Rd								
(4105) Ramp	0.14	4100	G			_					0.117			4100	G	2017
<u> </u>		To	1			I-8	1 South									

						City of F	larrison	ourg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg			-													
(4106) Cantrell Ave	0.26	Fram.	G	98%	0%	1%	2 S High S 0%	0%	0%	F	0.093		0.61	11000	G	2017
(4106) Cantrell Ave	0.99	Fram. 16000	G	98%	0%	1%	S Main S 0%	0%	0%	С	0.096		0.559	17000	G	2017
(4106) Cantrell Ave	0.18	From: 8200 Tor	G	98%	0%	1%	ervoir St 0% E Market	0% St	0%	F	0.09		0.591	8900	G	2017
		From:					larrisonbu									
(4107) Reservoir St	0.97	16000 To	G	99%	0%	1%	0%	0%	0%	F	0.083		0.518	17000	G	2017
(4107) Reservoir St	0.90	From: 16000	G	99%	0%	1%	ersity Blvd 0%	0%	0%	F	0.09		0.602	18000	G	2017
(4107) Reservoir St	0.56	From: 10000	G	99%	0%	1%	0%	0%	0%	С	0.095		0.512	11000	G	2017
(4107) Sterling St	0.13	From: 1600	G	95%	1%	US 33 1%	E Market 1%	St 2%	0%	F	0.104		0.552	1800	G	2017
(4107) Sterling St	0.15	To:	G	5570	1 /0		Jay St	2 /0	0 /0		0.104		0.002	1000	u	2017
(4107) Gay St	0.45	From: 2100	G	95%	1%		erling St 1%	2%	0%	F	0.108		0.606	2200	G	2017
<u> </u>		To: From:					ason St									
(4107) Gay St	0.11	2100	N	95%	1%	1% US 11	1% Main St N	2% B	0%	N	0.108		0.606	2200	N	2017
(4107) Gay St	0.22	5200 To	G	95%	1% SR	1% 42 Virgir	1% ia Ave: N	2% High St	0%	С	0.096		0.564	5600	G	2017
(4107) Gay St	0.11	2900 To:	G	95%	1%	1%	1% cago Ave	2%	0%	F	0.097		0.616	3200	G	2017
(4107) Chicago Ave	0.58	From: 3800	G	98%	1%	1%	Gay St 0%	0%	0%	С	0.103		0.514	4100	G	2017
(4107) Chicago Ave	0.43	From: 5500	G	98%	1%	1%	erman Dr 0%	0%	0%	F	0.094		0.515	6000	G	2017
		To:					linton Pike	•								
4108 Paul St	0.15	From: 3400	G	99%	1%	Eas 0%	tover Dr 0%	0%	0%	F	0.107		0.901	3700	G	2017
(4108) Paul St	0.49	From: 1100	G	99%	1%	Car 0%	trell Ave 0%	0%	0%	С	0.106		0.583	1100	G	2017
		To: From:					ason St			_					_	
(4108) Paul St	0.14	710 To:	G	99%	1%	0% N	0% Iain St	0%	0%	F	0.115		0.503	780	G	2017
	0.07	From:		0.00/	10/		ligh St	00/	00/	С	0.104			0500	~	0017
(4109) Grace St	0.27	3200	G	92%	1%	6% N	0% 1ain St	0%	0%	U	0.104		0.505	3500	G	2017
(4109) Grace St	0.14	4000 To:	G	92%	1%		0% ason St	0%	0%	F	0.092		0.591	4300	G	2017
(4109) Mason St	0.10	From: 3800	G	99%	0%	G 0%	race St 0%	0%	0%	F	0.104		0.592	4100	G	2017
(4109) Mason St	0.20	From: 4000	G	99%	0%	Car 0%	trell Ave 0%	0%	0%	С	0.101		0.629	4300	G	2017
$\smile$		To				I	aul St									
(4109) Mason St	0.41	4400 To	G	99%	0%	0% M	0% arket St	0%	0%	F	0.103		0.559	4800	G	2017
(4109) Mason St	0.44	From: 7800	G	99%	0%	0%	0%	0%	0%	F	0.091		0.518	8500	G	2017
	-	To:					1ain St						-			
(4110) Wolfe St	0.12	From: 2100	G	98%	1%	SR 42 0%	2 N High S 0%	t 0%	0%	F	0.109		0.636	2300	G	2017
$\bigcirc$		To:				NL	iberty St									

						City of I	Harrison	burg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		F-					1									
(4110) Wolfe St	0.11	2700 To	G	98%	1%	0%	Liberty St 0%	0%	0%	F	0.104		0.59	2900	G	2017
(4110) Wolfe St	0.69	From 1100 To:	G	98%	1%	0%	Main St 0% Furnace Ro	0%	0%	С	0.133		0.524	1100	G	2017
(4110) Old Furnace Rd	0.29	From: 3500	G	98%	1%		Volfe St 0%	0%	0%	F	0.104		0.633	3800	G	2017
(4110) Old Furnace Rd	0.91	From <b>2500</b> To	G	98%	1%	0%	Vine St 0% Harrisonbu	0%	0%	F	0.118		0.538	2700	G	2017
		From														
(4113) Country Club Rd	0.76	9300	G	98%	0%	1%	E, E Marke 1%	0%	0%	С	0.098		0.550	10000	G	2017
(4113) Country Club Dr	0.85	From: 11000 To:	G	98%	0%	1%	nda Lane 1% V, E Marko	0% et St	0%	F	0.096		0.515	12000	G	2017
		From					Noll Dr									
(4114) Kratzer Ave	0.12	3100 <sub>то</sub>	G				Liberty St				0.123		0.743	3300	G	2017
		From				1	Noll Dr									
(4115) Liberty St	0.25	3000 To	G	89%	1%	2% Kr	4% atzer Ave	5%	0%	F	0.102		0.596	3200	G	2017
Liberty St	0.32	5900	G	89%	1%	2%	4% dom Rd	5%	0%	F	0.104		0.514	6400	G	2017
Liberty St	0.32	From: 4600	G	89%	1%	2%	4% harles St	5%	0%	F	0.108		0.537	5000	G	2017
Liberty St	0.80	3500 To:	G	89%	1%	2%	4% Harrisonbu	5% rg	0%	С	0.143		0.567	3800	G	2017
		From				S	Main St									
4116 Pike Church Rd	0.14	<b>1800</b> та	G	87%	1%	1% WCL	1% Harrisonbu	10% <sup>Irg</sup>	0%	С	0.094		0.594	2000	G	2017
<u> </u>		From					osby Rd									
(4117) Pear St	1.09	2100 To	G	98%	1%	0% Pleas	0% ant Hill R	<b>0%</b>	0%	С	0.124		0.556	2300	G	2017
		From					Harrisonbu									
(4118) Erickson Ave	0.72	10000	G	96%	1%	1%	1%	1%	0%	С	0.11		0.525	11000	G	2017
<u> </u>		To	1				High St									
(4119) Garbers Church Rd	0.05	From: 3100	N	95%	1%	1%	Harrisonbu 2%	<sup>rg</sup> 1%	0%	Ν	0.11		0.56	3400	Ν	2017
(4119) Garbers Church Rd	1.48	From: 5000	G	96%	1%	1%	ckson Ave 0%	1%	0%	С	0.136		0.628	5400	G	2017
(4119) Switchboard Rd	0.21	From <b>2700</b>	G	96%	1%	1%	3 Market S 0% isonburg, 8	1%	0%	F	0.113		0.523	2900	G	2017
		From	1				Market St									
(4120) Waterman Dr	0.84	4000 <sub>то</sub>	G	96%	0%	1%	1% icago Ave	2%	0%	С	0.095		0.526	4400	G	2017
		From				WCL	Harrisonbu	ırg								
(4121) Mt Clinton Pike	0.19	5900 <sub>To</sub>	G	96%	0%	1% 	1% llege Ave	2%	0%	F	0.100		0.601	6400	G	2017
(4121) Mt Clinton Pike	0.10	From 6600	G	96%	0%	1%	1%	2%	0%	F	0.102		0.607	7100	G	2017
(4121) Mt Clinton Pike	0.37	From 8700	G	95%	0%	1%	icago Ave 1% Virginia A	2%	0%	С	0.099		0.53	9500	G	2017
			1			SK 42	virginia A	IVC			I					

						City of Harrison	burg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	OK	Dir actor	AAWDT	QW	Year
City of Harrisonburg			1							1					
(4121) Mt Clinton Pike	1.29	From 8100 To	G	96%	0%	Virginia Ave 1% 1% N Main St	2%	0%	F	0.088	0.	502	8800	G	2017
		From	1			Virginia Ave				1					
(4122) Edom Rd	0.21	<b>3200</b>	G	97%	1%	1% 1% N Liberty St	1%	0%	F	0.102	0.	664	3500	G	2017
(4124) Bruce St	0.15	Fram 2200	G	97%	1%	S High St 1% 1%	1%	0%	С	0.092	0.	693	2400	G	2017
HI24 Bruce St	0.22	From: 1700	G	97%	1%	Liberty St 1% 1% Mason St	1%	0%	F	0.112			1800	G	2017
		From				Country Club R	d			1					
(4125) Keezletown Rd	0.76	<b>1600</b> то	G	97%	0%	1% 1% ECL Harrisonbu	0%	0%	F	0.106	0.	699	1700	G	2017
(4127) Greendale Rd	1.05	From: 2200	G	97%	0%	Pleasant Valley I 1% 1%	Rd 0%	0%	С	0.095	0.	626	2400	G	2017
		To		01.70	0,0	ECL Harrisonbu		0,0	•		0.	020	2.00	0.	
		From				SCL Harrisonbu		221	_					-	
(4128) Pleasant Valley Rd	0.67	<b>4400</b>	G	90%	1%	1% 1% RTE 710 Greendal	7% e Rd	0%	F	0.091	0.	534	4700	G	2017
	0.70	From	_	000/	10/	Greendale Rd		00/	0	0.000	0	505	0000	0	0017
(4128) Pleasant Valley Rd	0.73	6100 то	G	90%	1%	1% 1% S Main St	7%	0%	С	0.088	0.	585	6600	G	2017
		From				Hartman Dr on Nort	h End			1					
2nd St		230	G							0.154	0.	613	250	G	2017
		To				Willow St on South	End								
Alleghany Ave		110	G			Clay St				0.134	0.	581	120	G	2017
·		Τα				Star Crest Dr					-			-	
		From				Star Crest Dr									
Blue Ridge Rd		5300 To	G			Country Club D				0.099	0.	579	5800	G	2017
		From				Monument Ave									
Bluestone St		120	G			Wondment 7 We				0.131	0.	548	130	G	2017
		To				Fry Ave									
Broad View Dr		From: 450				Star Crest Dr				0.108	0	606	490	G	2017
BIOAU VIEW DI		4 <b>30</b>	G			Sparrow Ct				0.108	0.	000	490	G	2017
		From				N. Mason St									
Campbell St		200	G							0.097	0.	737	220	G	2017
		To	i			Ott St									
Carlton St		From: 5300	G			Reservoir St				0.099	0	.58	5800	G	2017
		To				Market St								-	
		From				S. Dogwood D	r								
Cedar St		100 To	G			XX7 / A				0.169	0.	618	110	G	2017
		From	I I			West Ave				1					
Charles St		2000	G			N Liberty St				0.091	0.	618	2200	G	2017
		To				N Main St									
		From				Country Club								-	
Clay St		610 To	G			Broadview Dr				0.107	0.	652	660	G	2017
		From	I			Jefferson St									
Clinton St		340	G			Jenerson St				0.126	0.	548	370	G	2017
		To				N Main St									

					City of Harrisonburg						
Route	Length AADT	<b>QA</b> 4	1Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	OC .	K Qlactor	K Dir Factor	AAWDT	QW	Yea
of Harrisonburg	From				Orchard Lane						
Crawford St	890	G			Official de Land	0.	106	0.508	960	G	201
	To				Port Republic Rd						
Crowford St	From	G			Monument Ave	0	114	0.600	600	0	001
Crawford St	630 Tar	G			Orchard Lane	0.	114 1	0.632	690	G	201
	From:						1				
Dale Cir	50	G			Hillandale Ave	0.	164	0.529	60	G	201
	To:				Hillandale Ave		1			<b>.</b>	
	From:				Maryland Ave		1				
Elmwood Dr	170	G				0.	125	0.6	190	G	201
	To:				New York Ave						
	From:				N. Dogwood Dr						
Green St	100	G				0.	145	0.536	100	G	201
	To:				Willow St						
	From:	_			W. Gay St					-	
Hartman Dr	250 To:	G			a 10.	0.	181	0.553	280	G	201
					Second St						
Hill Street	From:				E Rock St	0	107	0.604	660	0	001
	660 To:	G			E Gay St	0.	127 1	0.634	660	G	201
	From:										
Hillandale Ave	600	G			S. Dogwood Dr	0	173	0.566	650	G	201
	Tor				S. High St.	0.		0.000	000	G	201
	From:				Fairview Ave						
Hillcrest Dr	200	G			Tun new Tree	0.	109	0.535	220	G	201
	To:				Maplehurst Ave		]				
	From				Dead End						
Hillside Ave	700	G				0.	187	0.571	760	G	201
	To:				Monument Ave						
	From:				Moore St						
Holly Hill Dr	130	G				0.	125	0.853	140	G	201
	To				N Main St						
	From:				Valley St		150	0 500	1000	~	0.04
Monument Ave	940 To	G			Discosto e o Ot	0.	152	0.598	1000	G	201
	From:				Bluestone St		1				
Moore St	70	G			Dead End	0	141	0.5	80	G	201
	Τœ	a			Holly Hill Dr	0.		0.0	00	u	201
	From:				N. Main St						
Newman Ave	780	G			N. Main St	0	.13	0.598	850	G	201
	To:	-			Federal St	-	1				-
	From:				South Ave						
S. Dogwood Dr	1300	G				0.	121	0.51	1400	G	201
	To:				Ridge Rd						
	From				S. Dogwood Dr						
South Ave	860	G				0.	114	0.576	930	G	201
	To				Sharps Dr						
	From:				N. Blue Ridge Rd						
Spottswood Dr	130	G				0.	143	0.568	140	G	201
	To:				N. Carlton St		l				
	From:				Blue Ridge Rd						
Star Crest Dr	360 To:	G				0.	114	0.634	390	G	201
	To:				Alleghany Ave		1				
					W/ 10 C						
Statton Rd	From: <b>40</b>	G			Wolfe St		).2	0.5	40	G	201

						only of Hamsonburg						
Route	Length A	ADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trai	00	K actor	QK Dir Factor	AAWDT	QW	Yea
v of Harrisonburg		From				L-60 04		1				
Sutter St	2	290	G			Jefferson St	(	).135	0.525	320	G	201
Outlet Of	-	т	ŭ			Dead End		7.100	0.020	020	u	201
		From:				Fry Ave		1				
Valley St	1	L 150	G			FIY AVE		0.14	0.571	170	G	201
talloy of	•	To:				Monument Ave .		7	0.071		ŭ	201
		From				S. Mason St		1				
W. View St	2	230	G			5. Mason St	(	).113	0.56	250	G	201
	_	To:	•			Ott St		1				
		From:				Brook Ave		1				
W. Water St	3	330	G			Brook Tive	(	.138	0.596	350	G	201
		To:				Academy St		1				
		From:				Grace St						
Walnut Ln	3	310	G					0.11	0.605	330	G	201
		To:				Dead End						
		From:				W Gay St		T				
Willow St	8	390	G				(	.123	0.64	960	G	201
		To:				Second St						
		From:				Dead End						
Wilson Ave		9	G				(	.214	0.667	9	G	201
		To:				N Main St						