2018

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 Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600	The VDOT Mainta	inenance Jurisdiction number is displayed below the Secondary Route

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.

Douto	luvia diatia.	- Longth		~	ATiro	Due		Tru	ick		00	K		Dir	AAWDT	
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
11 Main St	From L City of Harrisor		L Harrisont 13000	ourg F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.504	14000	F
	To To		I-81	-												
11 Main St	From L City of Harrisor	nburg 1.77	23000	F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.564	24000	F
\sim	To From:	Pl	easant Hill	Rd												
$\widetilde{11}$ S Main St	City of Harrison	nburg 0.87	18000	F	96%	0%	1%	1%	1%	0%	С	0.090	F	0.516	19000	F
~	T _C . From		rt Republic													
11) S Main St	City of Harrisor	nburg 0.65	22000	F	96%	0%	1%	1%	1%	0%	F	0.087	F	0.513	23000	F
~	Tec From:		S Liberty S													_
Main St NB	City of Harrison	0	5800	F	96%	0%	1%	1%	1%	0%	F	0.092	F	0.527	6200	F
•	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		F	96%	0%	1%	1%	1%	0%	F	0.084	F	0.760	13000	F
11 33 Main St NB	Tai From City of Harrisor	nburg 0.02	US 33		96%	0%	10/	1%	10/	09/	N	0.092	F	0.527	6200	Ν
11 33 Main St NB	Combined Traffic Estimates for 2 Parallel I	•	5800 11000	N N	96% 95%	0% 1%	1% 2%	1% 1%	1% 2%	0% 0%	N	0.092	F	0.527	6200 11000	1
		-			3578	1 /0	2 /0	1 /0	2 /0	0 /8	IN	0.004	1	0.700	11000	
(1) (33) Main St NB	From City of Harrisor		3 E Market 5800	Street N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	1
	Combined Traffic Estimates for 2 Parallel F	0		N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	9500	
	Ta		US 33 Par													
Aain St NB	From:L City of Harrisor	nburg 0.34	5800	Ν	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	1
\sim	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.084	F	0.760	NA	
	Te. Four		Kratzer Ave	e												
$\widetilde{(1)}$ N Main St	City of Harrison	nburg 0.68	8600	F	95%	0%	1%	0%	2%	0%	С	0.094	F	0.613	9200	I
\sim	Too From		Charles St													
$\widetilde{11}$ N Main St	City of Harrison	0	7300	F	95%	0%	1%	0%	2%	0%	F	0.090	F	0.600	7800	F
~	To:	NC	L Harrisont	ourg												
Liborty St		nburg 0.47	S Main St 6500	F	96%	0%	1%	1%	1%	00/	С	0.079	F		7000	F
Liberty St	City of Harrisor Combined Traffic Estimates for 3 Parallel F	0		г N	96% 96%	0% 0%	1%	1% 1%	1%	0% 0%	N	0.079 NA	Г		19000	י 1
		-			30 /8	0 /8	1 /0	1 /0	1 /0	0 /8	IN	NA			13000	
Liberty St	From City of Harrisor		, W Market 4800	F	94%	1%	2%	1%	2%	0%	С	0.079	F		5100	I
	Combined Traffic Estimates for 2 Parallel F	•		N	95%	1%	2%	1%	2%	0%	N	NA	-		11000	1
	Τα		Rock St													
33 Noll Dr	From City of Harrisor	nburg 0.14	3100	F	96%	0%	1%	1%	1%	0%	F	0.082	F		3300	I
	Combined Traffic Estimates for 2 Parallel I	0		N	96%	0%	1%	1%	1%	0%	Ν	NA			9500	١
	Τœ	-	Kratzer Ave	e												
\sim	From:		L Harrison													
33 W Market St	City of Harrisor	nburg 1.11	8900	F	96%	1%	1%	0%	2%	0%	F	0.093	F	0.550	9500	F

								Tru	ck			К		Dir		
Route	Jurisdiction	Length	AADT Q	ΩA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		/aterman Dr	_							_		-			_
33 W Market St	City of Harrisonbu	ırg 0.61	9300 I	F	96%	1%	1%	0%	2%	0%	С	0.089	F	0.532	9900	F
			42 S High St	_	000/	10/	10/	00/	00/	00/	F	0.000	F		5000	
33 W Market St	City of Harrisonbur	-	4800 I us US 33 Par	F	96%	1%	1%	0%	2%	0%	г	0.096	г		5200	F
	From:	В	US 11													
(33) (11) Main St NB	City of Harrisonbu	0		Ν	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roa	-		Ν	95%	1%	2%	1%	2%	0%	Ν	0.084	F	0.760	11000	Ν
	To: From:		S 11 Main St 11 Main St NB													
33 E Market St	City of Harrisonbu			F	96%	0%	1%	1%	1%	0%	F	0.094	F	0.512	6300	F
30	Tor	5	Mason St													
(33) E Market St	From: City of Harrisonbul			F	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	13000	F
	Tay	0	Vine St													
(33) E Market St	From: City of Harrisonbu	ırg 0.61		F	96%	0%	1%	1%	1%	0%	С	0.091	F	0.557	20000	F
(33)	Ta	5	I-81	-			_				-					
33 E Market St	From: City of Harrisonbu	ırg 0.59		F	95%	1%	1%	1%	3%	0%	F	0.093	F	0.549	33000	F
(33) - mainter et	Trail			-				.,.			-		-			-
33 E Market St	From: City of Harrisonbul		11111111111111111111111111111111111111	F	96%	0%	1%	1%	2%	0%	С	0.094	F	0.559	29000	F
	To:	-	_ Harrisonburg		0070	070		170	270	070	U	0.001	•	0.000	20000	•
East	From:	US 33	3 E, E Market S	St												
$\overrightarrow{33}$ Ramp to I-81 S at Exit 24	7 City of Harrisonburg (Ma			G								0.096	F		12000	G
\bigcirc	To:		I-81 S													
East	From:		3 E, E Market S	St												
$\binom{33}{33}$ Ramp to I-81 N at Exit 24	7 City of Harrisonburg (Ma			G								0.142	F		880	G
~	To:		I-81 North													
West			W, E Market S									0.007	-		5000	~
33 Ramp to I-81 S at Exit 24	7 City of Harrisonburg (Ma	aint: 82) 0.13	5000 C	G								0.097	F		5000	G
Weet	From:		W, E Market S	C+												
West	City of Harrisonburg (Ma			G G								0.113	F		4000	G
			I-81 North									01110	•			0.
	From:		US 11													
$\left(33\right)$ $\left(11\right)$ Main St NB	City of Harrisonbu	ırg 0.03		N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	8900	Ν	96%	0%	1%	1%	1%	0%	Ν	0.084	F	0.760	9500	Ν
	To:		US 33													
\frown	From:		. Harrisonburg													
$\binom{42}{5}$ S High St	City of Harrisonbu	ırg 0.13	16000 I	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.512	17000	F
$\frac{\sim}{\sim}$	Ta- From:		rickson Ave													
(42) S High St	City of Harrisonbu	ırg 1.27	17000 I	F	97%	0%	1%	1%	1%	0%	С	0.093	F	0.541	19000	F
\checkmark	To	S	Sunrise Ave													

								Tru	ick			К		Dir		
Route	Jurisdiction	Length	AADT G	2A	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
A2 S High St	From: City of Harrisonburg		Inrise Ave	F	97%	0%	1%	1%	1%	0%	F	0.089	F	0.53	22000	F
42 S High St				F	97%	0%	1%	1%	170	0%	Г	0.089	Г	0.53	22000	г
42) S High St	City of Harrisonburg		race Ave	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.542	22000	F
42 S High St				Г	97 %	0%	170	170	1 70	0%	Г	0.065	Г	0.342	22000	Г
A2 N High St	City of Harrisonburg		farket St 17000 I	F	97%	0%	1%	1%	1%	0%	F	0.087	F	0.571	18000	F
42 N High St					51 /0	070	170	170	170	070	•	0.007		0.071	10000	
42) Virginia Ave	From From City of Harrisonburg		Gay St 12000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.564	14000	F
42) Miginia / 100				•	0, /0	070	. /0	170	170	070	•	0.000	•	0.001	11000	•
42) Virginia Ave	From City of Harrisonburg		5th St 11000	F	96%	0%	1%	1%	2%	0%	С	0.089	F	0.572	12000	F
42 3 3	та		Clinton Pike	_												
42) Virginia Ave	City of Harrisonburg			F	96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	14000	F
	Τα	NCL I	Harrisonburg													
North	From:	SCL H	Harrisonburg													
81)	City of Harrisonburg (Maint:	82) 0.50 2	29000	Α	75%	1%	1%	1%	21%	2%	F	0.099	А		29000	А
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 5	56000	Α	76%	1%	1%	1%	20%	2%	F	0.096	А	0.548	56000	Α
lorth	To- From	US 11,	South Main S	St												
81)	City of Harrisonburg (Maint:	82) 2.83 2	29000	Α	75%	1%	1%	1%	21%	2%	С	0.1	А		29000	А
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 5	58000	Α	76%	1%	1%	1%	20%	2%	С	0.097	А	0.54	57000	А
	Τα		Port Republic													
North	From: City of Harrisonburg (Maint:		ort Republic R		75%	1%	1%	1%	21%	2%	F	0.101	А		28000	А
81	Combined Traffic Estimates for 2 Parallel Roadwa			A A	75% 76%	1%	1%	1%	21% 20%	2% 2%	F	0.097	A	0.504	28000 56000	A
		-			70%	I 70	176	170	20%	2%	Г	0.097	A	0.304	56000	А
Jorth	Tee From:		, E Market St	t												
81)	City of Harrisonburg (Maint:			Α	75%	1%	1%	1%	21%	2%	F	0.108	А		25000	А
\smile	Combined Traffic Estimates for 2 Parallel Roadwa			Α	76%	1%	1%	1%	20%	2%	F	0.100	А	0.529	50000	Α
	10:		Harrisonburg													
lorth	From:		81 North									0 4 0 0	-		4000	~
81 Ramp	City of Harrisonburg (Maint:		4300 (Republic Rd	G								0.106	F		4300	G
-	Form															
North 81) Ramp	City of Harrisonburg (Maint:		81 North (G								0.1	F		5100	G
81 Hamp		1	E, E Market S									0.1	•		5100	u
lorth	From:		81 North													
81) Ramp	City of Harrisonburg (Maint:			G								0.102	F		2800	G
<u> </u>	τα.		W, E Market S									-				
South	From:	SCL H	Harrisonburg													
South	City of Harrisonburg (Maint:			A	77%	1%	1%	1%	19%	2%	F	0.103	А		27000	А
	Combined Traffic Estimates for 2 Parallel Roadwa	,	56000	Α	76%	1%	1%	1%	20%	2%	F	0.096	А	0.548	56000	А
	To:	,	South Main S											-		

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
					_		2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
$(\overline{81})$	From:		11, South N								~					
(81)	City of Harrisonburg	, ,	29000	Α	77%	1%	1%	1%	19%	2%	С	0.103	Α		29000	A
Comb	bined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	76%	1%	1%	1%	20%	2%	С	0.097	A	0.54	57000	A
Couth	To: From	SR 25	3 Port Rep	ublic Rd												
South (81)	City of Harrisonburg	(Maint: 82) 1.50	29000	Α	77%	1%	1%	1%	19%	2%	F	0.103	А		28000	А
	bined Traffic Estimates for 2 Parallel	· /			76%	1%	1%	1%	20%	2%	E	0.097	A	0.504	56000	A
Com		-			7078	1 /0	1 /0	1 /0	20 /0	2 /0		0.037	~	0.304	50000	~
South	To: From:	US	33, E Mar	ket St												
(81)	City of Harrisonburg	(Maint: 82) 1.30	26000	Α	77%	1%	1%	1%	19%	2%	F	0.105	А		25000	А
	ned Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.100	А	0.529	50000	А
	Τα:	N	CL Harrison	nburg												
South	From:		I-81 Sout	h												
(81) Ramp I-81 S Exit 245 to Port R	epublic Rd City of Harrisonburg	(Maint: 82) 0.12	4100	Α	97%	0%	1%	0%	1%	0%	F	0.126	А		4100	А
	Τα:	SR 25	3 Port Rep	ublic Rd												
South	From:		I-81 Sout	h												
(81) Ramp I-81 S Exit 247 to US 33	E City of Harrisonburg	(Maint: 82) 0.12	4100	G								0.09	F		4100	G
	Τœ	US	33 E, E Ma	rket St												
South	From:		I-81 Sout	h												
(81) Ramp	City of Harrisonburg	(Maint: 82) 0.22	1300	G								0.124	F		1300	G
	Ta:		3 W, E Ma									-				
	From:	I.	S 11 S Ma	in St												
253)Port Republic Rd	City of Harrison		27000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.505	29000	G
233) 1 611 1 160 460 116					01 /0	070	1,0	070	170	070	Ũ	0.002	•	0.000	20000	G
Dert Deruklie Del	Trom: From:		I-81		070/	00/		00/	10/	00/	-	0.005	-	0 5 4 0	00000	_
253 Port Republic Rd	City of Harrison	nburg 0.85	26000	F	97%	0%	1%	0%	1%	0%	F	0.085	F	0.542	28000	F
	To: From:		each Grove													
253)Port Republic Rd	City of Harrison	9	13000	F	97%	0%	1%	0%	1%	0%	F	0.085	F	0.532	14000	F
\smile	To:	EC	CL Harrison	iburg												

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		-	1						211411		Facior		Facior			
(F238) Buffalo Dr	0.07	From: 1200	R			NCL Ha	arrisonbur	g			NA			NA		02/28/2018
		To				Dea	ad End									
Vine St	1 40	From:	E	0.49/	10/		arket St	00/	00/	0	0.002	F	0.570	9700	г	0010
1 Vine St	1.42	8100 To:	F	94%	1%	1% N N	3% Iain St	2%	0%	С	0.093	Г	0.572	8700	F	2018
(3) Eastover Dr	0.44	From: 1400	F	100%	0%	Pa 0%	aul St 0%	0%	0%	С	0.128	F	0.954	1400	F	2018
3 Eastover Dr	0.44	1400 To:	Г	100%	0%		ervoir St	0%	0%	U	0.120	Г	0.954	1400	Г	2010
		From:				115-4115 N	Liberty S	Street								
4 E. Washington St	0.24	3500	F	94%	2%	3%	0%	1%	0%	F	0.112	F	0.522	3800	F	2018
E. Washington St	0.72	To: From: 3700	F	94%	2%	<u>N N</u> 3%	/lain St 0%	1%	0%	С	0.100	F	0.523	4000	F	2018
4 E. Washington St	0.72	3700 To:	Г	94 /0	2 /0		ine St	1 /0	0 /8	U	0.100	I	0.525	4000	I	2010
		From:				S	R 42									
5 Acorn Dr	1.16	4000 _{To:}	F	97%	1%	1%	1%	1%	0%	С	0.094	F	0.636	4300	F	2018
		From:					nton Pike									
6 Park Rd	0.58	2000	F	98%	0%	1%	0%	0%	0%	С	0.104	F	0.573	2100	F	2018
		To: From:				Sha	unk Dr									
6 Park Rd	0.34	1600 _{To:}	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.525	1700	F	2018
		From					nony Dr									
$\overline{(7)}$ Harmony Dr	0.23	1300	F	98%	0%	1%	rk Rd 0%	0%	0%	С	0.106	F	0.580	1300	F	2018
\bigcirc		To				S	R 42									
	0.05	From:	F	070/	00/		arrisonbu		00/	С	0.000	F	0.51	E700	F	0010
(4100) Mosby Rd	0.35	5300	г	97%	0%	0%	0%	2%	0%	U	0.099	Г	0.51	5700	Г	2018
(4100) Mosby Rd	0.26	From: 5900	F	97%	0%	Mo 0%	sby Ct 0%	2%	0%	F	0.094	F	0.510	6300	F	2018
		To:				М	ain St									
	0.70	From:	_	000/	00/		ear St	00/	00/	0		-	0.000	4000	-	0010
(4102) Pleasant Hill Rd	0.78	4100 To:	F	98%	0%	1% US 11	0% S Main S	0% t	0%	С	0.093	F	0.602	4300	F	2018
		From:				US 11 Ple	asant Hill	Rd		_		_			_	
(4102) Stone Spring Rd	0.65	19000	F	97%	0%	1%	1%	1%	0%	С	0.093	F	0.534	20000	F	2018
(4102) Stone Spring Rd	0.53	To: From: 18000	F	97%	0%	Ramble 1%	ewood Ro 1%	1 1%	0%	F	0.094	F	0.533	19000	F	2018
	0.00	To:	-	0.70	0,0		arrisonbur		0,0	•		•	0.000		•	_0.0
		From:				Pleasa	nt Hill Rd									
(4103) Central Ave	0.14	1300	F	97%	0%	2%	0%	0%	0%	С	0.109	F	0.624	1400	F	2018
(4103) Central Ave	0.91	From: 750	F	97%	1%	Sha 1%	aron St 0%	0%	0%	С	0.109	F	0.682	800	F	2018
(4103) Central Ave	0.91	7 30 To:	Г	97 /0	1 /0		land Ave	0 /8	0 /8	U	0.109	I	0.002	800	I	2010
		From:					ligh St									
(4104) South Ave	0.52	4700	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.54	5000	F	2018
<u> </u>		10: From:					fain St									
(4105) Maryland Ave	0.44	8700	F	97%	0%	SR 42	2 High St 0%	1%	0%	F	0.087	F	0.551	9300	F	2018
<u> </u>		To			-		ain St	-	-							-
		From:				SR 253 Por	rt Republi	c Rd						4000		0010
(4105) Ramp to I-81 N at Exit	t 24 b .19	4400 To:	Α			I-81	North				0.124	A		4200	A	2018
		From:				SR 253 Por		c Rd								
(4105) Ramp	0.14	4200	G								0.117	F		4200	G	2018
\smile		To:				I-81	South									

							larrisont									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg																
(4106) Cantrell Ave	0.26	From: 8700	F	97%	0%	1%	2 S High St 1%	1%	0%	С	0.093	F	0.566	9300	F	2018
(4106) Cantrell Ave	0.99	15000	F	98%	0%	1%	S Main S 0%	t 0%	0%	С	0.105	F	0.603	17000	F	2018
(4106) Cantrell Ave	0.18	From: 6700	F	97%	0%	1%	ervoir St 1% E Market S	1%	0%	F	0.096	F	0.707	7200	F	2018
		From:					larrisonbur									
(4107) Reservoir St	0.97	19000 To	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	20000	F	2018
(4107) Reservoir St	0.90	From: 21000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.572	23000	F	2018
(4107) Reservoir St	0.56	From:	F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.513	9200	F	2018
(4107) Sterling St	0.12	To: From:	F	95%	1%	US 33 1%	E Market S 1%	St 2%	0%	F	0.111	F	0.52	1600	F	2018
(4107) Sterling St	0.13	1500 To:	Г	90 /0	I /0		T% Gay St	<i>i</i> /0	0 /0	1.	0.111	1.	0.02	1600	I	2010
(4107) Gay St	0.45	From: 2200	F	95%	1%		erling St 1%	2%	0%	F	0.116	F	0.63	2300	F	2018
		To: From:	_			М	ason St					_			_	
(4107) Gay St	0.11	4100	F			US 11	Main St N	В			0.100	F	0.532	4300	F	2018
(4107) Gay St	0.22	5400	F	95%	1%	1%	1%	2%	0%	С	0.105	F	0.518	5800	F	2018
(4107) Gay St	0.11	From: 2600 To:	F	95%	1%	1%	ia Ave; N 1% cago Ave	2%	0%	F	0.106	F	0.669	2800	F	2018
		From:				(Gay St									
(4107) Chicago Ave	0.58	3600 To:	F	98%	0%	1%	0% erman Dr	0%	0%	С	0.113	F	0.515	3800	F	2018
(4107) Chicago Ave	0.43	From: 5200	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.523	5500	F	2018
\bigcirc		To:				Mt C	linton Pike									
		From:					tover Dr			_		_			_	
(4108) Paul St	0.15	3300 To:	F	99%	1%	0%	0%	0%	0%	F	0.113	F	0.524	3500	F	2018
(4108) Paul St	0.49	From: 1000	F	99%	1%	0%	0%	0%	0%	С	0.113	F	0.524	1100	F	2018
(4108) Paul St	0.14	From: 640	F	99%	1%	<u>М</u> 0%	ason St 0%	0%	0%	F	0.134	F	0.736	680	F	2018
(4108) Faul St	0.14	040 To:	F	99 /0	1 /0		1ain St	0 /8	0 /0	1	0.134	1	0.730	000	1	2010
		From:					ligh St									
(4109) Grace St	0.27	4600	F	94%	0%	5%	0%	0%	0%	С	0.114	F	0.747	4900	F	2018
	0.1.1	To: From:	_	0.40/	0.01		fain St	00/	00/	_		-	0.700	1000	_	
(4109) Grace St	0.14	4000	F	94%	0%	5% M	0% ason St	0%	0%	F	0.118	F	0.739	4200	F	2018
		From:				G	race St									
(4109) Mason St	0.10	3600 Ter	G	99%	0%	0%	0% trell Ave	0%	0%	F	0.104	F	0.592	3900	G	2018
(4109) Mason St	0.20	From: 3800	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.671	4000	F	2018
(4109) Mason St	0.41	4100	F	99%	0%	I 0%	Paul St 0%	0%	0%	F	0.087	F	0.606	4400	F	2018
		To: From:					arket St									
(4109) Mason St	0.44	6900 To:	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.520	7400	F	2018
		From:	I				fain St									
(4110) Wolfe St	0.12	2100	F	99%	0%	0%	2 N High S 0%	t 0%	0%	С	0.106	F	0.579	2200	F	2018
		To:					iberty St									

						City of Harrison	burg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From	-												
(4110) Wolfe St	0.11	2600	F	98%	1%	N Liberty St 1% 0%	0%	0%	F	0.107	F	0.564	2800	F	2018
Malfa Ct	0.00	From 070	-	000/	10/	N Main St	00/	09/	0	0.110	г	0 5 9 4	1000	г	0010
(4110) Wolfe St	0.69	970 To	F	98%	1%	1% 0% Old Furnace R	0%	0%	С	0.119	F	0.584	1000	F	2018
		From	1:			Wolfe St									
(4110) Old Furnace Rd	0.29	3700	F	98%	1%	1% 0%	0%	0%	F	0.102	F	0.657	3900	F	2018
(4110) Old Furnace Rd	0.91	Prom 2600	F	96%	1%	Vine St 2% 0%	0%	0%	С	0.109	F	0.563	2800	F	2018
(4110) Old Furnace Rd	0.51	2000		5078	1 /0	ECL Harrisonbu		070	0	0.105		0.000	2000	•	2010
		From								-					
(4113) Country Club Rd	0.76	9800	F	97%	0%	US 33 E, E Mark 1% 1%		0%	С	0.101	F	0.536	11000	F	2018
(4113) Country Club Rd	0.70	9000		97 /0	0 /6	1/0 1/0	1%	0 /0	U	0.101	1	0.550	11000	1	2010
		Te	1:			Linda Lane									
(4113) Country Club Dr	0.85	11000	F	97%	0%	1% 1%	1%	0%	F	0.092	F	0.556	11000	F	2018
<u> </u>		To):			US 33 W, E Mark	et St								
-		From	1:			Noll Dr									
(4114) Kratzer Ave	0.12	2600	F	93%	0%	2% 1%	4%	0%	F	0.132	F	0.761	2800	F	2018
\bigcirc		To):			N Liberty St									
		From	1:			Noll Dr				I					
(4115) Liberty St	0.25	2800	F	90%	1%	2% 3%	4%	0%	F	0.094	F	0.614	2900	F	2018
		Те				V									
Liberty St	0.22	5700 From	F	90%	1%	Kratzer Ave	10/	09/	F	0.096	F	0 505	6100	F	2018
(4115) Liberty St	0.32	5700	Г	90%	170	2% 3%	4%	0%	Г	0.096	Г	0.505	6100	Г	2010
		From	1:			Edom Rd									
(4115) Liberty St	0.32	4600	F	90%	1%	2% 3%	4%	0%	F	0.091	F	0.541	4900	F	2018
\bigcirc		To				Charles St									
(4115) Liberty St	0.80	3500	F	90%	1%	2% 3%	4%	0%	С	0.098	F	0.557	3800	F	2018
		To):			NCL Harrisonbu									
		From	1.			S Main St	č								
(4116) Pike Church Rd	0.14	1800	F	88%	1%	1% 1%	9%	0%	С	0.103	F	0.542	1900	F	2018
(4116) Pike Church Rd	0.11	То		0070	170	WCL Harrisonb		0,0	0		•	0.012	1000	•	2010
		From					# <u>5</u>								
(4117) Pear St	1 00		F	00%	10/	Mosby Rd 0% 0%	0%	09/	С	0.099	F	0 522	1000	F	2018
(4117) Pear St	1.09	1800 _{Te}		99%	1%			0%	U	0.099	Г	0.532	1900	Г	2010
						Pleasant Hill R	d								
		From		0.00/	10/	WCL Harrisonb		00/			_	0 504	10000	-	0040
(4118) Erickson Ave	0.72	11000	F	96%	1%	1% 1%	1%	0%	С	0.098	F	0.564	12000	F	2018
<u> </u>		To):			S High St									
		From				SCL Harrisonbu									
(4119) Garbers Church Rd	0.05	3000	Ν	96%	1%	1% 1%	1%	0%	Ν	0.108	F	0.598	3200	Ν	2018
\bigcirc		Te	-			Erickson Ave									
(4119) Garbers Church Rd	1.48	4700	G	96%	1%	1% 0%	1%	0%	С	0.136	F	0.628	5100	G	2018
		т.													
	0.01	From		000/	00/	US 33 Market		00/	0	0.106	г	0 500	0100	г	0010
(4119) Switchboard Rd	0.21	2900 Te	F	98%	0%	1% 1%	0%	0%	С	0.106	F	0.522	3100	F	2018
					1	NCL Harrisonburg,	52-910								
		From		a 444		W Market St					_			_	
(4120) Waterman Dr	0.84	3900	F	94%	1%	1% 1%	3%	0%	С	0.096	F	0.502	4100	F	2018
		To	<u> </u>			Chicago Ave									
\sim		From	L			WCL Harrisonb									
(4121) Mt Clinton Pike	0.19	5700	F	94%	1%	1% 1%	3%	0%	F	0.103	F	0.603	6100	F	2018
\smile						College Ave				— —					
(4121) Mt Clinton Pike	0.10	6400	F	94%	1%	1% 1%	3%	0%	F	0.1	F	0.6	6800	F	2018
				/ 0			•				-				
(4121) Mt Clinton Pike	0.07	From		050/	00/	Chicago Ave	2%	00/	~	0.094	-	0.500	0000	-	0040
(4121) Mt Clinton Pike	0.37	8200	F	95%	0%	1% 1%	2%	0%	С	0.094	F	0.528	8800	F	2018
(4121)	0.07	To			0,0	SR 42 Virginia A		0 / 0	-				0000		

							arrison	oung								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg																
	1 00	From:	_	0.40/	10/	,	ginia Ave	00/	00/			_	0 500	0000	_	0040
Mt Clinton Pike	1.29	7700	F	94%	1%	1%	1% Main St	3%	0%	F	0.089	F	0.538	8200	F	2018
-		From:														
Edom Rd	0.21	2900	F	97%	1%	1%	ginia Ave 0%	1%	0%	F	0.101	F	0.651	3100	F	2018
H122) Edom Rd	0.21	2900 To:	г	97%	170		Liberty St	170	0%	Г	0.101	Г	0.001	3100	Г	2010
		From														
Bruce St	0.15	2100	F	97%	1%	1%	High St 0%	1%	0%	С	0.099	F	0.786	2300	F	2018
Bruce St	0.10	2100	•	51 /8	170			170	070	0	0.000	•	0.700	2000		2010
	0.00	To: From:	_	000/	00/		berty St	00/	00/			-		4700	-	0044
Bruce St	0.22	1600 To:	F	98%	0%	2%	0%	0%	0%	С	0.119	F		1700	F	2018
_							lason St									
	0.76	From:	-	98%	10/		try Club R	d 0%	09/	С	0.102	F	0 744	1000	F	0010
H ₁₂₅ Keezletown Rd	0.76	1500 To:	F	98%	1%	1%	0% Iarrisonbu		0%	U	0.102	F	0.744	1600	Г	2018
_																
	1.05	From:	_	000/	10/		nt Valley F		00/	~	0.007	-	0 557	0000	-	0010
Greendale Rd	1.05	3000 To:	F	92%	1%	1%	6%	0%	0%	С	0.097	F	0.557	3200	F	2018
			I				Iarrisonbu									
	0.67	From:	F	85%	10/		Iarrisonbu	^{rg} 8%	00/	F	0.004	F	0 50	E000	F	0040
Pleasant Valley Rd	0.67	4900	F	85%	1%	2%	4%		0%	F	0.094	F	0.53	5200	F	2018
0		From:					Greendale endale Rd	e Rd								
Pleasant Valley Rd	0.73	6200	F	85%	1%	2%	4%	8%	0%	С	0.096	F	0.560	6600	F	2018
,		To					Main St									
		From:					Dr on Nort	h End								
2nd St		200	F			i iurunun i	<i><i>и</i> он нон.</i>	ii End			0.116	F	0.68	210	F	2018
		To:				Willow S	t on South	End								
		From				(Clay St									
Alleghany Ave		110	F				Shuj St				0.133	F	0.697	120	F	2018
		To	-			Star	Crest Dr					-				
		From:					Crest Dr									
Blue Ridge Rd		5100	F			Star	Clest Di				0.100	F	0.543	5400	F	2018
0		To:				Count	try Club D	r								
		From:					ument Ave									
Bluestone St		120	F			mon		, 			0.145	F	0.558	120	F	2018
		To:	-			F	ry Ave							-		
		From:					Crest Dr									
Broad View Dr		400	F			Stat	Clest DI				0.115	F	0.689	430	F	2018
		To:	-			Spa	arrow Ct					-			-	
		From:					Mason St									
Campbell St		190	F			19.1	viason st				0.138	F	0.606	210	F	2018
oumpoon or		To:	·				Ott St					•	0.000	210		2010
		From:					servoir St									
Carlton St		4600	F			Kes	servoir st				0.099	F	0.569	4900	F	2018
ounton of		- TOCO To:	•			М	arket St				0.000		0.000	4000		2010
		From:					ogwood Di									
Cedar St		110	F			5. DC	igwood Di	[0.182	F	0.634	110	F	2018
		To	•			W	est Ave				0.102	'	0.004	110	•	2010
		From:														
Charles St		1900	F			NL	liberty St				0.091	F	0.510	2100	F	2018
Unanes St		1900 To:	•			N	Main St				0.091	1	0.510	2100		2010
Clay St		From:	_			Cou	ntry Club					-	0 710	600	F	004
Clay St		580 To:	F			P	dui P				0.114	F	0.712	620	F	2018
							adview Dr									
		From:	_			Jef	ferson St					_			_	
Clinton St		300	F								0.124	F	0.655	320	F	2018
		To:				Ν	Main St									

					City of Harrisonburg								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	(^{2С} F	K actor	QK	Dir Factor	AAWDT	QW	Year
itv of Harrisonburg	From	1			Orchard Lane			1					
Crawford St	640	F			Orthand Eanle		C	.109	F	0.6	680	F	2018
	To				Port Republic Rd			1					
Crawford St	600	G			Monument Ave).114	F	0.632	650	G	2018
Grawioru St	То	G			Orchard Lane			7.114	1	0.032	050	a	2010
	From				Hillandale Ave			1					
Dale Cir	46	F			Timundule TTVe		0	.155	F	0.563	49	F	2018
	То				Hillandale Ave								
	From				Maryland Ave]					
Elmwood Dr	210	F					C	.157	F	0.606	220	F	2018
	То				New York Ave								
	From				N. Dogwood Dr				_			_	
Green St	120 ^{To}	F					().163	F	0.511	130	F	2018
					Willlow St								
Hartman Dr	From	F			W. Gay St).095	F	0.776	250	F	2018
Hanman Dr	240 ^{To}	F			Second St		Ľ	1.095	Г	0.776	250	Г	2018
	From							-					
Hill Street	760	F			E Rock St		().112	F	0.622	760	F	2018
	To	•			E Gay St			7	•	0.022	, 00	•	2010
	From				S. Dogwood Dr			T					
Hillandale Ave	650	F			5. Dogwood Di		0	.155	F	0.59	690	F	2018
	To				S. High St.								
	From				Fairview Ave								
Hillcrest Dr	190	F					0	.137	F	0.621	200	F	2018
	То				Maplehurst Ave								
	From				Dead End								
Hillside Ave	340	F					0).219	F	0.714	360	F	2018
	10				Monument Ave								
Holly Hill Dr	From	Ļ			Moore St				F	0 500	140	F	0010
	130 ^{To}	F			N Main St		Ľ).156 1	Г	0.533	140	F	2018
	From	I						1					
Monument Ave	790	F			Valley St		().167	F	0.616	840	F	2018
	То	·			Bluestone St			7	•	0.0.0	0.10	•	2010
	From				Dead End								
Moore St	60	F					(.149	F	0.7	70	F	2018
	То				Holly Hill Dr								
	From				N. Main St								
Newman Ave	720	F					C	.137	F	0.614	760	F	2018
	То				Federal St								
	From				South Ave							_	
S. Dogwood Dr	1200 т.	F			D'1 D1		().134	F	0.603	1300	F	2018
		1			Ridge Rd			-					
South Ave	From 810	F			S. Dogwood Dr).138	F	0.532	860	F	2018
South Ave	010				Sharps Dr		Ľ	7.130	Г	0.552	000	Г	2010
	From				N. Blue Ridge Rd			$\frac{1}{1}$					
Spottswood Dr	110	F			IN. DIAC KIUge KU		ſ).112	F	0.643	120	F	2018
	То	Ŀ.			N. Carlton St			1	_	0.010	.20		
	From				Blue Ridge Rd			1					
Star Crest Dr	380	F					C	.103	F	0.547	410	F	2018
	То				Alleghany Ave			1					
	From				Wolfe St								
Statton Rd	40	F					C	.157	F	0.571	40	F	2018
	То				W Gay St			1					

					only of Harnbornburg							
Length	AADT	QA	4Tire	Bus			K Factor	QK	Dir Factor	AAWDT	QW	Yea
		L			Jefferson St		0.107	F	0.5	000	-	001
	240	<u>г</u>			D 1E 1		0.107	F	0.5	260	F	201
					Fry Ave			_			_	
	140	F					0.168	F	0.52	150	F	201
	10				Monument Ave .							
	From				S. Mason St							
		F					0.136	F	0.51	180	F	201
	To				Ott St							
	From				Brook Ave							
	330	F					0.121	F	0.734	350	F	201
	To				Academy St							
	From				Grace St							
	320	F					0.105	F	0.58	340	F	201
	To				Dead End							
	From				W Gay St							
	660	F					0.12	F	0.527	700	F	201
	To:				Second St							
	From:				Dead End							
	20	F			Deau Enu		0 167	F	0.667	20	F	201
	To:	<u> </u>			N Main St		0.107	•	0.007	20	•	201
	Length	140 To Form 170 To 330 To Form 320 To Form 660 To	From	From F 240 F To To From F 140 F To F 170 F To F 330 F To F 330 F To F To F From F 660 F To F From F	Length AADT QA 4Tire Bus From	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail From Jefferson St 240 F To Dead End From Fry Ave 140 F To Monument Ave . From S. Mason St 170 F To Ott St From Brook Ave 330 F Grace St Form Grace St Form Grace St Form W Gay St 660 F To Second St Form Dead End Form Dead End	Length AADT QA 4 Tire Bus Truck	LengthAADTQA4 TireBusTruck	LengthAADTQA4 TireBusTruck	$\begin{tabular}{ c c c c c } \hline Length & AADT & QA & 4 Tire & Bus & \hline $Truck QC & K Factor & QK & F factor & F for F for$	$\begin{tabular}{ c c c c c c } \label{eq:result} Length $AADT$ $QA $4Tire $Bus $ $$ $$ $$ $$ $$ $$ $$ $$ $$ $$ $$ $$ $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $