2019

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	
$\overline{}$		

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~ <u>-</u>	From:		_ Harrisonb													
11 Main St	City of Harrisonburg	0.91	14000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.504	14000	G
~~	To: From:		I-81													
11 Main St	City of Harrisonburg	1.77	23000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.564	24000	G
~	To: From:		asant Hill F													
$\binom{11}{5}$ S Main St	City of Harrisonburg	0.87	18000	G	96%	0%	1%	1%	1%	0%	С	0.090	F	0.516	19000	G
~	To: From:		t Republic													
(11) S Main St	City of Harrisonburg	0.65	22000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.513	23000	G
<del>~</del>	To: From:		S Liberty St	i												
11 Main St NB	City of Harrisonburg	0.47	5800	G	96%	0%	1%	1%	1%	0%	F	0.092	F	0.527	6200	G
$\hookrightarrow$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	12000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.760	13000	G
~~~~~	To: From:		US 33													
11) (33) Main St NB	City of Harrisonburg	0.02	5800	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	Ν
\hookrightarrow \hookrightarrow	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	11000	N	95%	1%	2%	1%	2%	0%	N	0.084	F	0.760	11000	Ν
	To: From	US 33	E Market	Street												
11) (33) Main St NB	City of Harrisonburg	0.03	5800	N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
$\hookrightarrow \odot$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	8900	N	96%	0%	1%	1%	1%	0%	Ν	0.084	F	0.760	9500	Ν
	To: From		US 33 Par													
11 Main St NB	City of Harrisonburg	0.34	5800	N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
\smile	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									0.084	F	0.760	NA	
	To: From	ŀ	Kratzer Ave)												
11 N Main St	City of Harrisonburg	0.68	8700	G	95%	0%	1%	0%	2%	0%	С	0.094	F	0.613	9200	G
<u> </u>	To: From		Charles St													
11 N Main St	City of Harrisonburg	0.44	7300	G	95%	0%	1%	0%	2%	0%	F	0.090	F	0.600	7800	G
$\overline{}$	To:	NCI	L Harrisonb	ourg												
~~	From:		S Main St													
Liberty St	City of Harrisonburg	0.47	6500	G	96%	0%	1%	1%	1%	0%	С	0.079	F		7000	G
~	Combined Traffic Estimates for 3 Parallel Roadways on	this Route:	18000	N	96%	0%	1%	1%	1%	0%	N	NA			19000	N
~~ ~~ <u>-</u>	T _C . From:		W Market													
1,1 (33) Liberty St	City of Harrisonburg	0.23	4800	G	94%	1%	2%	1%	2%	0%	С	0.079	F		5100	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	11000	N	95%	1%	2%	1%	2%	0%	N	NA			11000	N
~~ ~~	To: From		Rock St												_	
(1,1) (3,3) Noll Dr	City of Harrisonburg	0.14	3100	G	96%	0%	1%	1%	1%	0%	F	0.082	F		3300	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on		8900	N	96%	0%	1%	1%	1%	0%	N	NA			9500	Ν
	Tec		Kratzer Ave													
33 W Market St	From: City of Harrisonburg	1.11	L Harrisonb 8900	ourg G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.550	9500	G
	(lity of Harrisonhura	177	MALLIN	(-	un'/-	10/-				119/-	-	111111111111111111111111111111111111111	-	ロックロ	uniii	(-

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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 Dr								_					
W Market St	City of Harriso	nburg 0.61	9400	G	96%	1%	1%	0%	2%	0%	С	0.089	F	0.532	10000	G
~~ MANAGER OF	To: From:		R 42 S High St		000/	40/		00/	00/	00/		0.000			5000	
W Market St	City of Harriso	•	4900 Sus US 33 Par	G	96%	1%	1%	0%	2%	0%	F	0.096	F		5200	G
	From:	В	US 11													
(33) (11) Main St NB	City of Harriso	-		N	96%	0%	1%	1%	1%	0%	Ν	0.092	F	0.527	6200	Ν
	Combined Traffic Estimates for 2 Parallel			N	95%	1%	2%	1%	2%	0%	Ν	0.084	F	0.760	11000	Ν
	To:		JS 11 Main St 11 Main St NB	D												
33 E Market St	City of Harriso			G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.512	6300	G
(33) =	Tre							.,.	.,.	- , -	·		-	****		-
33 E Market St	From: City of Harriso	nburg 0.87	Mason St 12000	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	13000	G
(33) 2 marrier et	tall the state of	7.07		<u> </u>	0070	0 70		1 70	170	0 70	•	0.000	•	0.000	10000	ŭ
33 E Market St	City of Harriso	nburg 0.61	Vine St 19000	G	96%	0%	1%	1%	1%	0%	С	0.091	F	0.557	20000	G
33) E Market St	City of Flamoo	110019 0.01		<u> </u>	0070	0 70		1 /0	1 70	0 / 0	J	0.001	•	0.007	20000	u
33 E Market St	City of Harriso	nburg 0.59	I-81 <b>32000</b>	G	95%	1%	1%	1%	3%	0%	F	0.093	F	0.549	34000	G
(33) E Market St	Oity of Harriso			u	33 /6	1 /0	1 /0	1 /0	J /6	0 /6	'	0.033	•	0.543	34000	u
33 E Market St	City of Harriso		28000	G	96%	0%	1%	1%	2%	0%	С	0.094	F	0.559	29000	G
(33) E Market St	City of Harriso		L Harrisonburg		30 /6	0 /6	1 /0	1 /0	2/0	0 /6	C	0.034	•	0.559	29000	G
East	From:		3 E, E Market													
Ramp to I-81 S at Exit 247	7 City of Harrisonburg			G								0.096	F		12000	G
	To:	,	I-81 S													
East	From:	US 3	3 E, E Market	St												
33 Ramp to I-81 N at Exit 247	7 City of Harrisonburg	(Maint: 82) 0.13	870	G								0.142	F		870	G
<u> </u>	To:		I-81 North													
West	Fron:		3 W, E Market													
Ramp to I-81 S at Exit 247	7 City of Harrisonburg	(Maint: 82) 0.13		G								0.097	F		5000	G
~	10.		I-81 S													
West	From:		3 W, E Market									0.440	_		0000	_
(33) Ramp	City of Harrisonburg	(Maint: 82) 0.20	<b>3900</b> I-81 North	G			_					0.113	F		3900	G
	France															
33 11 Main St NB	City of Harriso	nburg 0.03	US 11 <b>5800</b>	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
	Combined Traffic Estimates for 2 Parallel	•		N	96%	0%	1%	1%	1%	0%	N	0.032	F	0.760	9500	N
	Tax	riodawaya on tina riodte.	US 33	.4	JU /0	0 /0		1 /0	1 /0	0 /0	1 1	5.004	•	5.700	3300	14
	From:	90	L Harrisonburg	o o												
(42) S High St	City of Harriso			G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.512	17000	G
				-			<u> —</u> ∟									
(42) S High St	From: City of Harriso		Erickson Ave 17000	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.541	19000	G
42) 3 1 11911 31	Oity of Flamso		Sunrise Ave		01/0	0 /0		1 /0	1 /0	0 /0	J	0.000	•	0.041	10000	G

#### 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
2 S High St	From City of Harrisonb		Sunrise Ave 20000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.53	22000	(
S High St	City of Harrisonia	ourg 0.40			9170	076	1 70	170	1 70	0%	Г	0.069	Г	0.55	22000	,
S High St	City of Harrisonb	ourg 0.55	Grace Ave 20000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.542	22000	
S High St	ony of Harrisons	July 0.55		<u> </u>	31 /0	0 70		1 /0	1 /0	0 70	'	0.000	•	0.542	22000	
42) N High St	City of Harrisonb	ourg 0.27	Market St <b>17000</b>	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.571	18000	
12) 11 iigii Gt	Tro	5.L7			01 70	0 70		1 70	170	0 70	•	0.007	•	0.07 1	10000	
42) Virginia Ave	From City of Harrisonb	ourg 0.44	Gay St 12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.564	14000	
+2) Viigiiia / 110	Tarifornia				01 70	0 70	.,,	1 70	170	0 70	•	0.000	•	0.001	1 1000	
42) Virginia Ave	City of Harrisonb	ourg 0.60	5th St 11000	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.572	12000	
+2) Viigiiia / 1.00	Tarifornia				0070	0 70	.,,	1 70	270	0 70	Ü	0.000	•	0.072	12000	
42) Virginia Ave	City of Harrisonb		It Clinton Pil 13000	G G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	14000	
42) Viigiiia / 110	To:		L Harrisonb		0070	0 70		1 70	270	0 70	•	0.001	•	0.001	1 1000	
orth	From:	SC	L Harrisonb	urg												
81)	City of Harrisonburg (N		29000	A	74%	1%	1%	1%	21%	2%	F	0.098	Α		29000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	
	To	US 1	11, South Ma	ain St												
orth 31	City of Harrisonburg (N	Maint: 82) 2.83	29000	Α	74%	1%	1%	1%	21%	2%	С	0.098	Α		29000	
31)	Combined Traffic Estimates for 2 Parallel Ro	,		Ā	76%	1%	1%	1%	20%	2%	C	0.095	Α	0.572	58000	
	To:		3 Port Repub		7070	170		1 70	2070	270	Ü	0.000	,,	0.072	00000	
orth	From		Port Republ													
31)	City of Harrisonburg (N	,	28000	Α	74%	1%	1%	1%	21%	2%	F -	0.099	Α		28000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	
orth	T _C . From:	US	33, E Marke	et St												
31)	City of Harrisonburg (N	Maint: 82) 1.60	26000	Α	74%	1%	1%	1%	21%	2%	F	0.107	Α		25000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	52000	Α	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	
	To:	NC	CL Harrisonb	urg												
orth	From:		I-81 North													
Ramp	City of Harrisonburg (N	*	4200	G								0.106	F		4200	
<u> </u>	To:	Po	ort Republic l													
orth	From:	Mainta 00) 0.05	I-81 North									0.4	_		5000	
Ramp	City of Harrisonburg (N		5000 33 E, E Mark	G								0.1	F		5000	
	Parent.	US					<u> </u>									
orth 31 Ramp	City of Harrisonburg (N	Maint: 82) 0.12	I-81 North <b>2800</b>	G								0.102	F		2800	
, ramp	Tic.		3 W, E Marl									0.102	'		2000	
uith	From		L Harrisonb				<u> </u>									
outh B1	L City of Harrisonburg (N		28000	A A	77%	1%	1%	1%	19%	2%	F	0.104	Α		28000	
31)	Combined Traffic Estimates for 2 Parallel Ro	*		A	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.512	57000	
	To:		11, South Ma		1070	1 /0		1 /0	_0 /0	270	•	3.000	, ,	5.512	0,000	

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

Route		Jurisdiction	Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Houle		Junsaiction	Length	AADI	QA	41lie	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
South		From:		1, South M		770/	40/		401	100/	00/	_	0.400			00000	
81	O 1: 17 "	City of Harrisonburg (M	,	29000	Α	77%	1%	1%	1%	19%	2%	С	0.102	A	0.570	29000	A
	Combined Traffic I	Estimates for 2 Parallel Roa	adways on this Route:	58000	Α	76%	1%	1%	1%	20%	2%	С	0.095	Α	0.572	58000	Α
South		From:	SR 25	3 Port Repu	blic Rd												
South 81		City of Harrisonburg (M	laint: 82) 1.50	29000	Α	77%	1%	1%	1%	19%	2%	F	0.099	Α		29000	Α
$\smile$	Combined Traffic I	Estimates for 2 Parallel Roa	adways on this Route:	57000	Α	76%	1%	1%	1%	20%	2%	F	0.095	Α	0.513	56000	Α
011		To: From:	US	33, E Mark	et St			_									
South (81)		City of Harrisonburg (M	laint: 82) 1.30	26000	Α	77%	1%	1%	1%	19%	2%	F	0.105	Α		25000	Α
(81)	Combined Traffic I	Estimates for 2 Parallel Ro	,	52000	A	76%	1%	1%	1%	20%	2%	F	0.1	Α	0.530	50000	Α
		To:		L Harrisonl		. 0 , 0	. , 0		. , 0	2070	-70	•	• • • • • • • • • • • • • • • • • • • •		0.000	00000	
South		From:		I-81 South													
(81) Ramp I-81 S Exit 245 to	Port Republic Rd	City of Harrisonburg (M	laint: 82) 0.12	4100	Α	97%	0%	1%	0%	1%	0%	F	0.114	Α		4100	Α
$\overline{}$		To:	SR 25	3 Port Repu	blic Rd												
South		From:		I-81 South													
81 Ramp I-81 S Exit 247 to	US 33 E	City of Harrisonburg (M		4100	G								0.09	F		4100	G
		To:	US 3	3 E, E Mar													
South		From:	Inite 00\ 0.00	I-81 South									0.104	F		1000	_
81 Ramp		City of Harrisonburg (M	,	1300 3 W, E Mar	G deat St								0.124	Г		1300	G
		From															
253)Port Republic Rd		City of Harrisonbu		27000	G	97%	0%	1%	0%	1%	0%	С	0.082	F	0.505	29000	G
253) Torritopablic rid		Only of Flamounic	0.40			01 /0	0 70		0 70	1 70	0 70	Ü	0.002	•	0.000	20000	ď
253)Port Republic Rd		City of Harrisonbu	urg 0.85	I-81 <b>26000</b>	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.542	28000	G
255). Ort riopabilo rid		only of Figure 50000			-	31 /0	0 /0		0 /0	1 /0	0 /0	•	3.000		3.0-12	20000	J
253)Port Republic Rd		City of Harrisonbu		ach Grove A 13000	Ave <b>G</b>	97%	0%	1%	0%	1%	0%	Е	0.085	F	0.532	14000	G
253 Fort nepublic nd		City of Hamsonbu	<u> </u>	L Harrisonb		3170	U 70	170	U-70	I 70	U-76	Г	0.003	Г	0.552	14000	G

						City of Harrison	Duig								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From				NCL Harrisonbu	ıra			1					
(F238) Buffalo Dr	0.07	1200	R			TVCE Traitisonot	ng .			NA			NA		02/28/2018
		Te	·			Dead End									
		Fron	:			E Market St									
(1) Vine St	1.42	8200 _{To}	G	94%	1%	1% 3%	2%	0%	С	0.093	F	0.572	8700	G	2019
			<u> </u>			N Main St									
3 Eastover Dr	0.44	1400	G	100%	0%	Paul St 0%	0%	0%	С	0.128	F	0.954	1400	G	2019
3 Eastover Dr	<b>0</b>	To	Ť	10070	0,0	Reservoir St	0,0	0,0			•	0.00		<u>.</u>	_0.0
		Fron				115-4115 N Liberty	Street								
4 E. Washington St	0.24	3600	G	94%	2%	3% 0%	1%	0%	F	0.112	F	0.522	3800	G	2019
		Te Fron				N Main St									
4 E. Washington St	0.72	3800	G	94%	2%	3% 0%	1%	0%	С	0.100	F	0.523	4000	G	2019
<u> </u>		To	c			Vine St									
A a a sua Du	1.10	From	<u> </u>	070/	10/	SR 42	10/	00/		0.004	_	0.000	4000	_	0010
5 Acorn Dr	1.16	4000 To	G	97%	1%	1% 1% Mt Clinton Pik	1%	0%	С	0.094	F	0.636	4300	G	2019
		Fron	:			Mt Clinton Pik									
6 Park Rd	0.58	2000	G	98%	0%	1% 0%	0%	0%	С	0.104	F	0.573	2100	G	2019
		Te	4			Shank Dr									
6 Park Rd	0.34	1600 From	G	98%	0%	1% 0%	0%	0%	F	0.105	F	0.525	1800	G	2019
		To	c			Harmony Dr									
		From				Park Rd									
(7) Harmony Dr	0.23	1300	G	98%	0%	1% 0%	0%	0%	С	0.106	F	0.580	1300	G	2019
<u> </u>		Te				SR 42									
Machy Pd	0.35	5300	G	97%	0%	WCL Harrisonbu	2%	0%	С	0.099	F	0.51	5700	G	2019
(4100) Mosby Rd	0.33	5300		9770	076		270	U 70		0.099	Г	0.51	3700	G	2019
4100 Mosby Rd	0.26	5900	G	97%	0%	Mosby Ct 0%	2%	0%	F	0.094	F	0.510	6300	G	2019
(4100) Mosby Rd	0.20	7900 To	<del>Т</del>	37 76	0 70	Main St	270	0 70	-	0.054		0.510	0000	ч	2013
		From	:			Pear St									
(4102) Pleasant Hill Rd	0.78	4100	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.602	4400	G	2019
		To				US 11 S Main S									
(4102) Stone Spring Rd	0.65	19000	G	97%	0%	US 11 Pleasant Hi 1% 1%	11 Rd	0%	С	0.093	F	0.534	20000	G	2019
4102) Grone opining rid	0.00	13000		01 70	0 70			0 70			•	0.004	20000	ď	2010
(4102) Stone Spring Rd	0.53	18000	G	97%	0%	Ramblewood R	1%	0%	F	0.094	F	0.533	19000	G	2019
(4102) Stone Spring Rd	0.00	To	<u> </u>	01 70	0 70	ECL Harrisonbu		070		1	•	0.000	10000	ŭ	2010
		Fron	c			Pleasant Hill R	d								
(4103) Central Ave	0.14	1400	G	97%	0%	2% 0%	0%	0%	С	0.109	F	0.624	1400	G	2019
		Te Fron	-			Sharon St									
(4103) Central Ave	0.91	750	G	97%	1%	1% 0%	0%	0%	С	0.109	F	0.682	800	G	2019
<u> </u>		To				Maryland Ave									
		From		0051	4-7	S High St	0-1	051			_	0 = 1	5000		0010
4 ₁₀₄ South Ave	0.52	4700 To	G	98%	1%	1% 0% S Main St	0%	0%	С	0.094	F	0.54	5000	G	2019
		From				SR 42 High St	,								
(4105) Maryland Ave	0.44	8700	G	97%	0%	1% 0%	1%	0%	F	0.087	F	0.551	9300	G	2019
, ,		Te				Main St		-				-			
		Fron				SR 253 Port Repub	lic Rd								
(4105) Ramp to I-81 N at Ex	tit 24 <b>5</b> .19	4300	Α							0.119	Α		4200	Α	2019
<u> </u>		To				I-81 North									
O Danier	0.11	From				SR 253 Port Repub	lic Rd				_		4000		0010
(4105) Ramp	0.14	4200 To	G			I-81 South				0.117	F		4200	G	2019
			1			1-81 South									

						City of I	Harrison	ourg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg			1													
Occupant According	0.00	From	پ	070/	00/		2 S High S		00/			_	0.500	0000	_	0040
(4106) Cantrell Ave	0.26	8700	G	97%	0%	1%	1%	1%	0%	С	0.093	F	0.566	9300	G	2019
$\overline{\bigcirc}$		To From					1 S Main S									
(4106) Cantrell Ave	0.99	16000	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.603	17000	G	2019
		To From				Re	servoir St									
(4106) Cantrell Ave	0.18	6700	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.707	7200	G	2019
$\bigcirc$		To				US 33	E Market	St								
		From	:			SCL I	Harrisonbur	·g								
(4107) Reservoir St	0.97	19000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	20000	G	2019
$\bigcirc$		To	_			Univ	ersity Blvd				<u> </u>					
(4107) Reservoir St	0.90	21000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.572	23000	G	2019
4100)		To														
(4107) Reservoir St	0.56	8700	G	99%	0%	1%	otrell Ave 0%	0%	0%	С	0.091	F	0.513	9300	G	2019
(4107) Reservoir St	0.50	6700	<u> </u>	33 /o	0 /6	1 /0	0 /6	0 /6	0 /6	U	0.031	'	0.515	9300	G	2019
$\widehat{}$		From	<u>.</u>				E Market									
(4107) Sterling St	0.13	1500	G	95%	1%	1%	1%	2%	0%	F	0.111	F	0.52	1600	G	2019
		To	1				Gay St									
(4107) Gay St	0.45	2200	G	95%	1%	1%	erling St 1%	2%	0%	F	0.116	F	0.63	2300	G	2019
(4107) Gay St	0.40	2200		00 /0	1 /0			<b>L</b> /0	0 /0	'		•	0.00	2000	J	2010
<u> </u>	0.11	From	<u> </u>			N	Iason St					_	0.500	4000		0010
(4107) Gay St	0.11	4100	G								0.100	F	0.532	4300	G	2019
		From				US 11	Main St N	В								
(4107) Gay St	0.22	5400	G	95%	1%	1%	1%	2%	0%	С	0.105	F	0.518	5800	G	2019
$\overline{}$		То			SF	R 42 Virgii	nia Ave; N	High St			<b>—</b>					
(4107) Gay St	0.11	2600	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.669	2800	G	2019
,		To	:			Chi	cago Ave									
$\widehat{}$		From	:				Gay St									
(4107) Chicago Ave	0.58	3600	G	98%	0%	1%	0%	0%	0%	С	0.113	F	0.515	3800	G	2019
		To				Wa	terman Dr				<u> </u>					
(4107) Chicago Ave	0.43	5200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.523	5500	G	2019
$\bigcirc$		To	:			Mt C	linton Pike	;								
		From				Eas	stover Dr									
(4108) Paul St	0.15	3300	G	99%	1%	0%	0%	0%	0%	F	0.113	F	0.524	3500	G	2019
		To				Con	ntrell Ave									
(4108) Paul St	0.49	1000 From	G	99%	1%	0%	0%	0%	0%	С	0.113	F	0.524	1100	G	2019
4108) 1 adi Ot	0.43	1000		33 70	1 /0			0 70	0 70		<u> </u>	'	0.524	1100	G	2013
O 2 10		From		2021			lason St	221	221			_				2212
4 ₁₀₈ Paul St	0.14	640 To	G	99%	1%	0%	0%	0%	0%	F	0.134	F	0.736	680	G	2019
							Main St									
		From		0.457	221		High St	221			<u></u>	_		4000		2212
(4109) Grace St	0.27	4600	G	94%	0%	5%	0%	0%	0%	С	0.114	F	0.747	4900	G	2019
		To From				N	Aain St									
(4109) Grace St	0.14	4000	G	94%	0%	5%		0%	0%	F	0.118	F	0.739	4200	G	2019
$\overline{}$		То					Iason St									
Manage Ot	0.40	From	<u> </u>	000/	00/		race St	00/	00/			_	0.500	0000	_	0010
4109 Mason St	0.10	3600	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.592	3900	G	2019
		From					ntrell Ave									
(4109) Mason St	0.20	3800	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.671	4000	G	2019
$\overline{}$		To				]	Paul St				$\neg$ —					
(4109) Mason St	0.41	4100	G	99%	0%	0%		0%	0%	F	0.087	F	0.606	4400	G	2019
		To									<u> </u>					
Macon St	0.44	7000		000/	Nº/		arket St	<b>Λ</b> 0/	00/		0.090	Е	0.520	7400	G	2010
4109 Mason St	0.44	7000 To	G	99%	0%	0%	0% Jain St	0%	0%	F	0.089	F	0.520	7400	G	2019
							Aain St				I					
Malfa Ct	0.10	From		000/	00/		2 N High S		00/		0.100	_	0.570	0000	_	2010
4110 Wolfe St	0.12	2100 To	G	99%	0%	0%	0%	0%	0%	С	0.106	F	0.579	2200	G	2019
		10	1			N I	Liberty St									

						City of F	arrison	burg								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg											T					
Wolfe St	0.11	2600	G	98%	1%	1%	iberty St 0%	0%	0%	F	0.107	F	0.564	2800	G	2019
(4110) Wolfe St	0.69	970 From	G	98%	1%	1%	Main St 0%	0%	0%	С	0.119	F	0.584	1000	G	2019
		From					olfe St	d								
Old Furnace Rd	0.29	3700 _{Ta}	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.657	4000	G	2019
(4110) Old Furnace Rd	0.91	2600 From	G	96%	1%	2%	7ine St 0% Iarrisonbu	0%	0%	С	0.109	F	0.563	2800	G	2019
		From														
(4113) Country Club Rd	0.76	9900	G	97%	0%	1%	, E Marke 1%	1%	0%	С	0.101	F	0.536	11000	G	2019
Country Club Dr	0.85	11000 From	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.556	12000	G	2019
			<u> </u>				, E Mark	et St								
4114 Kratzer Ave	0.12	2600 To	G				ib outv. St				0.132	F	0.761	2800	G	2019
		From	1				iberty St									
4115 Liberty St	0.25	2800	G	90%	1%	2%	3%	4%	0%	F	0.094	F	0.614	3000	G	2019
4115 Liberty St	0.32	5800 From	G	90%	1%	2%	3%	4%	0%	F	0.096	F	0.505	6100	G	2019
(4115) Liberty St	0.32	4600	G	90%	1%	2%	lom Rd 3%	4%	0%	F	0.091	F	0.541	4900	G	2019
		To From				Ch	arles St									
4115 Liberty St	0.80	3500 To	G	90%	1%	2% NCL H	3% Iarrisonbu	4% arg	0%	С	0.098	F	0.557	3800	G	2019
		From				S	Main St									
Pike Church Rd	0.14	1800 _{To}	G	88%	1%	1% WCL F	1% Harrisonbi	9% urg	0%	С	0.103	F	0.542	1900	G	2019
_		From				Mo	osby Rd									
Pear St	1.09	1800 To	G	99%	1%	0% Pleas	0% ant Hill R	0% d	0%	С	0.099	F	0.532	1900	G	2019
		From				WCL I	Harrisonbı	urg								
(4118) Erickson Ave	0.72	12000	G	96%	1%	1%	1%	1%	0%	С	0.098	F	0.564	12000	G	2019
		To					High St									
Garbers Church Rd	0.05	3000	N	96%	1%	SCL H	larrisonbu 1%	1%	0%	N	0.108	F	0.598	3200	N	2019
<u> </u>		To From					kson Ave									
Garbers Church Rd	1.48	6000	F	96%	2%	1%	1%	0%	0%	С	0.109	F	0.676	6300	F	2019
(4119) Switchboard Rd	0.21	2900 From	G	98%	0%	1%	Market S	0%	0%	С	0.106	F	0.522	3100	G	2019
		То	<u> </u>		1	NCL Harri										
Waterman Dr	0.84	3900 To	G	94%	1%	1%	1%	3%	0%	С	0.096	F	0.502	4100	G	2019
		From	<u> </u>				cago Ave									
Mt Clinton Pike	0.19	5700	G	94%	1%	1%	1%	3%	0%	F	0.103	F	0.603	6100	G	2019
(4121) Mt Clinton Pike	0.10	6400 From	G	94%	1%	Col 1%	lege Ave 1%	3%	0%	F	0.1	F	0.6	6800	G	2019
(4121) Mt Clinton Pike	0.37	8300 From	G	95%	0%	Chie	cago Ave 1%	2%	0%	С	0.094	F	0.528	8800	G	2019
$\overline{}$		То	:			SR 42	Virginia A	Ave								

						City of Hai	HSOHDUI	ч								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From:														
Mt Clinton Pike	1.29	7700	G	94%	1%	Virgini 1%		3%	0%	F	0.089	F	0.538	8200	G	2019
VII OIIIIIOITTIKE	1.23	To		J4 /0	1 /0	N Ma		J /6	0 76	-	0.003	'	0.550	0200	u	2013
		From:				Virgini					i					
Edom Rd	0.21	2900	G	97%	1%			1%	0%	F	0.101	F	0.651	3100	G	2019
		To				N Libe										
		From				S Hig	gh St									
Bruce St	0.15	2100	G	97%	1%	1%	0% 1	1%	0%	С	0.099	F	0.786	2300	G	2019
<u> </u>		To: From:				Liber	ty St									
Bruce St	0.22	1600	G	98%	0%			0%	0%	С	0.119	F		1800	G	2019
<u> </u>		To				Masc	on St									
		From:				Country										
Keezletown Rd	0.76	1500	G	98%	1%			0%	0%	С	0.102	F	0.744	1600	G	2019
<u> </u>		To				ECL Harr	risonburg									
<u> </u>		From:				Pleasant V										
Greendale Rd	1.05	3100	G	92%	1%			0%	0%	С	0.097	F	0.557	3300	G	2019
<u> </u>		To:				ECL Harr										
Diagram Valley Dal	0.07	From:		050/	40/	SCL Harr		20/	00/			_	0.50	5000	_	0040
Pleasant Valley Rd	0.67	4900 To:	G	85%	1%			8%	0%	F	0.094	F	0.53	5300	G	2019
		From:				RTE 710 Gr Greend		a			+					
Pleasant Valley Rd	0.73	6200	G	85%	1%			8%	0%	С	0.096	F	0.560	6600	G	2019
$\mathcal{I}$		To				S Ma	in St									
		From:				Hartman Dr o	n North E	nd								
2nd St		200	G								0.116	F	0.68	220	G	2019
		To				Willow St or	n South En	d								
		From				Clay	y St									
Alleghany Ave		110	G								0.133	F	0.697	120	G	2019
		To				Star Cr	est Dr									
DI D'I DI		From:	<u> </u>			Star Cr	est Dr					_	0.540	<b>5</b> 400	_	0010
Blue Ridge Rd		5100	G				CLID				0.100	F	0.543	5400	G	2019
			1			Country										
Plugatona St		From:	<u> </u>			Monume	ent Ave				0 1 4 5	F	0.550	120	C	2010
Bluestone St		120 To:	G			Fry A	Avo				0.145	Г	0.558	130	G	2019
		From:	1								_					
Broad View Dr		400	G			Star Cr	est Dr				0.115	F	0.689	430	G	2019
bload view bi		To:				Sparro	ow Ct				1	•	0.000	400	a	2010
		From:				N. Mas										
Campbell St		190	G			14. 14143	son st				0.138	F	0.606	210	G	2019
		To				Ott	St				$\exists$			-	-	
		From:				Reserv	oir St				1					
Carlton St		4600	G								0.099	F	0.569	4900	G	2019
		To				Mark	et St									
		From				S. Dogw	ood Dr									
Cedar St		110	G								0.182	F	0.634	110	G	2019
		To				West	Ave									
		From:				N Libe	erty St									
Charles St		1900	G								0.091	F	0.510	2100	G	2019
		To				N Ma	in St									
		From				Country	y Club									
		EOO	G								0.114	F	0.712	620	G	2019
Clay St		580									_					
Clay St		To:				Broadvi	iew Dr									
		From:				Broadvi										
Clay St  Clinton St		To	G				son St				0.124	F	0.655	320	G	2019

					City of Harrisonburg							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Harrisonburg	From				Orchard Lane		1					
Crawford St	640	G			Ofchard Lane		0.109	F	0.6	680	G	2019
	To				Port Republic Rd							
0 ( 10)	From	<u> </u>			Monument Ave			_	0.500	<b>5</b> 40	_	0046
Crawford St	480	F			Orohoud Long		0.145	F	0.568	510	F	2019
	From				Orchard Lane		1					
Dale Cir	46	G			Hillandale Ave		0.155	F	0.563	49	G	2019
24.0 0	To	Ĕ			Hillandale Ave			•	0.000	10	ŭ	
	From				Maryland Ave							
Elmwood Dr	210	G					0.157	F	0.606	220	G	201
	To				New York Ave							
	From				N. Dogwood Dr							
Green St	120	G					0.163	F	0.511	130	G	201
	То	<u> </u>			Willlow St							
	From	<u> </u>			W. Gay St			_		0.50		224
Hartman Dr	240 _{то}	G			Cocond Ct		0.095	F	0.776	250	G	2019
					Second St							
Hill Street	760	G			E Rock St		0.112	F	0.622	760	G	201
Tilli Street	7 <b>00</b>				E Gay St		0.112	1	0.022	700	G	201
	From				S. Dogwood Dr							
Hillandale Ave	650	G			S. Dogwood Di		0.155	F	0.59	700	G	201
	To				S. High St.			•	0.00		<u>.</u>	_0.
	From				Fairview Ave							
Hillcrest Dr	190	G					0.137	F	0.621	200	G	201
	To				Maplehurst Ave							
	From				Dead End							
Hillside Ave	340	G					0.219	F	0.714	360	G	201
	То				Monument Ave							
	From	Ĺ			Moore St							
Holly Hill Dr	130 _{то}	G			NAC : G		0.156	F	0.533	140	G	201
		<u> </u>			N Main St							
Monument Ave	790	G			Valley St		0.167	F	0.616	850	G	201
Monument Ave	7 90 To				Bluestone St		0.107	1	0.010	030	G	201
	From				Dead End							
Moore St	60	G			Dead End		0.149	F	0.7	70	G	201
	To				Holly Hill Dr				•		-	
	From				N. Main St							
Newman Ave	720	G					0.137	F	0.614	770	G	201
	To				Federal St							
	From				South Ave							
S. Dogwood Dr	1200	G					0.134	F	0.603	1300	G	201
	То	<u> </u>			Ridge Rd							
	From				S. Dogwood Dr							
South Ave	810	G					0.138	F	0.532	860	G	201
	To	느			Sharps Dr							
Constitution of Di	From	<u> </u>			N. Blue Ridge Rd		0.110	_	0.040	100	_	004
Spottswood Dr	110 To	G			N. Carlton St		0.112	F	0.643	120	G	201
	From	<u> </u>					<u> </u>					
Star Crest Dr	380	G			Blue Ridge Rd		0.103	F	0.547	410	G	201
Olai Olesi Di	3 <b>00</b>				Alleghany Ave		0.103	1.	0.547	410	G	201
	From				Wolfe St							
Statton Rd	40	G			Wolle St		0.157	F	0.571	40	G	2019
	To	<u> </u>			W Gay St		<u> </u>	•		. •	_	_01
					ii day di							

					,							
Length	AADT	QA	4Tire	Bus		$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Yea
	F				Y 65		-					
					Jefferson St		0.107	_	0.5	260	C	201
					Dead End		0.107	•	0.5	200	G	201
	From	! !					1					
					Fry Ave		0.168	E	0.52	150	G	201
					Monument Ave		0.100	•	0.52	130	u	201
	Grow											
		L			S. Mason St		0.136	F	0.51	180	G	201
					Ott St		0.100	•	0.51	100	ч	201
	From											
					Brook Ave		0.121	F	0.734	350	G	201
					Academy St		0.121	•	0.704	000	ч	201
	From											
		L			Grace St		0.105	F	0.58	340	G	201
					Dead End		-0.100	•	0.00	040	u	201
	From						1					
					w Gay St		0.12	F	0 527	700	G	201
					Second St		- J. 12	•	0.027	, 00	a	201
	From											
					Dead End		0.167	F	0.667	20	G	201
							5.107	•	5.007	20	u	201
	Length	250 To From 140 To 170 To 330 To From 660 To From 20	250 G Try  From:  140 G Try  170 G Trc  From:  330 G Tro  From:  320 G Tro  From:  660 G Tre  From:  From:	250 G   Tro	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Factor	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Factor   QK   Factor   AAWDT   QW						