### 2016

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

where available

# Special Locality Report 115

City of Harrisonburg

Information in this report is included in Report

**82** 

(Rockingham County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

#### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

#### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

### Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

11 33 Main St NB  Co	City of Harrisonbur  City of Parallel Roa	SC    O.91	AADT  L Harrisonbi 13000  I-81 21000  easant Hill R 19000  rt Republic I 23000  S Liberty St 6100 13000  US 33 6100	G G G Rd G	96% 97% 97% 97% 97%	0% 0% 0%		1% 1% 1% 1%			F C F	K Factor 0.093 0.091 0.083	QK	Dir Factor 0.51 0.556 0.538	14000 23000 21000 25000	G G G
11 Main St  11 S Main St  11 S Main St  11 Main St NB  Co  11 33 Main St NB  Co  11 33 Main St NB	City of Harrisonbut	rig 0.91  rig 1.77  Plant 0.87  Po 0.65  rig 0.47  adways on this Route:	13000 I-81 21000 easant Hill R 19000 rt Republic I 23000 S Liberty St 6100 13000 US 33	G G Rd G G	97% 97% 97%	0%	1%	1%	1%	0%	F	0.091		0.556 0.538	23000	G G
11 Main St  11 S Main St  11 S Main St  11 Main St NB  Co  11 33 Main St NB  Co  11 (33) Main St NB	City of Harrisonbut	1.77  Plant	I-81 21000 easant Hill R 19000 rt Republic I 23000 S Liberty St 6100 13000 US 33	G G Rd G G	97% 97% 97%	0%	1%	1%	1%	0%	F	0.091		0.556 0.538	23000	G G
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11 S Main St  11 Main St NB  Co  (11) (33) Main St NB  Co  (11) (33) Main St NB	City of Harrisonbur  City of Harrisonbur  City of Harrisonbur  Dity of Harrisonbur  City of Harrisonbur  City of Harrisonbur	rg 0.87  rg 0.65  rg 0.47  adways on this Route:	19000 rt Republic I 23000 S Liberty St 6100 13000 US 33	G Rd G	97%	0%										
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Co  11 33 Main St NB  Co  11 33 Main St NB	ombined Traffic Estimates for 2 Parallel Roa To From City of Harrisonbur	org 0.47 adways on this Route:	6100 13000 US 33	G		0%	_							0.011	23000	G
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11 33 Main St NB  Co	City of Harrisonbur	rg 0.02	US 33	G	07%		1%	1%	1%	0%	F	0.1		0.551	6700	G
Co	•	0			31 /6	0%	1%	0%	1%	0%	F	0.087	F	0.773	14000	G
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11 (33) Main St NB	ombined Traffic Estimates for 2 Parallel Roa	adways on this Route.		N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6700	N
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( ) ( 40 )		US 33	3 E Market S	Street												
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	ombined Traffic Estimates for 2 Parallel Roa	adways on this Route:	9400	N	97%	0%	1%	0%	1%	0%	Ν	0.087	F	0.773	10000	Ν
	To: From:		US 33 Par													
11 Main St NB	City of Harrisonbu	rg 0.34	6100	N	97%	0%	1%	1%	1%	0%	Ν	0.1		0.551	6700	Ν
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									0.087	F	0.773	NA	
	To: From:		Kratzer Ave													
11 N Main St	City of Harrisonbu	rg 0.68	8600	G	96%	0%	1%	0%	2%	0%	С	0.093		0.604	9300	G
<u> </u>	To: From:		Charles St				$\Box$									
11 N Main St	City of Harrisonbu	rg 0.44	7100	G	96%	0%	1%	0%	2%	0%	F	0.096		0.617	7700	G
<u> </u>	То:	NC	L Harrisonb	urg												
~~~	From:		S Main St													
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(1,1) (33) Liberty St	City of Harrisonbur	•	4900	G	96%	1%	2%	1%	1%	0%	С	0.089			5300	G
₩ Cc	ombined Traffic Estimates for 2 Parallel Roa	adways on this Route:	11000	N	96%	0%	1%	1%	1%	0%	N	NA			12000	N
~ ~ ~ · · · ·	To: From:		Rock St				$\Box$									
(1,1) (3,3) Noll Dr	City of Harrisonbur	0	3200	G	97%	0%	1%	0%	1%	0%	F	0.077			3500	G
~ ~ Cc	ombined Traffic Estimates for 2 Parallel Roa		9400	N	97%	0%	1%	0%	1%	0%	N	NA			10000	N
	10:		Kratzer Ave													
33 W Market St	City of Llawis asky		L Harrisonb 9500	ourg <b>G</b>	96%	1%	10/	0%	2%	0%	_	0.099		0.597	10000	G
(33) W Market St	City of Harrisonbu	<u> </u>	Vaterman Di		90%	170	1%	0%	270	U%	г	0.099		0.597	10000	G

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

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(33) W Market St	City of Harriso	nburg 0.61	10000	G	96%	1%	1%	0%	2%	0%	С	0.092		0.529	11000	G
~	To: From:		SR 42 S High													
(33) W Market St	City of Harriso	nburg 0.16		G	96%	1%	1%	0%	2%	0%	F	0.097			5500	G
<u> </u>	To:		Bus US 33 I	Par			_									
33) (11) Main St NB	City of Harriso	Lunburg 0.02	US 11 <b>6100</b>	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6700	N
	Combined Traffic Estimates for 2 Parallel	•		N	96%	0%	1%	1%	1%	0%	N	0.087	F	0.773	12000	N
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	From:	J	JS 11 Main S													
33 E Market St	City of Harriso			G	97%	0%	1%	1%	1%	0%	F	0.092		0.549	6700	G
300	Tor		M 0:													
33 E Market St	City of Harriso	l nburg 0.87	Mason St 12000	G	97%	0%	1%	1%	1%	0%	F	0.093		0.575	13000	G
33 E Market St	Oity of Flamso	0.67	12000	G	91 /6	0 /6	1 /0	1 /0	1 /0	0 /6	•	0.033		0.575	13000	G
~~ - · · · ·	Te: From:		Vine St													
33 E Market St	City of Harriso	nburg 0.61	18000	G	97%	0%	1%	1%	1%	0%	С	0.09		0.541	20000	G
<u> </u>	To: From:		I-81													
33 E Market St	City of Harriso	nburg 0.59	30000	G	96%	1%	1%	1%	2%	0%	F	0.089		0.517	33000	G
<del></del>	To		University B	lvd												
33 E Market St	From: City of Harriso	nburg 1.07		G	97%	0%	1%	0%	2%	0%	С	0.095		0.604	28000	G
33) =	To:		CL Harrison		0.70	0 70	$\overline{}$	0,0	_,,	0 / 0	Ū	0.000		0.00		•
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	10.		I-81 North	1												
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_	From:		CL Harrison	burg												
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42 S High St	City of Harriso	nburg 1.27		G	97%	0%	1%	1%	1%	0%	С	0.09		0.531	20000	G
·. <u>·</u>	To:		Sunrise Av													

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

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Route	Jurisdiction	n Lenat	h <b>AADT</b>	ΟΔ	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	- OI
riodio	difficulti	n Longt	" AADI	Q.A	71110	Dao	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q, (	Factor	70.000	α,
_	From:		Sunrise Ave													
<sub>42</sub> ) S High St	City of Harrison	nburg 0.40	20000	G	98%	0%	1%	1%	1%	0%	F	0.091		0.507	22000	G
$\smile$	To:		Grace Ave													
42) S High St	From: L City of Harrisor	nburg 0.55		G	98%	0%	1%	1%	1%	0%	F	0.082		0.555	22000	(
42) 6 Tilgil 6t	only of Figure 2	115019 0.00		<u> </u>	0070	0 70		1 /0	1 /0	0 70	•	0.002		0.000	22000	`
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<sub>42</sub> ) N High St	City of Harrison	nburg 0.27	17000	G	98%	0%	1%	1%	1%	0%	F	0.085		0.579	18000	(
	To		Gay St				$\neg$ $\vdash$									
42) Virginia Ave	City of Harrison	nburg 0.44		G	98%	0%	1%	1%	1%	0%	F	0.085		0.559	14000	(
32) 0	, 															
Viscolada Acce	From	0.00	5th St		050/	00/	10/	00/	00/	00/	_	0.000		0.504	40000	,
42) Virginia Ave	City of Harrison	nburg 0.60	11000	G	95%	0%	1%	3%	2%	0%	С	0.086		0.581	12000	(
<u> </u>	To: From:		Mt Clinton Pil	кe			_									
42) Virginia Ave	City of Harrison	nburg 0.83	14000	G	95%	0%	1%	3%	2%	0%	F	0.091		0.638	15000	(
$\mathcal{L}$	To:	Ŋ	ICL Harrisonb	urg												
lorth	From:		CL Harrisonb	nro												
81)	City of Harrisonburg			A	74%	1%	1%	1%	23%	2%	F	0.1			28000	/
01)	Combined Traffic Estimates for 2 Parallel F			A	76%	1%	1%	1%	21%	2%	F	0.097	Α	0.534	55000	,
	Combined Traine Estimates for 21 araner i				7076	1 /0	1 /0	1 /0	21/0	2/0	•	0.037	^	0.554	33000	,
orth	To: From:	US	11, South Ma	in St												
81)	City of Harrisonburg	(Maint: 82) 2.83	28000	Α	74%	1%	1%	1%	23%	2%	С	0.1			28000	/
9.)	Combined Traffic Estimates for 2 Parallel F	Noadways on this Route	e: <b>57000</b>	Α	76%	1%	1%	1%	21%	2%	С	0.098	Α	0.538	56000	,
	To:		253 Port Repub					.,.		_,,	_					
lorth	From:		59 Port Republ		l											
81)	City of Harrisonburg	(Maint: 82) 1.51	28000	Α	74%	1%	1%	1%	23%	2%	F	0.100			28000	A
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>57000</b>	Α	76%	1%	1%	1%	21%	2%	F	0.097	Α	0.547	56000	,
	тоГ	•														
lorth	From:	U	S 33, E Marke	et St												
81)	City of Harrisonburg	(Maint: 82) 1.60	26000	Α	74%	1%	1%	1%	23%	2%	F	0.110			24000	1
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>52000</b>	Α	76%	1%	1%	1%	21%	2%	F	0.101	Α	0.568	49000	,
	To:	N	ICL Harrisonb	urg												
orth	From:		I-81 North													
Ramp	City of Harrisonburg	(Maint: 82) 0.12		G								0.106			4100	(
01)	To:		Port Republic 1													
	From						<u>_</u> _									
lorth Pamp	City of Harrisanhura	(Maint: 82) 0.25	I-81 North 4900	-								0.1			4900	(
Ramp	City of Harrisonburg			G			_					0.1			4900	,
		US	33 E, E Mark	et St												
orth	From:		I-81 North													
81) Ramp	City of Harrisonburg			G								0.102			2800	(
<u> </u>	To:	US	33 W, E Marl	ket St												
outh	From:	S	CL Harrisonb	urg												
81)	City of Harrisonburg	(Maint: 82) 1.01	28000	Α	78%	1%	1%	1%	19%	2%	F	0.104			27000	1
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route	e: <b>56000</b>	Α	76%	1%	1%	1%	21%	2%	F	0.097	Α	0.534	55000	1
			. JUUUU	~	10/0	1 /0	I 70	1 /0	Z 1 7/0	Z /0		0.037	$\overline{}$	0.007		

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

Route		Jurisdiction	1	onath	AADT		4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/
Houle		Junsaiction	L	-engin	AADT	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
South		From:			l, South Ma													
81		City of Harrisonburg (M	,	2.63	29000	Α	78%	1%	1%	1%	19%	2%	С	0.104			28000	Α
	Combined Traffic	Estimates for 2 Parallel Ro	padways on this F	Route:	57000	Α	76%	1%	1%	1%	21%	2%	С	0.098	Α	0.538	56000	Α
South		From:		SR 253	Port Repul	olic Rd												
South 81		City of Harrisonburg (M	/laint: 82)	1.50	29000	Α	78%	1%	1%	1%	19%	2%	F	0.103			28000	Α
	Combined Traffic	Estimates for 2 Parallel Ro	oadways on this F	Route:	57000	Α	76%	1%	1%	1%	21%	2%	F	0.097	Α	0.547	56000	Α
		To:		IIS 3	33, E Marke	ot St												
South 81		City of Howard on because (No	Asist 00\				700/	10/	10/	10/	100/	00/	_	0.100			05000	٨
81)	Camabinad Tueffia	City of Harrisonburg (M	,	1.30	26000	A	78%	1%	1%	1%	19%	2%	F	0.106	^	0.500	25000	A
	Combined Traffic	Estimates for 2 Parallel Ro	badways on this F		52000 L Harrisonb	A	76%	1%	1%	1%	21%	2%	Г	0.101	Α	0.568	49000	Α
0 "		From:				urg												
South (81) Ramp I-81 S Exit 245	to Port Republic Rd	City of Harrisonburg (M	Naint: 82)	0.12	I-81 South 4300	Α	97%	0%	1%	0%	1%	0%	F	0.115			4200	Α
(81) Hamp 1 01 0 Exit 240	to i ort riopabilo ria	To:	nam. 62)	-	Port Repul		01 /0	0 70		0 70	1 /0	0 70	•	0.110			4200	,,
South		From:			I-81 South													
81 Ramp I-81 S Exit 247	to US 33 E	City of Harrisonburg (M	Maint: 82)	0.12	4000	G								0.09			4000	G
(01)		To:	,	US 33	3 E, E Mark	et St												
South		From:			I-81 South													
(81) Ramp		City of Harrisonburg (M	Maint: 82)	0.22	1300	G								0.124			1300	G
		To:		US 33	W, E Marl	ket St												
		From:		US	11 S Main	St												
(253)Port Republic Rd		City of Harrisonb	urg	0.48	26000	G	97%	0%	1%	0%	1%	0%	С	0.082		0.505	28000	G
$\overline{}$		To:			I-81													
253 Port Republic Rd		City of Harrisonb	urg	0.85	26000	G	97%	0%	1%	0%	1%	0%	F	0.084		0.546	28000	G
$\overline{}$		To		Pea	ch Grove A	ve												
253 Port Republic Rd		City of Harrisonb	urg	0.48	12000	G	97%	0%	1%	0%	1%	0%	F	0.088		0.558	13000	G
		To:	<u> </u>	ECI	_ Harrisonb	urg												

						City of Hai									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Harrisonburg		From	1			NCL Harr	risonburg								
(F238) Buffalo Dr	0.07	350	R			1,0211111	isonouig				NA		NA		05/10/200
$\bigcup$		To	1			Dead	End								
○ \\ \( \tau_{1} \) \( \tau_{1} \)	4.40	From	<u> </u>	050/	40/	E Marl		00/	201	_		0.500	0000	_	2010
1 Vine St	1.42	8200 To	G	95%	1%	1% N Ma		2%	0%	С	0.092	0.523	9000	G	2016
		From	1			Paul									
3 Eastover Dr	0.44	1000	G	95%	1%			2%	0%	F	0.141	0.987	1100	G	2016
$\bigcirc$		To				Reserv	oir St								
C Machinetes Ot	0.04	From		050/		115-4115 N L			00/	_	0.000	0.550	0000	0	0010
4 E. Washington St	0.24	3500	G	95%	2%			1%	0%	F	0.096	0.553	3800	G	2016
4 E. Washington St	0.72	3800	G	95%	2%	N Ma 3%		1%	0%	С	0.097	0.505	4100	G	2016
4 E. Washington St	0.72	3000 To		33 /6	2 /0	Vine		1 /0	0 /6		0.037	0.505	4100	ч	2010
		From	1			SR									
5 Acorn Dr	1.16	4000	G	95%	1%			2%	0%	С	0.102	0.59	4400	G	2016
<u> </u>		To				Mt Clint	on Pike								
Park Dd	0.50	From	_	000/	00/	Mt Clint		00/	00/		0.000	0.500	2200	_	2016
6 Park Rd	0.58	2100	G	98%	0%			0%	0%	С	0.099	0.502	2300	G	2016
6 Park Rd	0.34	1700	G	98%	0%	Shanl 1%		0%	0%	F	0.108	0.529	1800	G	2016
6 Park Rd	0.04	To	Ĕ	30 /0	0 70	Harmo		0 70	0 70		0.100	0.020	1000	a	2010
		From	1			Park									
7 Harmony Dr	0.23	1300	G	98%	0%			0%	0%	С	0.102	0.616	1400	G	2016
$\bigcirc$		To	1			SR	42								
Maaku Dd	0.05	From	_	070/	00/	WCL Hari		00/	00/		0.000	0.515	F000	_	0010
(4100) Mosby Rd	0.35	5400	G	97%	0%			2%	0%	С	0.096	0.515	5900	G	2016
(4100) Mosby Rd	0.26	6100	G	97%	0%	Mosb 0%		2%	0%	F	0.092	0.523	6600	G	2016
(4100) Mosby Rd	0.20	To		31 /6	0 /6	Mair		2 /0	0 /6	-	0.032	0.525	0000	ч	2010
		From	-			Pear									
(4102) Pleasant Hill Rd	0.78	4200	G	98%	0%			0%	0%	С	0.089	0.567	4600	G	2016
		To				US 11 S US 11 Pleas		d							
(4102) Stone Spring Rd	0.65	15000	G	98%	0%			1%	0%	С	0.094	0.549	16000	G	2016
		То	_			Ramblew	vood Rd								
(4102) Stone Spring Rd	0.53	13000	G	98%	0%			1%	0%	F	0.096	0.561	14000	G	2016
		То	:			ECL Harr	risonburg								
<u> </u>		From	<u> </u>			Pleasant									
(4103) Central Ave	0.14	1300	G	97%	1%	2%	0%	0%	0%	С	0.109	0.611	1400	G	2016
Operatoral Acces	0.04	From	$\overline{}$	070/	40/	Sharo		00/	00/	_		0.705	000		0010
(4103) Central Ave	0.91	910 To	G	97%	1%	2% Marylar		0%	0%	F	0.122	0.785	980	G	2016
		From				S Hig									
(4104) South Ave	0.52	5000	G	98%	0%			0%	0%	С	0.087	0.514	5400	G	2016
$\bigcup$		To				S Ma	in St								
<u> </u>		From	L			SR 42 F				_				_	
4 <sub>105</sub> Maryland Ave	0.44	8200 To	G	97%	0%			1%	0%	F	0.093	0.503	9000	G	2016
		From	1			Mair		DA			<u> </u>				
(4105) Ramp to I-81 N at Ex	cit 24 <b>5</b> .19	4400				SR 253 Port I	керивис І	ĸű			0.127		4300	Α	2016
		То				I-81 N	North								
		From				SR 253 Port l	Republic 1	Rd							
(4105) Ramp	0.14	4100	G								0.117		4100	G	2016
$\sim$		To	1			I-81 S	South								

						City of F	Harrisoni	burg							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Harrisonburg															
O 0 1 11 4		From	<u> </u>				2 S High S								
(4106) Cantrell Ave	0.26	10000	G	98%	0%	1%	0%	0%	0%	F	0.093	0.61	11000	G	2016
<u> </u>		To From				US 11	1 S Main S	St			_				
(4106) Cantrell Ave	0.99	15000	G	98%	0%	1%	0%	0%	0%	С	0.096	0.559	9 17000	G	2016
$\overline{}$		То				Res	servoir St								
(4106) Cantrell Ave	0.18	8000 From	G	98%	0%	1%	0%	0%	0%	F	0.09	0.59	1 8700	G	2016
4100		To					E Market								
		From					Harrisonbu				i				
(4107) Reservoir St	0.97	15000	G	99%	0%	1%	0%	0%	0%	F	0.083	0.518	3 17000	G	2016
(4107)														-	
O Do como in Ot	0.00	From		000/	00/		ersity Blvc		00/			0.00	17000		0010
(4107) Reservoir St	0.90	16000	G	99%	0%	1%	0%	0%	0%	F	0.09	0.602	2 17000	G	2016
		To From				Car	ntrell Ave								
(4107) Reservoir St	0.56	9800	G	99%	0%	1%	0%	0%	0%	С	0.095	0.512	2 11000	G	2016
		To				118 33	E Market	St							
(4107) Sterling St	0.13	1600	G	95%	1%	1%	1%	2%	0%	F	0.104	0.552	2 1800	G	2016
(4107) Sterling St	0.10	To	<u> </u>	0070	. /0		Gay St	_ /0	0 /0	•		0.002	_ 1000	<b>J</b>	_510
		From					erling St								-
(4107) Gay St	0.45	2000	G	95%	1%	1%	1%	2%	0%	F	0.108	0.606	2200	G	2016
		To	_												
Gay St	N 11	2000 From	I	95%	1%	M	lason St 1%	2%	0%	N	0.108	0.60	3 2200	NI	2016
(4107) Gay St	0.11	2000	N	<del>3</del> 5%	1 70	1 %	I 70	Z-70	U-/o	IN	0.108	0.606	5 2200	N	2016
		From				US 11	Main St N	ΙB							
(4107) Gay St	0.22	5100	G	95%	1%	1%	1%	2%	0%	С	0.096	0.56	5500	G	2016
$\bigcirc$		To			SE	R 42 Virgir	nia Ave: N	High St							
(4107) Gay St	0.11	2900 From	G	95%	1%	1%	1%	2%	0%	F	0.097	0.616	3100	G	2016
4107) 512) 51	<b></b>	To	Ť	0070	. , ,		cago Ave		0,0			0.0	0.00	<u>.</u>	_0.0
		From	12				Gay St								
(4107) Chicago Ave	0.58	3700	G	98%	1%	1%	0%	0%	0%	С	0.103	0.514	4000	G	2016
$\bigcirc$		To				West	terman Dr								
(4107) Chicago Ave	0.43	5400 From	G	98%	1%	1%	0%	0%	0%	F	0.094	0.51	5 5800	G	2016
(4107) Chicago Ave	0.40	<b>3400</b>	ı —	0070	1 70		linton Pike		0 70		0.004	0.01	3 3000	u	2010
			<u>.                                    </u>								_				
D1-04	0.45	From	<u> </u>	000/	40/		stover Dr	00/	00/	N.		0.00	4400		0040
(4108) Paul St	0.15	1000	N	99%	1%	0%	0%	0%	0%	N	0.107	0.90	1 1100	N	2016
		To From				Car	ntrell Ave								
(4108) Paul St	0.49	1000	G	99%	1%	0%	0%	0%	0%	С	0.106	0.583	3 1100	G	2016
$\bigcirc$		To				M	Iason St								
(4108) Paul St	0.14	700 From	G	99%	1%	0%	0%	0%	0%	F	0.115	0.503	3 760	G	2016
4100) . 231 51	V.17	To		20 /0	. 70		Main St	3 /0	0,0	•	<u> </u>	0.000		<u>~</u>	_010
		From									<u> </u>				
Cross Ct	0.07			000/	10/		ligh St	00/	00/	^		0.50	0.400	^	0010
(4109) Grace St	0.27	3100	G	92%	1%	6%	0%	0%	0%	С	0.104	0.50	5 3400	G	2016
		To From				N	Aain St								
(4109) Grace St	0.14	3900	G	92%	1%	6%	0%	0%	0%	F	0.092	0.59	1 4200	G	2016
$\bigcirc$		To					Iason St								
<u> </u>		From			-		race St								
(4109) Mason St	0.10	3700	G	99%	0%	0%	0%	0%	0%	F	0.104	0.592	2 4000	G	2016
		То				Car	ntrell Ave								
(4109) Mason St	0.20	3900 From	G	99%	0%	0%	0%	0%	0%	С	0.101	0.629	9 4200	G	2016
-103	0.20				- / -			- / •	- 70			3.32		-	_3.0
Massa Ct	0.44	From	<u> </u>	0001	007		Paul St	001	001			A 555	1000	^	0010
(4109) Mason St	0.41	4300	G	99%	0%	0%	0%	0%	0%	F	0.103	0.559	9 4600	G	2016
$\overline{}$		To				M	arket St								
(4109) Mason St	0.44	7600	G	99%	0%	0%	0%	0%	0%	F	0.091	0.518	8300	G	2016
		To					Aain St								
		From	ď				2 N High S	lt			i				
(4110) Wolfe St	0.12	2100	G	98%	1%	0%	0%	0%	0%	F	0.109	0.636	3 2300	G	2016
(4110) Wolfe St	U.12		<u> </u>	5576	. 70			5 70	0 / 0	•	<u> </u>	0.000		~	_0.0
		10	<u> </u>			NΙ	Liberty St								

						Oity Oi i	larrison	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		From	ı													
(4110) Wolfe St	0.11	2600	G	98%	1%	0%	iberty St 0%	0%	0%	F	0.104		0.59	2900	G	2016
(4110) Wolfe St	0.69	1000 From	G	98%	1%	0%	Main St 0% Furnace R	0%	0%	С	0.133		0.524	1100	G	2016
(4110) Old Furnace Rd	0.29	3400	G	98%	1%	0%	olfe St 0%	0%	0%	F	0.104		0.633	3700	G	2016
(4110) Old Furnace Rd	0.91	2500 From	G	98%	1%	0%	7ine St 0% Iarrisonbu	0%	0%	F	0.118		0.538	2700	G	2016
(4113) Country Club Rd	0.76	9100	G	98%	0%	US 33 E 1%	, E Marke 1%		0%	С	0.098		0.550	9900	G	2016
(4113) Country Club Dr	0.85	11000 To	G	98%	0%	1%	da Lane 1% , E Mark	0% et St	0%	F	0.096		0.515	12000	G	2016
(4114) Kratzer Ave	0.12	From <b>3000</b>	G				Ioll Dr				0.123		0.743	3200	G	2016
4114)	• • • • • • • • • • • • • • • • • • • •	То				NΙ	iberty St									
(4115) Liberty St	0.25	From <b>2900</b>	G	89%	1%	2%	Ioll Dr 4%	5%	0%	F	0.102		0.596	3200	G	2016
(4115) Liberty St	0.32	5800 From	G	89%	1%	Kra 2%	tzer Ave	5%	0%	F	0.104		0.514	6300	G	2016
(4115) Liberty St	0.32	4500 From	G	89%	1%	2%	lom Rd 4%	5%	0%	F	0.108		0.537	4900	G	2016
4115 Liberty St	0.80	3400 From	G	89%	1%	2%	arles St 4%	5%	0%	С	0.143		0.567	3700	G	2016
		From					Iarrisonbu	пg								
Pike Church Rd	0.14	1800 To	G	87%	1%	1%	Main St 1% Harrisonbi	10%	0%	С	0.094		0.594	1900	G	2016
(4117) Pear St	1.09	2100 To	G	98%	1%	0%	osby Rd 0% ant Hill R	0% d	0%	С	0.124		0.556	2300	G	2016
(4118) Erickson Ave	0.72	9800 To	G	96%	1%	WCL I	Harrisonbi		0%	С	0.11		0.525	11000	G	2016
		From					High St									
Garbers Church Rd	0.05	3700	G	96%	1%	1%	0%	1%	0%	F	0.11		0.56	4000	G	2016
(4119) Garbers Church Rd	1.48	4800 From	G	96%	1%	1%	kson Ave 0%	1%	0%	С	0.136		0.628	5300	G	2016
(4119) Switchboard Rd	0.21	<b>2600</b> From To	G	96%	1%	1% NCL Harri	Market S 0% sonburg, S	1%	0%	F	0.113		0.523	2800	G	2016
(4120) Waterman Dr	0.84	3900 To	G	96%	0%	1%	Market St 1% cago Ave	2%	0%	С	0.095		0.526	4300	G	2016
(4121) Mt Clinton Pike	0.19	5700	G	96%	0%	WCL I	Harrisonbi	arg 2%	0%	F	0.100		0.601	6200	G	2016
(4121) Mt Clinton Pike	0.10	6400 From	G	96%	0%	Col 1%	lege Ave 1%	2%	0%	F	0.102		0.607	7000	G	2016
(4121) Mt Clinton Pike	0.37	8500 To	G	95%	0%	1%	cago Ave 1% Virginia A	2%	0%	С	0.099		0.53	9300	G	2016

						City of i	1amsom	July							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Harrisonburg															
Mt Clinton Pike	1.29	7900	G	96%	0%	1%	ginia Ave 1%	2%	0%	F	0.088	0.502	8600	G	2016
1121) IVIL CIIITIOII FIKE	1.29	7 900 To		30 /6	0 /6		Main St	2/0	0 /6	<u>'</u>	0.000	0.302	8000	G	2010
		From:					ginia Ave				<u> </u>				
4122) Edom Rd	0.21	3200	G	97%	1%	1%	1%	1%	0%	F	0.102	0.664	3400	G	2016
	-	To					iberty St								
		From				S	High St								
Bruce St	0.15	2200	G	97%	1%	1%	1%	1%	0%	С	0.092	0.693	2300	G	2016
		To				Li	berty St								
Bruce St	0.22	1700 From:	G	97%	1%	1%	1%	1%	0%	F	0.112		1800	G	2016
		To				M	lason St								
		From				Count	try Club R	d							
Keezletown Rd	0.76	1600	G	97%	0%	1%	1%	0%	0%	F	0.106	0.699	1700	G	2016
<u> </u>		To				ECL F	Iarrisonbu	rg							
$\sim$		From					nt Valley F								
127) Greendale Rd	1.05	2200	G	97%	0%	1%	1%	0%	0%	С	0.095	0.626	2300	G	2016
		To					Iarrisonbu								
	0.07	From	<u> </u>	000/	40/		Harrisonbui		22/			0.504	4000	•	004
Pleasant Valley Rd	0.67	4300 To.	G	90%	1%	1%	1%	7%	0%	F	0.091	0.534	4600	G	2016
		From:					Greendale endale Rd	е ка			+				
Pleasant Valley Rd	0.73	5900	G	90%	1%	1%	1%	7%	0%	С	0.088	0.585	6400	G	2016
,		To				S	Main St								
		From	Г			Hartman I	Or on Nortl	h End							
2nd St		230	G								0.154	0.613	250	G	2016
		To				Willow S	t on South	End							
		From				(	Clay St								
Alleghany Ave		110	G								0.134	0.581	120	G	2016
		To				Star	Crest Dr								
		From				Star	Crest Dr								
Blue Ridge Rd		5200	G								0.099	0.579	5700	G	2016
		To				Coun	try Club D	r							
DI		From	<u> </u>			Mon	ument Ave	;			<u> </u>			_	
Bluestone St		120	G								0.131	0.548	130	G	2016
		10.					ry Ave								
Broad View Dr		From:	<u> </u>			Star	Crest Dr				0.108	0.606	400	G	2016
broad view Dr		440 To:	G			Sn	arrow Ct				0.108	0.606	480	G	2016
		From:									1				
Campbell St		190	G			IN. I	Mason St				0.097	0.737	210	G	2016
Oampoch Ot		To:					Ott St				0.007	0.707	210	u	2010
		From:	<u> </u>				servoir St				<u> </u>				
Carlton St		5200	G			Kes	oction of				0.099	0.58	5600	G	2016
		To:	ΓŤ			M	arket St					0.00	-000	-	
		From	1				ogwood Di		_					_	_
Cedar St		100	G			5. 50	DI				0.169	0.618	110	G	2016
		To				W	est Ave								
		From				ΝI	Liberty St								
Charles St		2000	G								0.091	0.618	2100	G	2016
		To				N	Main St								
		From	1			Cou	ntry Club								
Clay St		600	G								0.107	0.652	650	G	2016
		To				Broa	adview Dr								
		From:				Jef	ferson St								
Clinton St		330	G								0.126	0.548	360	G	201
		To				N	Main St								
Clinton St		330	G								0.126	0.548	360	G	2

Route	Length AADT	QA	4Tire	Bus			Truck Axle 1Tr	- (	QC F	K actor	QK	Dir Factor	AAWDT	QW	Yea
of Harrisonburg	From					Orchard I	ane			T					
Crawford St	870	G				orchard I	anc		(	).106		0.508	940	G	2016
	Te					ort Republ				]					
0	From	_			N	Aonument 1	Ave					0.000	070	_	004
Crawford St	620	G			<del></del> ,	Orchard I	ana			).114 <b>7</b>		0.632	670	G	2016
	From									1					
Dale Cir	50	G				Hillandale	Ave		(	_ ).164		0.529	50	G	2016
	To				F	Hillandale	Ave			7		0.020		<u>.</u>	_0.,
	From				N	Maryland	Ave			1					
Elmwood Dr	170	G							(	).125		0.6	190	G	2016
	To				N	New York	Ave								
	From				N	I. Dogwoo	od Dr								
Green St	90	G							(	).145 -		0.536	100	G	201
	To					Willlow									
Hartman Dr	From	_				W. Gay	St			101		0.550	070	G	201
Hariman Dr	<b>250</b>	G				Second	St			).181 <b>7</b>		0.553	270	G	201
	From					E Rock				1					
Hill Street	660	G				E KOCK	St		(	<b>」</b> ).127		0.634	660	G	2016
Tim Guoci	To					E Gay S	St			7		0.001	000	Ğ	201
	From				S	. Dogwoo	od Dr								
Hillandale Ave	590	G				,	<del> </del>		(	).173		0.566	640	G	2016
	To					S. High	St.			1					
	From				I	Fairview .	Ave								
Hillcrest Dr	200	G							(	) <u>.</u> 109		0.535	210	G	2016
	To				M	1aplehurst	t Ave								
11711 * 1 . A	From					Dead E	nd					0.574	7.40	_	004
Hillside Ave	680	G				/Ionument	t Avia		(	).187 <b>7</b>		0.571	740	G	2016
	From				10.					1					
Holly Hill Dr	130	G				Moore	St		(	<b>」</b> ).125		0.853	140	G	201
	To					N Main	St			7				-	
	From					Valley	St								
Monument Ave	920	G							(	).152		0.598	1000	G	201
	To					Bluestone	e St								
	From					Dead E	nd								
Moore St	70	G							(	) <u>.</u> 141		0.5	80	G	201
	To				]	Holly Hil	l Dr								
Nissans as Assa	From					N. Main	St					0.500	000	_	004
Newman Ave	<b>770</b>	G				Federal	C+			0.13 <b>7</b>		0.598	830	G	2016
	From									1					
S. Dogwood Dr	1200	G				South A	.ve		(	<b>」</b> ).121		0.51	1300	G	2016
o. Dogwood Di	To					Ridge R	Rd			7. 12 1		0.01	1000	ď	201
	From				S	. Dogwoo									
South Ave	840	G							(	).114		0.576	910	G	201
	Te					Sharps I	Dr								
	From				N.	Blue Rid	lge Rd								
Spottswood Dr	130	G	-						(	.143		0.568	140	G	2016
	To				]	N. Carlton	n St								
	From				Р	Blue Ridge	e Rd								
Star Crest Dr	350	G							(	).114		0.634	380	G	201
	To				Δ	Alleghany	Ave			<u> </u>					
										_					
Statton Rd	From <b>40</b>	G				Wolfe S	St			0.2		0.5	40	G	2016

						Oity of Flamsonburg								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK F	Dir actor	AAWDT	QW	Yea
v of Harrisonburg		From				Jefferson St								
Sutter St		290	G			verienson st			0.135	(	0.525	310	G	201
		To				Dead End								
		From:				Fry Ave			1					
Valley St  W. View St		150	G			<b>,</b>			0.14	(	0.571	160	G	201
		To				Monument Ave .								
		From				S. Mason St								
		220	G						0.113	0.56	240	G	2016	
		To				Ott St								
W. Water St	3	From:				Brook Ave				0.596				
		320	G						0.138		350	G	2016	
		To				Academy St								
Walnut Ln		From: <b>300</b>		Grace St										
			G						0.11	0.605	320	G	2016	
		To				Dead End								
Willow St	8	From:	W Gay St								940	G	2016	
		870	G						0.123	0.64				
		To				Second St								
Wilson Ave		From:	Dead End											
			G	G					0.214	(	0.667	8	G	2016
		To				N Main St								