

**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.

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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

-  Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

-  Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
-  ALT - Alternate Route
-  Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2019  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Harrisonburg															
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: 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
	From: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	18000	G	96%	0%	1%	1%	1%	0%	C	0.090	F	0.516	19000	G
	From: Port Republic Rd															
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
	To: S Liberty St															
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
	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: 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	N
	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	N
	To: US 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	5800	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8900	N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	9500	N
	To: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	5800	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.084	F	0.760	NA	
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8700	G	95%	0%	1%	0%	2%	0%	C	0.094	F	0.613	9200	G
	To: 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
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6500	G	96%	0%	1%	1%	1%	0%	C	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
	To: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	4800	G	94%	1%	2%	1%	2%	0%	C	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: Rock St															
11 33 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 this Route:		8900	N	96%	0%	1%	1%	1%	0%	N	NA			9500	N
	To: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market St	City of Harrisonburg	1.11	8900	G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.550	9500	G
	To: Waterman Dr															

Virginia Department of Transportation  
Traffic Engineering Division  
2019  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Waterman Dr																
33 W Market St	City of Harrisonburg	0.61	9400	G	96%	1%	1%	0%	2%	0%	C	0.089	F	0.532	10000	G
To: SR 42 S High St																
33 W Market St	City of Harrisonburg	0.16	4900	G	96%	1%	1%	0%	2%	0%	F	0.096	F		5200	G
To: Bus US 33 Par																
From: US 11																
33 11 Main St NB	City of Harrisonburg	0.02	5800	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
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	N
To: US 11 Main St																
From: US 11 Main St NB																
33 E Market St	City of Harrisonburg	0.11	5900	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.512	6300	G
To: Mason St																
From: Mason St																
33 E Market St	City of Harrisonburg	0.87	12000	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	13000	G
To: Vine St																
From: Vine St																
33 E Market St	City of Harrisonburg	0.61	19000	G	96%	0%	1%	1%	1%	0%	C	0.091	F	0.557	20000	G
To: I-81																
From: I-81																
33 E Market St	City of Harrisonburg	0.59	32000	G	95%	1%	1%	1%	3%	0%	F	0.093	F	0.549	34000	G
To: University Blvd																
From: University Blvd																
33 E Market St	City of Harrisonburg	1.07	28000	G	96%	0%	1%	1%	2%	0%	C	0.094	F	0.559	29000	G
To: ECL Harrisonburg																
From: ECL Harrisonburg																
East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.21	12000	G								0.096	F		12000	G
To: I-81 S																
From: I-81 S																
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	870	G								0.142	F		870	G
To: I-81 North																
From: I-81 North																
West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.13	5000	G								0.097	F		5000	G
To: I-81 S																
From: I-81 S																
West 33 Ramp	City of Harrisonburg (Maint: 82)	0.20	3900	G								0.113	F		3900	G
To: I-81 North																
From: I-81 North																
From: US 11																
33 11 Main St NB	City of Harrisonburg	0.03	5800	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	6200	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8900	N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	9500	N
To: US 33																
From: US 33																
From: SCL Harrisonburg																
42 S High St	City of Harrisonburg	0.13	16000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.512	17000	G
To: Erickson Ave																
From: Erickson Ave																
42 S High St	City of Harrisonburg	1.27	17000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.541	19000	G
To: Sunrise Ave																



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City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
		From: Sunrise Ave														
42 S High St	City of Harrisonburg	0.40	20000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.53	22000	G
		To: Grace Ave														
42 S High St	City of Harrisonburg	0.55	20000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.542	22000	G
		From: Market St														
42 N High St	City of Harrisonburg	0.27	17000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.571	18000	G
		To: Gay St														
42 Virginia Ave	City of Harrisonburg	0.44	12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.564	14000	G
		From: 5th St														
42 Virginia Ave	City of Harrisonburg	0.60	11000	G	96%	0%	1%	1%	2%	0%	C	0.089	F	0.572	12000	G
		To: Mt Clinton Pike														
42 Virginia Ave	City of Harrisonburg	0.83	13000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	14000	G
		To: NCL Harrisonburg														
North 81		From: SCL Harrisonburg														
	City of Harrisonburg (Maint: 82)	0.50	29000	A	74%	1%	1%	1%	21%	2%	F	0.098	A		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	76%	1%	1%	1%	20%	2%	F	0.095	A	0.512	57000	A
		To: US 11, South Main St														
North 81		From: US 11, South Main St														
	City of Harrisonburg (Maint: 82)	2.83	29000	A	74%	1%	1%	1%	21%	2%	C	0.098	A		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	76%	1%	1%	1%	20%	2%	C	0.095	A	0.572	58000	A
		To: SR 253 Port Republic Rd														
North 81		From: 82- 659 Port Republic Road														
	City of Harrisonburg (Maint: 82)	1.51	28000	A	74%	1%	1%	1%	21%	2%	F	0.099	A		28000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	76%	1%	1%	1%	20%	2%	F	0.095	A	0.513	56000	A
		To: US 33, E Market St														
North 81		From: US 33, E Market St														
	City of Harrisonburg (Maint: 82)	1.60	26000	A	74%	1%	1%	1%	21%	2%	F	0.107	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	76%	1%	1%	1%	20%	2%	F	0.1	A	0.530	50000	A
		To: NCL Harrisonburg														
North 81		From: I-81 North														
Ramp	City of Harrisonburg (Maint: 82)	0.12	4200	G								0.106	F		4200	G
		To: Port Republic Rd														
North 81		From: I-81 North														
Ramp	City of Harrisonburg (Maint: 82)	0.25	5000	G								0.1	F		5000	G
		To: US 33 E, E Market St														
North 81		From: I-81 North														
Ramp	City of Harrisonburg (Maint: 82)	0.12	2800	G								0.102	F		2800	G
		To: US 33 W, E Market St														
South 81		From: SCL Harrisonburg														
	City of Harrisonburg (Maint: 82)	1.01	28000	A	77%	1%	1%	1%	19%	2%	F	0.104	A		28000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	76%	1%	1%	1%	20%	2%	F	0.095	A	0.512	57000	A
		To: US 11, South Main St														

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							2Axle	3+Axle	1Trail	2Trail						
South 81	From: US 11, South Main St City of Harrisonburg (Maint: 82)	2.63	29000	A	77%	1%	1%	1%	19%	2%	C	0.102	A	29000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	76%	1%	1%	1%	20%	2%	C	0.095	A	58000	A	
South 81	To: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.50	29000	A	77%	1%	1%	1%	19%	2%	F	0.099	A	29000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	76%	1%	1%	1%	20%	2%	F	0.095	A	56000	A	
South 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.30	26000	A	77%	1%	1%	1%	19%	2%	F	0.105	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	76%	1%	1%	1%	20%	2%	F	0.1	A	50000	A	
South 81	To: NCL Harrisonburg From: I-81 South Ramp I-81 S Exit 245 to Port Republic Rd	0.12	4100	A	97%	0%	1%	0%	1%	0%	F	0.114	A	4100	A	
South 81	To: SR 253 Port Republic Rd From: I-81 South Ramp I-81 S Exit 247 to US 33 E	0.12	4100	G								0.09	F	4100	G	
South 81	To: US 33 E, E Market St From: I-81 South Ramp	0.22	1300	G								0.124	F	1300	G	
253	From: US 11 S Main St City of Harrisonburg	0.48	27000	G	97%	0%	1%	0%	1%	0%	C	0.082	F	0.505	29000	G
253	To: I-81 From: US 11 S Main St City of Harrisonburg	0.85	26000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.542	28000	G
253	To: Peach Grove Ave From: I-81 City of Harrisonburg	0.48	13000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.532	14000	G
	To: ECL Harrisonburg															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(F238) Buffalo Dr	0.07	1200	R			NCL Harrisonburg					NA			NA		02/28/2018
						Dead End										
(1) Vine St	1.42	8200	G	94%	1%	1%	3%	2%	0%	C	0.093	F	0.572	8700	G	2019
						E Market St										
						N Main St										
(3) Eastover Dr	0.44	1400	G	100%	0%	0%	0%	0%	0%	C	0.128	F	0.954	1400	G	2019
						Paul St										
						Reservoir St										
(4) E. Washington St	0.24	3600	G	94%	2%	3%	0%	1%	0%	F	0.112	F	0.522	3800	G	2019
						115-4115 N Liberty Street										
						N Main St										
(4) E. Washington St	0.72	3800	G	94%	2%	3%	0%	1%	0%	C	0.100	F	0.523	4000	G	2019
						Vine St										
(5) Acorn Dr	1.16	4000	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.636	4300	G	2019
						SR 42										
						Mt Clinton Pike										
(6) Park Rd	0.58	2000	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.573	2100	G	2019
						Mt Clinton Pike										
(6) Park Rd	0.34	1600	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.525	1800	G	2019
						Shank Dr										
						Harmony Dr										
(7) Harmony Dr	0.23	1300	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.580	1300	G	2019
						Park Rd										
						SR 42										
(4100) Mosby Rd	0.35	5300	G	97%	0%	0%	0%	2%	0%	C	0.099	F	0.51	5700	G	2019
						WCL Harrisonburg										
						Mosby Ct										
(4100) Mosby Rd	0.26	5900	G	97%	0%	0%	0%	2%	0%	F	0.094	F	0.510	6300	G	2019
						Main St										
(4102) Pleasant Hill Rd	0.78	4100	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.602	4400	G	2019
						Pear St										
						US 11 S Main St										
(4102) Stone Spring Rd	0.65	19000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.534	20000	G	2019
						US 11 Pleasant Hill Rd										
						Ramblewood Rd										
(4102) Stone Spring Rd	0.53	18000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.533	19000	G	2019
						ECL Harrisonburg										
(4103) Central Ave	0.14	1400	G	97%	0%	2%	0%	0%	0%	C	0.109	F	0.624	1400	G	2019
						Pleasant Hill Rd										
(4103) Central Ave	0.91	750	G	97%	1%	1%	0%	0%	0%	C	0.109	F	0.682	800	G	2019
						Sharon St										
						Maryland Ave										
(4104) South Ave	0.52	4700	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.54	5000	G	2019
						S High St										
						S Main St										
(4105) Maryland Ave	0.44	8700	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.551	9300	G	2019
						SR 42 High St										
						Main St										
(4105) Ramp to I-81 N at Exit 245	0.19	4300	A			SR 253 Port Republic Rd					0.119	A		4200	A	2019
						I-81 North										
(4105) Ramp	0.14	4200	G			SR 253 Port Republic Rd					0.117	F		4200	G	2019
						I-81 South										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(4106) Cantrell Ave	0.26	8700	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.566	9300	G	2019
			From: SR 42 S High St													
(4106) Cantrell Ave	0.99	16000	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.603	17000	G	2019
			To: US 11 S Main St													
(4106) Cantrell Ave	0.18	6700	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.707	7200	G	2019
			From: Reservoir St													
			To: US 33 E Market St													
(4107) Reservoir St	0.97	19000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.565	20000	G	2019
			From: SCL Harrisonburg													
(4107) Reservoir St	0.90	21000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.572	23000	G	2019
			To: University Blvd													
(4107) Reservoir St	0.56	8700	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.513	9300	G	2019
			From: Cantrell Ave													
(4107) Sterling St	0.13	1500	G	95%	1%	1%	1%	2%	0%	F	0.111	F	0.52	1600	G	2019
			To: US 33 E Market St													
(4107) Gay St	0.45	2200	G	95%	1%	1%	1%	2%	0%	F	0.116	F	0.63	2300	G	2019
			From: Gay St													
(4107) Gay St	0.11	4100	G								0.100	F	0.532	4300	G	2019
			To: Sterling St													
(4107) Gay St	0.22	5400	G	95%	1%	1%	1%	2%	0%	C	0.105	F	0.518	5800	G	2019
			From: Mason St													
(4107) Gay St	0.11	2600	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.669	2800	G	2019
			To: US 11 Main St NB													
(4107) Chicago Ave	0.58	3600	G	98%	0%	1%	0%	0%	0%	C	0.113	F	0.515	3800	G	2019
			From: SR 42 Virginia Ave; N High St													
(4107) Chicago Ave	0.43	5200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.523	5500	G	2019
			To: Chicago Ave													
(4108) Paul St	0.15	3300	G	99%	1%	0%	0%	0%	0%	F	0.113	F	0.524	3500	G	2019
			From: Gay St													
(4108) Paul St	0.49	1000	G	99%	1%	0%	0%	0%	0%	C	0.113	F	0.524	1100	G	2019
			To: Eastover Dr													
(4108) Paul St	0.14	640	G	99%	1%	0%	0%	0%	0%	F	0.134	F	0.736	680	G	2019
			From: Cantrell Ave													
(4109) Grace St	0.27	4600	G	94%	0%	5%	0%	0%	0%	C	0.114	F	0.747	4900	G	2019
			To: Mason St													
(4109) Grace St	0.14	4000	G	94%	0%	5%	0%	0%	0%	F	0.118	F	0.739	4200	G	2019
			From: Main St													
(4109) Mason St	0.10	3600	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.592	3900	G	2019
			To: Grace St													
(4109) Mason St	0.20	3800	G	99%	0%	0%	0%	0%	0%	C	0.086	F	0.671	4000	G	2019
			From: Cantrell Ave													
(4109) Mason St	0.41	4100	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.606	4400	G	2019
			To: Paul St													
(4109) Mason St	0.44	7000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.520	7400	G	2019
			From: Market St													
(4110) Wolfe St	0.12	2100	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.579	2200	G	2019
			To: Main St													
			From: SR 42 N High St													
			To: N Liberty St													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(4110) Wolfe St	0.11	2600	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.564	2800	G	2019
(4110) Wolfe St	0.69	970	G	98%	1%	1%	0%	0%	0%	C	0.119	F	0.584	1000	G	2019
(4110) Old Furnace Rd	0.29	3700	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.657	4000	G	2019
(4110) Old Furnace Rd	0.91	2600	G	96%	1%	2%	0%	0%	0%	C	0.109	F	0.563	2800	G	2019
(4113) Country Club Rd	0.76	9900	G	97%	0%	1%	1%	1%	0%	C	0.101	F	0.536	11000	G	2019
(4113) Country Club Dr	0.85	11000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.556	12000	G	2019
(4114) Kratzer Ave	0.12	2600	G								0.132	F	0.761	2800	G	2019
(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	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%	3%	4%	0%	F	0.091	F	0.541	4900	G	2019
(4115) Liberty St	0.80	3500	G	90%	1%	2%	3%	4%	0%	C	0.098	F	0.557	3800	G	2019
(4116) Pike Church Rd	0.14	1800	G	88%	1%	1%	1%	9%	0%	C	0.103	F	0.542	1900	G	2019
(4117) Pear St	1.09	1800	G	99%	1%	0%	0%	0%	0%	C	0.099	F	0.532	1900	G	2019
(4118) Erickson Ave	0.72	12000	G	96%	1%	1%	1%	1%	0%	C	0.098	F	0.564	12000	G	2019
(4119) Garbers Church Rd	0.05	3000	N	96%	1%	1%	1%	1%	0%	N	0.108	F	0.598	3200	N	2019
(4119) Garbers Church Rd	1.48	6000	F	96%	2%	1%	1%	0%	0%	C	0.109	F	0.676	6300	F	2019
(4119) Switchboard Rd	0.21	2900	G	98%	0%	1%	1%	0%	0%	C	0.106	F	0.522	3100	G	2019
(4120) Waterman Dr	0.84	3900	G	94%	1%	1%	1%	3%	0%	C	0.096	F	0.502	4100	G	2019
(4121) 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	G	94%	1%	1%	1%	3%	0%	F	0.1	F	0.6	6800	G	2019
(4121) Mt Clinton Pike	0.37	8300	G	95%	0%	1%	1%	2%	0%	C	0.094	F	0.528	8800	G	2019

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(4121) Mt Clinton Pike	1.29	7700	G	94%	1%	1%	1%	3%	0%	F	0.089	F	0.538	8200	G	2019
(4122) Edom Rd	0.21	2900	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.651	3100	G	2019
(4124) Bruce St	0.15	2100	G	97%	1%	1%	0%	1%	0%	C	0.099	F	0.786	2300	G	2019
(4124) Bruce St	0.22	1600	G	98%	0%	2%	0%	0%	0%	C	0.119	F		1800	G	2019
(4125) Keezletown Rd	0.76	1500	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.744	1600	G	2019
(4127) Greendale Rd	1.05	3100	G	92%	1%	1%	6%	0%	0%	C	0.097	F	0.557	3300	G	2019
(4128) Pleasant Valley Rd	0.67	4900	G	85%	1%	2%	4%	8%	0%	F	0.094	F	0.53	5300	G	2019
(4128) Pleasant Valley Rd	0.73	6200	G	85%	1%	2%	4%	8%	0%	C	0.096	F	0.560	6600	G	2019
2nd St		200	G								0.116	F	0.68	220	G	2019
Alleghany Ave		110	G								0.133	F	0.697	120	G	2019
Blue Ridge Rd		5100	G								0.100	F	0.543	5400	G	2019
Bluestone St		120	G								0.145	F	0.558	130	G	2019
Broad View Dr		400	G								0.115	F	0.689	430	G	2019
Campbell St		190	G								0.138	F	0.606	210	G	2019
Carlton St		4600	G								0.099	F	0.569	4900	G	2019
Cedar St		110	G								0.182	F	0.634	110	G	2019
Charles St		1900	G								0.091	F	0.510	2100	G	2019
Clay St		580	G								0.114	F	0.712	620	G	2019
Clinton St		300	G								0.124	F	0.655	320	G	2019

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
Crawford St		640	G							0.109	F	0.6	680	G	2019	
Crawford St		480	F							0.145	F	0.568	510	F	2019	
Dale Cir		46	G							0.155	F	0.563	49	G	2019	
Elmwood Dr		210	G							0.157	F	0.606	220	G	2019	
Green St		120	G							0.163	F	0.511	130	G	2019	
Hartman Dr		240	G							0.095	F	0.776	250	G	2019	
Hill Street		760	G							0.112	F	0.622	760	G	2019	
Hilldale Ave		650	G							0.155	F	0.59	700	G	2019	
Hillcrest Dr		190	G							0.137	F	0.621	200	G	2019	
Hillside Ave		340	G							0.219	F	0.714	360	G	2019	
Holly Hill Dr		130	G							0.156	F	0.533	140	G	2019	
Monument Ave		790	G							0.167	F	0.616	850	G	2019	
Moore St		60	G							0.149	F	0.7	70	G	2019	
Newman Ave		720	G							0.137	F	0.614	770	G	2019	
S. Dogwood Dr		1200	G							0.134	F	0.603	1300	G	2019	
South Ave		810	G							0.138	F	0.532	860	G	2019	
Spottswood Dr		110	G							0.112	F	0.643	120	G	2019	
Star Crest Dr		380	G							0.103	F	0.547	410	G	2019	
Statton Rd		40	G							0.157	F	0.571	40	G	2019	

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
Sutter St		250	G			From: Jefferson St				0.107	F	0.5	260	G	2019	
						To: Dead End										
Valley St		140	G			From: Fry Ave				0.168	F	0.52	150	G	2019	
						To: Monument Ave .										
W. View St		170	G			From: S. Mason St				0.136	F	0.51	180	G	2019	
						To: Ott St										
W. Water St		330	G			From: Brook Ave				0.121	F	0.734	350	G	2019	
						To: Academy St										
Walnut Ln		320	G			From: Grace St				0.105	F	0.58	340	G	2019	
						To: Dead End										
Willow St		660	G			From: W Gay St				0.12	F	0.527	700	G	2019	
						To: Second St										
Wilson Ave		20	G			From: Dead End				0.167	F	0.667	20	G	2019	
						To: N Main St										