

**2011**  
**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

Bypas - 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  
2011  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Harrisonburg

| Route            | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                  |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
|                  | From: SCL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 Main St       | City of Harrisonburg  | 0.91   | 13000 | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.088       | F  | 0.54          | 13000 | G  |
|                  | To: I-81  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 Main St       | City of Harrisonburg  | 1.77   | 18000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.086       | F  | 0.523         | 19000 | G  |
|                  | From: Pleasant Hill Rd  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 S Main St     | City of Harrisonburg  | 0.87   | 20000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.085       | F  | 0.557         | 22000 | G  |
|                  | From: Port Republic Rd  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 S Main St     | City of Harrisonburg  | 0.65   | 21000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.077       | F  | 0.514         | 23000 | G  |
|                  | To: S Liberty St  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 Main St NB    | City of Harrisonburg  | 0.47   | 6700  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.093       | F  | 0.543         | 7200  | G  |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 13000 | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.085       | F  | 0.716         | 14000 | G  |
|                  | From: US 33   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 33 Main St NB | City of Harrisonburg  | 0.02   | 6700  | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | 0.093       | N  | 0.543         | 7200  | N  |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 12000 | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    |               | 13000 | N  |
|                  | From: US 33 E Market Street                                       |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 33 Main St NB | City of Harrisonburg  | 0.03   | 6700  | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | 0.093       | N  | 0.543         | 7200  | N  |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 10000 | N  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    |               | 11000 | N  |
|                  | From: US 33 Par   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 Main St NB    | City of Harrisonburg  | 0.34   | 6700  | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | 0.093       | N  | 0.543         | 7200  | N  |
|                  | From: Kratzer Ave   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 N Main St     | City of Harrisonburg  | 0.68   | 9000  | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | C  | 0.09        | F  | 0.593         | 9500  | G  |
|                  | From: Charles St  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 N Main St     | City of Harrisonburg  | 0.44   | 7400  | G  | 96%   | 0%  | 1%              | 0%     | 2%     | 0%     | F  | 0.091       | F  | 0.616         | 7800  | G  |
|                  | To: NCL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                  | From: S Main St   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 Liberty St    | City of Harrisonburg  | 0.47   | 6700  | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.083       | F  |               | 7100  | G  |
|                  | Combined Traffic Estimates for 3 Parallel Roadways on this Route: |        | 20000 | N  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | N  | 0.085       | F  | 0.716         | 22000 | N  |
|                  | From: US 33, W Market Street                                      |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 33 Liberty St | City of Harrisonburg  | 0.23   | 5000  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.082       | F  |               | 5300  | G  |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 12000 | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    |               | 13000 | N  |
|                  | From: Rock St   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 11 33 Noll Dr    | City of Harrisonburg  | 0.14   | 3500  | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.085       | F  |               | 3600  | G  |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 10000 | N  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    |               | 11000 | N  |
|                  | From: WCL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 W Market St   | City of Harrisonburg  | 1.11   | 10000 | G  | 95%   | 1%  | 1%              | 2%     | 2%     | 0%     | F  | 0.096       | F  | 0.627         | 11000 | G  |
|                  | From: Wateman Dr  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 W Market St   | City of Harrisonburg  | 0.61   | 9100  | G  | 95%   | 1%  | 1%              | 2%     | 2%     | 0%     | C  | 0.09        | F  | 0.638         | 9600  | G  |
|                  | To: SR 42 S High St   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route                              | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|------------------------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                                    |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| 33 W Market St                     | From: SR 42 S High St<br>City of Harrisonburg                     | 0.16   | 5300  | G  | 95%   | 1%  | 1%              | 2%     | 2%     | 0%     | F  | 0.097       | F  | 5700          | G     |    |
|                                    | To: Bus US 33 Par   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 11 Main St NB                   | From: US 11<br>City of Harrisonburg                               | 0.02   | 6700  | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | 0.093       | N  | 7200          | N     |    |
|                                    | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 12000 | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    | 13000         | N     |    |
|                                    | To: US 11 Main St   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 E Market St                     | From: US 11 Main St NB<br>City of Harrisonburg                    | 0.11   | 6400  | G  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.084       | F  | 6700          | G     |    |
|                                    | To: Mason St  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 E Market St                     | From: City of Harrisonburg  | 0.87   | 11000 | G  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.084       | F  | 11000         | G     |    |
|                                    | To: Vine St   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 E Market St                     | From: City of Harrisonburg  | 0.61   | 16000 | G  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.082       | F  | 18000         | G     |    |
|                                    | To: I-81  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 E Market St                     | From: City of Harrisonburg  | 0.59   | 28000 | G  | 95%   | 1%  | 1%              | 1%     | 3%     | 0%     | F  | 0.084       | F  | 29000         | G     |    |
|                                    | To: University Blvd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 E Market St                     | From: City of Harrisonburg  | 1.07   | 27000 | G  | 97%   | 0%  | 0%              | 0%     | 2%     | 0%     | C  | 0.092       | F  | 28000         | G     |    |
|                                    | To: ECL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| East 33 Ramp to I-81 S at Exit 247 | From: US 33 E, E Market St<br>City of Harrisonburg (Maint: 82)    | 0.21   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                                    | To: I-81 S  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| East 33 Ramp to I-81 N at Exit 247 | From: US 33 E, E Market St<br>City of Harrisonburg (Maint: 82)    | 0.13   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                                    | To: I-81 N  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| West 33 Ramp to I-81 S at Exit 247 | From: US 33 W, E Market St<br>City of Harrisonburg (Maint: 82)    | 0.13   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                                    | To: I-81 S  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| West 33 Ramp to I-81 N at Exit 247 | From: US 33 W, E Market St<br>City of Harrisonburg (Maint: 82)    | 0.20   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                                    | To: I-81 N  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 33 11 Main St NB                   | From: US 11<br>City of Harrisonburg                               | 0.03   | 6700  | N  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | N  | 0.093       | N  | 7200          | N     |    |
|                                    | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 10000 | N  | 96%   | 0%  | 1%              | 1%     | 1%     | 0%     | N  | NA          |    | 11000         | N     |    |
|                                    | To: US 33   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 42 S High St                       | From: SCL Harrisonburg<br>City of Harrisonburg                    | 0.13   | 16000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.085       | F  | 17000         | G     |    |
|                                    | To: Erickson Ave  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 42 S High St                       | From: City of Harrisonburg  | 1.27   | 19000 | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.092       | F  | 20000         | G     |    |
|                                    | To: Sunrise Ave   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 42 S High St                       | From: City of Harrisonburg  | 0.40   | 20000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.084       | F  | 21000         | G     |    |
|                                    | To: Grace Ave   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |



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| Route           | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW |
|-----------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|
|                 |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |
| 42 S High St    | From: Grace Ave<br>City of Harrisonburg                           | 0.55   | 19000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.083       | F     | 0.556         | 21000 | G  |
| 42 N High St    | To: Market St<br>City of Harrisonburg                             | 0.27   | 17000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.086       | F     | 0.539         | 18000 | G  |
| 42 Virginia Ave | To: Gay St<br>City of Harrisonburg                                | 0.44   | 12000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       | F     | 0.547         | 13000 | G  |
| 42 Virginia Ave | To: 5th St<br>City of Harrisonburg                                | 0.60   | 11000 | G  | 96%   | 0%  | 1%              | 2%     | 1%     | 0%     | C  | 0.092       | F     | 0.578         | 12000 | G  |
| 42 Virginia Ave | To: Mt Clinton Pike<br>City of Harrisonburg                       | 0.83   | 13000 | G  | 96%   | 0%  | 1%              | 2%     | 1%     | 0%     | F  | 0.095       | F     | 0.594         | 14000 | G  |
|                 | To: NCL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| North<br>81     | From: SCL Harrisonburg<br>City of Harrisonburg (Maint: 82)        | 0.50   | 25000 | G  | 75%   | 1%  | 1%              | 1%     | 1%     | 21%    | 2% | F           | NA    |               | 24000 | G  |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 49000 | G  |       |     |                 |        |        |        |    |             | NA    |               | 48000 | G  |
| North<br>81     | To: US 11, South Main St<br>City of Harrisonburg (Maint: 82)      | 2.83   | 25000 | A  | 75%   | 1%  | 1%              | 1%     | 1%     | 21%    | 2% | C           | 0.103 | A             | 25000 | A  |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 51000 | A  | 76%   | 1%  | 1%              | 1%     | 1%     | 20%    | 2% | C           | 0.102 | A             | 50000 | A  |
| North<br>81     | To: SR 253 Port Republic Rd<br>City of Harrisonburg (Maint: 82)   | 1.51   | 25000 | B  | 75%   | 1%  | 1%              | 1%     | 1%     | 21%    | 2% | F           | 0.103 | A             | 25000 | B  |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 50000 | B  | 76%   | 1%  | 1%              | 1%     | 1%     | 20%    | 2% | F           | 0.1   | A             | 49000 | B  |
| North<br>81     | To: US 33, E Market St<br>City of Harrisonburg (Maint: 82)        | 1.60   | 23000 | B  | 75%   | 1%  | 1%              | 1%     | 1%     | 21%    | 2% | F           | 0.112 | A             | 22000 | B  |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 45000 | B  | 76%   | 1%  | 1%              | 1%     | 1%     | 20%    | 2% | F           | 0.104 | A             | 44000 | B  |
| North<br>81     | To: NCL Harrisonburg  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| North<br>81     | From: I-81 N<br>City of Harrisonburg (Maint: 82)                  | 0.12   | NA    |    |       |     |                 |        |        |        |    |             | NA    |               | NA    |    |
| North<br>81     | To: Port Republic Rd  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| North<br>81     | From: I-81 N<br>City of Harrisonburg (Maint: 82)                  | 0.25   | NA    |    |       |     |                 |        |        |        |    |             | NA    |               | NA    |    |
| North<br>81     | To: US 33 E, E Market St  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| North<br>81     | From: I-81 N<br>City of Harrisonburg (Maint: 82)                  | 0.12   | NA    |    |       |     |                 |        |        |        |    |             | NA    |               | NA    |    |
| North<br>81     | To: US 33 W, E Market St  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |
| South<br>81     | From: SCL Harrisonburg<br>City of Harrisonburg (Maint: 82)        | 1.01   | 24000 | A  |       |     |                 |        |        |        |    |             | 0.108 | A             | 24000 | A  |
|                 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        | 49000 | G  |       |     |                 |        |        |        |    |             | 0.1   | A             | 48000 | G  |
|                 | To: US 11, South Main St  |        |       |    |       |     |                 |        |        |        |    |             |       |               |       |    |

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| Route       | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|-------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|             |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| South<br>81 | From: US 11, South Main St<br>City of Harrisonburg (Maint: 82)     | 2.63   | 25000 | A  | 77%   | 1%  | 1%              | 1%     | 19%    | 2%     | C  | 0.108       | A  | 25000         | A     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 51000 | A  | 76%   | 1%  | 1%              | 1%     | 20%    | 2%     | C  | 0.102       | A  | 50000         | A     |    |
| South<br>81 | To: SR 253 Port Republic Rd<br>City of Harrisonburg (Maint: 82)    | 1.50   | 25000 | B  | 77%   | 1%  | 1%              | 1%     | 19%    | 2%     | F  | 0.106       | A  | 25000         | B     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 50000 | B  | 76%   | 1%  | 1%              | 1%     | 20%    | 2%     | F  | 0.1         | A  | 49000         | B     |    |
| South<br>81 | To: US 33, E Market St<br>City of Harrisonburg (Maint: 82)         | 1.30   | 23000 | B  | 77%   | 1%  | 1%              | 1%     | 19%    | 2%     | F  | 0.107       | A  | 22000         | B     |    |
|             | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 45000 | B  | 76%   | 1%  | 1%              | 1%     | 20%    | 2%     | F  | 0.104       | A  | 44000         | B     |    |
| South<br>81 | From: NCL Harrisonburg<br>Ramp I-81 S Exit 245 to Port Republic Rd | 0.12   | 3700  | B  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.109       | A  | 3600          | B     |    |
| South<br>81 | To: SR 253 Port Republic Rd<br>Ramp I-81 S Exit 247 to US 33 E     | 0.12   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| South<br>81 | From: I-81 S<br>Ramp I-81 S Exit 247 to US 33 W                    | 0.22   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| 253         | To: US 33 E, E Market St<br>Port Republic Rd                       | 0.48   | 23000 | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | C  | 0.088       | F  | 0.524         | 25000 | G  |
| 253         | From: I-81<br>Port Republic Rd                                     | 0.85   | 26000 | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.094       | F  | 0.520         | 26000 | G  |
| 253         | To: Peach Grove Ave<br>Port Republic Rd                            | 0.48   | 7800  | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.102       | F  | 0.536         | 7900  | G  |
|             | From: ECL Harrisonburg   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route                                 | Length | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                                       |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>City of Harrisonburg</b>           |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (F238) Buffalo Dr                     | 0.07   | 350  | R  |       |     |                 |        |        |        |    | NA          |    |               | NA    |    | 05/10/2009 |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (1) Vine St                           | 1.42   | 7900 | G  | 96%   | 1%  | 1%              | 1%     | 2%     | 0%     | C  | 0.092       | F  | 0.5           | 8500  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (3) Eastover Dr                       | 0.44   | 340  | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.129       | F  | 0.864         | 370   | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4) E. Washington St                  | 0.24   | 3200 | G  | 95%   | 2%  | 2%              | 0%     | 1%     | 0%     | F  | 0.097       | F  | 0.514         | 3500  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4) E. Washington St                  | 0.72   | 3800 | G  | 95%   | 2%  | 2%              | 0%     | 1%     | 0%     | C  | 0.093       | F  | 0.524         | 4000  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (5) Acorn Dr                          | 1.16   | 4000 | G  | 96%   | 0%  | 1%              | 1%     | 2%     | 0%     | C  | 0.101       | F  | 0.634         | 4200  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (6) Park Rd                           | 0.58   | 2400 | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.1         | F  | 0.555         | 2500  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (6) Park Rd                           | 0.34   | 1800 | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.117       | F  | 0.624         | 1900  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (7) Harmony Rd                        | 0.23   | 1200 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.103       | F  | 0.649         | 1300  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4100) Mosby Rd                       | 0.35   | 6900 | G  | 96%   | 0%  | 0%              | 0%     | 2%     | 0%     | C  | 0.098       | F  | 0.556         | 7100  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4100) Mosby Rd                       | 0.26   | 7700 | G  | 96%   | 0%  | 0%              | 0%     | 2%     | 0%     | F  | 0.095       | F  | 0.551         | 8000  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4102) Pleasant Hill Rd               | 0.78   | 8700 | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.094       | F  | 0.519         | 9000  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4102) Stone Spring Rd                | 0.65   | 9500 | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.094       | F  | 0.644         | 9800  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4102) Stone Spring Rd                | 0.53   | 8900 | G  | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.095       | F  | 0.636         | 9200  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4103) Central Ave                    | 0.14   | 1500 | G  | 97%   | 1%  | 2%              | 0%     | 0%     | 0%     | C  | 0.101       | F  | 0.638         | 1600  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4103) Central Ave                    | 0.91   | 1000 | G  | 97%   | 1%  | 2%              | 0%     | 0%     | 0%     | F  | 0.122       | F  | 0.678         | 1100  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4104) South Ave                      | 0.52   | 6300 | G  | 97%   | 1%  | 2%              | 0%     | 0%     | 0%     | C  | 0.091       | F  | 0.512         | 6800  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4105) Maryland Ave                   | 0.44   | 8200 | G  | 97%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | 0.091       | F  | 0.604         | 8800  | G  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4105) Ramp to I-81 N at Exit 2450.19 |        | 3900 | B  |       |     |                 |        |        |        |    | 0.125       | A  |               | 3800  | B  | 2011       |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4105) Ramp to I-81 S at Exit 2450.14 |        | NA   |    |       |     |                 |        |        |        |    |             | NA |               | NA    |    |            |
|                                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |

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| Route                       | Length | AADT  | QA | 4Tire | Bus | -----Truck-----         |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|-------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                             |        |       |    |       |     | 2Axle                   | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Harrisonburg</b> |        |       |    |       |     |                         |        |        |        |    |             |    |               |       |    |      |
| (4106) Cantrell Ave         | 0.26   | 9200  | G  | 99%   | 0%  | 1%                      | 0%     | 1%     | 0%     | F  | 0.087       | F  | 0.611         | 9700  | G  | 2011 |
|                             |        |       |    |       |     | From: SR 42 S High St   |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: US 11 S Main St     |        |        |        |    |             |    |               |       |    |      |
| (4106) Cantrell Ave         | 0.99   | 16000 | G  | 99%   | 0%  | 1%                      | 0%     | 1%     | 0%     | C  | 0.084       | F  | 0.574         | 17000 | G  | 2011 |
|                             |        |       |    |       |     | From: Reservoir St      |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: US 33 E Market St   |        |        |        |    |             |    |               |       |    |      |
| (4107) Reservoir St         | 0.97   | 13000 | G  | 99%   | 0%  | 0%                      | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.589         | 13000 | G  | 2011 |
|                             |        |       |    |       |     | From: SCL Harrisonburg  |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: University Blvd     |        |        |        |    |             |    |               |       |    |      |
| (4107) Reservoir St         | 0.57   | 18000 | G  | 99%   | 0%  | 0%                      | 0%     | 0%     | 0%     | F  | 0.089       | F  | 0.522         | 19000 | G  | 2011 |
|                             |        |       |    |       |     | From: Eastover Dr       |        |        |        |    |             |    |               |       |    |      |
| (4107) Reservoir St         | 0.89   | 10000 | G  | 99%   | 0%  | 0%                      | 0%     | 0%     | 0%     | C  | 0.096       | F  | 0.519         | 11000 | G  | 2011 |
|                             |        |       |    |       |     | From: E Market St       |        |        |        |    |             |    |               |       |    |      |
| (4107) Sterling St          | 0.13   | 1600  | G  | 95%   | 1%  | 1%                      | 1%     | 2%     | 0%     | F  | 0.106       | F  | 0.533         | 1700  | G  | 2011 |
|                             |        |       |    |       |     | From: Gay St            |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Sterling St         |        |        |        |    |             |    |               |       |    |      |
| (4107) Gay St               | 0.45   | 2200  | G  | 95%   | 1%  | 1%                      | 1%     | 2%     | 0%     | F  | 0.103       | F  | 0.573         | 2300  | G  | 2011 |
|                             |        |       |    |       |     | From: Mason St          |        |        |        |    |             |    |               |       |    |      |
| (4107) Gay St               | 0.22   | 4900  | G  | 95%   | 1%  | 1%                      | 1%     | 2%     | 0%     | C  | 0.095       | F  | 0.519         | 5300  | G  | 2011 |
|                             |        |       |    |       |     | From: Liberty St        |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: 115-4115 Liberty St |        |        |        |    |             |    |               |       |    |      |
| (4107) Gay St               | 0.22   | 2800  | G  | 95%   | 1%  | 1%                      | 1%     | 2%     | 0%     | F  | 0.103       | F  | 0.508         | 3000  | G  | 2011 |
|                             |        |       |    |       |     | From: Chicago Ave       |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Gay St              |        |        |        |    |             |    |               |       |    |      |
| (4107) Chicago Ave          | 0.58   | 3900  | G  | 98%   | 0%  | 1%                      | 0%     | 0%     | 0%     | C  | 0.095       | F  | 0.515         | 4200  | G  | 2011 |
|                             |        |       |    |       |     | From: Waterman Dr       |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Waterman Ave        |        |        |        |    |             |    |               |       |    |      |
| (4107) Chicago Ave          | 0.43   | 5600  | G  | 98%   | 0%  | 1%                      | 0%     | 0%     | 0%     | F  | 0.092       | F  | 0.512         | 6000  | G  | 2011 |
|                             |        |       |    |       |     | From: Mt Clinton Pike   |        |        |        |    |             |    |               |       |    |      |
| (4108) Paul St              | 0.64   | 1600  | G  | 99%   | 0%  | 0%                      | 0%     | 0%     | 0%     | C  | 0.114       | F  | 0.531         | 1700  | G  | 2011 |
|                             |        |       |    |       |     | From: Eastover Dr       |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Mason St            |        |        |        |    |             |    |               |       |    |      |
| (4108) Paul St              | 0.14   | 910   | G  | 99%   | 0%  | 0%                      | 0%     | 0%     | 0%     | F  | 0.104       | F  | 0.543         | 970   | G  | 2011 |
|                             |        |       |    |       |     | From: Main St           |        |        |        |    |             |    |               |       |    |      |
| (4109) Grace St             | 0.27   | 4000  | G  | 98%   | 0%  | 1%                      | 1%     | 0%     | 0%     | C  | 0.111       | F  | 0.548         | 4300  | G  | 2011 |
|                             |        |       |    |       |     | From: High St           |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Main St             |        |        |        |    |             |    |               |       |    |      |
| (4109) Grace St             | 0.14   | 4800  | G  | 98%   | 0%  | 1%                      | 1%     | 0%     | 0%     | F  | 0.084       | F  | 0.518         | 5200  | G  | 2011 |
|                             |        |       |    |       |     | From: Mason St          |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: Grace St            |        |        |        |    |             |    |               |       |    |      |
| (4109) Mason St             | 0.10   | 4300  | G  | 99%   | 0%  | 1%                      | 0%     | 0%     | 0%     | F  | 0.091       | F  | 0.597         | 4400  | G  | 2011 |
|                             |        |       |    |       |     | From: Cantrell Ave      |        |        |        |    |             |    |               |       |    |      |
| (4109) Mason St             | 0.20   | 3800  | G  | 99%   | 0%  | 1%                      | 0%     | 0%     | 0%     | C  | 0.087       | F  | 0.658         | 4100  | G  | 2011 |
|                             |        |       |    |       |     | From: Paul St           |        |        |        |    |             |    |               |       |    |      |
| (4109) Mason St             | 0.41   | 4000  | G  | 99%   | 0%  | 1%                      | 0%     | 0%     | 0%     | F  | 0.091       | F  | 0.642         | 4300  | G  | 2011 |
|                             |        |       |    |       |     | From: Market St         |        |        |        |    |             |    |               |       |    |      |
| (4109) Mason St             | 0.44   | 7400  | G  | 99%   | 0%  | 1%                      | 0%     | 0%     | 0%     | F  | 0.096       | F  | 0.544         | 7500  | G  | 2011 |
|                             |        |       |    |       |     | From: Main St           |        |        |        |    |             |    |               |       |    |      |
| (4110) Wolfe St             | 0.12   | 2800  | N  | 98%   | 1%  | 1%                      | 0%     | 0%     | 0%     | N  | 0.095       | N  | 0.549         | 3000  | N  | 2011 |
|                             |        |       |    |       |     | From: SR 42 N High St   |        |        |        |    |             |    |               |       |    |      |
|                             |        |       |    |       |     | To: N Liberty St        |        |        |        |    |             |    |               |       |    |      |
| (4110) Wolfe St             | 0.11   | 2800  | G  | 98%   | 1%  | 1%                      | 0%     | 0%     | 0%     | F  | 0.095       | F  | 0.549         | 3000  | G  | 2011 |
|                             |        |       |    |       |     | From: N Main St         |        |        |        |    |             |    |               |       |    |      |
| (4110) Wolfe St             | 0.69   | 1100  | G  | 98%   | 1%  | 1%                      | 0%     | 0%     | 0%     | C  | 0.102       | F  | 0.509         | 1100  | G  | 2011 |
|                             |        |       |    |       |     | From: Old Furnace Rd    |        |        |        |    |             |    |               |       |    |      |

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| Route                       | Length | AADT  | QA                           | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|-----------------------------|--------|-------|------------------------------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                             |        |       |                              |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Harrisonburg</b> |        |       |                              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4110) Old Furnace Rd       | 0.29   | 2700  | G                            | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.108       | F  | 0.696         | 2900  | G  | 2011 |
|                             |        |       | From: Wolfe St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Vine St                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4110) Old Furnace Rd       | 0.91   | 1900  | G                            | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.100       | F  | 0.628         | 2000  | G  | 2011 |
|                             |        |       | From: ECL Harrisonburg       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4113) Country Club Dr      | 0.76   | 8000  | G                            | 97%   | 0%  | 1%              | 1%     | 0%     | 0%     | C  | 0.1         | F  | 0.519         | 8100  | G  | 2011 |
|                             |        |       | From: US 33 E, E Market St   |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Linda Lane               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4113) Country Club Dr      | 0.85   | 12000 | G                            | 97%   | 0%  | 1%              | 1%     | 0%     | 0%     | F  | 0.095       | F  | 0.558         | 12000 | G  | 2011 |
|                             |        |       | From: US 33 W, E Market St   |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4114) Kratzer Ave          | 0.12   | 3100  | G                            |       |     |                 |        |        |        |    | 0.104       | F  | 0.759         | 3400  | G  | 2011 |
|                             |        |       | From: Noll Dr                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: N Liberty St             |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4115) Liberty St           | 0.25   | 2400  | G                            | 89%   | 1%  | 2%              | 3%     | 5%     | 0%     | F  | 0.095       | F  | 0.551         | 2600  | G  | 2011 |
|                             |        |       | From: Noll Dr                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Kratzer Ave              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4115) Liberty St           | 0.32   | 5400  | G                            | 89%   | 1%  | 2%              | 3%     | 5%     | 0%     | F  | 0.098       | F  | 0.565         | 5800  | G  | 2011 |
|                             |        |       | From: Edom Rd                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4115) Liberty St           | 0.32   | 4200  | G                            | 89%   | 1%  | 2%              | 3%     | 5%     | 0%     | F  | 0.098       | F  | 0.516         | 4500  | G  | 2011 |
|                             |        |       | From: Charles St             |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4115) Liberty St           | 0.80   | 3700  | G                            | 89%   | 1%  | 2%              | 3%     | 5%     | 0%     | C  | 0.093       | F  | 0.519         | 4000  | G  | 2011 |
|                             |        |       | From: NCL Harrisonburg       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4116) Pike Church Rd       | 0.14   | 1900  | G                            | 89%   | 1%  | 1%              | 2%     | 7%     | 0%     | C  | 0.111       | F  | 0.522         | 1900  | G  | 2011 |
|                             |        |       | From: S Main St              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: WCL Harrisonburg         |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4117) Pear St              | 1.09   | 2900  | G                            | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.091       | F  | 0.542         | 3100  | G  | 2011 |
|                             |        |       | From: Mosby Rd               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Pleasant Hill Rd         |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4118) Erickson St          | 0.72   | 7000  | G                            | 97%   | 1%  | 1%              | 0%     | 1%     | 0%     | C  | 0.092       | F  | 0.545         | 7500  | G  | 2011 |
|                             |        |       | From: WCL Harrisonburg       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: S High St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4119) Garbers Church Rd    | 0.05   | 3300  | G                            | 95%   | 2%  | 2%              | 1%     | 1%     | 0%     | F  | 0.109       | N  | 0.549         | 3500  | G  | 2011 |
|                             |        |       | From: SCL Harrisonburg       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Erickson St              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4119) Garbers Church Rd    | 1.48   | 4000  | G                            | 95%   | 2%  | 2%              | 1%     | 1%     | 0%     | C  | 0.127       | F  | 0.659         | 4200  | G  | 2011 |
|                             |        |       | From: Erickson Ave           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: US 33 Market St          |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4119) Switchboard Rd       | 0.21   | 2400  | G                            | 95%   | 2%  | 2%              | 1%     | 1%     | 0%     | F  | 0.126       | F  | 0.563         | 2600  | G  | 2011 |
|                             |        |       | From: US 33 Market St        |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: NCL Harrisonburg, 82-910 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4120) Waterman Dr          | 0.84   | 4300  | G                            | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | C  | 0.098       | F  | 0.503         | 4600  | G  | 2011 |
|                             |        |       | From: W Market St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: Chicago Ave              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4121) Mt Clinton Pike      | 0.19   | 5300  | G                            | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.103       | F  | 0.637         | 5600  | G  | 2011 |
|                             |        |       | From: WCL Harrisonburg       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: College Ave              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4121) Mt Clinton Pike      | 0.10   | 6500  | G                            | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.096       | F  | 0.617         | 7000  | G  | 2011 |
|                             |        |       | From: College Ave            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4121) Mt Clinton Pike      | 0.37   | 7600  | G                            | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.098       | F  | 0.555         | 8000  | G  | 2011 |
|                             |        |       | From: Chicago Ave            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: SR 42 Virginia Ave       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4121) Mt Clinton Pike      | 1.29   | 7400  | G                            | 95%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.087       | F  | 0.537         | 8000  | G  | 2011 |
|                             |        |       | From: Virginia Ave           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: N Main St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4122) Edom Rd              | 0.21   | 3000  | G                            | 97%   | 1%  | 2%              | 1%     | 0%     | 0%     | F  | 0.106       | F  | 0.501         | 3200  | G  | 2011 |
|                             |        |       | From: Virginia Ave           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |       | To: N Liberty St             |       |     |                 |        |        |        |    |             |    |               |       |    |      |

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|-----------------------------|--------|------|-------------------------------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                             |        |      |                               |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Harrisonburg</b> |        |      |                               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4124) Bruce St             | 0.15   | 2100 | G                             | 97%   | 1%  | 2%              | 1%     | 0%     | 0%     | C  | 0.105       | F  | 0.870         | 2200  | G  | 2011 |
|                             |        |      | From: S High St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Liberty St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4124) Bruce St             | 0.22   | 2800 | G                             | 97%   | 1%  | 2%              | 1%     | 0%     | 0%     | F  | 0.107       | F  |               | 3000  | G  | 2011 |
|                             |        |      | From: Mason St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4125) Keezletown Rd        | 0.76   | 1700 | G                             | 96%   | 1%  | 1%              | 2%     | 0%     | 0%     | F  | 0.101       | F  | 0.645         | 1800  | G  | 2011 |
|                             |        |      | From: Country Club Rd         |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: ECL Harrisonburg          |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4127) Greendale Rd         | 1.05   | 2700 | G                             | 96%   | 1%  | 1%              | 2%     | 0%     | 0%     | C  | 0.108       | F  | 0.631         | 2800  | G  | 2011 |
|                             |        |      | From: Pleasant Valley Rd      |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: ECL Harrisonburg          |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4128) Pleasant Valley Rd   | 0.67   | 4400 | G                             | 89%   | 1%  | 1%              | 2%     | 6%     | 0%     | F  | 0.105       | F  | 0.510         | 4500  | G  | 2011 |
|                             |        |      | From: SCL Harrisonburg        |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: RTE 710 Greendale Rd      |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (4128) Pleasant Valley Rd   | 0.73   | 6300 | G                             | 89%   | 1%  | 1%              | 2%     | 6%     | 0%     | C  | 0.093       | F  | 0.515         | 6500  | G  | 2011 |
|                             |        |      | From: Greendale Rd            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: S Main St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| 2nd St                      |        | 250  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 270   | G  | 2011 |
|                             |        |      | From: Hartman Dr on North End |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Willow St on South End    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Alleghany Ave               |        | 130  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 140   | G  | 2011 |
|                             |        |      | From: Clay St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Star Crest Dr             |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Blue Ridge Rd               |        | 4300 | G                             |       |     |                 |        |        |        |    | 0.099       | F  | 0.557         | 4600  | G  | 2011 |
|                             |        |      | From: Star Crest Dr           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Country Club Dr           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Bluestone St                |        | 90   | G                             |       |     |                 |        |        |        |    | NA          |    |               | 100   | G  | 2011 |
|                             |        |      | From: Monument Ave            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Dead End                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Broad View Dr               |        | 540  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 570   | G  | 2011 |
|                             |        |      | From: Star Crest Dr           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Sparrow Ct                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Campbell St                 |        | 210  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 230   | G  | 2011 |
|                             |        |      | From: N. Mason St             |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Ott St                    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Carlton St                  |        | 6000 | G                             |       |     |                 |        |        |        |    | NA          |    |               | 6300  | G  | 2011 |
|                             |        |      | From: Reservoir St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Market St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Cedar St                    |        | 140  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 140   | G  | 2011 |
|                             |        |      | From: S. Dogwood Dr           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: West Ave                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Charles St                  |        | 2100 | G                             |       |     |                 |        |        |        |    | 0.093       | F  | 0.581         | 2300  | G  | 2011 |
|                             |        |      | From: N Liberty St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: N Main St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Clay St                     |        | 700  | G                             |       |     |                 |        |        |        |    | 0.096       | F  | 0.627         | 750   | G  | 2011 |
|                             |        |      | From: Country Club            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Broadview Dr              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Clinton St                  |        | 290  | G                             |       |     |                 |        |        |        |    | 0.109       | F  | 0.528         | 310   | G  | 2011 |
|                             |        |      | From: Jefferson St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: N Main St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Crawford St                 |        | 700  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 740   | G  | 2011 |
|                             |        |      | From: Orchard Lane            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Port Republic Rd          |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Crawford St                 |        | 500  | G                             |       |     |                 |        |        |        |    | NA          |    |               | 530   | G  | 2011 |
|                             |        |      | From: Monument Ave            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                             |        |      | To: Orchard Lane              |       |     |                 |        |        |        |    |             |    |               |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Harrisonburg</b> |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Dale Cir                    |        | 60   | G  |       |     |                 |        |        |        |    | NA          |    |               | 70    | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| E Gay St                    |        | 4400 | G  |       |     |                 |        |        |        |    | 0.093       | F  | 0.59          | 4600  | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Elmwood Dr                  |        | 200  | G  |       |     |                 |        |        |        |    | NA          |    |               | 210   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Green St                    |        | 150  | G  |       |     |                 |        |        |        |    | 0.140       | F  | 0.532         | 160   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hartman Dr                  |        | 170  | G  |       |     |                 |        |        |        |    | NA          |    |               | 180   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hillandale Ave              |        | 540  | G  |       |     |                 |        |        |        |    | NA          |    |               | 560   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hillcrest Dr                |        | 160  | G  |       |     |                 |        |        |        |    | NA          |    |               | 170   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Hillside Ave                |        | 480  | G  |       |     |                 |        |        |        |    | NA          |    |               | 500   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Holly Hill Dr               |        | 140  | G  |       |     |                 |        |        |        |    | NA          |    |               | 150   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Monument Ave                |        | 730  | G  |       |     |                 |        |        |        |    | 0.137       | F  | 0.514         | 780   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Moore St                    |        | 100  | G  |       |     |                 |        |        |        |    | NA          |    |               | 110   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Newman Ave                  |        | 880  | G  |       |     |                 |        |        |        |    | 0.103       | F  | 0.637         | 940   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| S. Dogwood Dr               |        | 1300 | G  |       |     |                 |        |        |        |    | NA          |    |               | 1400  | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| South Ave                   |        | 980  | G  |       |     |                 |        |        |        |    | NA          |    |               | 1000  | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Spottswood Dr               |        | 80   | G  |       |     |                 |        |        |        |    | NA          |    |               | 80    | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Star Crest Dr               |        | 390  | G  |       |     |                 |        |        |        |    | NA          |    |               | 410   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Statton Rd                  |        | 60   | G  |       |     |                 |        |        |        |    | NA          |    |               | 60    | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Sutter St                   |        | 310  | G  |       |     |                 |        |        |        |    | 0.115       | F  | 0.563         | 330   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| Valley St                   |        | 140  | G  |       |     |                 |        |        |        |    | NA          |    |               | 140   | G  | 2011 |
|                             |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |

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|-----------------------------|--------|------|----|-------|-----|-------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                             |        |      |    |       |     | 2Axle             | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Harrisonburg</b> |        |      |    |       |     |                   |        |        |        |    |             |    |               |       |    |      |
| W. View St                  |        | 190  | G  |       |     | From: S. Mason St |        |        |        |    | NA          |    |               | 210   | G  | 2011 |
|                             |        |      |    |       |     | To: Ott St        |        |        |        |    |             |    |               |       |    |      |
| W. Water St                 |        | 350  | G  |       |     | From: Brook Ave   |        |        |        |    | NA          |    |               | 370   | G  | 2011 |
|                             |        |      |    |       |     | To: Academy St    |        |        |        |    |             |    |               |       |    |      |
| Walnut St                   |        | 610  | G  |       |     | From: Grace St    |        |        |        |    | NA          |    |               | 650   | G  | 2011 |
|                             |        |      |    |       |     | To: Dead End      |        |        |        |    |             |    |               |       |    |      |
| Willow St                   |        | 840  | G  |       |     | From: W Gay St    |        |        |        |    | NA          |    |               | 890   | G  | 2011 |
|                             |        |      |    |       |     | To: Second St     |        |        |        |    |             |    |               |       |    |      |
| Wilson Ave                  |        | 70   | G  |       |     | From: Dead End    |        |        |        |    | NA          |    |               | 70    | G  | 2011 |
|                             |        |      |    |       |     | To: N Main St     |        |        |        |    |             |    |               |       |    |      |