

2013
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

115

City of Harrisonburg

Information in this report is included in Report

82

(Rockingham County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wye - Wye Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT 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
2013
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	12000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.535	13000	G
	To: I-81															
11 Main St	City of Harrisonburg	1.77	18000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	20000	G
	From: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	19000	G	96%	0%	1%	1%	1%	0%	C	0.083	F	0.548	20000	G
	From: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	20000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	21000	G
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	6100	G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.583	6400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.714	13000	G
	To: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	N
	To: US 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9300	N	96%	0%	1%	1%	1%	0%	N	NA			9900	N
	To: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8200	G	96%	0%	1%	0%	2%	0%	C	0.094	F	0.572	8700	G
	To: Charles St															
11 N Main St	City of Harrisonburg	0.44	6700	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.602	7200	G
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6400	G	97%	0%	1%	1%	1%	0%	C	0.085	F		6800	G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		19000	N	96%	0%	1%	1%	1%	0%	N	0.091	F	0.714	20000	N
	To: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	4800	G	95%	1%	2%	1%	2%	0%	C	0.092	F		5100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	N
	To: Rock St															
11 33 Noll Dr	City of Harrisonburg	0.14	3200	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9300	N	96%	0%	1%	1%	1%	0%	N	NA			9900	N
	To: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market St	City of Harrisonburg	1.11	10000	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.566	11000	G
	To: Waterman Dr															

Virginia Department of Transportation
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 2013
 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	10000	G	95%	1%	1%	1%	2%	0%	C	0.089	F	0.539	11000	G	
		To:	SR 42 S High St														
33 W Market St	City of Harrisonburg	0.16	5400	G	95%	1%	1%	1%	2%	0%	F	0.101	F		5800	G	
		From:	Bus US 33 Par														
		To:	US 11														
33 11 Main St NB	City of Harrisonburg	0.02	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
			11000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	N	
		To:	US 11 Main St														
		From:	US 11 Main St NB														
33 E Market St	City of Harrisonburg	0.11	6500	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.53	6900	G	
		To:	Mason St														
33 E Market St	City of Harrisonburg	0.87	12000	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.534	12000	G	
		From:	Vine St														
33 E Market St	City of Harrisonburg	0.61	18000	G	97%	0%	1%	0%	1%	0%	C	0.090	F	0.574	19000	G	
		To:	I-81														
33 E Market St	City of Harrisonburg	0.59	28000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.541	30000	G	
		To:	University Blvd														
33 E Market St	City of Harrisonburg	1.07	25000	G	97%	0%	0%	0%	2%	0%	C	0.102	F	0.569	27000	G	
		To:	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	
		From:	US 33 E, E Market St														
		To:	I-81 S														
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	850	G								0.142	F		850	G	
		From:	US 33 E, E Market St														
		To:	I-81 North														
West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.13	4900	G								0.097	F		4900	G	
		From:	US 33 W, E Market St														
		To:	I-81 S														
West 33 Ramp	City of Harrisonburg (Maint: 82)	0.20	3800	G								0.113	F		3800	G	
		From:	US 33 W, E Market St														
		To:	I-81 North														
		From:	US 11														
33 11 Main St NB	City of Harrisonburg	0.03	6100	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6400	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
			9300	N	96%	0%	1%	1%	1%	0%	N	NA			9900	N	
		To:	US 33														
		From:	SCL Harrisonburg														
42 S High St	City of Harrisonburg	0.13	15000	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.504	16000	G	
		To:	Erickson Ave														
42 S High St	City of Harrisonburg	1.27	17000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.520	19000	G	
		To:	Sunrise Ave														

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							2Axle	3+Axle	1Trail	2Trail						
42 S High St	From: Sunrise Ave City of Harrisonburg	0.40	18000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.503	20000	G
42 S High St	To: Grace Ave City of Harrisonburg	0.55	18000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.554	20000	G
42 N High St	From: Market St City of Harrisonburg	0.27	16000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.605	17000	G
42 Virginia Ave	To: Gay St City of Harrisonburg	0.44	12000	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.599	13000	G
42 Virginia Ave	From: 5th St City of Harrisonburg	0.60	12000	G	95%	0%	1%	2%	2%	0%	C	0.088	F	0.597	12000	G
42 Virginia Ave	To: Mt Clinton Pike City of Harrisonburg	0.83	13000	G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	14000	G
North 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	25000	A	75%	1%	1%	1%	21%	2%	F	0.105	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	76%	1%	1%	1%	20%	2%	F	NA			49000	A
North 81	To: US 11, South Main St City of Harrisonburg (Maint: 82)	2.83	26000	A	75%	1%	1%	1%	21%	2%	C	0.105	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	C	0.099	A	0.501	51000	A
North 81	To: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.51	25000	A	75%	1%	1%	1%	21%	2%	F	0.107	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	F	0.1	A	0.544	50000	A
North 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.60	23000	A	75%	1%	1%	1%	21%	2%	F	0.116	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	A	76%	1%	1%	1%	20%	2%	F	0.105	A	0.553	44000	A
North 81 Ramp	To: NCL Harrisonburg City of Harrisonburg (Maint: 82)	0.12	4100	G								0.106	F		4100	G
North 81 Ramp	To: I-81 North City of Harrisonburg (Maint: 82)	0.25	4900	G								0.1	F		4900	G
North 81 Ramp	To: US 33 E, E Market St City of Harrisonburg (Maint: 82)	0.12	2800	G								0.102	F		2800	G
South 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	1.01	24000	A	77%	1%	1%	1%	19%	2%	F	0.107	A		24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	76%	1%	1%	1%	20%	2%	F	NA			49000	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	26000	A	77%	1%	1%	1%	19%	2%	C	0.105	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	C	0.099	A	51000	A	
South 81	From: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.50	26000	A	77%	1%	1%	1%	19%	2%	F	0.104	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	F	0.1	A	50000	A	
South 81	From: US 33, E Market St City of Harrisonburg (Maint: 82)	1.30	23000	A	77%	1%	1%	1%	19%	2%	F	0.109	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	A	76%	1%	1%	1%	20%	2%	F	0.105	A	44000	A	
South 81	From: I-81 South Ramp I-81 S Exit 245 to Port Republic Rd City of Harrisonburg (Maint: 82)	0.12	3800	A	97%	0%	1%	1%	1%	0%	F	0.117	A	3800	A	
South 81	From: I-81 S Ramp I-81 S Exit 247 to US 33 E City of Harrisonburg (Maint: 82)	0.12	NA									NA		NA		
South 81	From: I-81 South Ramp City of Harrisonburg (Maint: 82)	0.22	1300	G								0.124	F	1300	G	
253	From: US 11 S Main St Port Republic Rd City of Harrisonburg	0.48	24000	G	97%	0%	1%	1%	1%	0%	C	NA		26000	G	
253	From: I-81 Port Republic Rd City of Harrisonburg	0.85	23000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.549	25000	G
253	From: Peach Grove Ave Port Republic Rd City of Harrisonburg	0.48	8000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.587	8500	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							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	350	R								NA			NA		05/10/2009
(1) Vine St	1.42	7800	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.505	8300	G	2013
(3) Eastover Dr	0.44	290	G	97%	1%	1%	0%	1%	0%	F	0.122	F	0.901	310	G	2013
(4) E. Washington St	0.24	3000	G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.525	3200	G	2013
(4) E. Washington St	0.72	3500	G	95%	2%	2%	0%	1%	0%	C	0.089	F	0.516	3700	G	2013
(5) Acorn Dr	1.16	3900	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.621	4100	G	2013
(6) Park Rd	0.58	2300	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.637	2500	G	2013
(6) Park Rd	0.34	1800	G	98%	0%	1%	0%	0%	0%	F	0.129	F	0.517	1900	G	2013
(7) Harmony Rd	0.23	1300	G	98%	0%	1%	0%	0%	0%	C	0.111	F	0.566	1400	G	2013
(4100) Mosby Rd	0.35	7200	G	96%	0%	1%	0%	3%	0%	C	0.094	F	0.563	7700	G	2013
(4100) Mosby Rd	0.26	7800	G	96%	0%	1%	0%	3%	0%	F	0.091	F	0.572	8300	G	2013
(4102) Pleasant Hill Rd	0.78	8300	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.568	8900	G	2013
(4102) Stone Spring Rd	0.65	8100	G	98%	0%	1%	1%	0%	0%	C	0.100	F	0.568	8600	G	2013
(4102) Stone Spring Rd	0.53	7400	G	98%	0%	1%	1%	0%	0%	F	0.100	F	0.571	7900	G	2013
(4103) Central Ave	0.14	1400	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.576	1500	G	2013
(4103) Central Ave	0.91	950	G	98%	1%	1%	0%	0%	0%	F	0.138	F	0.642	1000	G	2013
(4104) South Ave	0.52	5200	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.569	5500	G	2013
(4105) Maryland Ave	0.44	8700	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.606	9200	G	2013
(4105) Ramp to I-81 N at Exit 245	0.19	4000	A								0.131	A		3900	A	2013
(4105) Ramp	0.14	4100	G								0.117	F		4100	G	2013

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 City of Harrisonburg

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4106) Cantrell Ave	0.26	10000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.602	11000	G	2013
						From: SR 42 S High St										
(4106) Cantrell Ave	0.99	15000	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.581	16000	G	2013
						To: US 11 S Main St										
(4106) Cantrell Ave	0.18	7300	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.609	7800	G	2013
						From: Reservoir St										
						To: US 33 E Market St										
(4107) Reservoir St	0.97	14000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.522	15000	G	2013
						From: SCL Harrisonburg										
(4107) Reservoir St	0.57	20000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.529	21000	G	2013
						From: University Blvd										
(4107) Reservoir St	0.89	11000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.512	11000	G	2013
						From: Eastover Dr										
(4107) Sterling St	0.13	1500	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.554	1600	G	2013
						From: E Market St										
(4107) Gay St	0.45	2000	G	95%	1%	1%	1%	2%	0%	F	0.114	F	0.582	2200	G	2013
						From: Gay St										
(4107) Gay St	0.33	4700	G	95%	1%	1%	1%	2%	0%	C	0.093	F	0.610	5000	G	2013
						From: Sterling St										
(4107) Gay St	0.11	2800	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.63	3000	G	2013
						From: Mason St										
(4107) Chicago Ave	0.58	3800	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.51	4000	G	2013
						From: SR 42 Virginia Ave; N High St										
(4107) Chicago Ave	0.43	5200	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.506	5600	G	2013
						From: Chicago Ave										
						To: Gay St										
(4108) Paul St	0.64	1200	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.595	1300	G	2013
						From: Waterman Dr										
(4108) Paul St	0.14	760	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.5	810	G	2013
						From: Waterman Ave										
						To: Mt Clinton Pike										
(4109) Grace St	0.27	2900	G	92%	2%	6%	0%	0%	0%	C	0.101	F	0.513	3100	G	2013
						From: Eastover Dr										
(4109) Grace St	0.14	4100	G	92%	2%	6%	0%	0%	0%	F	0.099	F	0.535	4400	G	2013
						From: Mason St										
(4109) Mason St	0.10	3300	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.554	3500	G	2013
						From: High St										
(4109) Mason St	0.20	3500	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.626	3700	G	2013
						From: Main St										
(4109) Mason St	0.41	3800	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.605	4000	G	2013
						From: Cantrell Ave										
(4109) Mason St	0.44	7200	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	7700	G	2013
						From: Paul St										
						To: Market St										
(4110) Wolfe St	0.12	2200	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.594	2300	G	2013
						From: Main St										
(4110) Wolfe St	0.11	2600	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.584	2800	G	2013
						From: SR 42 N High St										
(4110) Wolfe St	0.69	980	G	98%	1%	1%	0%	0%	0%	C	0.142	F	0.517	1000	G	2013
						From: N Liberty St										
						To: N Main St										
						To: Old Furnace Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4110) Old Furnace Rd	0.29	3300	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.756	3500	G	2013
			From: Wolfe St													
			To: Vine St													
(4110) Old Furnace Rd	0.91	2100	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.644	2300	G	2013
			From: ECL Harrisonburg													
(4113) Country Club Dr	0.76	7100	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.544	7500	G	2013
			From: US 33 E, E Market St													
			To: Linda Lane													
(4113) Country Club Dr	0.85	11000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.569	11000	G	2013
			From: US 33 W, E Market St													
(4114) Kratzer Ave	0.12	3300	G	93%	0%	2%	1%	4%	0%	F	0.122	F	0.703	3500	G	2013
			From: Noll Dr													
			To: N Liberty St													
(4115) Liberty St	0.25	2700	G	90%	1%	2%	3%	4%	0%	F	0.112	F	0.613	2800	G	2013
			From: Noll Dr													
			To: Kratzer Ave													
(4115) Liberty St	0.32	5500	G	93%	0%	2%	1%	4%	0%	C	0.098	F	0.584	5800	G	2013
			From: Edom Rd													
(4115) Liberty St	0.32	4400	G	90%	1%	2%	3%	4%	0%	F	0.096	F	0.552	4700	G	2013
			From: Charles St													
(4115) Liberty St	0.80	3400	G	90%	1%	2%	3%	4%	0%	C	0.095	F	0.546	3600	G	2013
			From: NCL Harrisonburg													
(4116) Pike Church Rd	0.14	1900	G	89%	1%	1%	2%	8%	0%	C	0.099	F	0.564	2000	G	2013
			From: S Main St													
			To: WCL Harrisonburg													
(4117) Pear St	1.09	3600	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.589	3800	G	2013
			From: Mosby Rd													
			To: Pleasant Hill Rd													
(4118) Erickson St	0.72	7500	G	97%	1%	1%	1%	1%	0%	C	0.096	F	0.588	8000	G	2013
			From: WCL Harrisonburg													
			To: S High St													
(4119) Garbers Church Rd	0.05	3300	G	97%	1%	1%	1%	0%	0%	F	0.106	N	0.563	3600	G	2013
			From: SCL Harrisonburg													
			To: Erickson St													
(4119) Garbers Church Rd	1.48	4200	G	97%	1%	1%	1%	0%	0%	C	0.145	F	0.595	4500	G	2013
			From: Erickson Ave													
			To: US 33 Market St													
(4119) Switchboard Rd	0.21	2400	G	97%	1%	1%	1%	0%	0%	F	0.12	F	0.544	2600	G	2013
			From: US 33 Market St													
			To: NCL Harrisonburg, 82-910													
(4120) Waterman Dr	0.84	4100	G	95%	0%	1%	1%	2%	0%	C	0.098	F	0.522	4300	G	2013
			From: W Market St													
			To: Chicago Ave													
(4121) Mt Clinton Pike	0.19	5600	G	95%	0%	1%	1%	2%	0%	F	0.106	F	0.553	6000	G	2013
			From: WCL Harrisonburg													
			To: College Ave													
(4121) Mt Clinton Pike	0.10	6300	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.562	6700	G	2013
			From: College Ave													
(4121) Mt Clinton Pike	0.37	8200	G	96%	0%	1%	1%	1%	0%	C	0.1	F	0.538	8700	G	2013
			From: Chicago Ave													
			To: SR 42 Virginia Ave													
(4121) Mt Clinton Pike	1.29	7100	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.523	7600	G	2013
			From: Virginia Ave													
			To: N Main St													
(4122) Edom Rd	0.21	2900	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.620	3100	G	2013
			From: Virginia Ave													
			To: N Liberty St													

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
4124 Bruce St	0.15	1900	G	97%	1%	1%	0%	0%	0%	C	0.099	F	0.724	2100	G	2013
			From: S High St													
			To: Liberty St													
4124 Bruce St	0.22	1800	G	97%	1%	1%	0%	0%	0%	F	0.119	F		1900	G	2013
			From: Mason St													
			To: Country Club Rd													
4125 Keezletown Rd	0.76	1400	G	96%	1%	1%	2%	0%	0%	F	0.113	F	0.649	1500	G	2013
			From: ECL Harrisonburg													
			To: Pleasant Valley Rd													
4127 Greendale Rd	1.05	2600	G	96%	1%	1%	2%	0%	0%	C	0.104	F	0.612	2800	G	2013
			From: ECL Harrisonburg													
			To: SCL Harrisonburg													
4128 Pleasant Valley Rd	0.67	4700	G	88%	1%	1%	2%	7%	0%	F	0.091	F	0.557	5000	G	2013
			From: RTE 710 Greendale Rd													
			To: Greendale Rd													
4128 Pleasant Valley Rd	0.73	6700	G	88%	1%	1%	2%	7%	0%	C	0.090	F	0.508	7100	G	2013
			From: S Main St													
			To: Hartman Dr on North End													
2nd St		250	G								0.103	F	0.632	270	G	2013
			From: Willow St on South End													
			To: Clay St													
Alleghany Ave		130	G								0.098	F	0.571	140	G	2013
			From: Star Crest Dr													
			To: Star Crest Dr													
Blue Ridge Rd		5100	G								0.091	F	0.582	5400	G	2013
			From: Country Club Dr													
			To: Monument Ave													
Bluestone St		130	G								0.133	F	0.5	140	G	2013
			From: Fry Ave													
			To: Star Crest Dr													
Broad View Dr		510	G								0.103	F	0.603	540	G	2013
			From: Sparrow Ct													
			To: N. Mason St													
Campbell St		250	G								0.115	F	0.603	260	G	2013
			From: Ott St													
			To: Reservoir St													
Carlton St		6300	G								0.088	F	0.662	6800	G	2013
			From: Market St													
			To: S. Dogwood Dr													
Cedar St		130	G								0.123	F	0.588	140	G	2013
			From: West Ave													
			To: N Liberty St													
Charles St		2100	G								0.084	F	0.501	2300	G	2013
			From: N Main St													
			To: Country Club													
Clay St		680	G								0.111	F	0.658	720	G	2013
			From: Broadview Dr													
			To: Jefferson St													
Clinton St		350	G								0.106	F	0.639	380	G	2013
			From: N Main St													
			To: Orchard Lane													
Crawford St		810	G								0.131	F	0.661	870	G	2013
			From: Port Republic Rd													
			To: Monument Ave													
Crawford St		580	G								0.169	F	0.624	620	G	2013
			From: Orchard Lane													
			To: Orchard Lane													

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Dale Cir		80	G							0.193	F	0.5		80	G	2013
E Gay St		4400	G							NA				4700	G	2013
Elmwood Dr		190	G							0.113	F	0.617		200	G	2013
Green St		130	G							0.112	F	0.656		140	G	2013
Hartman Dr		220	G							0.106	F	0.673		240	G	2013
Hilldale Ave		600	G							0.126	F	0.521		640	G	2013
Hillcrest Dr		250	G							0.152	F	0.625		270	G	2013
Hillside Ave		560	G							0.143	F	0.648		600	G	2013
Holly Hill Dr		130	G							0.114	F	0.529		140	G	2013
Monument Ave		810	G							0.113	F	0.618		870	G	2013
Moore St		90	G							0.115	F	0.583		100	G	2013
Newman Ave		1000	G							0.09	F	0.609		1100	G	2013
S. Dogwood Dr		1300	G							0.107	F	0.575		1400	G	2013
South Ave		900	G							0.116	F	0.543		960	G	2013
Spottswood Dr		80	G							0.172	F	0.613		90	G	2013
Star Crest Dr		410	G							0.118	F	0.591		440	G	2013
Statton Rd		30	G							0.236	F	0.524		40	G	2013
Sutter St		370	G							0.099	F	0.524		400	G	2013
Valley St		150	G							0.135	F	0.769		160	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
W. View St		230	G			From: S. Mason St				0.115	F	0.552	240	G	2013	
						To: Ott St										
W. Water St		340	G			From: Brook Ave				0.119	F	0.648	370	G	2013	
						To: Academy St										
Walnut St		720	G			From: Grace St				0.124	F	0.625	770	G	2013	
						To: Dead End										
Willow St		860	G			From: W Gay St				0.119	F	0.598	920	G	2013	
						To: Second St										
Wilson Ave		47	G			From: Dead End				0.142	F	0.533	50	G	2013	
						To: N Main St										