

2010
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



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
2010
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	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
	To: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	21000	G	96%	1%	1%	1%	1%	0%	C	0.085	F	0.557	22000	G
	To: 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
	To: 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
	To: 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
	To: 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
	To: 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
	To: 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		7200	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
	To: Kratzer Ave															
	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
	To: Wateman Dr															
33 W Market St	City of Harrisonburg	0.61	9200	G	95%	1%	1%	2%	2%	0%	C	0.09	F	0.638	9700	G
	To: SR 42 S High St															

Virginia Department of Transportation
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City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SR 42 S High St																
33 W Market St	City of Harrisonburg	0.16	5300	G	95%	1%	1%	2%	2%	0%	F	0.097	F	5700	G	
To: Bus US 33 Par																
From: US 11																
33 11 Main St NB	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																
From: US 11 Main St NB																
33 E Market St	City of Harrisonburg	0.11	6400	G	96%	0%	1%	1%	1%	0%	F	0.084	F	6700	G	
To: Mason St																
From: Mason St																
33 E Market St	City of Harrisonburg	0.87	11000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	12000	G	
To: Vine St																
From: Vine St																
33 E Market St	City of Harrisonburg	0.61	16000	G	96%	0%	1%	1%	1%	0%	C	0.082	F	18000	G	
To: I-81																
From: I-81																
33 E Market St	City of Harrisonburg	0.59	28000	G	95%	1%	1%	1%	3%	0%	F	0.084	F	29000	G	
To: University Blvd																
From: University Blvd																
33 E Market St	City of Harrisonburg	1.07	27000	G	97%	0%	0%	0%	2%	0%	C	0.092	F	28000	G	
To: ECL Harrisonburg																
From: ECL Harrisonburg																
East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.21	NA									NA		NA		
To: I-81 S																
From: I-81 S																
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	NA									NA		NA		
To: I-81 N																
From: I-81 N																
West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.13	NA									NA		NA		
To: I-81 S																
From: I-81 S																
West 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.20	NA									NA		NA		
To: I-81 N																
From: I-81 N																
From: US 11																
33 11 Main St NB	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																
From: SCL Harrisonburg																
42 S High St	City of Harrisonburg	0.13	15000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	17000	G	
To: Erickson Ave																
From: Erickson Ave																
42 S High St	City of Harrisonburg	1.27	18000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	20000	G	
To: Sunrise Ave																
From: Sunrise Ave																
42 S High St	City of Harrisonburg	0.40	19000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	21000	G	
To: Grace Ave																

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							2Axle	3+Axle	1Trail	2Trail						
42 S High St	From: Grace Ave City of Harrisonburg	0.55	19000	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.556	20000	G
42 N High St	To: Market St City of Harrisonburg	0.27	16000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.539	18000	G
42 Virginia Ave	To: Gay St 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 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 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 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	25000	G	75%	1%	1%	1%	21%	1%	F	NA		25000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G								NA		51000	G	
North 81	To: US 11, South Main St City of Harrisonburg (Maint: 82)	2.83	25000	A	75%	1%	1%	1%	21%	1%	C	0.107	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	77%	1%	1%	1%	20%	1%	C	0.102	A	0.544	51000	A
North 81	To: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.51	26000	B	75%	1%	1%	1%	21%	1%	F	0.103	A	25000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	B	77%	1%	1%	1%	20%	1%	F	0.097	A	0.566	50000	B
North 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.60	23000	F	75%	1%	1%	1%	21%	1%	F	0.116	B	22000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	F	77%	1%	1%	1%	20%	1%	F	0.102	B	0.508	44000	F
	To: NCL Harrisonburg															
North 81	From: I-81 N City of Harrisonburg (Maint: 82)	0.12	NA									NA		NA		
	To: Port Republic Rd															
North 81	From: I-81 N City of Harrisonburg (Maint: 82)	0.25	NA									NA		NA		
	To: US 33 E, E Market St															
North 81	From: I-81 N City of Harrisonburg (Maint: 82)	0.12	NA									NA		NA		
	To: US 33 W, E Market St															
South 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	1.01	25000	F								0.102	B	26000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G								0.097	B	0.51	51000	G
	To: US 11, South Main St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 81	From: US 11, South Main St City of Harrisonburg (Maint: 82)	2.63	25000	A	78%	1%	1%	1%	18%	1%	C	0.108	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	77%	1%	1%	1%	20%	1%	C	0.102	A	51000	A	
South 81	To: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.50	26000	B	78%	1%	1%	1%	18%	1%	F	0.101	A	25000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	B	77%	1%	1%	1%	20%	1%	F	0.097	A	50000	B	
South 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.30	23000	F	78%	1%	1%	1%	18%	1%	F	0.105	B	22000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	F	77%	1%	1%	1%	20%	1%	F	0.102	B	44000	F	
South 81	From: NCL Harrisonburg Ramp I-81 S Exit 245 to Port Republic Rd	0.12	3500	B	97%	0%	1%	1%	1%	0%	F	0.109	A	3400	B	
South 81	From: I-81 S Ramp I-81 S Exit 247 to US 33 E	0.12	NA									NA		NA		
South 81	To: SR 253 Port Republic Rd															
South 81	From: I-81 S Ramp I-81 S Exit 247 to US 33 W	0.22	NA									NA		NA		
South 81	To: US 33 W, E Market St															
253	From: US 11 S Main St Port Republic Rd	0.48	23000	G	97%	0%	1%	1%	1%	0%	C	0.088	F	0.524	25000	G
253	To: I-81 Port Republic Rd	0.85	26000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.520	26000	G
253	From: Peach Grove Ave Port Republic Rd	0.48	7800	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.536	7900	G
	To: ECL Harrisonburg															

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	350	R								NA			NA		05/10/2009
From: NCL Harrisonburg																
To: Dead End																
(1) Vine St	1.42	7900	G	96%	1%	1%	1%	2%	0%	C	0.092	F	0.5	8500	G	2010
From: E Market St																
To: N Main St																
(3) Eastover Dr	0.44	340	G	96%	0%	1%	1%	2%	0%	F	0.129	F	0.864	370	G	2010
From: Paul St																
To: Reservoir St																
(4) E. Washington St	0.24	3200	G	95%	2%	2%	0%	1%	0%	F	0.097	F	0.514	3500	G	2010
From: 115-4115 N Liberty Street																
To: N Main St																
(4) E. Washington St	0.72	3800	G	95%	2%	2%	0%	1%	0%	C	0.093	F	0.524	4000	G	2010
From: N Main St																
To: Vine St																
(5) Acorn Dr	1.16	4000	G	96%	0%	1%	1%	2%	0%	C	0.101	F	0.634	4200	G	2010
From: SR 42																
To: Mt Clinton Pike																
(6) Park Rd	0.58	2400	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.555	2500	G	2010
From: Mt Clinton Pike																
To: Shank Dr																
(6) Park Rd	0.34	1800	G	99%	0%	1%	0%	0%	0%	F	0.117	F	0.624	2000	G	2010
From: Shank Dr																
To: Harmony Rd																
(7) Harmony Rd	0.23	1200	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.649	1300	G	2010
From: Park Rd																
To: SR 42																
(4100) Mosby Rd	0.35	6900	G	96%	0%	0%	0%	2%	0%	C	0.098	F	0.556	7200	G	2010
From: WCL Harrisonburg																
To: Mosby Ct																
(4100) Mosby Rd	0.26	7700	G	96%	0%	0%	0%	2%	0%	F	0.095	F	0.551	8000	G	2010
From: Mosby Ct																
To: Main St																
(4102) Pleasant Hill Rd	0.78	8700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.519	9000	G	2010
From: Pear St																
To: US 11 S Main St																
(4102) Stone Spring Rd	0.65	9500	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.644	9800	G	2010
From: US 11 Pleasant Hill Rd																
To: Ramblewood Rd																
(4102) Stone Spring Rd	0.53	8900	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9200	G	2010
From: Ramblewood Rd																
To: ECL Harrisonburg																
(4103) Central Ave	0.14	1500	G	97%	1%	2%	0%	0%	0%	C	0.101	F	0.638	1600	G	2010
From: Pleasant Hill Rd																
To: Sharon St																
(4103) Central Ave	0.91	1000	G	97%	1%	2%	0%	0%	0%	F	0.122	F	0.678	1100	G	2010
From: Sharon St																
To: Maryland Ave																
(4104) South Ave	0.52	6400	G	97%	1%	2%	0%	0%	0%	C	0.091	F	0.512	6800	G	2010
From: S High St																
To: S Main St																
(4105) Maryland Ave	0.44	8200	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.604	8800	G	2010
From: SR 42 High St																
To: Main St																
(4105) Ramp to I-81 N at Exit 2	0.19	4000	B								0.133	A		3800	B	2010
From: SR 253 Port Republic Rd																
To: I-81 North																
(4105) Ramp to I-81 S at Exit 2	0.14	NA									NA			NA		
From: SR 253 Port Republic Rd																
To: I-81 South																

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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	0.57	9300	G	99%	0%	1%	0%	1%	0%	F	0.087	F	0.611	9800	G	2010
(4106) Cantrell Ave	0.68	16000	G	99%	0%	1%	0%	1%	0%	C	0.084	F	0.574	17000	G	2010
(4106) Cantrell Ave	0.18	9400	G	99%	0%	1%	0%	1%	0%	F	0.104	F	0.698	10000	G	2010
(4107) Reservoir St	0.97	13000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.589	13000	G	2010
(4107) Reservoir St	0.57	18000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.522	19000	G	2010
(4107) Reservoir St	0.89	10000	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.519	11000	G	2010
(4107) Sterling St	0.13	1600	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.533	1700	G	2010
(4107) Gay St	0.45	2200	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.573	2300	G	2010
(4107) Gay St	0.22	4900	G	95%	1%	1%	1%	2%	0%	C	0.095	F	0.519	5300	G	2010
(4107) Gay St	0.22	2800	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.508	3000	G	2010
(4107) Chicago Ave	0.58	3900	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.515	4200	G	2010
(4107) Chicago Ave	0.43	5600	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	6100	G	2010
(4108) Paul St	0.64	1600	G	99%	0%	0%	0%	0%	0%	C	0.114	F	0.531	1700	G	2010
(4108) Paul St	0.14	910	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.543	980	G	2010
(4109) Grace St	0.27	4000	G	98%	0%	1%	1%	0%	0%	C	0.111	F	0.548	4300	G	2010
(4109) Grace St	0.14	4900	G	98%	0%	1%	1%	0%	0%	F	0.084	F	0.518	5200	G	2010
(4109) Mason St	0.10	4300	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.597	4400	G	2010
(4109) Mason St	0.20	3800	G	99%	0%	1%	0%	0%	0%	C	0.087	F	0.658	4100	G	2010
(4109) Mason St	0.41	4000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.642	4300	G	2010
(4109) Mason St	0.44	7400	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	7500	G	2010
(4110) Wolfe St	0.12	2800	N	98%	1%	1%	0%	0%	0%	N	0.095	N	0.549	3000	N	2010
(4110) Wolfe St	0.11	2800	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.549	3000	G	2010
(4110) Wolfe St	0.69	1100	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.509	1100	G	2010

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City of Harrisonburg																
(4110) Old Furnace Rd	0.29	2700	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.696	2900	G	2010
			From: Wolfe St													
(4110) Old Furnace Rd	0.91	1900	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.628	2000	G	2010
			From: Vine St													
			To: ECL Harrisonburg													
(4113) Country Club Dr	0.76	8000	G	97%	0%	1%	1%	0%	0%	C	0.1	F	0.519	8100	G	2010
			From: US 33 E, E Market St													
(4113) Country Club Dr	0.85	12000	G	97%	0%	1%	1%	0%	0%	F	0.095	F	0.558	13000	G	2010
			From: Linda Lane													
			To: US 33 W, E Market St													
(4114) Kratzer Ave	0.12	3100	G								0.104	F	0.759	3400	G	2010
			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	2010
			From: Noll Dr													
(4115) Liberty St	0.32	5400	G	89%	1%	2%	3%	5%	0%	F	0.098	F	0.565	5800	G	2010
			From: Kratzer Ave													
(4115) Liberty St	0.32	4200	G	89%	1%	2%	3%	5%	0%	F	0.098	F	0.516	4500	G	2010
			From: Edom Rd													
(4115) Liberty St	0.80	3700	G	89%	1%	2%	3%	5%	0%	C	0.093	F	0.519	4000	G	2010
			From: Charles St													
			To: NCL Harrisonburg													
(4116) Pike Church Rd	0.14	1900	G	89%	1%	1%	2%	7%	0%	C	0.111	F	0.522	1900	G	2010
			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	2010
			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	2010
			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	2010
			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	2010
			From: Erickson Ave													
(4119) Switchboard Rd	0.20	2500	G	95%	2%	2%	1%	1%	0%	F	0.126	F	0.563	2600	G	2010
			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	2010
			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	2010
			From: WCL Harrisonburg													
(4121) Mt Clinton Pike	0.10	6500	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.617	7000	G	2010
			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	2010
			From: Chicago Ave													
(4121) Mt Clinton Pike	1.29	7400	G	95%	0%	1%	1%	2%	0%	F	0.087	F	0.537	8000	G	2010
			From: SR 42 Virginia Ave													
			To: Virginia Ave													
(4122) Edom Rd	0.21	3000	G	97%	1%	2%	1%	0%	0%	F	0.106	F	0.501	3200	G	2010
			From: N Main St													
			To: Virginia Ave													
			To: N Liberty St													

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(4124) Bruce St	0.15	2100	G	97%	1%	2%	1%	0%	0%	C	0.105	F	0.870	2200	G	2010
			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	2010
			From: Mason St													
(4125) Keezletown Rd	0.76	1700	G	96%	1%	1%	2%	0%	0%	F	0.101	F	0.645	1800	G	2010
			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	2010
			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	2010
			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	2010
			From: Greendale Rd													
			To: S Main St													
2nd St		250	G								NA			270	G	2010
			From: Hartman Dr on North End													
			To: Willow St on South End													
Alleghany Ave		130	G								NA			140	G	2010
			From: Clay St													
			To: Star Crest Dr													
Blue Ridge Rd		4300	G								0.099	F	0.557	4600	G	2010
			From: Star Crest Dr													
			To: Country Club Dr													
Bluestone St		90	G								NA			100	G	2010
			From: Monument Ave													
			To: Dead End													
Broad View Dr		540	G								NA			570	G	2010
			From: Star Crest Dr													
			To: Sparrow Ct													
Campbell St		220	G								NA			230	G	2010
			From: N. Mason St													
			To: Ott St													
Carlton St		6000	G								NA			6300	G	2010
			From: Reservoir St													
			To: Market St													
Cedar St		140	G								NA			140	G	2010
			From: S. Dogwood Dr													
			To: West Ave													
Charles St		2100	G								0.093	F	0.581	2300	G	2010
			From: N Liberty St													
			To: N Main St													
Clay St		700	G								0.096	F	0.627	750	G	2010
			From: Country Club													
			To: Broadview Dr													
Clinton St		290	G								0.109	F	0.528	310	G	2010
			From: Jefferson St													
			To: N Main St													
Crawford St		700	G								NA			740	G	2010
			From: Orchard Lane													
			To: Port Republic Rd													
Crawford St		500	G								NA			530	G	2010
			From: Monument Ave													
			To: Orchard Lane													

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City of Harrisonburg																
Dale Cir		60	G								NA			70	G	2010
E Gay St		4400	G								0.093	F	0.59	4600	G	2010
Elmwood Dr		200	G								NA			210	G	2010
Green St		150	G								0.140	F	0.532	160	G	2010
Hartman Dr		170	G								NA			180	G	2010
Hilldale Ave		540	G								NA			570	G	2010
Hillcrest Dr		160	G								NA			170	G	2010
Hillside Ave		480	G								NA			500	G	2010
Holly Hill Dr		140	G								NA			150	G	2010
Monument Ave		730	G								0.137	F	0.514	780	G	2010
Moore St		100	G								NA			110	G	2010
Newman Ave		880	G								0.103	F	0.637	950	G	2010
S. Dogwood Dr		1300	G								NA			1400	G	2010
South Ave		980	G								NA			1000	G	2010
Spottswood Dr		80	G								NA			80	G	2010
Star Crest Dr		390	G								NA			410	G	2010
Statton Rd		60	G								NA			60	G	2010
Sutter St		310	G								0.115	F	0.563	330	G	2010
Valley St		140	G								NA			140	G	2010

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City of Harrisonburg																
W. View St		190	G			From: S. Mason St					NA			210	G	2010
						To: Ott St										
W. Water St		350	G			From: Brook Ave					NA			370	G	2010
						To: Academy St										
Walnut St		610	G			From: Grace St					NA			650	G	2010
						To: Dead End										
Willow St		840	G			From: W Gay St					NA			890	G	2010
						To: Second St										
Wilson Ave		70	G			From: Dead End					NA			70	G	2010
						To: N Main St										