

**2014**

**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

- 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  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 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  
 2014  
 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	0.091	F	0.535	14000	G	
	To: I-81																
11 Main St	City of Harrisonburg	1.77	20000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.55	21000	G	
	From: Pleasant Hill Rd																
11 S Main St	City of Harrisonburg	0.87	20000	G	96%	0%	1%	1%	1%	0%	C	0.083	F	0.548	22000	G	
	From: Port Republic Rd																
11 S Main St	City of Harrisonburg	0.65	21000	G	96%	0%	1%	1%	1%	0%	F	0.086	F	0.564	22000	G	
	To: S Liberty St																
11 Main St NB	City of Harrisonburg	0.47	6500	G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.583	6900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	96%	0%	1%	1%	1%	0%	F	0.091	F	0.714	14000	G
	To: US 33																
11 33 Main St NB	City of Harrisonburg	0.02	6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	N	96%	1%	1%	1%	0%	N	NA			12000	N	
	To: US 33 E Market Street																
11 33 Main St NB	City of Harrisonburg	0.03	6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9900	N	96%	0%	1%	1%	1%	0%	N	NA		11000	N	
	To: US 33 Par																
11 Main St NB	City of Harrisonburg	0.34	6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	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	8700	G	96%	0%	1%	0%	2%	0%	C	0.094	F	0.572	9300	G	
	To: Charles St																
11 N Main St	City of Harrisonburg	0.44	7200	G	96%	0%	1%	0%	2%	0%	F	0.096	F	0.602	7600	G	
	To: NCL Harrisonburg																
	From: S Main St																
11 Liberty St	City of Harrisonburg	0.47	6900	G	97%	0%	1%	1%	1%	0%	C	0.085	F		7300	G	
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:			20000	N	96%	0%	1%	1%	1%	0%	N	NA		21000	N	
	To: US 33, W Market Street																
11 33 Liberty St	City of Harrisonburg	0.23	5100	G	95%	1%	2%	1%	2%	0%	C	0.092	F		5500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	N	96%	1%	1%	1%	0%	N	NA			12000	N	
	To: Rock St																
11 33 Noll Dr	City of Harrisonburg	0.14	3500	G	97%	0%	1%	1%	1%	0%	F	0.091	F		3700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9900	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	11000	G	95%	1%	1%	1%	2%	0%	F	0.092	F	0.566	12000	G	
	To: Waterman Dr																

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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: Waterman Dr															
33 W Market St	City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	C	0.089	F	0.539	12000	G
	To: SR 42 S High St															
33 W Market St	City of Harrisonburg	0.16	5800	G	95%	1%	1%	1%	2%	0%	F	0.101	F		6200	G
	From: Bus US 33 Par															
	To: US 11															
33 11 Main St NB	City of Harrisonburg	0.02	6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			12000	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	6900	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.53	7300	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	13000	G
	From: Vine St															
33 E Market St	City of Harrisonburg	0.61	19000	G	97%	0%	1%	0%	1%	0%	C	0.090	F	0.574	20000	G
	To: I-81															
33 E Market St	City of Harrisonburg	0.59	30000	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.541	32000	G
	From: University Blvd															
33 E Market St	City of Harrisonburg	1.07	27000	G	97%	0%	0%	0%	2%	0%	C	0.102	F	0.569	29000	G
	To: ECL Harrisonburg															
	From: US 33 E, E Market St															
East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.21	12000	G								0.096	F		12000	G
	To: I-81 S															
	From: US 33 E, E Market St															
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	850	G								0.142	F		850	G
	To: I-81 North															
	From: US 33 W, E Market St															
West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.13	4900	G								0.097	F		4900	G
	To: I-81 S															
	From: US 33 W, E Market St															
West 33 Ramp	City of Harrisonburg (Maint: 82)	0.20	3800	G								0.113	F		3800	G
	To: I-81 North															
	From: US 11															
33 11 Main St NB	City of Harrisonburg	0.03	6500	N	96%	0%	1%	1%	1%	0%	N	0.099	N	0.583	6900	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			9900	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	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	19000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.503	21000	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	18000	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	13000	G
42 Virginia Ave	To: Mt Clinton Pike City of Harrisonburg	0.83	14000	G	95%	0%	1%	2%	2%	0%	F	0.092	F	0.628	15000	G
North 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	26000	A	75%	1%	1%	1%	21%	2%	F	0.107	A		26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	F	NA			51000	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		26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	A	76%	1%	1%	1%	20%	2%	C	0.1	A	0.555	52000	A
North 81	To: SR 253 Port Republic Rd 82- 659 Port Republic Road City of Harrisonburg (Maint: 82)	1.51	25000	A	75%	1%	1%	1%	21%	2%	F	0.109	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	F	0.099	A	0.506	51000	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:		47000	A	76%	1%	1%	1%	20%	2%	F	0.105	A	0.510	45000	A
North 81 Ramp	To: NCL Harrisonburg From: I-81 North City of Harrisonburg (Maint: 82)	0.12	4100	G								0.106	F		4100	G
North 81 Ramp	To: Port Republic Rd From: 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 From: I-81 North 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	25000	A	77%	1%	1%	1%	19%	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	NA			51000	A
	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	26000	A	77%	1%	1%	1%	19%	2%	C	0.105	A	26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	A	76%	1%	1%	1%	20%	2%	C	0.1	A	52000	A	
South 81	To: SR 253 Port Republic Rd From: City of Harrisonburg (Maint: 82)	1.50	27000	A	77%	1%	1%	1%	19%	2%	F	0.12	A	26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	76%	1%	1%	1%	20%	2%	F	0.099	A	51000	A	
South 81	To: US 33, E Market St From: City of Harrisonburg (Maint: 82)	1.30	24000	A	77%	1%	1%	1%	19%	2%	F	0.107	A	23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	76%	1%	1%	1%	20%	2%	F	0.105	A	45000	A	
South 81	To: NCL Harrisonburg From: I-81 South Ramp I-81 S Exit 245 to Port Republic Rd	0.12	4900	A	97%	0%	1%	0%	1%	0%	F	0.199	A	4700	A	
South 81	To: SR 253 Port Republic Rd From: I-81 S Ramp I-81 S Exit 247 to US 33 E	0.12	NA									NA		NA		
South 81	To: US 33 E, E Market St From: I-81 South Ramp	0.22	1300	G								0.124	F	1300	G	
253	Port Republic Rd From: US 11 S Main St City of Harrisonburg	0.48	24000	G	97%	0%	1%	0%	1%	0%	C	NA		26000	G	
253	Port Republic Rd From: I-81 City of Harrisonburg	0.85	25000	G	97%	0%	1%	0%	1%	0%	F	0.087	F	26000	G	
253	Port Republic Rd From: Peach Grove Ave City of Harrisonburg	0.48	8500	G	97%	0%	1%	0%	1%	0%	F	0.093	F	9100	G	
	To: ECL Harrisonburg															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(F238) Buffalo Dr	0.07	350	R			NCL Harrisonburg					NA			NA		05/10/2009
						Dead End										
(1) Vine St	1.42	8300	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.505	8800	G	2014
						E Market St										
						N Main St										
(3) Eastover Dr	0.44	310	G	97%	1%	1%	0%	1%	0%	F	0.122	F	0.901	330	G	2014
						Paul St										
						Reservoir St										
(4) E. Washington St	0.24	3200	G	95%	2%	2%	0%	1%	0%	F	0.091	F	0.525	3400	G	2014
						115-4115 N Liberty Street										
						N Main St										
(4) E. Washington St	0.72	3700	G	95%	2%	2%	0%	1%	0%	C	0.089	F	0.516	3900	G	2014
						Vine St										
(5) Acorn Dr	1.16	4100	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.621	4400	G	2014
						SR 42										
						Mt Clinton Pike										
(6) Park Rd	0.58	2500	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.637	2600	G	2014
						Mt Clinton Pike										
(6) Park Rd	0.34	1900	G	98%	0%	1%	0%	0%	0%	F	0.129	F	0.517	2000	G	2014
						Shank Dr										
						Harmony Dr										
(7) Harmony Dr	0.23	1400	G	98%	0%	1%	0%	0%	0%	C	0.111	F	0.566	1500	G	2014
						Park Rd										
						SR 42										
(4100) Mosby Rd	0.35	7700	G	96%	0%	1%	0%	3%	0%	C	0.094	F	0.563	8200	G	2014
						WCL Harrisonburg										
						Mosby Ct										
(4100) Mosby Rd	0.26	8300	G	96%	0%	1%	0%	3%	0%	F	0.091	F	0.572	8800	G	2014
						Main St										
(4102) Pleasant Hill Rd	0.78	8900	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.568	9400	G	2014
						Pear St										
						US 11 S Main St										
(4102) Stone Spring Rd	0.65	8600	G	98%	0%	1%	1%	0%	0%	C	0.100	F	0.568	9200	G	2014
						US 11 Pleasant Hill Rd										
(4102) Stone Spring Rd	0.53	7900	G	98%	0%	1%	1%	0%	0%	F	0.100	F	0.571	8400	G	2014
						Ramblewood Rd										
						ECL Harrisonburg										
(4103) Central Ave	0.14	1500	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.576	1600	G	2014
						Pleasant Hill Rd										
(4103) Central Ave	0.91	1000	G	98%	1%	1%	0%	0%	0%	F	0.138	F	0.642	1100	G	2014
						Sharon St										
						Maryland Ave										
(4104) South Ave	0.52	5600	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.569	5900	G	2014
						S High St										
						S Main St										
(4105) Maryland Ave	0.44	9200	G	97%	0%	1%	0%	1%	0%	F	0.09	F	0.606	9800	G	2014
						SR 42 High St										
						Main St										
(4105) Ramp to I-81 N at Exit 245	0.19	3800	A								0.133	A		3700	A	2014
						SR 253 Port Republic Rd										
						I-81 North										
(4105) Ramp	0.14	4100	G								0.117	F		4100	G	2014
						SR 253 Port Republic Rd										
						I-81 South										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(4106) Cantrell Ave	0.26	11000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.602	12000	G	2014
			From: SR 42 S High St													
			To: US 11 S Main St													
(4106) Cantrell Ave	0.99	16000	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.581	17000	G	2014
			From: Reservoir St													
			To: US 33 E Market St													
(4106) Cantrell Ave	0.18	7800	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.609	8300	G	2014
			From: SCL Harrisonburg													
(4107) Reservoir St	0.97	15000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.522	16000	G	2014
			From: University Blvd													
(4107) Reservoir St	0.57	21000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.529	23000	G	2014
			From: Eastover Dr													
(4107) Reservoir St	0.89	11000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.512	12000	G	2014
			From: E Market St													
(4107) Sterling St	0.13	1600	G	95%	1%	1%	1%	2%	0%	F	0.106	F	0.554	1700	G	2014
			From: Gay St													
			To: Sterling St													
(4107) Gay St	0.45	2200	G	95%	1%	1%	1%	2%	0%	F	0.114	F	0.582	2300	G	2014
			From: Mason St													
(4107) Gay St	0.33	5000	G	95%	1%	1%	1%	2%	0%	C	0.093	F	0.610	5300	G	2014
			From: SR 42 Virginia Ave; N High St													
(4107) Gay St	0.11	3000	G	95%	1%	1%	1%	2%	0%	F	0.097	F	0.63	3200	G	2014
			From: Chicago Ave													
			To: Gay St													
(4107) Chicago Ave	0.58	4000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.51	4300	G	2014
			From: Waterman Dr													
(4107) Chicago Ave	0.43	5600	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.506	5900	G	2014
			From: Mt Clinton Pike													
(4108) Paul St	0.64	1300	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.595	1400	G	2014
			From: Eastover Dr													
			To: Mason St													
(4108) Paul St	0.14	810	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.5	860	G	2014
			From: Main St													
(4109) Grace St	0.27	3100	G	92%	2%	6%	0%	0%	0%	C	0.101	F	0.513	3300	G	2014
			From: High St													
			To: Main St													
(4109) Grace St	0.14	4400	G	92%	2%	6%	0%	0%	0%	F	0.099	F	0.535	4600	G	2014
			From: Mason St													
			To: Grace St													
(4109) Mason St	0.10	3500	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.554	3700	G	2014
			From: Cantrell Ave													
(4109) Mason St	0.20	3700	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.626	3900	G	2014
			From: Paul St													
(4109) Mason St	0.41	4000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.605	4300	G	2014
			From: Market St													
(4109) Mason St	0.44	7700	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.510	8200	G	2014
			From: Main St													
(4110) Wolfe St	0.12	2300	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.594	2400	G	2014
			From: SR 42 N High St													
(4110) Wolfe St	0.11	2800	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.584	3000	G	2014
			From: N Liberty St													
(4110) Wolfe St	0.69	1000	G	98%	1%	1%	0%	0%	0%	C	0.142	F	0.517	1100	G	2014
			From: N Main St													
			To: Old Furnace Rd													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
(4110) Old Furnace Rd	0.29	3500	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.756	3700	G	2014
			From Wolfe St													
			To Vine St													
(4110) Old Furnace Rd	0.91	2300	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.644	2400	G	2014
			From ECL Harrisonburg													
(4113) Country Club Dr	0.76	7600	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.544	8000	G	2014
			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	12000	G	2014
			From US 33 W, E Market St													
(4114) Kratzer Ave	0.12	3500	G								0.122	F	0.703	3700	G	2014
			From Noll Dr													
			To N Liberty St													
(4115) Liberty St	0.25	2800	G	90%	1%	2%	3%	4%	0%	F	0.112	F	0.613	3000	G	2014
			From Noll Dr													
			To Kratzer Ave													
(4115) Liberty St	0.32	5900	G	90%	1%	2%	3%	4%	0%	F	0.098	F	0.584	6200	G	2014
			From Edom Rd													
(4115) Liberty St	0.32	4700	G	90%	1%	2%	3%	4%	0%	F	0.096	F	0.552	5000	G	2014
			From Charles St													
(4115) Liberty St	0.80	3600	G	90%	1%	2%	3%	4%	0%	C	0.095	F	0.546	3900	G	2014
			From NCL Harrisonburg													
(4116) Pike Church Rd	0.14	2000	G	89%	1%	1%	2%	8%	0%	C	0.099	F	0.564	2100	G	2014
			From S Main St													
			To WCL Harrisonburg													
(4117) Pear St	1.09	3800	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.589	4100	G	2014
			From Mosby Rd													
			To Pleasant Hill Rd													
(4118) Erickson Ave	0.72	8000	G	97%	1%	1%	1%	1%	0%	C	0.096	F	0.588	8500	G	2014
			From WCL Harrisonburg													
			To S High St													
(4119) Garbers Church Rd	0.05	3400	G	97%	1%	1%	1%	0%	0%	F	0.106	N	0.563	3600	G	2014
			From SCL Harrisonburg													
			To Erickson Ave													
(4119) Garbers Church Rd	1.48	4500	G	97%	1%	1%	1%	0%	0%	C	0.145	F	0.595	4800	G	2014
			From Erickson Ave													
			To US 33 Market St													
(4119) Switchboard Rd	0.21	2600	G	97%	1%	1%	1%	0%	0%	F	0.12	F	0.544	2700	G	2014
			From US 33 Market St													
			To NCL Harrisonburg, 82-910													
(4120) Waterman Dr	0.84	4400	G	95%	0%	1%	1%	2%	0%	C	0.098	F	0.522	4600	G	2014
			From W Market St													
			To Chicago Ave													
(4121) Mt Clinton Pike	0.19	6000	G	95%	0%	1%	1%	2%	0%	F	0.106	F	0.553	6400	G	2014
			From WCL Harrisonburg													
			To College Ave													
(4121) Mt Clinton Pike	0.10	6700	G	95%	0%	1%	1%	2%	0%	F	0.103	F	0.562	7100	G	2014
			From College Ave													
			To Chicago Ave													
(4121) Mt Clinton Pike	0.37	8700	G	96%	0%	1%	1%	1%	0%	C	0.1	F	0.538	9300	G	2014
			From Chicago Ave													
			To SR 42 Virginia Ave													
(4121) Mt Clinton Pike	1.29	7600	G	95%	0%	1%	1%	2%	0%	F	0.096	F	0.523	8100	G	2014
			From Virginia Ave													
			To N Main St													
(4122) Edom Rd	0.21	3100	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.620	3300	G	2014
			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%	1%	0%	0%	0%	C	0.099	F	0.724	2200	G	2014	
						From: S High St											
						To: Liberty St											
(4124) Bruce St	0.22	1900	G	97%	1%	1%	0%	0%	0%	F	0.119	F		2000	G	2014	
						From: Mason St											
						To: Country Club Rd											
(4125) Keezletown Rd	0.76	1500	G	96%	1%	1%	2%	0%	0%	F	0.113	F	0.649	1600	G	2014	
						From: ECL Harrisonburg											
						To: Pleasant Valley Rd											
(4127) Greendale Rd	1.05	2800	G	96%	1%	1%	2%	0%	0%	C	0.104	F	0.612	3000	G	2014	
						From: ECL Harrisonburg											
						To: SCL Harrisonburg											
(4128) Pleasant Valley Rd	0.67	5000	G	88%	1%	1%	2%	7%	0%	F	0.091	F	0.557	5400	G	2014	
						From: RTE 710 Greendale Rd											
						To: Greendale Rd											
(4128) Pleasant Valley Rd	0.73	7100	G	88%	1%	1%	2%	7%	0%	C	0.090	F	0.508	7500	G	2014	
						From: S Main St											
						To: Hartman Dr on North End											
2nd St		260	G								0.103	F	0.632	280	G	2014	
						From: Willow St on South End											
						To: Clay St											
Alleghany Ave		140	G								0.098	F	0.571	150	G	2014	
						From: Star Crest Dr											
						To: Star Crest Dr											
Blue Ridge Rd		5400	G								0.091	F	0.582	5800	G	2014	
						From: Country Club Dr											
						To: Monument Ave											
Bluestone St		140	G								0.133	F	0.5	150	G	2014	
						From: Fry Ave											
						To: Star Crest Dr											
Broad View Dr		540	G								0.103	F	0.603	580	G	2014	
						From: Sparrow Ct											
						To: N. Mason St											
Campbell St		260	G								0.115	F	0.603	280	G	2014	
						From: Ott St											
						To: Reservoir St											
Carlton St		6800	G								0.088	F	0.662	7200	G	2014	
						From: Market St											
						To: S. Dogwood Dr											
Cedar St		140	G								0.123	F	0.588	150	G	2014	
						From: West Ave											
						To: N Liberty St											
Charles St		2300	G								0.084	F	0.501	2400	G	2014	
						From: N Main St											
						To: Country Club											
Clay St		720	G								0.111	F	0.658	770	G	2014	
						From: Broadview Dr											
						To: Jefferson St											
Clinton St		380	G								0.106	F	0.639	400	G	2014	
						From: N Main St											
						To: Orchard Lane											
Crawford St		870	G								0.131	F	0.661	920	G	2014	
						From: Port Republic Rd											
						To: Monument Ave											
Crawford St		620	G								0.169	F	0.624	660	G	2014	
						From: Orchard Lane											
						To: Orchard Lane											

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
Dale Cir		80	G							0.193	F	0.5	80	G	2014	
Elmwood Dr		200	G							0.113	F	0.617	210	G	2014	
Green St		140	G							0.112	F	0.656	150	G	2014	
Hartman Dr		230	G							0.106	F	0.673	250	G	2014	
Hill Street		NA								NA			NA			
Hilldale Ave		640	G							0.126	F	0.521	680	G	2014	
Hillcrest Dr		270	G							0.152	F	0.625	280	G	2014	
Hillside Ave		600	G							0.143	F	0.648	640	G	2014	
Holly Hill Dr		140	G							0.114	F	0.529	150	G	2014	
Monument Ave		860	G							0.113	F	0.618	920	G	2014	
Moore St		100	G							0.115	F	0.583	110	G	2014	
Newman Ave		1100	G							0.09	F	0.609	1200	G	2014	
S. Dogwood Dr		1400	G							0.107	F	0.575	1500	G	2014	
South Ave		960	G							0.116	F	0.543	1000	G	2014	
Spottswood Dr		90	G							0.172	F	0.613	90	G	2014	
Star Crest Dr		430	G							0.118	F	0.591	460	G	2014	
Statton Rd		40	G							0.236	F	0.524	40	G	2014	
Sutter St		400	G							0.099	F	0.524	420	G	2014	
Valley St		160	G							0.135	F	0.769	170	G	2014	

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
W. View St		240	G			From S. Mason St				0.115	F	0.552	260	G	2014	
						To Ott St										
W. Water St		370	G			From Brook Ave				0.119	F	0.648	390	G	2014	
						To Academy St										
Walnut St		770	G			From Grace St				0.124	F	0.625	820	G	2014	
						To Dead End										
Willow St		920	G			From W Gay St				0.119	F	0.598	980	G	2014	
						To Second St										
Wilson Ave		50	G			From Dead End				0.142	F	0.533	50	G	2014	
						To N Main St										