

**2008**

**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
-  Bypas - 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  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Harrisonburg															
11 Main St	City of Harrisonburg	0.91	14000	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.517	15000	G
	To: I-81															
11 Main St	City of Harrisonburg	1.77	20000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.514	22000	G
	To: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	21000	G	96%	1%	1%	1%	1%	0%	C	0.083	F	0.513	23000	G
	To: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	22000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.505	24000	G
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	6900	G	96%	1%	1%	1%	1%	0%	F	0.091	F		7400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	96%	0%	1%	1%	1%	0%	F	0.083	F		15000	G
	To: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	6900	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7400	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	6900	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7400	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	6900	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7400	N
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8900	G	96%	0%	1%	0%	2%	0%	C	0.09	F	0.568	9500	G
	To: Charles St															
11 N Main St	City of Harrisonburg	0.44	7100	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.596	7700	G
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6800	G	97%	0%	2%	0%	1%	0%	C	0.081	F		7300	G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		20000	N	96%	0%	1%	1%	1%	0%	N	0.083	F		22000	N
	To: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	5000	G	96%	1%	2%	1%	1%	0%	C	0.085	F		5400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	N	96%	1%	1%	1%	1%	0%	N	NA			13000	N
	To: Rock St															
11 33 Noll Dr	City of Harrisonburg	0.14	3000	G	97%	0%	2%	0%	1%	0%	F	0.085	F		3200	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	0.107	F	0.56	12000	G
	To: Wateman Dr															
33 W Market St	City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	C	0.093	F	0.55	12000	G
	To: SR 42 S High St															

Virginia Department of Transportation  
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2008  
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: SR 42 S High St															
33 W Market St	City of Harrisonburg	0.16	5500	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.559	5900	G
	To: Bus US 33 Par															
	From: US 11															
33 11 Main St NB	City of Harrisonburg	0.02	6900	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7400	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	6700	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.521	7300	G
	To: Mason St															
33 E Market St	City of Harrisonburg	0.87	13000	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.553	14000	G
	To: Vine St															
33 E Market St	City of Harrisonburg	0.61	26000	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.567	28000	G
	To: I-81															
33 E Market St	City of Harrisonburg	0.59	29000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.505	31000	G
	To: University Blvd															
33 E Market St	City of Harrisonburg	1.07	27000	G	96%	0%	1%	1%	2%	0%	C	0.097	F	0.538	29000	G
	To: ECL Harrisonburg															
	From: US 11															
33 11 Main St NB	City of Harrisonburg	0.03	6900	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7400	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	16000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.518	17000	G
	To: Erickson Ave															
42 S High St	City of Harrisonburg	1.27	19000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.524	20000	G
	To: Sunrise Ave															
42 S High St	City of Harrisonburg	0.40	19000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.524	21000	G
	To: Grace Ave															
42 S High St	City of Harrisonburg	0.55	19000	G	98%	0%	1%	1%	1%	0%	F	0.081	F	0.522	21000	G
	To: Market St															
42 N High St	City of Harrisonburg	0.27	16000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.584	17000	G
	To: Gay St															
42 Virginia Ave	City of Harrisonburg	0.44	11000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.584	12000	G
	To: 5th St															
42 Virginia Ave	City of Harrisonburg	0.60	12000	G	96%	0%	1%	1%	1%	0%	C	0.088	F	0.583	12000	G
	To: Mt Clinton Pike															
42 Virginia Ave	City of Harrisonburg	0.83	14000	G	96%	0%	1%	1%	1%	0%	F	0.09	F	0.612	15000	G
	To: NCL Harrisonburg															



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							2Axle	3+Axle	1Trail	2Trail						
North 81	From: SCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	0.50	23000	G	74%	1%	1%	1%	22%	2%	F	0.074	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	75%	1%	1%	1%	21%	2%	F	NA		45000	G	
North 81	To: US 11, South Main St															
	City of Harrisonburg (Maint: 82)	2.83	25000	A	74%	1%	1%	1%	22%	2%	C	0.103	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	75%	1%	1%	1%	21%	2%	C	0.099	A	49000	A	
North 81	To: SR 253 Port Republic Rd															
	From: 82- 659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.51	24000	G	74%	1%	1%	1%	22%	2%	F	0.078	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	75%	1%	1%	1%	21%	2%	F	0.072	F	0.551	46000	G
North 81	To: US 33, E Market St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.60	22000	G	74%	1%	1%	1%	22%	2%	F	0.08	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	G	75%	1%	1%	1%	21%	2%	F	0.069	F	0.534	44000	G
South 81	To: SCL Harrisonburg															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.01	23000	G	76%	1%	1%	1%	20%	2%	F	0.079	F	23000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	75%	1%	1%	1%	21%	2%	F	NA		45000	G	
South 81	To: US 11, South Main St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	2.63	25000	A	76%	1%	1%	1%	20%	2%	C	0.105	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	75%	1%	1%	1%	21%	2%	C	0.099	A	49000	A	
South 81	To: SR 253 Port Republic Rd															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.50	23000	G	76%	1%	1%	1%	20%	2%	F	0.077	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	75%	1%	1%	1%	21%	2%	F	0.072	F	0.551	46000	G
South 81	To: US 33, E Market St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.30	22000	G	76%	1%	1%	1%	20%	2%	F	0.067	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	G	75%	1%	1%	1%	21%	2%	F	0.069	F	0.534	44000	G
253 Port Republic Rd	To: US 11 S Main St															
	From: NCL Harrisonburg															
	City of Harrisonburg	0.48	23000	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.560	24000	G
253 Port Republic Rd	To: I-81															
	From: NCL Harrisonburg															
	City of Harrisonburg	0.85	24000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.530	26000	G
253 Port Republic Rd	To: Peach Grove Ave															
	From: NCL Harrisonburg															
	City of Harrisonburg	0.48	6400	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.571	6900	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	N			From: NCL Harrisonburg					NA			NA		05/10/2006
						To: Dead End										
(1) Vine St	1.42	9000	G	95%	0%	From: E Market St				C	0.092	F	0.518	9700	G	2008
						To: N Main St										
(3) Eastover Dr	0.44	490	G	96%	1%	From: Paul St				F	0.125	F	0.713	530	G	2008
						To: Reservoir St										
(4) E. Washington St	0.24	3200	G	95%	1%	From: 115-4115 N Liberty Street				F	0.087	F	0.518	3400	G	2008
						To: N Main St										
(4) E. Washington St	0.72	3700	G	95%	1%	From: N Main St				C	0.09	F	0.527	4000	G	2008
						To: Vine St										
(5) Acorn Dr	1.16	4100	G	96%	1%	From: SR 42				C	0.094	F	0.592	4400	G	2008
						To: Mt Clinton Pike										
(6) Park Rd	0.58	2700	G	99%	0%	From: Mt Clinton Pike				C	0.101	F	0.542	2900	G	2008
						To: Shank Dr										
(6) Park Rd	0.34	1900	G	99%	0%	From: Shank Dr				F	0.1	F	0.51	2100	G	2008
						To: Harmony Rd										
(7) Harmony Rd	0.23	1400	G	97%	1%	From: Park Rd				C	0.122	F	0.5	1500	G	2008
						To: SR 42										
(4100) Mosby Rd	0.35	6700	G	96%	0%	From: WCL Harrisonburg				C	0.095	F	0.548	7200	G	2008
						To: Mosby Ct										
(4100) Mosby Rd	0.26	7300	G	96%	0%	From: Mosby Ct				F	0.091	F	0.538	7800	G	2008
						To: Main St										
(4102) Pleasant Hill Rd	0.78	9300	G	98%	0%	From: Pear St				C	0.089	F	0.528	10000	G	2008
						To: US 11 S Main St										
(4102) Stone Spring Rd	0.65	9100	G	98%	0%	From: US 11 Pleasant Hill Rd				C	0.094	F	0.611	9800	G	2008
						To: Ramblewood Rd										
(4102) Stone Spring Rd	0.53	8300	G	98%	0%	From: Ramblewood Rd				F	0.095	F	0.602	8900	G	2008
						To: ECL Harrisonburg										
(4103) Central Ave	0.14	1400	G	97%	1%	From: Pleasant Hill Rd				C	0.112	F	0.627	1500	G	2008
						To: Sharon St										
(4103) Central Ave	0.91	1100	G	97%	1%	From: Sharon St				F	0.159	F	0.737	1200	G	2008
						To: Maryland Ave										
(4104) South Ave	0.52	5900	G	97%	1%	From: S High St				C	0.09	F	0.504	6400	G	2008
						To: S Main St										
(4105) Maryland Ave	0.44	7000	G	97%	0%	From: SR 42 High St				F	0.091	F	0.587	7500	G	2008
						To: Main St										
(4106) Cantrell Ave	0.57	9700	G	98%	0%	From: High St				F	0.087	F	0.588	10000	G	2008
						To: Ott St										
(4106) Cantrell Ave	0.68	16000	G	98%	0%	From: Ott St				C	0.083	F	0.535	17000	G	2008
						To: Reservoir St										
(4106) Cantrell Ave	0.18	8700	G	98%	0%	From: Reservoir St				F	0.080	F	0.515	9400	G	2008
						To: E Market St										

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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>																
(4107) Reservoir St	0.97	8300	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.622	9000	G	2008
			From: SCL Harrisonburg													
(4107) Reservoir St	0.57	17000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.547	18000	G	2008
			From: University Blvd													
(4107) Reservoir St	0.89	10000	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.543	11000	G	2008
			From: Eastover Dr													
(4107) Sterling St	0.13	1600	G	95%	1%	2%	1%	2%	0%	F	0.113	F	0.507	1700	G	2008
			From: E Market St													
(4107) Gay St	0.45	2700	G	95%	1%	2%	1%	2%	0%	F	0.109	F	0.544	2900	G	2008
			From: Gay St													
(4107) Gay St	0.33	5000	G	95%	1%	2%	1%	2%	0%	C	0.098	F	0.535	5400	G	2008
			From: Mason St													
(4107) Gay St	0.11	3600	G	95%	1%	2%	1%	2%	0%	F	0.094	F	0.549	3900	G	2008
			From: N High St													
(4107) Chicago Ave	0.58	5900	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.533	6400	G	2008
			From: Chicago Ave													
(4107) Chicago Ave	0.43	6100	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	6600	G	2008
			From: Gay St													
(4108) Paul St	0.64	1800	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.546	1900	G	2008
			From: Waterman Dr													
(4108) Paul St	0.14	930	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.576	1000	G	2008
			From: Waterman Ave													
(4109) Grace St	0.27	4400	G	97%	0%	2%	0%	0%	0%	C	0.105	F	0.580	4800	G	2008
			From: Mt Clinton Pike													
(4109) Grace St	0.14	5500	G	97%	0%	2%	0%	0%	0%	F	0.103	F	0.556	6000	G	2008
			From: Eastover Dr													
(4109) Mason St	0.10	4600	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.611	4900	G	2008
			From: Mason St													
(4109) Mason St	0.20	4000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.566	4300	G	2008
			From: High St													
(4109) Mason St	0.41	4300	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.573	4600	G	2008
			From: Cantrell Ave													
(4109) Mason St	0.44	7100	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.569	7600	G	2008
			From: Paul St													
(4110) Wolfe St	0.23	2700	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.589	2900	G	2008
			From: Market St													
(4110) Wolfe St	0.69	1100	G	98%	1%	1%	0%	0%	0%	C	0.121	F	0.541	1200	G	2008
			From: Main St													
(4110) Old Furnace Rd	0.29	2800	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.647	3100	G	2008
			From: Old Furnace Rd													
(4110) Old Furnace Rd	0.91	2300	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.661	2400	G	2008
			From: Wolfe St													
(4113) Country Club Dr	0.76	8000	G	97%	0%	1%	1%	1%	0%	C	0.103	F	0.505	8600	G	2008
			From: Vine St													
(4113) Country Club Dr	0.85	13000	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.527	14000	G	2008
			From: ECL Harrisonburg													
			From: US 33 E, E Market St													
			From: Linda Lane													
			From: US 33 E Market St													

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<b>City of Harrisonburg</b>																
(4114) Kratzer Ave	0.12	3300	G								0.103	F	0.776	3600	G	2008
(4115) Liberty St	0.25	2600	G	91%	1%	2%	2%	4%	0%	F	0.095	F	0.576	2800	G	2008
(4115) Liberty St	0.32	5600	G	91%	1%	2%	2%	4%	0%	F	0.089	F	0.537	6000	G	2008
(4115) Liberty St	0.32	4300	G	91%	1%	2%	2%	4%	0%	F	0.094	F	0.565	4600	G	2008
(4115) Liberty St	0.80	3500	G	91%	1%	2%	2%	4%	0%	C	0.095	F	0.511	3700	G	2008
(4116) Pike Church Rd	0.14	1900	G	90%	1%	2%	1%	7%	0%	C	0.101	F	0.529	2000	G	2008
(4117) Pear St	1.09	3300	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.542	3500	G	2008
(4118) Erickson St	0.72	8600	G	96%	1%	1%	1%	1%	0%	C	0.093	F	0.56	9200	G	2008
(4119) Garbers Church Rd	0.05	3500	G	94%	1%	1%	2%	1%	0%	F	0.109	F	0.634	3800	G	2008
(4119) Garbers Church Rd	1.48	4900	G	94%	1%	1%	2%	1%	0%	C	0.133	F	0.595	5200	G	2008
(4119) Switchboard Rd	0.20	2200	G	94%	1%	1%	2%	1%	0%	F	0.122	F	0.517	2400	G	2008
(4120) Waterman Dr	0.84	4500	G	95%	0%	2%	1%	2%	0%	C	0.1	F	0.517	4800	G	2008
(4121) Mt Clinton Pike	0.19	6300	G	95%	0%	2%	1%	2%	0%	F	0.097	F	0.593	6800	G	2008
(4121) Mt Clinton Pike	0.10	6900	G	95%	0%	2%	1%	2%	0%	F	0.098	F	0.590	7400	G	2008
(4121) Mt Clinton Pike	0.37	8900	G	96%	1%	1%	1%	1%	0%	C	0.095	F	0.527	9600	G	2008
(4121) Mt Clinton Pike	1.29	8200	G	95%	0%	2%	1%	2%	0%	F	0.091	F	0.548	8900	G	2008
(4122) Edom Rd	0.21	2900	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.649	3100	G	2008
(4124) Bruce St	0.15	2000	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.883	2200	G	2008
(4124) Bruce St	0.22	1800	G	98%	0%	1%	0%	1%	0%	F	0.109	F		1900	G	2008
(4125) Keezletown Rd	0.76	2100	G	97%	1%	1%	1%	0%	0%	F	0.106	F	0.644	2200	G	2008
(4127) Greendale Rd	1.05	2900	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.627	3100	G	2008

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4128 Pleasant Valley Rd	0.67	4700	G	88%	1%	From: SCL Harrisonburg				F	0.098	F	0.525	5000	G	2008
						To: RTE 710 Greendale Rd										
4128 Pleasant Valley Rd	0.73	7300	G	88%	1%	From: Greendale Rd				C	0.092	F	0.534	7900	G	2008
						To: S Main St										
2nd St		260	G			From: Hartman Dr on North End					0.137	F		280	G	2008
						To: Willow St on South End										
Alleghany Ave		140	G			From: Clay St					0.156	F		150	G	2008
						To: Star Crest Dr										
Blue Ridge Rd		4500	G			From: Star Crest Dr					0.088	F		4900	G	2008
						To: Country Club Dr										
Bluestone St		140	G			From: Monument Ave					0.136	F		150	G	2008
						To: Dead End										
Broad View Dr		580	G			From: Star Crest Dr					0.112	F		620	G	2008
						To: Sparrow Ct										
Campbell St		260	G			From: N. Mason St					0.103	F		280	G	2008
						To: Ott St										
Carlton St		6100	G			From: Reservoir St					0.094	F		6500	G	2008
						To: Market St										
Cedar St		160	G			From: S. Dogwood Dr					0.107	F	0.686	170	G	2008
						To: West Ave										
Charles St		2200	G			From: N Liberty St					0.091	F		2300	G	2008
						To: N Main St										
Clay St		290	G			From: Country Club					0.138	F		310	G	2008
						To: Alleghany Ave										
Clinton St		380	G			From: Jefferson St					0.101	F	0.597	410	G	2008
						To: N Main St										
Crawford St		1000	G			From: Orchard Lane					0.180	F	0.642	1100	G	2008
						To: Port Republic Rd										
Crawford St		650	G			From: Monument Ave					0.22	F	0.668	700	G	2008
						To: Orchard Lane										
Dale Cir		90	G			From: Hillandale Ave					0.159	F		90	G	2008
						To: Hillandale Ave										
E Gay St		4300	G			From: N. Mason St					0.096	F		4600	G	2008
						To: N. Main St										
Elmwood Dr		230	G			From: Maryland Ave					0.133	F	0.508	250	G	2008
						To: New York Ave										
Green St		150	G			From: N. Dogwood Dr					0.120	F		160	G	2008
						To: Willow St										

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Hartman Dr		250	G							0.103	F		270	G	2008	
Hilldale Ave		550	G							0.122	F		590	G	2008	
Hillcrest Dr		250	G							0.108	F		270	G	2008	
Hillside Ave		370	G							0.23	F		400	G	2008	
Holly Hill Dr		200	G							0.142	F		210	G	2008	
Monument Ave		810	G							0.147	F		870	G	2008	
Moore St		100	G							0.186	F		100	G	2008	
Newman Ave		900	G							0.096	F		970	G	2008	
S. Dogwood Dr		1400	G							0.123	F		1500	G	2008	
South Ave		920	G							0.112	F		980	G	2008	
Spottswood Dr		100	G							0.125	F		100	G	2008	
Star Crest Dr		300	G							0.116	F		330	G	2008	
Statton Rd		30	G							0.254	F	0.588	40	G	2008	
Sutter St		290	G							0.111	F		310	G	2008	
Valley St		140	G							0.125	F		150	G	2008	
W. View St		200	G							0.129	F		220	G	2008	
W. Water St		390	G							0.117	F		410	G	2008	
Walnut St		570	G							0.101	F		610	G	2008	
Willow St		1000	G							0.105	F		1100	G	2008	

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Harrisonburg</b>																
						From: Dead End										
Wilson Ave		60	G							0.197	F	0.5	70	G	2008	
						To: N Main St										