

2005

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

where available

Special Locality Report

115

City of Harrisonburg

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 Peak Hour 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 Peak Hour 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
2005
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	96%	0%	1%	1%	1%	0%	F	0.092	F	0.549	15000	G
	To: I-81															
11 Main St	City of Harrisonburg	1.77	20000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.510	22000	G
	To: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	18000	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.527	20000	G
	To: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	24000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.524	26000	G
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	7200	G	96%	1%	1%	1%	2%	0%	F	0.089	F		7900	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G								NA			14000	G
	To: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	N								NA			14000	N
	To: US 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	N								NA			11000	N
	To: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	7100	G	96%	0%	1%	0%	2%	0%	C	0.089	F	0.63	7700	G
	To: Charles St															
11 N Main St	City of Harrisonburg	0.44	6900	G	96%	0%	1%	0%	2%	0%	F	0.091	F	0.591	7600	G
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6000	G								NA			6400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G								NA			14000	G
	To: US 33, W Market Street															
11 Liberty St	City of Harrisonburg	0.23	4700	G	96%	1%	1%	1%	1%	0%	C	0.085	F		5100	G
	To: Rock St															
11 33 Noll Dr	City of Harrisonburg	0.14	2900	G								0.078	F		3100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	N								NA			11000	N
	To: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market Street	City of Harrisonburg	1.11	10000	G	95%	1%	1%	1%	2%	0%	F	0.086	F	0.585	11000	G
	To: Wateman Dr															
33 W Market Street	City of Harrisonburg	0.61	11000	G	95%	1%	1%	1%	2%	0%	C	0.099	F	0.609	12000	G
	To: SR 42 S High St															

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							2Axle	3+Axle	1Trail	2Trail							
		From:	SR 42 S High St														
33 W Market Street	City of Harrisonburg	0.16	4500	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.632	4900	G	
		To:	Bus US 33 Par														
		From:	US 11														
33 11 Main St NB	City of Harrisonburg	0.02	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	N							NA			14000	N	
		To:	US 11 Main St														
		From:	US 11 Main St NB														
33 E Market Street	City of Harrisonburg	0.11	7200	G	97%	0%	1%	0%	2%	0%	F	0.084	F	0.542	7800	G	
		To:	Mason St														
33 E Market Street	City of Harrisonburg	0.87	12000	G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.572	14000	G	
		To:	Vine St														
33 E Market Street	City of Harrisonburg	0.61	24000	G	97%	0%	1%	0%	2%	0%	C	0.09	F	0.594	26000	G	
		To:	I-81														
33 E Market Street	City of Harrisonburg	0.59	26000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.521	28000	G	
		To:	University Blvd														
33 E Market Street	City of Harrisonburg	1.07	17000	G	96%	0%	1%	1%	1%	0%	C	0.084	F	0.577	18000	G	
		To:	ECL Harrisonburg														
		From:	US 11														
33 11 Main St NB	City of Harrisonburg	0.03	7200	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7900	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			10000	N							NA			11000	N	
		To:	US 33														
		From:	SCL Harrisonburg														
42 S High Street	City of Harrisonburg	0.13	16000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.536	18000	G	
		To:	Erickson Ave														
42 S High Street	City of Harrisonburg	1.27	19000	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.507	21000	G	
		To:	Sunrise Ave														
42 S High Street	City of Harrisonburg	0.40	20000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.529	22000	G	
		To:	Grace Ave														
42 S High Street	City of Harrisonburg	0.55	20000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.502	22000	G	
		To:	Market St														
42 N High Street	City of Harrisonburg	0.27	19000	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.504	20000	G	
		To:	Gay St														
42 Virginia Ave	City of Harrisonburg	0.44	11000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.555	12000	G	
		To:	5th St														
42 Virginia Ave	City of Harrisonburg	0.60	10000	G	96%	0%	1%	1%	1%	0%	C	0.089	F	0.586	11000	G	
		To:	Mt Clinton Pike														
42 Virginia Ave	City of Harrisonburg	0.83	12000	G	96%	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000	G	
		To:	NCL Harrisonburg														

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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						
North 81	From: SCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	0.50	24000	G	73%	1%	1%	1%	23%	2%	F	0.072	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA		48000	G	
North 81	To: US 11															
	City of Harrisonburg (Maint: 82)	2.83	26000	A	73%	1%	1%	1%	23%	2%	C	0.099	A	26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	74%	1%	1%	1%	22%	2%	C	0.097	A	51000	A	
North 81	To: 82-659 Port Republic Road															
	From: 82- 659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.51	26000	G	73%	1%	1%	1%	23%	2%	F	0.086	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G	74%	1%	1%	1%	22%	2%	F	NA		50000	G	
North 81	To: US 33															
	From: US 33															
	City of Harrisonburg (Maint: 82)	1.60	22000	G	73%	1%	1%	1%	23%	2%	F	0.087	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA		48000	G	
South 81	To: NCL Harrisonburg															
	From: SCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.01	25000	G	75%	1%	1%	1%	21%	2%	F	0.07	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA		48000	G	
South 81	To: US 11															
	From: US 11															
	City of Harrisonburg (Maint: 82)	2.63	25000	A	75%	1%	1%	1%	21%	2%	C	0.104	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	74%	1%	1%	1%	22%	2%	C	0.097	A	51000	A	
South 81	To: 82-659 Port Republic Road															
	From: Port Republic Road 82-659															
	City of Harrisonburg (Maint: 82)	1.50	24000	G	75%	1%	1%	1%	21%	2%	F	0.069	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	G	74%	1%	1%	1%	22%	2%	F	NA		50000	G	
South 81	To: US 33															
	From: US 33															
	City of Harrisonburg (Maint: 82)	1.30	26000	G	75%	1%	1%	1%	21%	2%	F	0.07	F	26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	74%	1%	1%	1%	22%	2%	F	NA		48000	G	
253 Port Republic Rd	To: NCL Harrisonburg															
	From: US 11 S Main St															
	City of Harrisonburg	0.48	16000	G	96%	0%	1%	1%	2%	0%	C	0.088	F	0.535	18000	G
253 Port Republic Rd	To: I-81															
	From: I-81															
	City of Harrisonburg	0.85	19000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.774	21000	G
253 Port Republic Rd	To: Peach Grove Ave															
	From: Peach Grove Ave															
	City of Harrisonburg	0.48	6600	G	96%	0%	1%	1%	2%	0%	F	0.097	F	0.678	7200	G
	To: ECL Harrisonburg															

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	NA									NA			NA		
			From: NCL Harrisonburg													
			To: Dead End													
(1) Vine St	1.42	8900	G	96%	0%	2%	1%	1%	0%	C	0.094	F	0.503	9800	G	2005
			From: E Market St													
			To: N Main St													
(3) Eastover Dr	0.44	2400	G	96%	0%	1%	0%	2%	0%	F	0.118	F	0.703	2600	G	2005
			From: Paul St													
			To: Reservoir St													
(4) E. Washington St	0.24	3700	G	94%	1%	3%	2%	1%	0%	F	0.104	F	0.526	4100	G	2005
			From: 115-4115 N Liberty Street													
			To: N Main St													
(4) E. Washington St	0.72	3700	G	94%	1%	3%	2%	1%	0%	C	0.090	F	0.522	4000	G	2005
			From: Vine St													
			To: SR 42													
(5) Acorn Dr	1.16	3600	G	96%	0%	1%	0%	2%	0%	C	0.097	F	0.591	4000	G	2005
			From: Mt Clinton Pike													
			To: Mt Clinton Pike													
(6) Park Rd	0.58	2500	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.597	2800	G	2005
			From: Shank Dr													
(6) Park Rd	0.34	1600	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.598	1800	G	2005
			From: Harmony Rd													
			To: Park Rd													
(7) Harmony Rd	0.23	1200	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.583	1300	G	2005
			From: SR 42													
			To: WCL Harrisonburg													
(4100) Mosby Rd	0.35	6600	G	96%	0%	1%	0%	2%	0%	C	0.093	F	0.525	7200	G	2005
			From: Mosby Ct													
(4100) Mosby Rd	0.26	8000	G	96%	0%	1%	0%	2%	0%	F	0.094	F	0.500	8700	G	2005
			From: Main St													
			To: Pear St													
(4102) Pleasant Hill Rd	0.78	10000	G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.514	11000	G	2005
			From: US 11 S Main St													
			To: US 11 Pleasant Hill Rd													
(4102) Stone Spring Rd	0.65	10000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.542	11000	G	2005
			From: Ramblewood Rd													
(4102) Stone Spring Rd	0.53	9700	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.577	11000	G	2005
			From: ECL Harrisonburg													
			To: Pleasant Hill Rd													
(4103) Central Ave	0.14	1600	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.638	1800	G	2005
			From: Sharon St													
(4103) Central Ave	0.91	1000	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.657	1100	G	2005
			From: Maryland Ave													
			To: S High St													
(4104) South Ave	0.52	6000	G	98%	0%	1%	0%	1%	0%	C	0.09	F	0.514	6500	G	2005
			From: S Main St													
			To: SR 42 High St													
(4105) Maryland Ave	0.44	8400	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.541	9200	G	2005
			From: Main St													
			To: High St													
(4106) Cantrell Ave	0.57	11000	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.588	12000	G	2005
			From: Ott St													
(4106) Cantrell Ave	0.68	13000	G	98%	0%	1%	1%	1%	0%	C	0.086	F	0.552	15000	G	2005
			From: Reservoir St													
(4106) Cantrell Ave	0.18	9900	G	98%	0%	1%	1%	1%	0%	F	0.083	F	0.66	11000	G	2005
			From: 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							
City of Harrisonburg																
(4107) Reservoir St	0.97	7600	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.652	8300	G	2005
			From: SCL Harrisonburg													
(4107) Reservoir St	0.57	17000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.557	19000	G	2005
			From: University Blvd													
(4107) Reservoir St	0.89	10000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.503	11000	G	2005
			From: Eastover Dr													
(4107) Sterling St	0.13	1500	G	95%	1%	2%	1%	2%	0%	F	0.105	F	0.519	1600	G	2005
			From: E Market St													
(4107) Gay St	0.45	2700	G	95%	1%	2%	1%	2%	0%	F	0.097	F	0.667	3000	G	2005
			From: Gay St													
(4107) Gay St	0.33	5100	G	95%	1%	2%	1%	2%	0%	C	0.091	F	0.52	5600	G	2005
			From: Mason St													
(4107) Gay St	0.11	3800	G	95%	1%	2%	1%	2%	0%	F	0.090	F	0.618	4200	G	2005
			From: N High St													
(4107) Chicago Ave	0.58	6200	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.52	6700	G	2005
			From: Chicago Ave													
(4107) Chicago Ave	0.43	6500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.52	7100	G	2005
			From: Gay St													
(4108) Paul St	0.64	1600	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.512	1700	G	2005
			From: Waterman Dr													
(4108) Paul St	0.14	870	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.591	950	G	2005
			From: Waterman Ave													
(4109) Grace St	0.27	3600	G	97%	0%	1%	0%	1%	0%	C	0.091	F	0.595	3900	G	2005
			From: Mt Clinton Pike													
(4109) Grace St	0.14	5700	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.55	6300	G	2005
			From: Eastover Dr													
(4109) Mason St	0.10	6100	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.618	6700	G	2005
			From: Mason St													
(4109) Mason St	0.20	4400	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.675	4800	G	2005
			From: High St													
(4109) Mason St	0.41	5300	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.613	5800	G	2005
			From: Main St													
(4109) Mason St	0.44	6400	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.555	7000	G	2005
			From: Cantrell Ave													
(4110) Wolfe St	0.23	2700	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.64	3000	G	2005
			From: Paul St													
(4110) Wolfe St	0.69	1200	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.548	1300	G	2005
			From: Market St													
(4110) Old Furnace Rd	0.29	3200	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.668	3500	G	2005
			From: Old Furnace Rd													
(4110) Old Furnace Rd	0.91	2400	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.633	2600	G	2005
			From: Wolfe St													
(4113) Country Club Dr	0.76	8600	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.515	9400	G	2005
			From: Vine St													
(4113) Country Club Dr	0.85	13000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.531	14000	G	2005
			From: ECL Harrisonburg													
			From: US 33 E													
			From: Linda Lane													
			From: US 33													

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4114) Kratzer Ave	0.12	3100	G			From: Noll Dr To: N Liberty St				F	0.112	F	0.759	3300	G	2005
(4115) Liberty St	0.25	3000	G	92%	1%	From: Noll Dr To: Kratzer Ave				F	0.109	F	0.6	3200	G	2005
(4115) Liberty St	0.32	5200	G	92%	1%	From: Kratzer Ave To: Edom Rd				F	0.098	F	0.571	5700	G	2005
(4115) Liberty St	0.32	3800	G	92%	1%	From: Edom Rd To: Charles St				F	0.091	F	0.552	4100	G	2005
(4115) Liberty St	0.80	3300	G	92%	1%	From: Charles St To: NCL Harrisonburg				C	0.096	F	0.512	3600	G	2005
(4116) Pike Church Rd	0.14	1900	G	92%	1%	From: S Main St To: WCL Harrisonburg				C	0.106	F	0.57	2000	G	2005
(4117) Pear St	1.09	3200	G	99%	0%	From: Mosby Rd To: Pleasant Hill Rd				C	0.088	F	0.509	3500	G	2005
(4118) Erickson St	0.72	7700	G	96%	0%	From: WCL Harrisonburg To: S High St				C	0.088	F	0.622	8400	G	2005
(4119) Garbers Church Rd	0.05	3400	G	96%	0%	From: SCL Harrisonburg To: Erickson St				F	0.106	F	0.624	3700	G	2005
(4119) Garbers Church Rd	1.48	3000	G	96%	0%	From: Erickson Ave To: US 33 Market St				C	0.099	F	0.631	3300	G	2005
(4119) Switchboard Rd	0.20	1700	G	96%	0%	From: US 33 Market St To: NCL Harrisonburg, 82-910				F	0.113	F	0.561	1800	G	2005
(4120) Waterman Dr	0.84	4300	G	94%	1%	From: W Market St To: Chicago Ave				C	0.091	F	0.507	4700	G	2005
(4121) Mt Clinton Pike	0.19	6400	G	94%	1%	From: WCL Harrisonburg To: College Ave				F	0.106	F	0.570	7000	G	2005
(4121) Mt Clinton Pike	0.10	6600	G	94%	1%	From: College Ave To: Chicago Ave				F	0.107	F	0.563	7200	G	2005
(4121) Mt Clinton Pike	0.37	7400	G	95%	0%	From: Chicago Ave To: SR 42 Virginia Ave				C	0.095	F	0.533	8100	G	2005
(4121) Mt Clinton Pike	1.29	7400	G	94%	1%	From: Virginia Ave To: N Main St				F	0.093	F	0.513	8100	G	2005
(4122) Edom Rd	0.21	2600	G	97%	0%	From: Virginia Ave To: N Liberty St				F	0.105	F	0.615	2900	G	2005
(4124) Bruce St	0.15	2100	G	97%	0%	From: S High St To: Liberty St				C	0.090	F	0.836	2300	G	2005
(4124) Bruce St	0.22	1700	G	97%	0%	From: Liberty St To: Mason St				F	0.105	F		1800	G	2005
(4125) Keezletown Rd	0.76	2100	G	95%	1%	From: Country Club Rd To: ECL Harrisonburg				F	0.107	F	0.602	2300	G	2005
(4127) Greendale Rd	1.05	3200	G	95%	1%	From: Pleasant Valley Rd To: ECL Harrisonburg				C	0.105	F	0.626	3500	G	2005

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City of Harrisonburg																
4128 Pleasant Valley Rd	0.67	4900	G	87%	1%	From: SCL Harrisonburg				F	0.096	F	0.555	5400	G	2005
						To: RTE 710 Greendale Rd										
4128 Pleasant Valley Rd	0.73	7000	G	87%	1%	From: Greendale Rd				C	0.093	F	0.521	7600	G	2005
						To: S Main St										
2nd Street		300	G			From: Hartman Dr on North End					0.111	F		330	G	2005
						To: Willow St on South End										
Alleghany Ave		160	G			From: Clay St					0.119	F		170	G	2005
						To: Star Crest Dr										
Blue Ridge Rd		4100	G			From: Star Crest Dr					0.091	F		4400	G	2005
						To: Country Club Dr										
Bluestone St		160	G			From: Monument Ave					0.137	F		180	G	2005
						To: Dead End										
Broad View Dr		470	G			From: Star Crest Dr					0.106	F		510	G	2005
						To: Sparrow Ct										
Campbell St		290	G			From: N. Mason St					0.096	F		320	G	2005
						To: Ott St										
Carlton St		6700	G			From: Reservoir St					0.107	F		7300	G	2005
						To: Market St										
Cedar St		150	G			From: S. Dogwood Dr					0.13	F	0.571	170	G	2005
						To: West Ave										
Charles St		2200	G			From: N Liberty St					0.111	F		2400	G	2005
						To: N Main St										
Clay St		260	G			From: Country Club					0.143	F		280	G	2005
						To: Alleghany Ave										
Clinton St		270	G			From: Jefferson St					0.104	F	0.517	290	G	2005
						To: N Main St										
Crawford St		1500	G			From: Orchard Lane					0.147	F	0.536	1600	G	2005
						To: Port Republic Rd										
Crawford St		730	G			From: Monument Ave					0.155	F	0.605	780	G	2005
						To: Orchard Lane										
Dale Cir		90	G			From: Hillandale Ave					0.158	F		100	G	2005
						To: Hillandale Ave										
E Gay St		4600	G			From: N. Mason St					0.095	F		5100	G	2005
						To: N. Main St										
Elmwood Dr		250	G			From: Maryland Ave					0.109	F		270	G	2005
						To: New York Ave										
Green St		150	G			From: N. Dogwood Dr					0.13	F		160	G	2005
						To: Willow St										

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City of Harrisonburg																
Hartman Dr		210	G							0.111	F		230	G	2005	
Hilldale Ave		670	G							0.148	F		730	G	2005	
Hillcrest Dr		280	G							0.172	F		300	G	2005	
Hillside Ave		80	G							0.179	F		90	G	2005	
Holly Hill Drive		210	G							0.143	F		230	G	2005	
Monument Ave		1200	G							0.143	F		1300	G	2005	
Moore St		120	G							0.135	F		130	G	2005	
Newman Ave		880	G							0.102	F		960	G	2005	
S. Dogwood Dr		1500	G							0.092	F		1600	G	2005	
South Ave		940	G							0.111	F		1000	G	2005	
Spottswood Dr		130	G							0.147	F		140	G	2005	
Star Crest Dr		380	G							0.118	F		420	G	2005	
Statton Rd		50	G							0.177	F	0.611	50	G	2005	
Sutter St		220	G							0.098	F		240	G	2005	
Valley St		220	G							0.137	F		240	G	2005	
W. View St		220	G							0.126	F		250	G	2005	
W. Water St		440	G							0.145	F		480	G	2005	
Walnut St		420	G							0.086	F		460	G	2005	
Willow St		1000	G							0.115	F		1100	G	2005	

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
						From: Dead End										
Wilson Ave		120	G							0.176	F	0.535	130	G	2005	
						To: N Main St										