

2017

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

where available

Special Locality Report

115

City of Harrisonburg

Information in this report is included in Report

82

(Rockingham County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
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
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
		From:	Waterman Dr														
33 W Market St	City of Harrisonburg	0.61	10000	G	96%	1%	1%	0%	2%	0%	C	0.092	0.529	11000	G		
		To:	SR 42 S High St														
33 W Market St	City of Harrisonburg	0.16	5200	G	96%	1%	1%	0%	2%	0%	F	0.097		5600	G		
		From:	Bus US 33 Par														
		To:	US 11														
33 11 Main St NB	City of Harrisonburg	0.02	6300	N	97%	0%	1%	1%	1%	0%	N	0.1	0.551	6800	N		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	N	96%	0%	1%	1%	1%	0%	N	0.087	F 0.773	12000	N		
		To:	US 11 Main St														
		From:	US 11 Main St NB														
33 E Market St	City of Harrisonburg	0.11	6300	G	97%	0%	1%	1%	1%	0%	F	0.092	0.549	6900	G		
		To:	Mason St														
33 E Market St	City of Harrisonburg	0.87	13000	G	97%	0%	1%	1%	1%	0%	F	0.093	0.575	14000	G		
		From:	Vine St														
33 E Market St	City of Harrisonburg	0.61	19000	G	97%	0%	1%	1%	1%	0%	C	0.09	0.541	20000	G		
		To:	I-81														
33 E Market St	City of Harrisonburg	0.59	31000	G	96%	1%	1%	1%	2%	0%	F	0.089	0.517	34000	G		
		From:	University Blvd														
33 E Market St	City of Harrisonburg	1.07	26000	G	97%	0%	1%	0%	2%	0%	C	0.095	0.604	29000	G		
		To:	ECL Harrisonburg														
East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.21	12000	G								0.096		12000	G		
		From:	US 33 E, E Market St														
		To:	I-81 S														
East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	850	G								0.142		850	G		
		From:	US 33 E, E Market St														
		To:	I-81 North														
West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.13	4900	G								0.097		4900	G		
		From:	US 33 W, E Market St														
		To:	I-81 S														
West 33 Ramp	City of Harrisonburg (Maint: 82)	0.20	3800	G								0.113		3800	G		
		From:	US 33 W, E Market St														
		To:	I-81 North														
33 11 Main St NB	City of Harrisonburg	0.03	6300	N	97%	0%	1%	1%	1%	0%	N	0.1	0.551	6800	N		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9600	N	97%	0%	1%	0%	1%	0%	N	0.087	F 0.773	10000	N		
		To:	US 33														
		From:	SCL Harrisonburg														
42 S High St	City of Harrisonburg	0.13	16000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.510	18000	G		
		To:	Erickson Ave														
42 S High St	City of Harrisonburg	1.27	18000	G	97%	0%	1%	1%	1%	0%	C	0.09	0.531	20000	G		
		To:	Sunrise Ave														

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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						
42 S High St	From: Sunrise Ave City of Harrisonburg	0.40	20000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.507	22000	G	
42 S High St	To: Grace Ave City of Harrisonburg	0.55	20000	G	97%	0%	1%	1%	1%	0%	F	0.082	0.555	22000	G	
42 N High St	From: Market St City of Harrisonburg	0.27	17000	G	97%	0%	1%	1%	1%	0%	F	0.085	0.579	19000	G	
42 Virginia Ave	To: Gay St City of Harrisonburg	0.44	13000	G	97%	0%	1%	1%	1%	0%	F	0.085	0.559	14000	G	
42 Virginia Ave	From: 5th St City of Harrisonburg	0.60	12000	G	95%	0%	1%	3%	2%	0%	C	0.086	0.581	13000	G	
42 Virginia Ave	To: Mt Clinton Pike City of Harrisonburg	0.83	14000	G	95%	0%	1%	3%	2%	0%	F	0.091	0.638	15000	G	
North 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	29000	A	76%	1%	1%	1%	20%	2%	F	0.099		29000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	77%	1%	1%	1%	20%	2%	F	0.097	A	0.536	56000	A
North 81	To: US 11, South Main St City of Harrisonburg (Maint: 82)	2.83	29000	A	76%	1%	1%	1%	20%	2%	C	0.1		29000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	77%	1%	1%	1%	20%	2%	C	0.097	A	0.531	57000	A
North 81	To: SR 253 Port Republic Rd 82- 659 Port Republic Road City of Harrisonburg (Maint: 82)	1.51	29000	A	76%	1%	1%	1%	20%	2%	F	0.101		28000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	77%	1%	1%	1%	20%	2%	F	0.097	A	0.523	56000	A
North 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.60	26000	A	76%	1%	1%	1%	20%	2%	F	0.11		25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	77%	1%	1%	1%	20%	2%	F	0.102	A	0.527	50000	A
North 81 Ramp	To: NCL Harrisonburg From: I-81 North City of Harrisonburg (Maint: 82)	0.12	4100	G								0.106		4100	G	
North 81 Ramp	To: Port Republic Rd From: I-81 North City of Harrisonburg (Maint: 82)	0.25	4900	G								0.1		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		2800	G	
South 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	1.01	28000	A	77%	1%	1%	1%	19%	2%	F	0.105		27000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		57000	A	77%	1%	1%	1%	20%	2%	F	0.097	A	0.536	56000	A
	To: US 11, South Main St															

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							2Axle	3+Axle	1Trail	2Trail						
South 81	From: US 11, South Main St City of Harrisonburg (Maint: 82)	2.63	29000	A	77%	1%	1%	1%	19%	2%	C	0.105		29000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	77%	1%	1%	1%	20%	2%	C	0.097	A	0.531	57000	A
South 81	From: SR 253 Port Republic Rd City of Harrisonburg (Maint: 82)	1.50	29000	A	77%	1%	1%	1%	19%	2%	F	0.104		28000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	77%	1%	1%	1%	20%	2%	F	0.097	A	0.523	56000	A
South 81	From: US 33, E Market St City of Harrisonburg (Maint: 82)	1.30	26000	A	77%	1%	1%	1%	19%	2%	F	0.109		25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	77%	1%	1%	1%	20%	2%	F	0.102	A	0.527	50000	A
South 81	From: I-81 South Ramp I-81 S Exit 245 to Port Republic Rd City of Harrisonburg (Maint: 82)	0.12	4300	A	97%	0%	1%	0%	1%	0%	F	0.135		4200	A	
South 81	From: I-81 South Ramp I-81 S Exit 247 to US 33 E City of Harrisonburg (Maint: 82)	0.12	4000	G								0.09		4000	G	
South 81	From: I-81 South Ramp City of Harrisonburg (Maint: 82)	0.22	1300	G								0.124		1300	G	
253	From: US 11 S Main St Port Republic Rd City of Harrisonburg	0.48	27000	G	97%	0%	1%	0%	1%	0%	C	0.082	0.505	29000	G	
253	From: I-81 Port Republic Rd City of Harrisonburg	0.85	27000	G	97%	0%	1%	0%	1%	0%	F	0.084	0.546	29000	G	
253	From: Peach Grove Ave Port Republic Rd City of Harrisonburg	0.48	12000	G	97%	0%	1%	0%	1%	0%	F	0.088	0.558	13000	G	
	To: ECL Harrisonburg															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	350	R			NCL Harrisonburg					NA			NA		05/10/2009
						Dead End										
(1) Vine St	1.42	8400	G	95%	1%	1%	1%	2%	0%	C	0.092		0.523	9200	G	2017
						E Market St										
						N Main St										
(3) Eastover Dr	0.44	990	G	95%	1%	1%	2%	2%	0%	F	0.141		0.987	1100	G	2017
						Paul St										
						Reservoir St										
(4) E. Washington St	0.24	3600	G	95%	2%	3%	0%	1%	0%	F	0.096		0.553	3900	G	2017
						115-4115 N Liberty Street										
						N Main St										
(4) E. Washington St	0.72	3900	G	95%	2%	3%	0%	1%	0%	C	0.097		0.505	4200	G	2017
						Vine St										
(5) Acorn Dr	1.16	4100	G	95%	1%	1%	2%	2%	0%	C	0.102		0.59	4500	G	2017
						SR 42										
						Mt Clinton Pike										
(6) Park Rd	0.58	2100	G	98%	0%	1%	0%	0%	0%	C	0.099		0.502	2300	G	2017
						Mt Clinton Pike										
(6) Park Rd	0.34	1700	G	98%	0%	1%	0%	0%	0%	F	0.108		0.529	1800	G	2017
						Shank Dr										
						Harmony Dr										
(7) Harmony Dr	0.23	1300	G	98%	0%	1%	0%	0%	0%	C	0.102		0.616	1400	G	2017
						Park Rd										
						SR 42										
(4100) Mosby Rd	0.35	5500	G	97%	0%	0%	0%	2%	0%	C	0.096		0.515	6000	G	2017
						WCL Harrisonburg										
						Mosby Ct										
(4100) Mosby Rd	0.26	6200	G	97%	0%	0%	0%	2%	0%	F	0.092		0.523	6700	G	2017
						Main St										
(4102) Pleasant Hill Rd	0.78	4300	G	98%	0%	1%	0%	0%	0%	C	0.089		0.567	4700	G	2017
						Pear St										
						US 11 S Main St										
(4102) Stone Spring Rd	0.65	14000	G	98%	0%	1%	1%	1%	0%	C	0.094		0.549	16000	G	2017
						US 11 Pleasant Hill Rd										
(4102) Stone Spring Rd	0.53	14000	G	98%	0%	1%	1%	1%	0%	F	0.096		0.561	15000	G	2017
						Ramblewood Rd										
						ECL Harrisonburg										
(4103) Central Ave	0.14	1300	G	97%	1%	2%	0%	0%	0%	C	0.109		0.611	1400	G	2017
						Pleasant Hill Rd										
(4103) Central Ave	0.91	930	G	97%	1%	2%	0%	0%	0%	F	0.122		0.785	1000	G	2017
						Sharon St										
						Maryland Ave										
(4104) South Ave	0.52	5100	G	98%	0%	1%	0%	0%	0%	C	0.087		0.514	5600	G	2017
						S High St										
						S Main St										
(4105) Maryland Ave	0.44	8400	G	97%	0%	1%	0%	1%	0%	F	0.093		0.503	9200	G	2017
						SR 42 High St										
						Main St										
(4105) Ramp to I-81 N at Exit 245	0.19	4600	A								0.126			4400	A	2017
						SR 253 Port Republic Rd										
						I-81 North										
(4105) Ramp	0.14	4100	G								0.117			4100	G	2017
						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							
City of Harrisonburg																
(4106) Cantrell Ave	0.26	11000	G	98%	0%	1%	0%	0%	0%	F	0.093		0.61	11000	G	2017
						From: SR 42 S High St										
(4106) Cantrell Ave	0.99	16000	G	98%	0%	1%	0%	0%	0%	C	0.096		0.559	17000	G	2017
						To: US 11 S Main St										
(4106) Cantrell Ave	0.18	8200	G	98%	0%	1%	0%	0%	0%	F	0.09		0.591	8900	G	2017
						From: Reservoir St										
						To: US 33 E Market St										
(4107) Reservoir St	0.97	16000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.518	17000	G	2017
						From: SCL Harrisonburg										
(4107) Reservoir St	0.90	16000	G	99%	0%	1%	0%	0%	0%	F	0.09		0.602	18000	G	2017
						From: University Blvd										
(4107) Reservoir St	0.56	10000	G	99%	0%	1%	0%	0%	0%	C	0.095		0.512	11000	G	2017
						From: Cantrell Ave										
(4107) Sterling St	0.13	1600	G	95%	1%	1%	1%	2%	0%	F	0.104		0.552	1800	G	2017
						From: US 33 E Market St										
(4107) Gay St	0.45	2100	G	95%	1%	1%	1%	2%	0%	F	0.108		0.606	2200	G	2017
						From: Gay St										
(4107) Gay St	0.11	2100	N	95%	1%	1%	1%	2%	0%	N	0.108		0.606	2200	N	2017
						From: Sterling St										
(4107) Gay St	0.22	5200	G	95%	1%	1%	1%	2%	0%	C	0.096		0.564	5600	G	2017
						From: Mason St										
(4107) Gay St	0.11	2900	G	95%	1%	1%	1%	2%	0%	F	0.097		0.616	3200	G	2017
						From: US 11 Main St NB										
(4107) Chicago Ave	0.58	3800	G	98%	1%	1%	0%	0%	0%	C	0.103		0.514	4100	G	2017
						From: SR 42 Virginia Ave; N High St										
(4107) Chicago Ave	0.43	5500	G	98%	1%	1%	0%	0%	0%	F	0.094		0.515	6000	G	2017
						From: Chicago Ave										
(4108) Paul St	0.15	3400	G	99%	1%	0%	0%	0%	0%	F	0.107		0.901	3700	G	2017
						From: Gay St										
(4108) Paul St	0.49	1100	G	99%	1%	0%	0%	0%	0%	C	0.106		0.583	1100	G	2017
						From: Cantrell Ave										
(4108) Paul St	0.14	710	G	99%	1%	0%	0%	0%	0%	F	0.115		0.503	780	G	2017
						From: Mason St										
(4109) Grace St	0.27	3200	G	92%	1%	6%	0%	0%	0%	C	0.104		0.505	3500	G	2017
						From: Main St										
(4109) Grace St	0.14	4000	G	92%	1%	6%	0%	0%	0%	F	0.092		0.591	4300	G	2017
						From: Mason St										
(4109) Mason St	0.10	3800	G	99%	0%	0%	0%	0%	0%	F	0.104		0.592	4100	G	2017
						From: Grace St										
(4109) Mason St	0.20	4000	G	99%	0%	0%	0%	0%	0%	C	0.101		0.629	4300	G	2017
						From: Cantrell Ave										
(4109) Mason St	0.41	4400	G	99%	0%	0%	0%	0%	0%	F	0.103		0.559	4800	G	2017
						From: Paul St										
(4109) Mason St	0.44	7800	G	99%	0%	0%	0%	0%	0%	F	0.091		0.518	8500	G	2017
						From: Market St										
(4110) Wolfe St	0.12	2100	G	98%	1%	0%	0%	0%	0%	F	0.109		0.636	2300	G	2017
						From: SR 42 N High St										
						To: N Liberty St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4110) Wolfe St	0.11	2700	G	98%	1%	0%	0%	0%	0%	F	0.104		0.59	2900	G	2017
			From: N Liberty St													
			To: N Main St													
(4110) Wolfe St	0.69	1100	G	98%	1%	0%	0%	0%	0%	C	0.133		0.524	1100	G	2017
			From: Old Furnace Rd													
			To: Wolfe St													
(4110) Old Furnace Rd	0.29	3500	G	98%	1%	0%	0%	0%	0%	F	0.104		0.633	3800	G	2017
			From: Vine St													
			To: ECL Harrisonburg													
(4113) Country Club Rd	0.76	9300	G	98%	0%	1%	1%	0%	0%	C	0.098		0.550	10000	G	2017
			From: US 33 E, E Market St													
			To: Linda Lane													
(4113) Country Club Dr	0.85	11000	G	98%	0%	1%	1%	0%	0%	F	0.096		0.515	12000	G	2017
			From: US 33 W, E Market St													
			To: Noll Dr													
(4114) Kratzer Ave	0.12	3100	G								0.123		0.743	3300	G	2017
			From: Noll Dr													
			To: N Liberty St													
(4115) Liberty St	0.25	3000	G	89%	1%	2%	4%	5%	0%	F	0.102		0.596	3200	G	2017
			From: Kratzer Ave													
(4115) Liberty St	0.32	5900	G	89%	1%	2%	4%	5%	0%	F	0.104		0.514	6400	G	2017
			From: Edom Rd													
(4115) Liberty St	0.32	4600	G	89%	1%	2%	4%	5%	0%	F	0.108		0.537	5000	G	2017
			From: Charles St													
(4115) Liberty St	0.80	3500	G	89%	1%	2%	4%	5%	0%	C	0.143		0.567	3800	G	2017
			From: NCL Harrisonburg													
			To: S Main St													
(4116) Pike Church Rd	0.14	1800	G	87%	1%	1%	1%	10%	0%	C	0.094		0.594	2000	G	2017
			From: WCL Harrisonburg													
			To: Mosby Rd													
(4117) Pear St	1.09	2100	G	98%	1%	0%	0%	0%	0%	C	0.124		0.556	2300	G	2017
			From: Pleasant Hill Rd													
			To: WCL Harrisonburg													
(4118) Erickson Ave	0.72	10000	G	96%	1%	1%	1%	1%	0%	C	0.11		0.525	11000	G	2017
			From: S High St													
			To: SCL Harrisonburg													
(4119) Garbers Church Rd	0.05	3100	N	95%	1%	1%	2%	1%	0%	N	0.11		0.56	3400	N	2017
			From: Erickson Ave													
(4119) Garbers Church Rd	1.48	5000	G	96%	1%	1%	0%	1%	0%	C	0.136		0.628	5400	G	2017
			From: US 33 Market St													
(4119) Switchboard Rd	0.21	2700	G	96%	1%	1%	0%	1%	0%	F	0.113		0.523	2900	G	2017
			From: NCL Harrisonburg, 82-910													
			To: W Market St													
(4120) Waterman Dr	0.84	4000	G	96%	0%	1%	1%	2%	0%	C	0.095		0.526	4400	G	2017
			From: Chicago Ave													
			To: WCL Harrisonburg													
(4121) Mt Clinton Pike	0.19	5900	G	96%	0%	1%	1%	2%	0%	F	0.100		0.601	6400	G	2017
			From: College Ave													
(4121) Mt Clinton Pike	0.10	6600	G	96%	0%	1%	1%	2%	0%	F	0.102		0.607	7100	G	2017
			From: Chicago Ave													
(4121) Mt Clinton Pike	0.37	8700	G	95%	0%	1%	1%	2%	0%	C	0.099		0.53	9500	G	2017
			From: SR 42 Virginia Ave													

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4121) Mt Clinton Pike	1.29	8100	G	96%	0%	1%	1%	2%	0%	F	0.088		0.502	8800	G	2017
(4122) Edom Rd	0.21	3200	G	97%	1%	1%	1%	1%	0%	F	0.102		0.664	3500	G	2017
(4124) Bruce St	0.15	2200	G	97%	1%	1%	1%	1%	0%	C	0.092		0.693	2400	G	2017
(4124) Bruce St	0.22	1700	G	97%	1%	1%	1%	1%	0%	F	0.112			1800	G	2017
(4125) Keezletown Rd	0.76	1600	G	97%	0%	1%	1%	0%	0%	F	0.106		0.699	1700	G	2017
(4127) Greendale Rd	1.05	2200	G	97%	0%	1%	1%	0%	0%	C	0.095		0.626	2400	G	2017
(4128) Pleasant Valley Rd	0.67	4400	G	90%	1%	1%	1%	7%	0%	F	0.091		0.534	4700	G	2017
(4128) Pleasant Valley Rd	0.73	6100	G	90%	1%	1%	1%	7%	0%	C	0.088		0.585	6600	G	2017
2nd St		230	G								0.154		0.613	250	G	2017
Alleghany Ave		110	G								0.134		0.581	120	G	2017
Blue Ridge Rd		5300	G								0.099		0.579	5800	G	2017
Bluestone St		120	G								0.131		0.548	130	G	2017
Broad View Dr		450	G								0.108		0.606	490	G	2017
Campbell St		200	G								0.097		0.737	220	G	2017
Carlton St		5300	G								0.099		0.58	5800	G	2017
Cedar St		100	G								0.169		0.618	110	G	2017
Charles St		2000	G								0.091		0.618	2200	G	2017
Clay St		610	G								0.107		0.652	660	G	2017
Clinton St		340	G								0.126		0.548	370	G	2017

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Crawford St		890	G							0.106		0.508	960	G	2017	
Crawford St		630	G							0.114		0.632	690	G	2017	
Dale Cir		50	G							0.164		0.529	60	G	2017	
Elmwood Dr		170	G							0.125		0.6	190	G	2017	
Green St		100	G							0.145		0.536	100	G	2017	
Hartman Dr		250	G							0.181		0.553	280	G	2017	
Hill Street		660	G							0.127		0.634	660	G	2017	
Hilldale Ave		600	G							0.173		0.566	650	G	2017	
Hillcrest Dr		200	G							0.109		0.535	220	G	2017	
Hillside Ave		700	G							0.187		0.571	760	G	2017	
Holly Hill Dr		130	G							0.125		0.853	140	G	2017	
Monument Ave		940	G							0.152		0.598	1000	G	2017	
Moore St		70	G							0.141		0.5	80	G	2017	
Newman Ave		780	G							0.13		0.598	850	G	2017	
S. Dogwood Dr		1300	G							0.121		0.51	1400	G	2017	
South Ave		860	G							0.114		0.576	930	G	2017	
Spottswood Dr		130	G							0.143		0.568	140	G	2017	
Star Crest Dr		360	G							0.114		0.634	390	G	2017	
Statton Rd		40	G							0.2		0.5	40	G	2017	

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Sutter St		290	G			From Jefferson St				0.135			0.525	320	G	2017
						To Dead End										
Valley St		150	G			From Fry Ave				0.14			0.571	170	G	2017
						To Monument Ave .										
W. View St		230	G			From S. Mason St				0.113			0.56	250	G	2017
						To Ott St										
W. Water St		330	G			From Brook Ave				0.138			0.596	350	G	2017
						To Academy St										
Walnut Ln		310	G			From Grace St				0.11			0.605	330	G	2017
						To Dead End										
Willow St		890	G			From W Gay St				0.123			0.64	960	G	2017
						To Second St										
Wilson Ave		9	G			From Dead End				0.214			0.667	9	G	2017
						To N Main St										