

2007

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

where available

Special Locality Report

115

City of Harrisonburg

Information in this report is included in Report

82

(Rockingham County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 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	95%	0%	1%	1%	2%	0%	F	0.093	F	0.517	14000	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	21000	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	22000	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	23000	G
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	6600	G	96%	1%	1%	1%	1%	0%	F	0.091	F		7100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	96%	0%	1%	1%	1%	0%	F	0.083	F		14000	G
	To: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7100	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 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7100	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9500	N	96%	0%	1%	1%	1%	0%	N	NA			10000	N
	To: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7100	N
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8600	G	96%	0%	1%	0%	2%	0%	C	0.09	F	0.568	9200	G
	To: Charles St															
11 N Main St	City of Harrisonburg	0.44	6900	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.596	7400	G
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6600	G	97%	0%	2%	0%	1%	0%	C	0.081	F		7000	G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		20000	N	96%	0%	1%	1%	1%	0%	N	0.083	F		21000	N
	From: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	4900	G	96%	1%	2%	1%	1%	0%	C	0.085	F		5300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	N
	To: Rock St															
11 33 Noll Dr	City of Harrisonburg	0.14	2900	G	97%	0%	2%	0%	1%	0%	F	0.085	F		3100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9500	N	96%	0%	1%	1%	1%	0%	N	NA			10000	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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2007
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City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SR 42 S High St															
33 W Market St	City of Harrisonburg	0.16	5300	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.559	5700	G
	To: Bus US 33 Par															
	From: US 11															
33 11 Main St NB	City of Harrisonburg	0.02	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7100	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	6500	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.521	7000	G
	To: Mason St															
33 E Market St	City of Harrisonburg	0.87	12000	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.553	13000	G
	To: Vine St															
33 E Market St	City of Harrisonburg	0.61	25000	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.567	27000	G
	To: I-81															
33 E Market St	City of Harrisonburg	0.59	28000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.505	30000	G
	To: University Blvd															
33 E Market St	City of Harrisonburg	1.07	26000	G	96%	0%	1%	1%	2%	0%	C	0.097	F	0.538	28000	G
	To: ECL Harrisonburg															
	From: US 11															
33 11 Main St NB	City of Harrisonburg	0.03	6600	N	96%	1%	1%	1%	1%	0%	N	0.091	N		7100	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9500	N	96%	0%	1%	1%	1%	0%	N	NA			10000	N
	To: US 33															
	From: SCL Harrisonburg															
42 S High St	City of Harrisonburg	0.13	17000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.518	18000	G
	To: Erickson Ave															
42 S High St	City of Harrisonburg	1.27	20000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.524	21000	G
	To: Sunrise Ave															
42 S High St	City of Harrisonburg	0.40	20000	G	98%	0%	1%	1%	1%	0%	F	0.087	F	0.524	22000	G
	To: Grace Ave															
42 S High St	City of Harrisonburg	0.55	20000	G	98%	0%	1%	1%	1%	0%	F	0.081	F	0.522	22000	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	18000	G
	To: Gay St															
42 Virginia Ave	City of Harrisonburg	0.44	12000	G	98%	0%	1%	1%	1%	0%	F	0.084	F	0.584	13000	G
	To: 5th St															
42 Virginia Ave	City of Harrisonburg	0.60	11000	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	13000	G	96%	0%	1%	1%	1%	0%	F	0.09	F	0.612	14000	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	24000	G	73%	1%	1%	1%	23%	2%	F	0.074	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	0.102	A	26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	74%	1%	1%	1%	22%	2%	C	0.1	A	52000	A	
North 81	To: SR 253 Port Republic Rd															
	From: 82- 659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.51	25000	G	73%	1%	1%	1%	23%	2%	F	0.078	F	25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.551	49000	G	
North 81	To: US 33															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.60	23000	G	73%	1%	1%	1%	23%	2%	F	0.08	F	23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.534	46000	G	
South 81	To: SCL Harrisonburg															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.01	24000	G	76%	1%	1%	1%	21%	2%	F	0.079	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: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	2.63	26000	A	76%	1%	1%	1%	21%	2%	C	0.107	A	26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	74%	1%	1%	1%	22%	2%	C	0.1	A	0.552	52000	A	
South 81	To: SR 253 Port Republic Rd															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.50	24000	G	76%	1%	1%	1%	21%	2%	F	0.077	F	24000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	74%	1%	1%	1%	22%	2%	F	0.072	F	0.551	49000	G	
South 81	To: US 33															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.30	23000	G	76%	1%	1%	1%	21%	2%	F	0.067	F	23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.534	46000	G	
253 Port Republic Rd	To: US 11 S Main St															
	From: NCL Harrisonburg															
	City of Harrisonburg	0.48	22000	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	25000	G
253 Port Republic Rd	To: Peach Grove Ave															
	From: NCL Harrisonburg															
	City of Harrisonburg	0.48	6200	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.571	6700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																

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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	N								NA		NA			05/10/2006
From: NCL Harrisonburg																
To: Dead End																
(1) Vine St	1.42	8700	G	95%	0%	1%	2%	2%	0%	C	0.092	F	0.518	9400	G	2007
From: E Market St																
To: N Main St																
(3) Eastover Dr	0.44	470	G	96%	1%	1%	1%	1%	0%	F	0.125	F	0.713	510	G	2007
From: Paul St																
To: Reservoir St																
(4) E. Washington St	0.24	3100	G	95%	1%	3%	0%	1%	0%	F	0.087	F	0.518	3300	G	2007
From: 115-4115 N Liberty Street																
To: N Main St																
(4) E. Washington St	0.72	3600	G	95%	1%	3%	0%	1%	0%	C	0.09	F	0.527	3900	G	2007
From: N Main St																
To: Vine St																
(5) Acorn Dr	1.16	4000	G	96%	1%	1%	1%	1%	0%	C	0.094	F	0.592	4300	G	2007
From: SR 42																
To: Mt Clinton Pike																
(6) Park Rd	0.58	2600	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.542	2800	G	2007
From: Mt Clinton Pike																
To: Shank Dr																
(6) Park Rd	0.34	1900	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.51	2000	G	2007
From: Shank Dr																
To: Harmony Rd																
(7) Harmony Rd	0.23	1300	G	97%	1%	1%	0%	1%	0%	C	0.122	F	0.5	1400	G	2007
From: Park Rd																
To: SR 42																
(4100) Mosby Rd	0.35	6500	G	96%	0%	1%	0%	3%	0%	C	0.095	F	0.548	7000	G	2007
From: WCL Harrisonburg																
To: Mosby Ct																
(4100) Mosby Rd	0.26	7000	G	96%	0%	1%	0%	3%	0%	F	0.091	F	0.538	7600	G	2007
From: Mosby Ct																
To: Main St																
(4102) Pleasant Hill Rd	0.78	9000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.528	9700	G	2007
From: Pear St																
To: US 11 S Main St																
(4102) Stone Spring Rd	0.65	8800	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.611	9500	G	2007
From: US 11 Pleasant Hill Rd																
To: Ramblewood Rd																
(4102) Stone Spring Rd	0.53	8000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.602	8600	G	2007
From: Ramblewood Rd																
To: ECL Harrisonburg																
(4103) Central Ave	0.14	1400	G	97%	1%	2%	0%	0%	0%	C	0.112	F	0.627	1500	G	2007
From: Pleasant Hill Rd																
To: Sharon St																
(4103) Central Ave	0.91	1100	G	97%	1%	2%	0%	0%	0%	F	0.159	F	0.737	1200	G	2007
From: Sharon St																
To: Maryland Ave																
(4104) South Ave	0.52	5700	G	97%	1%	1%	0%	1%	0%	C	0.09	F	0.504	6200	G	2007
From: S High St																
To: S Main St																
(4105) Maryland Ave	0.44	6800	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.587	7300	G	2007
From: SR 42 High St																
To: Main St																
(4106) Cantrell Ave	0.57	9400	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.588	10000	G	2007
From: High St																
To: Ott St																
(4106) Cantrell Ave	0.68	16000	G	98%	0%	1%	0%	1%	0%	C	0.083	F	0.535	17000	G	2007
From: Ott St																
To: Reservoir St																
(4106) Cantrell Ave	0.18	8400	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.515	9100	G	2007
From: Reservoir St																
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							
City of Harrisonburg																
(4107) Reservoir St	0.97	8100	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.622	8700	G	2007
						From: SCL Harrisonburg										
(4107) Reservoir St	0.57	16000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.547	18000	G	2007
						From: University Blvd										
(4107) Reservoir St	0.89	9800	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.543	11000	G	2007
						From: Eastover Dr										
(4107) Sterling St	0.13	1500	G	95%	1%	2%	1%	2%	0%	F	0.113	F	0.507	1600	G	2007
						From: E Market St										
(4107) Gay St	0.45	2600	G	95%	1%	2%	1%	2%	0%	F	0.109	F	0.544	2800	G	2007
						From: Gay St										
(4107) Gay St	0.33	4800	G	95%	1%	2%	1%	2%	0%	C	0.098	F	0.535	5200	G	2007
						From: Mason St										
(4107) Gay St	0.11	3500	G	95%	1%	2%	1%	2%	0%	F	0.094	F	0.549	3700	G	2007
						From: N High St										
(4107) Chicago Ave	0.58	5700	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.533	6200	G	2007
						From: Chicago Ave										
(4107) Chicago Ave	0.43	5900	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	6400	G	2007
						From: Gay St										
(4108) Paul St	0.64	1700	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.546	1800	G	2007
						From: Waterman Dr										
(4108) Paul St	0.14	900	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.576	970	G	2007
						From: Waterman Ave										
(4109) Grace St	0.27	4300	G	97%	0%	2%	0%	0%	0%	C	0.105	F	0.580	4600	G	2007
						From: Mt Clinton Pike										
(4109) Grace St	0.14	5400	G	97%	0%	2%	0%	0%	0%	F	0.103	F	0.556	5800	G	2007
						From: Eastover Dr										
(4109) Mason St	0.10	4400	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.611	4800	G	2007
						From: Mason St										
(4109) Mason St	0.20	3900	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.566	4100	G	2007
						From: Grace St										
(4109) Mason St	0.41	4200	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.573	4500	G	2007
						From: Cantrell Ave										
(4109) Mason St	0.44	6900	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.569	7400	G	2007
						From: Paul St										
(4110) Wolfe St	0.23	2600	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.589	2800	G	2007
						From: Market St										
(4110) Wolfe St	0.69	1100	G	98%	1%	1%	0%	0%	0%	C	0.121	F	0.541	1200	G	2007
						From: Main St										
(4110) Old Furnace Rd	0.29	2800	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.647	3000	G	2007
						From: Old Furnace Rd										
(4110) Old Furnace Rd	0.91	2200	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.661	2400	G	2007
						From: Wolfe St										
(4113) Country Club Dr	0.76	7700	G	97%	0%	1%	1%	1%	0%	C	0.103	F	0.505	8300	G	2007
						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	2007
						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	3200	G								0.103	F	0.776	3500	G	2007
(4115) Liberty St	0.25	2500	G	91%	1%	2%	2%	4%	0%	F	0.095	F	0.576	2700	G	2007
(4115) Liberty St	0.32	5400	G	91%	1%	2%	2%	4%	0%	F	0.089	F	0.537	5800	G	2007
(4115) Liberty St	0.32	4200	G	91%	1%	2%	2%	4%	0%	F	0.094	F	0.565	4500	G	2007
(4115) Liberty St	0.80	3300	G	91%	1%	2%	2%	4%	0%	C	0.095	F	0.511	3600	G	2007
(4116) Pike Church Rd	0.14	1800	G	90%	1%	2%	1%	7%	0%	C	0.101	F	0.529	2000	G	2007
(4117) Pear St	1.09	3200	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.542	3400	G	2007
(4118) Erickson St	0.72	8300	G	96%	1%	1%	1%	1%	0%	C	0.093	F	0.56	8900	G	2007
(4119) Garbers Church Rd	0.05	3400	G	94%	1%	1%	2%	1%	0%	F	0.109	F	0.634	3600	G	2007
(4119) Garbers Church Rd	1.48	4700	G	94%	1%	1%	2%	1%	0%	C	0.133	F	0.595	5100	G	2007
(4119) Switchboard Rd	0.20	2100	G	94%	1%	1%	2%	1%	0%	F	0.122	F	0.517	2300	G	2007
(4120) Waterman Dr	0.84	4400	G	95%	0%	2%	1%	2%	0%	C	0.1	F	0.517	4700	G	2007
(4121) Mt Clinton Pike	0.19	6100	G	95%	0%	2%	1%	2%	0%	F	0.097	F	0.593	6600	G	2007
(4121) Mt Clinton Pike	0.10	6700	G	95%	0%	2%	1%	2%	0%	F	0.098	F	0.590	7200	G	2007
(4121) Mt Clinton Pike	0.37	8700	G	96%	1%	1%	1%	1%	0%	C	0.095	F	0.527	9300	G	2007
(4121) Mt Clinton Pike	1.29	8000	G	95%	0%	2%	1%	2%	0%	F	0.091	F	0.548	8600	G	2007
(4122) Edom Rd	0.21	2800	G	98%	0%	1%	0%	1%	0%	F	0.103	F	0.649	3000	G	2007
(4124) Bruce St	0.15	2000	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.883	2100	G	2007
(4124) Bruce St	0.22	1700	G	98%	0%	1%	0%	1%	0%	F	0.109	F		1800	G	2007
(4125) Keezletown Rd	0.76	2000	G	97%	1%	1%	1%	0%	0%	F	0.106	F	0.644	2200	G	2007
(4127) Greendale Rd	1.05	2800	G	97%	1%	1%	1%	0%	0%	C	0.107	F	0.627	3000	G	2007

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City of Harrisonburg																
4128 Pleasant Valley Rd	0.67	4500	G	88%	1%	From: SCL Harrisonburg				F	0.098	F	0.525	4800	G	2007
						To: RTE 710 Greendale Rd										
4128 Pleasant Valley Rd	0.73	7100	G	88%	1%	From: Greendale Rd				C	0.092	F	0.534	7600	G	2007
						To: S Main St										
2nd St		250	G			From: Hartman Dr on North End					0.137	F		270	G	2007
						To: Willow St on South End										
Alleghany Ave		140	G			From: Clay St					0.156	F		150	G	2007
						To: Star Crest Dr										
Blue Ridge Rd		4400	G			From: Star Crest Dr					0.088	F		4700	G	2007
						To: Country Club Dr										
Bluestone St		130	G			From: Monument Ave					0.136	F		140	G	2007
						To: Dead End										
Broad View Dr		560	G			From: Star Crest Dr					0.112	F		600	G	2007
						To: Sparrow Ct										
Campbell St		250	G			From: N. Mason St					0.103	F		270	G	2007
						To: Ott St										
Carlton St		5900	G			From: Reservoir St					0.094	F		6300	G	2007
						To: Market St										
Cedar St		160	G			From: S. Dogwood Dr					0.107	F	0.686	170	G	2007
						To: West Ave										
Charles St		2100	G			From: N Liberty St					0.091	F		2200	G	2007
						To: N Main St										
Clay St		280	G			From: Country Club					0.138	F		300	G	2007
						To: Alleghany Ave										
Clinton St		360	G			From: Jefferson St					0.101	F	0.597	390	G	2007
						To: N Main St										
Crawford St		1000	G			From: Orchard Lane					0.180	F	0.642	1100	G	2007
						To: Port Republic Rd										
Crawford St		630	G			From: Monument Ave					0.22	F	0.668	680	G	2007
						To: Orchard Lane										
Dale Cir		80	G			From: Hillandale Ave					0.159	F		90	G	2007
						To: Hillandale Ave										
E Gay St		4100	G			From: N. Mason St					0.096	F		4400	G	2007
						To: N. Main St										
Elmwood Dr		220	G			From: Maryland Ave					0.133	F	0.508	240	G	2007
						To: New York Ave										
Green St		140	G			From: N. Dogwood Dr					0.120	F		150	G	2007
						To: Willow St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Hartman Dr		240	G							0.103	F		260	G	2007	
Hilldale Ave		530	G							0.122	F		570	G	2007	
Hillcrest Dr		240	G							0.108	F		260	G	2007	
Hillside Ave		360	G							0.23	F		390	G	2007	
Holly Hill Dr		190	G							0.142	F		200	G	2007	
Monument Ave		780	G							0.147	F		840	G	2007	
Moore St		90	G							0.186	F		100	G	2007	
Newman Ave		870	G							0.096	F		940	G	2007	
S. Dogwood Dr		1300	G							0.123	F		1400	G	2007	
South Ave		890	G							0.112	F		950	G	2007	
Spottswood Dr		90	G							0.125	F		100	G	2007	
Star Crest Dr		290	G							0.116	F		320	G	2007	
Statton Rd		30	G							0.254	F	0.588	40	G	2007	
Sutter St		280	G							0.111	F		300	G	2007	
Valley St		140	G							0.125	F		150	G	2007	
W. View St		200	G							0.129	F		210	G	2007	
W. Water St		370	G							0.117	F		400	G	2007	
Walnut St		550	G							0.101	F		590	G	2007	
Willow St		1000	G							0.105	F		1100	G	2007	

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
						From: Dead End										
Wilson Ave		60	G							0.197	F	0.5	60	G	2007	
						To: N Main St										