

2015
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 - Business Route
 Bypass - 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.

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2015
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	F	96%	0%	1%	1%	1%	0%	F	0.093	0.51	14000	F	
	To: I-81															
11 Main St	City of Harrisonburg	1.77	20000	F	97%	0%	1%	1%	1%	0%	F	0.091	0.556	22000	F	
	From: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	18000	F	97%	0%	1%	1%	1%	0%	C	0.083	0.538	20000	F	
	From: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	22000	F	97%	0%	1%	1%	1%	0%	F	0.082	0.511	24000	F	
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	5900	F	97%	0%	1%	1%	1%	0%	F	0.1	0.551	6400	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.773	13000	F
	From: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	5900	N	97%	0%	1%	1%	1%	0%	N	0.1	0.551	6400	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	11000	N
	From: US 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	5900	N	97%	0%	1%	1%	1%	0%	N	0.1	0.551	6400	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9000	N	97%	0%	1%	0%	1%	0%	N	0.087	F	0.773	9700	N
	From: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	5900	N	97%	0%	1%	1%	1%	0%	N	0.1	0.551	6400	N	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.087	F	0.773	NA	
	From: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8200	F	96%	0%	1%	0%	2%	0%	C	0.093	0.604	9000	F	
	From: Charles St															
11 N Main St	City of Harrisonburg	0.44	6800	F	96%	0%	1%	0%	2%	0%	F	0.096	0.617	7400	F	
	From: NCL Harrisonburg															
	From: S Main St															
11 P Liberty St	City of Harrisonburg	0.47	6300	F	97%	0%	1%	0%	1%	0%	C	0.082		6800	F	
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		18000	N	97%	0%	1%	0%	1%	0%	N	0.085	F	0.715	20000	N
	From: US 33, W Market Street															
11 P 33 Liberty St	City of Harrisonburg	0.23	4700	F	96%	1%	2%	1%	1%	0%	C	0.089		5100	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	N	96%	0%	1%	1%	1%	0%	N	NA		11000	N	
	From: Rock St															
11 P 33 Noll Dr	City of Harrisonburg	0.14	3100	F	97%	0%	1%	0%	1%	0%	F	0.077		3300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9000	N	97%	0%	1%	0%	1%	0%	N	NA		9700	N	
	From: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market St	City of Harrisonburg	1.11	9100	F	96%	1%	1%	0%	2%	0%	F	0.099	0.597	9900	F	
	To: Waterman Dr															

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 City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Waterman Dr																
33 W Market St	City of Harrisonburg	0.61	9600	F	96%	1%	1%	0%	2%	0%	C	0.092		0.529	10000	F
To: SR 42 S High St																
From: SR 42 S High St																
33 W Market St	City of Harrisonburg	0.16	4800	F	96%	1%	1%	0%	2%	0%	F	0.097			5300	F
To: Bus US 33 Par																
From: Bus US 33 Par																
33 11 Main St NB	City of Harrisonburg	0.02	5900	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6400	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	11000	N
To: US 11 Main St																
From: US 11 Main St NB																
33 E Market St	City of Harrisonburg	0.11	5900	F	97%	0%	1%	1%	1%	0%	F	0.092		0.549	6400	F
To: Mason St																
From: Mason St																
33 E Market St	City of Harrisonburg	0.87	12000	F	97%	0%	1%	1%	1%	0%	F	0.093		0.575	13000	F
To: Vine St																
From: Vine St																
33 E Market St	City of Harrisonburg	0.61	17000	F	97%	0%	1%	1%	1%	0%	C	0.09		0.541	19000	F
To: I-81																
From: I-81																
33 E Market St	City of Harrisonburg	0.59	29000	F	96%	1%	1%	1%	2%	0%	F	0.089		0.517	31000	F
To: University Blvd																
From: University Blvd																
33 E Market St	City of Harrisonburg	1.07	25000	F	97%	0%	1%	0%	2%	0%	C	0.095		0.604	27000	F
To: ECL Harrisonburg																
From: 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
To: I-81 S																
From: 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
To: I-81 North																
From: 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
To: I-81 S																
From: I-81 S																
West 33 Ramp	City of Harrisonburg (Maint: 82)	0.20	3800	G								0.113			3800	G
To: I-81 North																
From: I-81 North																
33 11 Main St NB	City of Harrisonburg	0.03	5900	N	97%	0%	1%	1%	1%	0%	N	0.1		0.551	6400	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9000	N	97%	0%	1%	0%	1%	0%	N	0.087	F	0.773	9700	N
To: US 33																
From: US 33																
42 S High St	City of Harrisonburg	0.13	16000	F	98%	0%	1%	1%	1%	0%	F	0.091		0.510	17000	F
To: Erickson Ave																
From: Erickson Ave																
42 S High St	City of Harrisonburg	1.27	17000	F	97%	0%	1%	1%	1%	0%	C	0.09		0.531	19000	F
To: Sunrise Ave																
From: Sunrise Ave																

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							2Axle	3+Axle	1Trail	2Trail						
42 S High St	From: Sunrise Ave City of Harrisonburg	0.40	19000	F	98%	0%	1%	1%	1%	0%	F	0.091	0.507	21000	F	
42 S High St	To: Grace Ave City of Harrisonburg	0.55	19000	F	98%	0%	1%	1%	1%	0%	F	0.082	0.555	21000	F	
42 N High St	From: Market St City of Harrisonburg	0.27	16000	F	98%	0%	1%	1%	1%	0%	F	0.085	0.579	18000	F	
42 Virginia Ave	To: Gay St City of Harrisonburg	0.44	12000	F	98%	0%	1%	1%	1%	0%	F	0.085	0.559	13000	F	
42 Virginia Ave	From: 5th St City of Harrisonburg	0.60	11000	F	95%	0%	1%	3%	2%	0%	C	0.086	0.581	12000	F	
42 Virginia Ave	To: Mt Clinton Pike City of Harrisonburg	0.83	13000	F	95%	0%	1%	3%	2%	0%	F	0.091	0.638	14000	F	
North 81	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	27000	A	75%	1%	1%	1%	21%	2%	F	0.103		27000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	A	74%	1%	1%	1%	22%	2%	F	0.097	A	0.503	53000	A
North 81	To: US 11, South Main St City of Harrisonburg (Maint: 82)	2.83	27000	A	75%	1%	1%	1%	21%	2%	C	0.104		27000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		55000	A	74%	1%	1%	1%	22%	2%	C	0.099	A	0.526	54000	A
North 81	To: SR 253 Port Republic Rd 82- 659 Port Republic Road City of Harrisonburg (Maint: 82)	1.51	27000	G	75%	1%	1%	1%	21%	2%	F	0.105		26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	74%	1%	1%	1%	22%	2%	F	0.098	A	0.540	53000	G
North 81	To: US 33, E Market St City of Harrisonburg (Maint: 82)	1.60	25000	A	75%	1%	1%	1%	21%	2%	F	0.114		24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	74%	1%	1%	1%	22%	2%	F	0.102	A	0.543	47000	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	27000	A	73%	1%	1%	1%	23%	2%	F	0.105		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	A	74%	1%	1%	1%	22%	2%	F	0.097	A	0.503	53000	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	28000	A	73%	1%	1%	1%	23%	2%	C	0.105		27000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		55000	A	74%	1%	1%	1%	22%	2%	C	0.099	A	0.526	54000	A
South 81	To: SR 253 Port Republic Rd From: City of Harrisonburg (Maint: 82)	1.50	28000	G	73%	1%	1%	1%	23%	2%	F	0.101		27000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	74%	1%	1%	1%	22%	2%	F	0.098	A	0.540	53000	G
South 81	To: US 33, E Market St From: City of Harrisonburg (Maint: 82)	1.30	25000	A	73%	1%	1%	1%	23%	2%	F	0.106		24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	74%	1%	1%	1%	22%	2%	F	0.102	A	0.543	47000	A
South 81	To: NCL Harrisonburg From: I-81 South Ramp I-81 S Exit 245 to Port Republic Rd	0.12	4200	G	97%	0%	1%	0%	1%	0%	F	0.139		4100	G	
South 81	To: SR 253 Port Republic Rd From: I-81 South Ramp I-81 S Exit 247 to US 33 E	0.12	4000	F								0.09		4000	F	
South 81	To: US 33 E, E Market St From: I-81 South Ramp	0.22	1300	G								0.124		1300	G	
253	Port Republic Rd City of Harrisonburg	0.48	25000	G	97%	0%	1%	0%	1%	0%	C	0.086	0.560	27000	G	
253	Port Republic Rd City of Harrisonburg	0.85	25000	F	97%	0%	1%	0%	1%	0%	F	0.084	0.546	27000	F	
253	Port Republic Rd City of Harrisonburg	0.48	11000	F	97%	0%	1%	0%	1%	0%	F	0.088	0.558	12000	F	

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						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	7900	F	95%	1%	1%	1%	2%	0%	C	0.092		0.523	8600	F	2015
						E Market St										
						N Main St										
(3) Eastover Dr	0.44	990	F	95%	1%	1%	2%	2%	0%	F	0.141		0.987	1100	F	2015
						Paul St										
						Reservoir St										
(4) E. Washington St	0.24	3400	F	95%	2%	3%	0%	1%	0%	F	0.096		0.553	3700	F	2015
						115-4115 N Liberty Street										
						N Main St										
(4) E. Washington St	0.72	3700	F	95%	2%	3%	0%	1%	0%	C	0.097		0.505	4000	F	2015
						Vine St										
(5) Acorn Dr	1.16	3900	F	95%	1%	1%	2%	2%	0%	C	0.102		0.59	4200	F	2015
						SR 42										
						Mt Clinton Pike										
(6) Park Rd	0.58	2000	F	98%	0%	1%	0%	0%	0%	C	0.099		0.502	2200	F	2015
						Mt Clinton Pike										
						Shank Dr										
(6) Park Rd	0.34	1600	F	98%	0%	1%	0%	0%	0%	F	0.108		0.529	1700	F	2015
						Harmony Dr										
(7) Harmony Dr	0.23	1200	F	98%	0%	1%	0%	0%	0%	C	0.102		0.616	1300	F	2015
						Park Rd										
						SR 42										
(4100) Mosby Rd	0.35	5200	F	97%	0%	0%	0%	2%	0%	C	0.096		0.515	5600	F	2015
						WCL Harrisonburg										
						Mosby Ct										
(4100) Mosby Rd	0.26	5800	F	97%	0%	0%	0%	2%	0%	F	0.092		0.523	6300	F	2015
						Main St										
(4102) Pleasant Hill Rd	0.78	4000	F	98%	0%	1%	0%	0%	0%	C	0.089		0.567	4400	F	2015
						Pear St										
						US 11 S Main St										
(4102) Stone Spring Rd	0.65	14000	F	98%	0%	1%	1%	1%	0%	C	0.094		0.549	16000	F	2015
						US 11 Pleasant Hill Rd										
						Ramblewood Rd										
(4102) Stone Spring Rd	0.53	13000	F	98%	0%	1%	1%	1%	0%	F	0.096		0.561	14000	F	2015
						ECL Harrisonburg										
(4103) Central Ave	0.14	1200	F	97%	1%	2%	0%	0%	0%	C	0.109		0.611	1300	F	2015
						Pleasant Hill Rd										
						Sharon St										
(4103) Central Ave	0.91	870	F	97%	1%	2%	0%	0%	0%	F	0.122		0.785	940	F	2015
						Maryland Ave										
(4104) South Ave	0.52	4800	F	98%	0%	1%	0%	0%	0%	C	0.087		0.514	5200	F	2015
						S High St										
						S Main St										
(4105) Maryland Ave	0.44	7900	F	97%	0%	1%	0%	1%	0%	F	0.093		0.503	8600	F	2015
						SR 42 High St										
						Main St										
(4105) Ramp to I-81 N at Exit 245	0.19	4100	G								0.124			4000	G	2015
						SR 253 Port Republic Rd										
						I-81 North										
(4105) Ramp	0.14	4100	G								0.117			4100	G	2015
						SR 253 Port Republic Rd										
						I-81 South										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4106) Cantrell Ave	0.26	9900	F	98%	0%	1%	0%	0%	0%	F	0.093		0.61	11000	F	2015
			From: SR 42 S High St													
			To: US 11 S Main St													
(4106) Cantrell Ave	0.99	15000	F	98%	0%	1%	0%	0%	0%	C	0.096		0.559	16000	F	2015
			From: Reservoir St													
			To: US 33 E Market St													
(4106) Cantrell Ave	0.18	7700	F	98%	0%	1%	0%	0%	0%	F	0.09		0.591	8300	F	2015
			From: SCL Harrisonburg													
			To: University Blvd													
(4107) Reservoir St	0.97	15000	F	99%	0%	1%	0%	0%	0%	F	0.083		0.518	16000	F	2015
			From: University Blvd													
			To: Cantrell Ave													
(4107) Reservoir St	0.90	15000	F	99%	0%	1%	0%	0%	0%	F	0.09		0.602	17000	F	2015
			From: Cantrell Ave													
			To: US 33 E Market St													
(4107) Sterling St	0.13	1500	F	95%	1%	1%	1%	2%	0%	F	0.104		0.552	1700	F	2015
			From: Gay St													
			To: Sterling St													
(4107) Gay St	0.45	1900	F	95%	1%	1%	1%	2%	0%	F	0.108		0.606	2100	F	2015
			From: Mason St													
			To: US 11 Main St NB													
(4107) Gay St	0.11	1900	N	95%	1%	1%	1%	2%	0%	N	0.108		0.606	2100	N	2015
			From: US 11 Main St NB													
			To: SR 42 Virginia Ave; N High St													
(4107) Gay St	0.11	2700	F	95%	1%	1%	1%	2%	0%	F	0.097		0.616	3000	F	2015
			From: Chicago Ave													
			To: Gay St													
(4107) Chicago Ave	0.58	3500	F	98%	1%	1%	0%	0%	0%	C	0.103		0.514	3800	F	2015
			From: Waterman Dr													
			To: Mt Clinton Pike													
(4108) Paul St	0.15	3400	F	99%	1%	0%	0%	0%	0%	F	0.107		0.901	3700	F	2015
			From: Eastover Dr													
			To: Cantrell Ave													
(4108) Paul St	0.49	990	F	99%	1%	0%	0%	0%	0%	C	0.106		0.583	1100	F	2015
			From: Mason St													
			To: Main St													
(4108) Paul St	0.14	670	F	99%	1%	0%	0%	0%	0%	F	0.115		0.503	730	F	2015
			From: High St													
			To: Main St													
(4109) Grace St	0.27	3000	F	92%	1%	6%	0%	0%	0%	C	0.104		0.505	3300	F	2015
			From: Main St													
			To: Mason St													
(4109) Grace St	0.14	3700	F	92%	1%	6%	0%	0%	0%	F	0.092		0.591	4100	F	2015
			From: Mason St													
			To: Grace St													
(4109) Mason St	0.10	3600	F	99%	0%	0%	0%	0%	0%	F	0.104		0.592	3900	F	2015
			From: Cantrell Ave													
			To: Paul St													
(4109) Mason St	0.41	4100	F	99%	0%	0%	0%	0%	0%	F	0.103		0.559	4500	F	2015
			From: Paul St													
			To: Market St													
(4109) Mason St	0.44	7300	F	99%	0%	0%	0%	0%	0%	F	0.091		0.518	8000	F	2015
			From: Market St													
			To: Main St													
(4110) Wolfe St	0.12	2000	F	98%	1%	0%	0%	0%	0%	F	0.109		0.636	2200	F	2015
			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	2500	F	98%	1%	0%	0%	0%	0%	F	0.104	0.59	2700	F	2015	
			From: N Liberty St													
			To: N Main St													
(4110) Wolfe St	0.69	990	F	98%	1%	0%	0%	0%	0%	C	0.133	0.524	1100	F	2015	
			From: Old Furnace Rd													
			To: Wolfe St													
(4110) Old Furnace Rd	0.29	3300	F	98%	1%	0%	0%	0%	0%	F	0.104	0.633	3600	F	2015	
			From: Vine St													
			To: ECL Harrisonburg													
(4113) Country Club Rd	0.76	8700	F	98%	0%	1%	1%	0%	0%	C	0.098	0.550	9500	F	2015	
			From: US 33 E, E Market St													
			To: Linda Lane													
(4113) Country Club Dr	0.85	11000	F	98%	0%	1%	1%	0%	0%	F	0.096	0.515	12000	F	2015	
			From: US 33 W, E Market St													
			To: Noll Dr													
(4114) Kratzer Ave	0.12	2900	F	93%	0%	2%	1%	4%	0%	F	0.123	0.743	3100	F	2015	
			From: Noll Dr													
			To: N Liberty St													
(4115) Liberty St	0.25	2800	F	89%	1%	2%	4%	5%	0%	F	0.102	0.596	3000	F	2015	
			From: Kratzer Ave													
(4115) Liberty St	0.32	5500	F	89%	1%	2%	4%	5%	0%	F	0.104	0.514	6000	F	2015	
			From: Edom Rd													
(4115) Liberty St	0.32	4300	F	89%	1%	2%	4%	5%	0%	F	0.108	0.537	4700	F	2015	
			From: Charles St													
(4115) Liberty St	0.80	3300	F	89%	1%	2%	4%	5%	0%	C	0.143	0.567	3600	F	2015	
			From: NCL Harrisonburg													
(4116) Pike Church Rd	0.14	1700	F	87%	1%	1%	1%	10%	0%	C	0.094	0.594	1800	F	2015	
			From: S Main St													
			To: WCL Harrisonburg													
(4117) Pear St	1.09	2000	F	98%	1%	0%	0%	0%	0%	C	0.124	0.556	2200	F	2015	
			From: Mosby Rd													
			To: Pleasant Hill Rd													
(4118) Erickson Ave	0.72	9400	F	96%	1%	1%	1%	1%	0%	C	0.11	0.525	10000	F	2015	
			From: WCL Harrisonburg													
			To: S High St													
(4119) Garbers Church Rd	0.05	3600	G	96%	1%	1%	0%	1%	0%	F	0.11	0.56	3800	G	2015	
			From: SCL Harrisonburg													
			To: Erickson Ave													
(4119) Garbers Church Rd	1.48	4600	F	96%	1%	1%	0%	1%	0%	C	0.136	0.628	5000	F	2015	
			From: US 33 Market St													
(4119) Switchboard Rd	0.21	2500	F	96%	1%	1%	0%	1%	0%	F	0.113	0.523	2700	F	2015	
			From: NCL Harrisonburg, 82-910													
(4120) Waterman Dr	0.84	3800	F	96%	0%	1%	1%	2%	0%	C	0.095	0.526	4100	F	2015	
			From: W Market St													
			To: Chicago Ave													
(4121) Mt Clinton Pike	0.19	5500	F	96%	0%	1%	1%	2%	0%	F	0.100	0.601	6000	F	2015	
			From: WCL Harrisonburg													
			To: College Ave													
(4121) Mt Clinton Pike	0.10	6200	F	96%	0%	1%	1%	2%	0%	F	0.102	0.607	6700	F	2015	
			From: Chicago Ave													
(4121) Mt Clinton Pike	0.37	8200	F	95%	0%	1%	1%	2%	0%	C	0.099	0.53	8900	F	2015	
			From: SR 42 Virginia Ave													

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4121) Mt Clinton Pike	1.29	7600	F	96%	0%	1%	1%	2%	0%	F	0.088		0.502	8200	F	2015
(4122) Edom Rd	0.21	3000	F	97%	1%	1%	1%	1%	0%	F	0.102		0.664	3300	F	2015
(4124) Bruce St	0.15	2100	F	97%	1%	1%	1%	1%	0%	C	0.092		0.693	2200	F	2015
(4124) Bruce St	0.22	1600	F	97%	1%	1%	1%	1%	0%	F	0.112			1700	F	2015
(4125) Keezletown Rd	0.76	1500	F	97%	0%	1%	1%	0%	0%	F	0.106		0.699	1600	F	2015
(4127) Greendale Rd	1.05	2100	F	97%	0%	1%	1%	0%	0%	C	0.095		0.626	2200	F	2015
(4128) Pleasant Valley Rd	0.67	4100	F	90%	1%	1%	1%	7%	0%	F	0.091		0.534	4400	F	2015
(4128) Pleasant Valley Rd	0.73	5700	F	90%	1%	1%	1%	7%	0%	C	0.088		0.585	6200	F	2015
2nd St		220	F								0.154		0.613	240	F	2015
Alleghany Ave		110	F								0.134		0.581	120	F	2015
Blue Ridge Rd		5000	F								0.099		0.579	5400	F	2015
Bluestone St		110	F								0.131		0.548	120	F	2015
Broad View Dr		420	F								0.108		0.606	460	F	2015
Campbell St		190	F								0.097		0.737	200	F	2015
Carlton St		5000	F								0.099		0.58	5400	F	2015
Cedar St		90	F								0.169		0.618	100	F	2015
Charles St		1900	F								0.091		0.618	2100	F	2015
Clay St		570	F								0.107		0.652	620	F	2015
Clinton St		320	F								0.126		0.548	350	F	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Crawford St		830	F			From Orchard Lane				0.106			0.508	900	F	2015
						To Port Republic Rd										
Crawford St		590	F			From Monument Ave				0.114			0.632	640	F	2015
						To Orchard Lane										
Dale Cir		48	F			From Hillandale Ave				0.164			0.529	50	F	2015
						To Hillandale Ave										
Elmwood Dr		160	F			From Maryland Ave				0.125			0.6	180	F	2015
						To New York Ave										
Green St		90	F			From N. Dogwood Dr				0.145			0.536	100	F	2015
						To Willow St										
Hartman Dr		240	F			From W. Gay St				0.181			0.553	260	F	2015
						To Second St										
Hill Street		660	F			From E Rock St				0.127			0.634	660	F	2015
						To E Gay St										
Hillandale Ave		560	F			From S. Dogwood Dr				0.173			0.566	610	F	2015
						To S. High St.										
Hillcrest Dr		190	F			From Fairview Ave				0.109			0.535	200	F	2015
						To Maplehurst Ave										
Hillside Ave		660	F			From Dead End				0.187			0.571	710	F	2015
						To Monument Ave										
Holly Hill Dr		120	F			From Moore St				0.125			0.853	130	F	2015
						To N Main St										
Monument Ave		880	F			From Valley St				0.152			0.598	950	F	2015
						To Bluestone St										
Moore St		70	F			From Dead End				0.141			0.5	70	F	2015
						To Holly Hill Dr										
Newman Ave		730	F			From N. Main St				0.13			0.598	800	F	2015
						To Federal St										
S. Dogwood Dr		1200	F			From South Ave				0.121			0.51	1300	F	2015
						To Ridge Rd										
South Ave		800	F			From S. Dogwood Dr				0.114			0.576	870	F	2015
						To Sharps Dr										
Spottswood Dr		120	F			From N. Blue Ridge Rd				0.143			0.568	140	F	2015
						To N. Carlton St										
Star Crest Dr		340	F			From Blue Ridge Rd				0.114			0.634	360	F	2015
						To Alleghany Ave										
Statton Rd		40	F			From Wolfe St				0.2			0.5	40	F	2015
						To W Gay St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Sutter St		280	F							0.135		0.525	300	F	2015	
Valley St		140	F							0.14		0.571	160	F	2015	
W. View St		210	F							0.113		0.56	230	F	2015	
W. Water St		310	F							0.138		0.596	330	F	2015	
Walnut Ln		290	F							0.11		0.605	310	F	2015	
Willow St		830	F							0.123		0.64	900	F	2015	
Wilson Ave		8	F							0.214		0.667	8	F	2015	