

2009

**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
-  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
2009
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%	2%	0%	F	0.088	F	0.54	13000	F
	To: I-81															
11 Main St	City of Harrisonburg	1.77	18000	F	96%	1%	1%	1%	1%	0%	F	0.086	F	0.523	19000	F
	To: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	20000	F	96%	1%	1%	1%	1%	0%	C	0.085	F	0.557	22000	F
	To: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	21000	F	96%	1%	1%	1%	1%	0%	F	0.077	F	0.514	23000	F
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	6600	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.543	7100	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.716	14000	F
	To: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	6600	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7100	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	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	0.093	N	0.543	7100	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	N	96%	0%	1%	1%	1%	0%	N	NA			11000	N
	To: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	6600	N	96%	1%	1%	1%	1%	0%	N	0.093	N	0.543	7100	N
	To: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	8900	F	96%	0%	1%	0%	2%	0%	C	0.09	F	0.593	9400	F
	To: Charles St															
11 N Main St	City of Harrisonburg	0.44	7300	F	96%	0%	1%	0%	2%	0%	F	0.091	F	0.616	7700	F
	To: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg	0.47	6600	F	97%	0%	1%	1%	1%	0%	C	0.083	F		7000	F
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		20000	N	96%	0%	1%	1%	1%	0%	N	0.085	F	0.716	21000	N
	From: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	4900	F	96%	1%	1%	1%	1%	0%	C	0.082	F		5200	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	N	96%	1%	1%	1%	1%	0%	N	NA			12000	N
	From: Rock St															
11 33 Noll Dr	City of Harrisonburg	0.14	3500	F	97%	0%	1%	1%	1%	0%	F	0.085	F		3500	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	N	96%	0%	1%	1%	1%	0%	N	NA			11000	N
	To: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market St	City of Harrisonburg	1.11	10000	F	95%	1%	1%	2%	2%	0%	F	0.096	F	0.627	11000	F
	To: Wateman Dr															
33 W Market St	City of Harrisonburg	0.61	9000	F	95%	1%	1%	2%	2%	0%	C	0.09	F	0.638	9500	F
	To: SR 42 S High St															

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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						
	From: SR 42 S High St															
33 W Market St	City of Harrisonburg	0.16	5200	F	95%	1%	1%	2%	2%	0%	F	0.097	F	5600	F	
	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	0.093	N	7100	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	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	6300	F	96%	0%	1%	1%	1%	0%	F	0.084	F	6600	F	
	To: Mason St															
33 E Market St	City of Harrisonburg	0.87	11000	F	96%	0%	1%	1%	1%	0%	F	0.084	F	11000	F	
	To: Vine St															
33 E Market St	City of Harrisonburg	0.61	16000	F	96%	0%	1%	1%	1%	0%	C	0.082	F	17000	F	
	To: I-81															
33 E Market St	City of Harrisonburg	0.59	27000	F	95%	1%	1%	1%	3%	0%	F	0.084	F	29000	F	
	To: University Blvd															
33 E Market St	City of Harrisonburg	1.07	26000	F	97%	0%	0%	0%	2%	0%	C	0.092	F	28000	F	
	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	0.093	N	7100	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	N	96%	0%	1%	1%	1%	0%	N	NA		11000	N	
	To: US 33															
	From: SCL Harrisonburg															
42 S High St	City of Harrisonburg	0.13	15000	F	98%	0%	1%	1%	1%	0%	F	0.085	F	16000	F	
	To: Erickson Ave															
42 S High St	City of Harrisonburg	1.27	18000	F	97%	0%	1%	1%	1%	0%	C	0.092	F	20000	F	
	To: Sunrise Ave															
42 S High St	City of Harrisonburg	0.40	19000	F	98%	0%	1%	1%	1%	0%	F	0.084	F	21000	F	
	To: Grace Ave															
42 S High St	City of Harrisonburg	0.55	19000	F	98%	0%	1%	1%	1%	0%	F	0.083	F	20000	F	
	To: Market St															
42 N High St	City of Harrisonburg	0.27	16000	F	98%	0%	1%	1%	1%	0%	F	0.086	F	18000	F	
	To: Gay St															
42 Virginia Ave	City of Harrisonburg	0.44	12000	F	98%	0%	1%	1%	1%	0%	F	0.089	F	13000	F	
	To: 5th St															
42 Virginia Ave	City of Harrisonburg	0.60	11000	F	96%	0%	1%	2%	1%	0%	C	0.092	F	12000	F	
	To: Mt Clinton Pike															
42 Virginia Ave	City of Harrisonburg	0.83	13000	F	96%	0%	1%	2%	1%	0%	F	0.095	F	14000	F	
	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	F	75%	1%	1%	1%	21%	1%	F	NA		24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	N	76%	1%	1%	1%	20%	1%	N	NA		49000	N	
North 81	To: US 11, South Main St															
	City of Harrisonburg (Maint: 82)	2.83	25000	B	75%	1%	1%	1%	21%	1%	C	0.105	A	25000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	B	76%	1%	1%	1%	20%	1%	C	0.101	A	0.54	49000	B
North 81	To: SR 253 Port Republic Rd															
	From: 82- 659 Port Republic Road															
	City of Harrisonburg (Maint: 82)	1.51	24000	F	75%	1%	1%	1%	21%	1%	F	NA		24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	F	76%	1%	1%	1%	20%	1%	F	NA		49000	F	
North 81	To: US 33, E Market St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.60	24000	F	75%	1%	1%	1%	21%	1%	F	NA		24000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	F	76%	1%	1%	1%	20%	1%	F	NA		46000	F	
South 81	To: SCL Harrisonburg															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.01	25000	N	77%	1%	1%	1%	19%	1%	N	NA		24000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	N	76%	1%	1%	1%	20%	1%	N	NA		49000	N	
South 81	To: US 11, South Main St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	2.63	25000	B	77%	1%	1%	1%	19%	1%	C	0.108	A	25000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	B	76%	1%	1%	1%	20%	1%	C	0.101	A	0.54	49000	B
South 81	To: SR 253 Port Republic Rd															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.50	25000	F	77%	1%	1%	1%	19%	1%	F	NA		25000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	F	76%	1%	1%	1%	20%	1%	F	NA		49000	F	
South 81	To: US 33, E Market St															
	From: NCL Harrisonburg															
	City of Harrisonburg (Maint: 82)	1.30	23000	F	77%	1%	1%	1%	19%	1%	F	NA		23000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	F	76%	1%	1%	1%	20%	1%	F	NA		46000	F	
South 81	To: I-81 South															
	From: NCL Harrisonburg															
	Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 82)	0.12	3100	F	97%	0%	1%	1%	0%	F	NA		3300	F	
253	Port Republic Rd	City of Harrisonburg	0.48	23000	F	97%	0%	1%	1%	0%	C	0.088	F	0.524	25000	F
253	Port Republic Rd	City of Harrisonburg	0.85	25000	F	97%	0%	1%	1%	0%	F	0.094	F	0.520	26000	F
253	Port Republic Rd	City of Harrisonburg	0.48	7600	F	97%	0%	1%	1%	0%	F	0.102	F	0.536	7800	F

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(F238) Buffalo Dr	0.07	350	R								NA			NA		05/10/2009
From: NCL Harrisonburg																
To: Dead End																
(1) Vine St	1.42	7800	F	96%	1%	1%	1%	2%	0%	C	0.092	F	0.5	8400	F	2009
From: E Market St																
To: N Main St																
(3) Eastover Dr	0.44	340	F	96%	0%	1%	1%	2%	0%	F	0.129	F	0.864	360	F	2009
From: Paul St																
To: Reservoir St																
(4) E. Washington St	0.24	3200	F	95%	2%	2%	0%	1%	0%	F	0.097	F	0.514	3400	F	2009
From: 115-4115 N Liberty Street																
To: N Main St																
(4) E. Washington St	0.72	3700	F	95%	2%	2%	0%	1%	0%	C	0.093	F	0.524	3900	F	2009
From: N Main St																
To: Vine St																
(5) Acorn Dr	1.16	3900	F	96%	0%	1%	1%	2%	0%	C	0.101	F	0.634	4100	F	2009
From: SR 42																
To: Mt Clinton Pike																
(6) Park Rd	0.58	2300	F	99%	0%	1%	0%	0%	0%	C	0.1	F	0.555	2500	F	2009
From: Mt Clinton Pike																
To: Shank Dr																
(6) Park Rd	0.34	1800	F	99%	0%	1%	0%	0%	0%	F	0.117	F	0.624	1900	F	2009
From: Shank Dr																
To: Harmony Rd																
(7) Harmony Rd	0.23	1200	F	99%	0%	0%	0%	0%	0%	C	0.103	F	0.649	1300	F	2009
From: Park Rd																
To: SR 42																
(4100) Mosby Rd	0.35	6800	F	96%	0%	0%	0%	2%	0%	C	0.098	F	0.556	7000	F	2009
From: WCL Harrisonburg																
To: Mosby Ct																
(4100) Mosby Rd	0.26	7600	F	96%	0%	0%	0%	2%	0%	F	0.095	F	0.551	7900	F	2009
From: Mosby Ct																
To: Main St																
(4102) Pleasant Hill Rd	0.78	8600	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.519	8900	F	2009
From: Pear St																
To: US 11 S Main St																
(4102) Stone Spring Rd	0.65	9400	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.644	9700	F	2009
From: US 11 Pleasant Hill Rd																
To: Ramblewood Rd																
(4102) Stone Spring Rd	0.53	8800	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.636	9100	F	2009
From: Ramblewood Rd																
To: ECL Harrisonburg																
(4103) Central Ave	0.14	1500	F	97%	1%	2%	0%	0%	0%	C	0.101	F	0.638	1600	F	2009
From: Pleasant Hill Rd																
To: Sharon St																
(4103) Central Ave	0.91	1000	F	97%	1%	2%	0%	0%	0%	F	0.122	F	0.678	1100	F	2009
From: Sharon St																
To: Maryland Ave																
(4104) South Ave	0.52	6200	F	97%	1%	2%	0%	0%	0%	C	0.091	F	0.512	6700	F	2009
From: S High St																
To: S Main St																
(4105) Maryland Ave	0.44	8100	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.604	8700	F	2009
From: SR 42 High St																
To: Main St																
(4105) Ramp to I-81 N at Exit 2	0.19	NA									NA			NA		
From: SR 253 Port Republic Rd																
To: I-81 North																
(4106) Cantrell Ave	0.57	9100	F	99%	0%	1%	0%	1%	0%	F	0.087	F	0.611	9600	F	2009
From: High St																
To: Ott 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																
(4106) Cantrell Ave	0.68	16000	F	99%	0%	1%	0%	1%	0%	C	0.084	F	0.574	16000	F	2009
(4106) Cantrell Ave	0.18	9200	F	99%	0%	1%	0%	1%	0%	F	0.104	F	0.698	10000	F	2009
(4107) Reservoir St	0.97	12000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.589	13000	F	2009
(4107) Reservoir St	0.57	18000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.522	18000	F	2009
(4107) Reservoir St	0.89	10000	F	99%	0%	0%	0%	0%	0%	C	0.096	F	0.519	11000	F	2009
(4107) Sterling St	0.13	1500	F	95%	1%	1%	1%	2%	0%	F	0.106	F	0.533	1600	F	2009
(4107) Gay St	0.45	2200	F	95%	1%	1%	1%	2%	0%	F	0.103	F	0.573	2300	F	2009
(4107) Gay St	0.33	4800	F	95%	1%	1%	1%	2%	0%	C	0.095	F	0.519	5200	F	2009
(4107) Gay St	0.11	2700	F	95%	1%	1%	1%	2%	0%	F	0.103	F	0.508	2900	F	2009
(4107) Chicago Ave	0.58	3800	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.515	4100	F	2009
(4107) Chicago Ave	0.43	5500	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.512	5900	F	2009
(4108) Paul St	0.64	1600	F	99%	0%	0%	0%	0%	0%	C	0.114	F	0.531	1700	F	2009
(4108) Paul St	0.14	890	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.543	960	F	2009
(4109) Grace St	0.27	4000	F	98%	0%	1%	1%	0%	0%	C	0.111	F	0.548	4300	F	2009
(4109) Grace St	0.14	4800	F	98%	0%	1%	1%	0%	0%	F	0.084	F	0.518	5100	F	2009
(4109) Mason St	0.10	4200	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.597	4300	F	2009
(4109) Mason St	0.20	3800	F	99%	0%	1%	0%	0%	0%	C	0.087	F	0.658	4100	F	2009
(4109) Mason St	0.41	4000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.642	4200	F	2009
(4109) Mason St	0.44	7300	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	7400	F	2009
(4110) Wolfe St	0.12	2800	N	98%	1%	1%	0%	0%	0%	N	0.095	N	0.549	3000	N	2009
(4110) Wolfe St	0.11	2800	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.549	3000	F	2009
(4110) Wolfe St	0.69	1000	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.509	1100	F	2009
(4110) Old Furnace Rd	0.29	2700	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.696	2800	F	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4110) Old Furnace Rd	0.91	1900	F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.628	2000	F	2009
(4113) Country Club Dr	0.76	7800	F	97%	0%	1%	1%	0%	0%	C	0.1	F	0.519	8000	F	2009
(4113) Country Club Dr	0.85	11000	F	97%	0%	1%	1%	0%	0%	F	0.095	F	0.558	12000	F	2009
(4114) Kratzer Ave	0.12	3100	F								0.104	F	0.759	3300	F	2009
(4115) Liberty St	0.25	2400	F	89%	1%	2%	3%	5%	0%	F	0.095	F	0.551	2600	F	2009
(4115) Liberty St	0.32	5300	F	89%	1%	2%	3%	5%	0%	F	0.098	F	0.565	5700	F	2009
(4115) Liberty St	0.32	4100	F	89%	1%	2%	3%	5%	0%	F	0.098	F	0.516	4400	F	2009
(4115) Liberty St	0.80	3700	F	89%	1%	2%	3%	5%	0%	C	0.093	F	0.519	3900	F	2009
(4116) Pike Church Rd	0.14	1800	F	89%	1%	1%	2%	7%	0%	C	0.111	F	0.522	1900	F	2009
(4117) Pear St	1.09	2900	F	99%	0%	0%	0%	0%	0%	C	0.091	F	0.542	3100	F	2009
(4118) Erickson St	0.72	6900	F	97%	1%	1%	0%	1%	0%	C	0.092	F	0.545	7400	F	2009
(4119) Garbers Church Rd	0.05	3200	G	95%	2%	2%	1%	1%	0%	F	0.109	N	0.549	3500	G	2009
(4119) Garbers Church Rd	1.48	4000	F	95%	2%	2%	1%	1%	0%	C	0.127	F	0.659	4200	F	2009
(4119) Switchboard Rd	0.20	2400	F	95%	2%	2%	1%	1%	0%	F	0.126	F	0.563	2600	F	2009
(4120) Waterman Dr	0.84	4200	F	95%	0%	1%	1%	2%	0%	C	0.098	F	0.503	4500	F	2009
(4121) Mt Clinton Pike	0.19	5200	F	95%	0%	1%	1%	2%	0%	F	0.103	F	0.637	5500	F	2009
(4121) Mt Clinton Pike	0.10	6400	F	95%	0%	1%	1%	2%	0%	F	0.096	F	0.617	6900	F	2009
(4121) Mt Clinton Pike	0.37	7400	F	96%	1%	1%	1%	1%	0%	C	0.098	F	0.555	7900	F	2009
(4121) Mt Clinton Pike	1.29	7300	F	95%	0%	1%	1%	2%	0%	F	0.087	F	0.537	7800	F	2009
(4122) Edom Rd	0.21	2900	F	97%	1%	2%	1%	0%	0%	F	0.106	F	0.501	3100	F	2009
(4124) Bruce St	0.15	2000	F	97%	1%	2%	1%	0%	0%	C	0.105	F	0.870	2200	F	2009

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City of Harrisonburg																
(4124) Bruce St	0.22	2800	F	97%	1%	2%	1%	0%	0%	F	0.107	F		3000	F	2009
(4125) Keezletown Rd	0.76	1700	F	96%	1%	1%	2%	0%	0%	F	0.101	F	0.645	1800	F	2009
(4127) Greendale Rd	1.05	2700	F	96%	1%	1%	2%	0%	0%	C	0.108	F	0.631	2800	F	2009
(4128) Pleasant Valley Rd	0.67	4300	F	89%	1%	1%	2%	6%	0%	F	0.105	F	0.510	4500	F	2009
(4128) Pleasant Valley Rd	0.73	6200	F	89%	1%	1%	2%	6%	0%	C	0.093	F	0.515	6400	F	2009
2nd St		250	F								NA			260	F	2009
Alleghany Ave		130	F								NA			130	F	2009
Blue Ridge Rd		4300	F								0.099	F	0.557	4500	F	2009
Bluestone St		90	F								NA			100	F	2009
Broad View Dr		530	F								NA			560	F	2009
Campbell St		210	F								NA			220	F	2009
Carlton St		5900	F								NA			6200	F	2009
Cedar St		130	F								NA			140	F	2009
Charles St		2100	F								0.093	F	0.581	2200	F	2009
Clay St		690	F								0.096	F	0.627	740	F	2009
Clinton St		290	F								0.109	F	0.528	300	F	2009
Crawford St		690	F								NA			730	F	2009
Crawford St		500	F								NA			520	F	2009
Dale Cir		60	F								NA			70	F	2009

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City of Harrisonburg																
E Gay St		4300	F								0.093	F	0.59	4500	F	2009
Elmwood Dr		200	F								NA			210	F	2009
Green St		150	F								0.140	F	0.532	160	F	2009
Hartman Dr		170	F								NA			180	F	2009
Hillandale Ave		530	F								NA			560	F	2009
Hillcrest Dr		160	F								NA			170	F	2009
Hillside Ave		470	F								NA			490	F	2009
Holly Hill Dr		140	F								NA			140	F	2009
Monument Ave		720	F								0.137	F	0.514	760	F	2009
Moore St		100	F								NA			110	F	2009
Newman Ave		870	F								0.103	F	0.637	930	F	2009
S. Dogwood Dr		1300	F								NA			1400	F	2009
South Ave		970	F								NA			1000	F	2009
Spottswood Dr		80	F								NA			80	F	2009
Star Crest Dr		380	F								NA			410	F	2009
Statton Rd		60	F								NA			60	F	2009
Sutter St		310	F								0.115	F	0.563	330	F	2009
Valley St		130	F								NA			140	F	2009
W. View St		190	F								NA			200	F	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
W. Water St		350	F			From: Brook Ave					NA			370	F	2009
						To: Academy St										
Walnut St		600	F			From: Grace St					NA			640	F	2009
						To: Dead End										
Willow St		830	F			From: W Gay St					NA			880	F	2009
						To: Second St										
Wilson Ave		70	F			From: Dead End					NA			70	F	2009
						To: N Main St										