

2002

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

where available

Special Locality Report

115

City of Harrisonburg

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



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



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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Harrisonburg

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
11 Main St	0.91	12000	G	94%	1%	2%	2%	1%	0%	F	0.087	F	0.562	12000	G	2002
						From: SCL Harrisonburg										
11 Main St	1.77	19000	G	95%	1%	2%	1%	2%	0%	F	0.083	F	0.532	20000	G	2002
						From: I-81										
11 S Main St	0.87	17000	G	95%	1%	2%	1%	2%	0%	C	0.086	F	0.505	18000	G	2002
						From: Pleasant Hill Rd										
11 S Main St	0.65	22000	G	95%	1%	2%	1%	2%	0%	F	0.081	F	0.523	23000	G	2002
						From: Port Republic Rd										
11 Main St NB	0.47	7100	G	95%	1%	2%	1%	2%	0%	F	0.093	F		7500	G	2002
						From: S Liberty St										
Combined Traffic:		13000	G								0.093	F		14000	G	
11 Main St NB	0.02	7100	N	95%	1%	2%	1%	2%	0%	N	0.093	N		7500	N	2002
						From: US 33										
Combined Traffic:		13000	N								0.093	N		14000	N	
11 Main St NB	0.03	7100	N	95%	1%	2%	1%	2%	0%	N	0.093	N		7500	N	2002
						From: US 33										
Combined Traffic:		10000	N								0.093	N		11000	N	
11 Main St NB	0.34	7100	N	95%	1%	2%	1%	2%	0%	N	0.093	N		7500	N	2002
						From: US 33 Par										
Combined Traffic:		0	N								0.093	N		0	N	
11 N Main St	0.68	8200	G	94%	0%	3%	1%	2%	0%	C	0.092	F	0.63	8600	G	2002
						From: Kratzer Ave										
11 N Main St	0.44	6900	G	94%	0%	3%	1%	2%	0%	F	0.09	F	0.604	7300	G	2002
						From: Charles St										
						To: NCL Harrisonburg										
11 Liberty St	0.70	6100	G								0.086	F		6400	G	2002
						From: S Main St										
Combined Traffic:		13000	G								NA			14000	G	
11 Noll Dr	0.14	3300	G								0.085	F		3500	G	2002
						From: Rock St										
Combined Traffic:		10000	N								0.093	N		11000	N	
						To: Kratzer Ave										
33 W Market Street	1.11	8600	G	94%	1%	2%	2%	2%	0%	F	0.090	F	0.609	9000	G	2002
						From: WCL Harrisonburg										
33 W Market Street	0.61	9300	G	94%	1%	2%	2%	2%	0%	C	0.087	F	0.583	9800	G	2002
						From: Waterman Dr										
33 W Market Street	0.16	5000	G	94%	1%	2%	2%	2%	0%	F	0.106	F	0.763	5200	G	2002
						From: SR 42 S High St										
33 11 Main St NB	0.02	7100	N	95%	1%	2%	1%	2%	0%	N	0.093	N		7500	N	2002
						From: Bus US 33 Par										
Combined Traffic:		13000	N								0.093	N		14000	N	
						From: US 11										
33 E Market Street	0.11	6800	G	94%	1%	2%	2%	2%	0%	F	0.081	F	0.577	7200	G	2002
						From: US 11 Main St										
33 E Market Street	0.87	12000	G	94%	1%	2%	2%	2%	0%	F	0.084	F	0.579	13000	G	2002
						From: Mason St										
33 E Market Street	0.61	17000	G	94%	1%	2%	2%	2%	0%	F	0.082	F	0.601	17000	G	2002
						From: Vine St										
33 E Market Street	0.59	29000	G	96%	0%	1%	1%	2%	0%	F	0.084	F	0.584	30000	G	2002
						From: I-81										
33 E Market Street	1.07	20000	G	95%	0%	2%	1%	2%	0%	C	0.091	F	0.555	21000	G	2002
						From: University Blvd										
						To: ECL Harrisonburg										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
33 11 Main St NB	0.03	7100	N	95%	1%	From: US 11				N	0.093	N		7500	N	2002
		10000	N			To: US 33					0.093	N		11000	N	
42 S High Street	0.13	18000	G	96%	0%	From: SCL Harrisonburg				F	0.093	F	0.506	19000	G	2002
42 S High Street	1.27	18000	G	96%	0%	From: Erickson Ave				C	0.09	F	0.542	19000	G	2002
42 S High Street	0.40	21000	G	96%	0%	From: Sunrise Ave				F	0.085	F	0.515	22000	G	2002
42 S High Street	0.55	18000	G	96%	0%	From: Grace Ave				F	0.086	F	0.517	19000	G	2002
42 N High Street	0.27	16000	G	96%	0%	From: Market St				F	0.083	F	0.515	17000	G	2002
42 Virginia Ave	0.44	9800	G	96%	0%	From: Gay St				F	0.087	F	0.517	10000	G	2002
42 Virginia Ave	0.60	11000	G	95%	0%	From: 5th St				C	0.088	F	0.618	11000	G	2002
42 Virginia Ave	0.83	12000	G	95%	0%	From: Mt Clinton Pike				F	0.091	F	0.584	13000	G	2002
						To: NCL Harrisonburg										
North 81	0.50	23000	G	70%	1%	From: SCL Harrisonburg				F	0.070	F		23000	G	2002
		47000	G	71%	1%	To: US 11				F	0.069	F		47000	G	
North 81	2.83	24000	A	70%	1%	From: US 11				A	0.107	A		23000	A	2002
		47000	A	71%	1%	To: 82-659 Port Republic Road				A	0.098	A	0.517	47000	A	
North 81	1.51	25000	G	70%	1%	From: 82-659 Port Republic Road				F	0.078	F		25000	G	2002
		51000	G	71%	1%	To: US 33				F	0.070	F		50000	G	
North 81	1.60	23000	G	70%	1%	From: US 33				F	0.08	F		23000	G	2002
		46000	G	71%	1%	To: NCL Harrisonburg				F	0.074	F		46000	G	
South 81	1.01	24000	G	72%	1%	From: SCL Harrisonburg				F	0.071	F		24000	G	2002
		47000	G	71%	1%	To: US 11				F	0.069	F		47000	G	
South 81	2.63	24000	A	72%	1%	From: US 11				A	0.104	A		23000	A	2002
		47000	A	71%	1%	To: Port Republic Road 82-659				A	NA		47000	A		
South 81	1.50	26000	G	72%	1%	From: Port Republic Road 82-659				F	0.075	F		25000	G	2002
		51000	G	71%	1%	To: US 33				F	NA		50000	G		
South 81	1.30	23000	G	72%	1%	From: US 33				F	0.067	F		23000	G	2002
		46000	G	71%	1%	To: NCL Harrisonburg				F	NA		46000	G		
1 Vine St	1.42	11000	G	94%	1%	From: E Market St				C	0.090	F	0.509	11000	G	2002
						To: N Main St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(3) Eastover Dr	0.44	1800	G	96%	0%	2%	0%	2%	0%	F	0.113	F	0.623	1900	G	2002
				From:	Paul St											
				To:	Reservoir St											
(4) E. Washington St	0.24	NA									NA			NA		
				From:	115-4115 N Liberty Street											
(4) E. Washington St	0.72	NA									NA			NA		
				From:	N Main St											
				To:	Vine St											
(5) Acorn Dr	1.16	3100	G	96%	0%	2%	0%	2%	0%	C	0.103	F	0.629	3300	G	2002
				From:	SR 42											
				To:	Mt Clinton Pike											
(6) Park Rd	0.58	2100	G	98%	0%	1%	0%	0%	0%	C	0.114	F	0.695	2200	G	2002
				From:	Mt Clinton Pike											
(6) Park Rd	0.34	1300	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.606	1300	G	2002
				From:	Shank Dr											
				To:	Harmony Rd											
(7) Harmony Rd	0.23	930	G	95%	1%	3%	1%	1%	0%	C	0.118	F	0.519	980	G	2002
				From:	Park Rd											
				To:	SR 42											
(4100) Mosby Rd	0.35	6600	G	95%	0%	2%	1%	2%	0%	C	0.097	F	0.569	7000	G	2002
				From:	WCL Harrisonburg											
(4100) Mosby Rd	0.26	7900	G	95%	0%	2%	1%	2%	0%	F	0.094	F	0.547	8300	G	2002
				From:	Mosby Ct											
				To:	Main St											
(4102) Pleasant Hill Rd	0.78	8700	G	96%	0%	2%	1%	1%	0%	C	0.085	F	0.525	9100	G	2002
				From:	Pear St											
				To:	US 11 S Main St											
(4102) Stone Spring Rd	0.65	9300	G	95%	1%	3%	0%	1%	0%	C	0.093	F	0.565	9800	G	2002
				From:	US 11 Pleasant Hill Rd											
				To:	Ramblewood Rd											
(4102) Stone Spring Rd	0.53	7400	G	95%	1%	3%	0%	1%	0%	F	0.099	F	0.58	7700	G	2002
				From:	Ramblewood Rd											
				To:	ECL Harrisonburg											
(4103) Central Ave	0.14	1700	G	97%	0%	2%	1%	0%	0%	C	0.087	F	0.602	1700	G	2002
				From:	Pleasant Hill Rd											
				To:	Sharon St											
(4103) Central Ave	0.91	1500	G	97%	0%	2%	1%	0%	0%	F	0.137	F	0.624	1500	G	2002
				From:	Sharon St											
				To:	Maryland Ave											
(4104) South Ave	0.52	5500	G	97%	0%	2%	0%	1%	0%	C	0.084	F	0.553	5800	G	2002
				From:	S High St											
				To:	S Main St											
(4105) Port Republic Rd	0.71	6700	G	95%	0%	2%	1%	2%	0%	F	0.095	F	0.575	7100	G	2002
				From:	ECL Harrisonburg											
				To:	Turner Ashby Lane											
(4105) Port Republic Rd	0.69	22000	G	95%	0%	2%	1%	2%	0%	F	0.084	F	0.502	23000	G	2002
				From:	Turner Ashby Lane											
				To:	James Madison University											
(4105) Port Republic Rd	0.41	17000	G	95%	0%	2%	1%	2%	0%	C	0.08	F	0.556	18000	G	2002
				From:	University Dr											
				To:	S Main St											
(4105) Maryland Ave	0.44	7400	G	95%	0%	2%	1%	2%	0%	F	0.081	F	0.546	7700	G	2002
				From:	Main St											
				To:	High St											
(4106) Cantrell Ave	0.57	10000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.546	11000	G	2002
				From:	High St											
				To:	Ott St											
(4106) Cantrell Ave	0.68	14000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.582	15000	G	2002
				From:	Ott St											
				To:	Reservoir St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4106) Cantrell Ave	0.18	8900	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.629	9300	G	2002
				From:	Reservoir St											
				To:	E Market St											
(4107) Reservoir St	0.97	6100	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.603	6400	G	2002
				From:	SCL Harrisonburg											
(4107) Reservoir St	0.57	14000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.567	15000	G	2002
				From:	University Blvd											
(4107) Reservoir St	0.89	14000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.541	14000	G	2002
				From:	Eastover Dr											
(4107) Sterling St	0.13	1900	G	93%	1%	3%	1%	2%	0%	F	0.115	F	0.612	2000	G	2002
				From:	E Market St											
				To:	Gay St											
(4107) Gay St	0.45	2600	G	93%	1%	3%	1%	2%	0%	F	0.111	F	0.659	2700	G	2002
				From:	Sterling St											
				To:	Mason St											
(4107) Gay St	0.33	4500	G	93%	1%	3%	1%	2%	0%	C	0.093	F	0.549	4700	G	2002
				From:	N High St											
(4107) Gay St	0.11	3200	G	93%	1%	3%	1%	2%	0%	F	0.098	F	0.590	3400	G	2002
				From:	Chicago Ave											
				To:	Gay St											
(4107) Chicago Ave	0.58	6000	G	98%	0%	1%	1%	0%	0%	C	0.093	F	0.561	6300	G	2002
				From:	Waterman Dr											
				To:	Waterman Ave											
(4107) Chicago Ave	0.43	6300	G	98%	0%	1%	1%	0%	0%	F	0.095	F	0.515	6600	G	2002
				From:	Mt Clinton Pike											
				To:	Eastover Dr											
(4108) Paul St	0.64	1500	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.631	1600	G	2002
				From:	Mason St											
(4108) Paul St	0.14	740	G	99%	0%	1%	0%	0%	0%	F	0.117	F	0.626	780	G	2002
				From:	Main St											
				To:	High St											
(4109) Grace St	0.27	4900	G	97%	0%	2%	0%	1%	0%	C	0.095	F	0.578	5200	G	2002
				From:	Main St											
(4109) Grace St	0.14	4100	G	97%	0%	2%	0%	1%	0%	F	0.096	F	0.524	4300	G	2002
				From:	Mason St											
				To:	Grace St											
(4109) Mason St	0.10	6200	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.586	6600	G	2002
				From:	Cantrell Ave											
(4109) Mason St	0.20	4400	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.691	4600	G	2002
				From:	Paul St											
(4109) Mason St	0.41	6500	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.523	6800	G	2002
				From:	Market St											
(4109) Mason St	0.44	7100	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.520	7500	G	2002
				From:	Main St											
				To:	N High St											
(4110) Wolfe St	0.23	2300	G	98%	1%	1%	1%	0%	0%	F	0.109	F	0.672	2400	G	2002
				From:	N Main St											
(4110) Wolfe St	0.69	800	G	98%	1%	1%	1%	0%	0%	C	0.105	F	0.554	840	G	2002
				From:	Old Furnace Rd											
				To:	Wolfe St											
(4110) Old Furnace Rd	0.29	2700	G	98%	1%	1%	1%	0%	0%	F	0.103	F	0.648	2900	G	2002
				From:	Viine St											
				To:	Vine St											
(4110) Old Furnace Rd	0.91	2200	G	98%	1%	1%	1%	0%	0%	F	0.105	F	0.645	2300	G	2002
				From:	ECL Harrisonburg											
				To:												

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Harrisonburg

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						2Axle	3+Axle	1Trail	2Trail								
City of Harrisonburg																	
(4113) Country Club Dr	0.76	9600	G	95%	0%	2%	2%	0%	0%	C	0.095	F	0.539	10000	G	2002	
				From:	US 33 E												
				To:	Linda Lane												
(4113) Country Club Dr	0.85	11000	G	95%	0%	2%	2%	0%	0%	F	0.095	F	0.536	12000	G	2002	
				From:	US 33												
				To:	Noll Dr												
(4114) Kratzer Ave	0.12	4200	G								0.103	F	0.704	4400	G	2002	
				From:	Noll Dr												
				To:	N Liberty St												
(4115) Liberty St	0.25	2900	G								0.106	F	0.701	3100	G	2002	
				From:	Noll Dr												
				To:	Kratzer Rd												
(4115) Liberty St	0.32	7900	G								0.104	F	0.608	8300	G	2002	
				From:	Edom Rd												
				To:	Kratzer Rd												
(4115) Liberty St	0.32	3900	G								0.099	F	0.504	4100	G	2002	
				From:	Edom Rd												
				To:	Charles St												
(4115) Liberty St	0.80	3600	G								0.104	F	0.542	3800	G	2002	
				From:	Charles St												
				To:	NCL Harrisonburg												
(4116) Pike Church Rd	0.14	1600	G	89%	0%	4%	1%	5%	0%	C	0.106	F	0.597	1600	G	2002	
				From:	S Main St												
				To:	WCL Harrisonburg												
(4117) Pear St	1.09	2700	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.544	2900	G	2002	
				From:	Mosby Rd												
				To:	Pleasant Hill Rd												
(4118) Erickson St	0.72	6800	G	94%	0%	3%	1%	2%	0%	C	0.087	F	0.609	7200	G	2002	
				From:	WCL Harrisonburg												
				To:	S High St												
(4119) Garbers Church Rd	0.05	2800	G	91%	0%	2%	5%	1%	0%	F	0.109	F	0.532	2900	G	2002	
				From:	SCL Harrisonburg												
				To:	Erickson St												
(4119) Garbers Church Rd	1.48	2300	G	91%	0%	2%	5%	1%	0%	C	0.099	F	0.623	2500	G	2002	
				From:	Erickson Ave												
				To:	US 33 Market St												
(4119) Switchboard Rd	0.20	1600	G	91%	0%	2%	5%	1%	0%	F	0.115	F	0.508	1600	G	2002	
				From:	US 33 Market St												
				To:	NCL Harrisonburg, 82-910												
(4120) Waterman Dr	0.84	3800	G	91%	1%	4%	3%	2%	0%	C	0.100	F	0.532	4000	G	2002	
				From:	W Market St												
				To:	Chicago Ave												
(4121) Mt Clinton Pike	0.19	5200	G	92%	1%	4%	1%	2%	0%	F	0.101	F	0.694	5400	G	2002	
				From:	WCL Harrisonburg												
				To:	College Ave												
(4121) Mt Clinton Pike	0.10	6200	G	92%	1%	4%	1%	2%	0%	F	0.087	F	0.59	6500	G	2002	
				From:	College Ave												
				To:	Chicago Ave												
(4121) Mt Clinton Pike	0.37	7100	G	92%	1%	4%	1%	2%	0%	C	0.091	F	0.565	7400	G	2002	
				From:	Chicago Ave												
				To:	SR 42 Virginia Ave												
(4121) Mt Clinton Pike	1.29	5500	G	92%	1%	4%	1%	2%	0%	F	0.094	F	0.521	5800	G	2002	
				From:	Virginia Ave												
				To:	N Main St												
(4122) Edom Rd	0.21	3100	G	94%	1%	2%	1%	1%	0%	F	0.101	F	0.722	3300	G	2002	
				From:	Virginia Ave												
				To:	N Liberty St												
(4124) Bruce St	0.15	2100	G	94%	1%	2%	1%	1%	0%	C	0.103	F	0.815	2200	G	2002	
				From:	S High St												
				To:	Liberty St												
(4124) Bruce St	0.22	1500	G	94%	1%	2%	1%	1%	0%	F	0.105	F		1600	G	2002	
				From:	Liberty St												
				To:	Mason St												

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Harrisonburg

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						2Axle	3+Axle	1Trail	2Trail							
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(4125) Keezletown Rd	0.76	2100	G	91%	1%	3%	5%	1%	0%	F	0.095	F	0.573	2200	G	2002
				From:	Country Club Rd											
				To:	ECL Harrisonburg											
(4127) Greendale Rd	1.05	3100	G	91%	1%	3%	5%	1%	0%	C	0.106	F	0.591	3300	G	2002
				From:	Pleasant Valley Rd											
				To:	ECL Harrisonburg											
(4128) Pleasant Valley Rd	0.67	3300	G	85%	1%	3%	2%	9%	0%	F	0.102	F	0.593	3500	G	2002
				From:	SCL Harrisonburg											
				To:	RTE 710 Greendale Rd Greendale Rd											
(4128) Pleasant Valley Rd	0.73	6500	G	85%	1%	3%	2%	9%	0%	C	0.092	F	0.547	6800	G	2002
				From:	SCL Harrisonburg											
				To:	S Main St											
2nd St		240	G								0.088	F	0.511	260	G	2002
				From:	Hartman Dr on North End											
				To:	Willow St on South End											
Alleghany Ave		120	G								0.107	F		120	G	2002
				From:	Clay St											
				To:	Star Crest Dr											
Blue Ridge Rd		4600	G								0.088	F		4900	G	2002
				From:	Star Crest Dr											
				To:	Country Club Dr											
Bluestone St		180	G								0.136	F		190	G	2002
				From:	Monument Ave											
				To:	Dead End											
Broad View Dr		610	G								0.118	F		640	G	2002
				From:	Star Crest Dr											
				To:	Sparrow Ct											
Campbell St		300	G								0.115	F		320	G	2002
				From:	N. Mason St											
				To:	Ott St											
Carlton St		5300	G								0.087	F		5600	G	2002
				From:	Reservoir St											
				To:	Market St											
Cedar St		130	G								0.108	F	0.552	140	G	2002
				From:	S. Dogwood Dr											
				To:	West Ave											
Charles St..		2600	G								0.081	F		2700	G	2002
				From:	N. Liberty St											
				To:	N Main St											
Clay St.		240	G								0.163	F		260	G	2002
				From:	Country Club											
				To:	Alleghany Ave											
Clinton St		400	G								0.093	F	0.513	420	G	2002
				From:	Jefferson St											
				To:	N Main St											
Crawford St		1100	G								0.101	F	0.515	1200	G	2002
				From:	Orchard La											
				To:	Port Republic Rd Monument Ave											
Crawford St		700	G								0.108	F	0.522	740	G	2002
				From:	Orchard La											
				To:	Orchard La											
Dale Cir.		40	G								0.140	F		45	G	2002
				From:	Hillandale Ave											
				To:	Hillandale Ave											
E. Gay St.		3900	G								0.098	F		4100	G	2002
				From:	N. Mason St											
				To:	N. Main St											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Harrisonburg

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						2Axle	3+Axle	1Trail	2Trail							
Ellwood Dr		190	G			From: Maryland Ave To: New York Ave				0.103	F		200	G	2002	
Green St		190	G			From: N. Dogwood Dr To: Willow St				0.114	F		200	G	2002	
Hartman Dr		240	G			From: W. Gay St To: Second St				0.099	F		260	G	2002	
Hilldale Ave		620	G			From: S. Dogwood Dr To: S. High St.				0.118	F		660	G	2002	
Hillcrest Dr		290	G			From: Fairview Ave To: Maplehurst Ave				0.103	F		310	G	2002	
Hillside Ave		300	G			From: Monument Ave To: Dead End				0.198	F		320	G	2002	
Holly Hill Drive		220	G			From: Moore St To: N Main St				0.097	F		230	G	2002	
Monument Ave		890	G			From: Valley St To: Bluestone St				0.128	F		940	G	2002	
Moore St		120	G			From: Dead End To: Holly Hill Dr				0.179	F		130	G	2002	
Newman Ave		1100	G			From: N. Main St To: Federal St				0.092	F		1200	G	2002	
S. Dogwood Dr.		1500	G			From: South Ave To: Ridge Rd				0.098	F		1600	G	2002	
South Ave		1000	G			From: S. Dogwood Dr To: Sharps Dr				0.099	F		1100	G	2002	
Spottswood Dr		140	G			From: N. Blue Ridge Rd To: N. Carlton St				0.124	F		150	G	2002	
Star Crest Dr		370	G			From: Blue Ridge Rd To: Alleghany Ave				0.104	F		390	G	2002	
Statton Rd		40	G			From: Wolfe St To: W Gay St				0.113	F	0.6	45	G	2002	
Sutter St		330	G			From: Jefferson St To: Dead End				0.086	F		350	G	2002	
Valley St		200	G			From: Fry Ave To: Monument Ave				0.109	F		210	G	2002	
W. View St		240	G			From: S. Mason St To: Ott St				0.111	F		250	G	2002	
W. Water St		360	G			From: Brook Ave To: Academy St				0.145	F		380	G	2002	

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Harrisonburg

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						2Axle	3+Axle	1Trail	2Trail							
Walnut St		270	G			From: Grace St				0.111	F		280	G	2002	
						To: Dead End										
Willow St		1200	G			From: W Gay St				0.112	F		1200	G	2002	
						To: Second St										
Wilson Ave		50	G			From: Dead End				0.134	F	0.571	50	G	2002	
						To: N Main St										