

2020
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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
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.

Virginia Department of Transportation
 Traffic Engineering Division
 2020
 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	11000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.504	12000	G
	To: I-81															
11 Main St	City of Harrisonburg	1.77	19000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.564	21000	G
	From: Pleasant Hill Rd															
11 S Main St	City of Harrisonburg	0.87	15000	G	96%	0%	1%	1%	1%	0%	C	0.090	F	0.516	16000	G
	From: Port Republic Rd															
11 S Main St	City of Harrisonburg	0.65	19000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.513	20000	G
	To: S Liberty St															
11 Main St NB	City of Harrisonburg	0.47	4900	G	96%	0%	1%	1%	1%	0%	F	0.092	F	0.527	5200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	G	96%	0%	1%	1%	1%	0%	F	0.084	F	0.760	11000	G
	From: US 33															
11 33 Main St NB	City of Harrisonburg	0.02	4900	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9000	N	95%	1%	2%	1%	2%	0%	N	0.084	F	0.760	9600	N
	From: US 33 E Market Street															
11 33 Main St NB	City of Harrisonburg	0.03	4900	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7500	N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	8000	N
	From: US 33 Par															
11 Main St NB	City of Harrisonburg	0.34	4900	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	N
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.084	F	0.760	NA	
	From: Kratzer Ave															
11 N Main St	City of Harrisonburg	0.68	7300	G	95%	0%	1%	0%	2%	0%	C	0.094	F	0.613	7800	G
	From: Charles St															
11 N Main St	City of Harrisonburg	0.44	6200	G	95%	0%	1%	0%	2%	0%	F	0.090	F	0.600	6600	G
	From: NCL Harrisonburg															
	From: S Main St															
11 Liberty St	City of Harrisonburg		5500	G	96%	0%	1%	1%	1%	0%	C	0.079	F		5900	G
	Combined Traffic Estimates for 3 Parallel Roadways on this Route:		15000	N	96%	0%	1%	1%	1%	0%	N	NA			16000	N
	From: US 33, W Market Street															
11 33 Liberty St	City of Harrisonburg	0.23	4100	G	94%	1%	2%	1%	2%	0%	C	0.079	F		4300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9000	N	95%	1%	2%	1%	2%	0%	N	NA			9600	N
	From: Rock St															
11 33 Noll Dr	City of Harrisonburg		2600	G	96%	0%	1%	1%	1%	0%	F	0.082	F		2800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7500	N	96%	0%	1%	1%	1%	0%	N	NA			8000	N
	From: Kratzer Ave															
	From: WCL Harrisonburg															
33 W Market St	City of Harrisonburg	1.11	7500	G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.550	8000	G
	To: Waterman Dr															

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Harrisonburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Waterman Dr 33 W Market St	City of Harrisonburg	0.61	7900	G	96%	1%	1%	0%	2%	0%	C	0.089	F	0.532	8500	G
To: SR 42 S High St 33 W Market St	City of Harrisonburg	0.16	4100	G	96%	1%	1%	0%	2%	0%	F	0.096	F		4400	G
From: Bus US 33 Par US 11 33 11 Main St NB	City of Harrisonburg	0.02	4900	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9000	N	95%	1%	2%	1%	2%	0%	N	0.084	F	0.760	9600	N
To: US 11 Main St From: US 11 Main St NB 33 E Market St	City of Harrisonburg	0.11	5000	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.512	5400	G
To: Mason St From: Mason St 33 E Market St	City of Harrisonburg	0.87	10000	G	96%	0%	1%	1%	1%	0%	F	0.093	F	0.569	11000	G
To: Vine St From: Vine St 33 E Market St	City of Harrisonburg	0.61	16000	G	96%	0%	1%	1%	1%	0%	C	0.091	F	0.557	17000	G
To: I-81 From: I-81 33 E Market St	City of Harrisonburg	0.70	27000	G	95%	1%	1%	1%	3%	0%	F	0.093	F	0.549	28000	G
To: University Blvd From: University Blvd 33 E Market St	City of Harrisonburg	0.96	23000	G	96%	0%	1%	1%	2%	0%	C	0.094	F	0.559	25000	G
To: ECL Harrisonburg From: ECL Harrisonburg East 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)	0.21	7000	F								0.084	F		7500	F
To: I-81 South From: I-81 South East 33 Ramp to I-81 N at Exit 247	City of Harrisonburg (Maint: 82)	0.13	730	G								0.142	F		730	G
To: I-81 North From: I-81 North West 33 Ramp to I-81 S at Exit 247	City of Harrisonburg (Maint: 82)		4200	G								0.097	F		4200	G
To: I-81 S From: I-81 S West 33 Ramp	City of Harrisonburg (Maint: 82)		3700	F								0.108	F		3900	F
To: I-81 North From: I-81 North 33 11 Main St NB	City of Harrisonburg	0.03	4900	N	96%	0%	1%	1%	1%	0%	N	0.092	F	0.527	5200	N
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7500	N	96%	0%	1%	1%	1%	0%	N	0.084	F	0.760	8000	N
To: US 33 From: US 33 42 S High St	City of Harrisonburg	0.13	13000	G	97%	0%	0%	1%	1%	0%	F	0.091	F	0.512	15000	G
To: Erickson Ave From: Erickson Ave 42 S High St	City of Harrisonburg	1.27	15000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.541	16000	G
To: Sunrise Ave From: Sunrise Ave																

Virginia Department of Transportation
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							2Axle	3+Axle	1Trail	2Trail						
42 S High St	From: Sunrise Ave City of Harrisonburg	0.40	17000	G	97%	0%	0%	1%	1%	0%	F	0.089	F	0.53	19000	G
42 S High St	To: Grace Ave City of Harrisonburg	0.55	17000	G	97%	0%	0%	1%	1%	0%	F	0.085	F	0.542	19000	G
42 N High St	To: Market St City of Harrisonburg	0.27	14000	G	97%	0%	0%	1%	1%	0%	F	0.087	F	0.571	16000	G
42 Virginia Ave	To: Gay St City of Harrisonburg	0.44	11000	G	97%	0%	0%	1%	1%	0%	F	0.086	F	0.564	12000	G
42 Virginia Ave	To: 5th St City of Harrisonburg	0.60	9700	G	96%	0%	1%	1%	2%	0%	C	0.089	F	0.572	10000	G
42 Virginia Ave	To: Mt Clinton Pike City of Harrisonburg	0.83	11000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.604	12000	G
North 81	To: NCL Harrisonburg															
	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	0.50	25000	A	70%	1%	1%	1%	25%	2%	F	0.101	A		26000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	71%	1%	1%	1%	24%	2%	F	0.097	A	0.521	50000	A
North 81	To: US 11, South Main St															
	From: City of Harrisonburg (Maint: 82)	2.83	24000	A	70%	1%	1%	1%	25%	2%	C	0.102	A		25000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	B	71%	1%	1%	1%	24%	2%	C	0.099	A	0.551	49000	B
North 81	To: SR 253 Port Republic Rd															
	From: 82- 659 Port Republic Road City of Harrisonburg (Maint: 82)	1.51	24000	A	70%	1%	1%	1%	25%	2%	F	0.103	A		24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	A	71%	1%	1%	1%	24%	2%	F	0.098	A	0.516	49000	A
North 81	To: US 33, E Market St															
	From: City of Harrisonburg (Maint: 82)	1.60	22000	A	70%	1%	1%	1%	25%	2%	F	0.111	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	71%	1%	1%	1%	24%	2%	F	0.100	A	0.527	44000	A
North 81 Ramp	To: NCL Harrisonburg															
	From: I-81 North City of Harrisonburg (Maint: 82)	0.12	3900	F								0.09	F		4200	F
North 81 Ramp	To: SR 253 Port Republic Rd															
	From: I-81 North City of Harrisonburg (Maint: 82)	0.25	4500	F								0.095	F		4800	F
North 81 Ramp	To: US 33 E, E Market St															
	From: I-81 North City of Harrisonburg (Maint: 82)		2300	F								0.11	F		2400	F
South 81	To: US 33 W, E Market St															
	From: SCL Harrisonburg City of Harrisonburg (Maint: 82)	1.01	23000	A	73%	1%	1%	1%	23%	2%	F	0.105	A		24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	71%	1%	1%	1%	24%	2%	F	0.097	A	0.521	50000	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	24000	B	73%	1%	1%	1%	23%	2%	C	0.104	A	25000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	B	71%	1%	1%	1%	24%	2%	C	0.099	A	0.551	49000	B
South (81)	To: SR 253 Port Republic Rd															
	City of Harrisonburg (Maint: 82)	1.50	24000	A	73%	1%	1%	1%	23%	2%	F	0.101	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	A	71%	1%	1%	1%	24%	2%	F	0.098	A	0.516	49000	A
South (81)	To: US 33, E Market St															
	City of Harrisonburg (Maint: 82)	1.30	22000	A	73%	1%	1%	1%	23%	2%	F	0.105	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	71%	1%	1%	1%	24%	2%	F	0.100	A	0.527	44000	A
South (81)	To: NCL Harrisonburg															
	From: I-81 South															
	Ramp I-81 S Exit 245 to Port Republic Rd	City of Harrisonburg (Maint: 82)	0.12	3500	A	97%	0%	1%	0%	1%	0%	F	0.111	A	3500	A
South (81)	To: SR 253 Port Republic Rd															
	From: I-81 South															
	Ramp I-81 S Exit 247 to US 33 E	City of Harrisonburg (Maint: 82)	0.12	3500	F							0.099	F	3700	F	
South (81)	To: US 33 E, E Market St															
	From: I-81 South															
	Ramp	City of Harrisonburg (Maint: 82)	0.22	960	F							0.096	F	1000	F	
(253) Port Republic Rd	To: US 11 S Main St															
	City of Harrisonburg	0.48	23000	G	97%	0%	1%	0%	1%	0%	C	0.082	F	0.505	25000	G
	To: I-81															
(253) Port Republic Rd	From: I-81															
	City of Harrisonburg	0.85	22000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.542	24000	G
	To: Peach Grove Ave															
(253) Port Republic Rd	From: Peach Grove Ave															
	City of Harrisonburg	0.48	11000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.532	12000	G
	To: ECL Harrisonburg															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Harrisonburg																
(F238) Buffalo Dr		1200	R			NCL Harrisonburg					NA			NA		02/28/2018
						Dead End										
(1) Vine St		6900	G	94%	1%	1%	3%	2%	0%	C	0.093	F	0.572	7400	G	2020
						E Market St										
						N Main St										
(3) Eastover Dr		1200	G	100%	0%	0%	0%	0%	0%	C	0.128	F	0.954	1200	G	2020
						Paul St										
						Reservoir St										
(4) E. Washington St		3000	G	94%	2%	3%	0%	1%	0%	F	0.112	F	0.522	3200	G	2020
						115-4115 N Liberty Street										
						N Main St										
(4) E. Washington St		3200	G	94%	2%	3%	0%	1%	0%	C	0.100	F	0.523	3400	G	2020
						Vine St										
(5) Acorn Dr		3400	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.636	3600	G	2020
						SR 42										
						Mt Clinton Pike										
(6) Park Rd		1700	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.573	1800	G	2020
						Mt Clinton Pike										
(6) Park Rd		1400	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.525	1500	G	2020
						Shank Dr										
						Harmony Dr										
(7) Harmony Dr		1100	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.580	1100	G	2020
						Park Rd										
						SR 42										
(4100) Mosby Rd		4500	G	97%	0%	0%	0%	2%	0%	C	0.099	F	0.51	4800	G	2020
						WCL Harrisonburg										
						Mosby Ct										
(4100) Mosby Rd		5000	G	97%	0%	0%	0%	2%	0%	F	0.094	F	0.510	5300	G	2020
						Main St										
(4102) Pleasant Hill Rd		3500	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.602	3700	G	2020
						Pear St										
						US 11 S Main St										
(4102) Stone Spring Rd		16000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.534	17000	G	2020
						US 11 Pleasant Hill Rd										
(4102) Stone Spring Rd		15000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.533	16000	G	2020
						Ramblewood Rd										
						ECL Harrisonburg										
(4103) Central Ave		1100	G	97%	0%	2%	0%	0%	0%	C	0.109	F	0.624	1200	G	2020
						Pleasant Hill Rd										
(4103) Central Ave		640	G	97%	1%	1%	0%	0%	0%	C	0.109	F	0.682	680	G	2020
						Sharon St										
						Maryland Ave										
(4104) South Ave		4000	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.54	4300	G	2020
						S High St										
						S Main St										
(4105) Maryland Ave		7400	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.551	7900	G	2020
						SR 42 High St										
						Main St										
(4105) Ramp to I-81 N at Exit 245		3700	A			SR 253 Port Republic Rd					0.123	A		3700	A	2020
						I-81 North										
(4105) Ramp		3800	F			SR 253 Port Republic Rd					0.103	F		4000	F	2020
						I-81 South										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4106) Cantrell Ave		7400	G	97%	0%	From: SR 42 S High St				C	0.093	F	0.566	7900	G	2020
(4106) Cantrell Ave		13000	G	97%	0%	To: US 11 S Main St				F	0.105	F	0.603	14000	G	2020
(4106) Cantrell Ave		5700	G	97%	0%	From: Reservoir St				F	0.096	F	0.707	6100	G	2020
(4107) Reservoir St		16000	G	99%	0%	To: US 33 E Market St				F	0.085	F	0.565	17000	G	2020
(4107) Reservoir St		18000	G	99%	0%	From: SCL Harrisonburg				F	0.093	F	0.572	19000	G	2020
(4107) Reservoir St		7400	G	99%	0%	To: University Blvd				C	0.091	F	0.513	7900	G	2020
(4107) Sterling St		1300	G	95%	1%	From: Cantrell Ave				F	0.111	F	0.52	1400	G	2020
(4107) Gay St		1800	G	95%	1%	To: US 33 E Market St				F	0.116	F	0.63	2000	G	2020
(4107) Gay St		3400	G			From: Gay St				0.100	F	0.532	3700	G	2020	
(4107) Gay St		4600	G	95%	1%	To: Sterling St				F	0.105	F	0.518	4900	G	2020
(4107) Gay St		2200	G	95%	1%	From: Mason St				F	0.106	F	0.669	2400	G	2020
(4107) Chicago Ave		3000	G	98%	0%	To: US 11 Main St NB				C	0.113	F	0.515	3200	G	2020
(4107) Chicago Ave		4400	G	98%	0%	From: SR 42 Virginia Ave; N High St				F	0.108	F	0.523	4700	G	2020
(4108) Paul St		2800	G	99%	1%	To: Chicago Ave				F	0.113	F	0.524	3000	G	2020
(4108) Paul St		880	G	99%	1%	From: Waterman Dr				C	0.113	F	0.524	940	G	2020
(4108) Paul St		540	G	99%	1%	To: Mt Clinton Pike				F	0.134	F	0.736	580	G	2020
(4109) Grace St		3900	G	94%	0%	From: Eastover Dr				C	0.114	F	0.747	4100	G	2020
(4109) Grace St		3400	G	94%	0%	To: Cantrell Ave				F	0.118	F	0.739	3600	G	2020
(4109) Mason St		3100	G	99%	0%	From: Mason St				F	0.104	F	0.592	3300	G	2020
(4109) Mason St		3200	G	99%	0%	To: Grace St				C	0.086	F	0.671	3400	G	2020
(4109) Mason St		3500	G	99%	0%	From: Cantrell Ave				F	0.087	F	0.606	3700	G	2020
(4109) Mason St		5900	G	99%	0%	To: Paul St				F	0.089	F	0.520	6300	G	2020
(4110) Wolfe St		1800	G	99%	0%	From: Market St				C	0.106	F	0.579	1900	G	2020
						To: SR 42 N High St										
						From: N Liberty St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
(4110) Wolfe St		2200	G	98%	1%	From: N Liberty St				F	0.107	F	0.564	2400	G	2020
(4110) Wolfe St		820	G	98%	1%	To: N Main St				C	0.119	F	0.584	880	G	2020
(4110) Old Furnace Rd		3100	G	98%	1%	From: Old Furnace Rd To: Wolfe St				F	0.102	F	0.657	3300	G	2020
(4110) Old Furnace Rd		2200	G	96%	1%	From: Vine St To: ECL Harrisonburg				C	0.109	F	0.563	2400	G	2020
(4113) Country Club Rd		8400	G	97%	0%	From: US 33 E, E Market St				C	0.101	F	0.536	8900	G	2020
(4113) Country Club Dr		9200	G	97%	0%	From: Linda Lane To: US 33 W, E Market St				F	0.092	F	0.556	9800	G	2020
(4114) Kratzer Ave		2200	G			From: Noll Dr To: N Liberty St					0.132	F	0.761	2400	G	2020
(4115) Liberty St		2300	G	90%	1%	From: Noll Dr				F	0.094	F	0.614	2500	G	2020
(4115) Liberty St		4900	G	90%	1%	From: Kratzer Ave				F	0.096	F	0.505	5200	G	2020
(4115) Liberty St		3900	G	90%	1%	From: Edom Rd				F	0.091	F	0.541	4100	G	2020
(4115) Liberty St		3000	G	90%	1%	From: Charles St To: NCL Harrisonburg				C	0.098	F	0.557	3200	G	2020
(4116) Pike Church Rd		1500	G	88%	1%	From: S Main St To: WCL Harrisonburg				C	0.103	F	0.542	1600	G	2020
(4117) Pear St		1500	G	99%	1%	From: Mosby Rd To: Pleasant Hill Rd				C	0.099	F	0.532	1600	G	2020
(4118) Erickson Ave		9800	G	96%	1%	From: WCL Harrisonburg To: S High St				C	0.098	F	0.564	10000	G	2020
(4119) Garbers Church Rd		2600	N	96%	1%	From: SCL Harrisonburg				N	0.108	F	0.598	2700	N	2020
(4119) Garbers Church Rd		5000	G	96%	2%	From: Erickson Ave				C	0.109	F	0.676	5400	G	2020
(4119) Switchboard Rd		2500	G	98%	0%	From: US 33 Market St To: NCL Harrisonburg, 82-910				C	0.106	F	0.522	2700	G	2020
(4120) Waterman Dr		3300	G	94%	1%	From: W Market St To: Chicago Ave				C	0.096	F	0.502	3500	G	2020
(4121) Mt Clinton Pike		4800	G	94%	1%	From: WCL Harrisonburg				F	0.103	F	0.603	5200	G	2020
(4121) Mt Clinton Pike		5400	G	94%	1%	From: College Ave				F	0.1	F	0.6	5800	G	2020
(4121) Mt Clinton Pike		7000	G	95%	0%	From: Chicago Ave				C	0.094	F	0.528	7500	G	2020
(4121) Mt Clinton Pike		6500	G	94%	1%	From: SR 42 Virginia Ave To: Virginia Ave To: N Main St				F	0.089	F	0.538	6900	G	2020

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
4122 Edom Rd		2500	G	97%	1%	From: Virginia Ave				F	0.101	F	0.651	2600	G	2020
						To: N Liberty St										
4124 Bruce St		1800	G	97%	1%	From: S High St				C	0.099	F	0.786	1900	G	2020
						To: Liberty St										
4124 Bruce St		1400	G	98%	0%	From: Liberty St				C	0.119	F		1500	G	2020
						To: Mason St										
4125 Keezletown Rd		1300	G	98%	1%	From: Country Club Rd				C	0.102	F	0.744	1300	G	2020
						To: ECL Harrisonburg										
4127 Greendale Rd		2600	G	92%	1%	From: Pleasant Valley Rd				C	0.097	F	0.557	2800	G	2020
						To: ECL Harrisonburg										
4128 Pleasant Valley Rd		4200	G	85%	1%	From: SCL Harrisonburg				F	0.094	F	0.53	4400	G	2020
						To: RTE 710 Greendale Rd										
4128 Pleasant Valley Rd		5300	G	85%	1%	From: Greendale Rd				C	0.096	F	0.560	5600	G	2020
						To: S Main St										
2nd St		170	G			From: Hartman Dr on North End					0.116	F	0.68	180	G	2020
						To: Willow St on South End										
Alleghany Ave		100	G			From: Clay St					0.133	F	0.697	100	G	2020
						To: Star Crest Dr										
Blue Ridge Rd		4300	G			From: Star Crest Dr					0.100	F	0.543	4600	G	2020
						To: Country Club Dr										
Bluestone St		100	G			From: Monument Ave					0.145	F	0.558	110	G	2020
						To: Fry Ave										
Broad View Dr		340	G			From: Star Crest Dr					0.115	F	0.689	360	G	2020
						To: Sparrow Ct										
Campbell St		160	G			From: N. Mason St					0.138	F	0.606	170	G	2020
						To: Ott St										
Carlton St		3900	G			From: Reservoir St					0.099	F	0.569	4200	G	2020
						To: Market St										
Cedar St		90	G			From: S. Dogwood Dr					0.182	F	0.634	100	G	2020
						To: West Ave										
Charles St		1600	G			From: N Liberty St					0.091	F	0.510	1700	G	2020
						To: N Main St										
Clay St		490	G			From: Country Club					0.114	F	0.712	520	G	2020
						To: Broadview Dr										
Clinton St		260	G			From: Jefferson St					0.124	F	0.655	280	G	2020
						To: N Main St										
Crawford St		540	G			From: Orchard Lane					0.109	F	0.6	580	G	2020
						To: Port Republic Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Crawford St		410	G							0.145	F	0.568	430	G	2020	
Dale Cir		40	G							0.155	F	0.563	40	G	2020	
Elmwood Dr		170	G							0.157	F	0.606	190	G	2020	
Green St		110	G							0.163	F	0.511	110	G	2020	
Hartman Dr		200	G							0.095	F	0.776	210	G	2020	
Hill Street		650	G							0.112	F	0.622	650	G	2020	
Hilldale Ave		550	G							0.155	F	0.59	590	G	2020	
Hillcrest Dr		160	G							0.137	F	0.621	170	G	2020	
Hillside Ave		290	G							0.219	F	0.714	310	G	2020	
Holly Hill Dr		110	G							0.156	F	0.533	120	G	2020	
Monument Ave		670	G							0.167	F	0.616	720	G	2020	
Moore St		50	G							0.149	F	0.7	60	G	2020	
Newman Ave		610	G							0.137	F	0.614	650	G	2020	
S. Dogwood Dr		1000	G							0.134	F	0.603	1100	G	2020	
South Ave		690	G							0.138	F	0.532	730	G	2020	
Spottswood Dr		100	G							0.112	F	0.643	100	G	2020	
Star Crest Dr		330	G							0.103	F	0.547	350	G	2020	
Statton Rd		40	G							0.157	F	0.571	40	G	2020	
Sutter St		210	G							0.107	F	0.5	220	G	2020	

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Valley St		120	G			From Fry Ave				0.168	F	0.52	130	G	2020	
						To Monument Ave.										
W. View St		140	G			From S. Mason St				0.136	F	0.51	150	G	2020	
						To Ott St										
W. Water St		280	G			From Brook Ave				0.121	F	0.734	290	G	2020	
						To Academy St										
Walnut Ln		270	G			From Grace St				0.105	F	0.58	290	G	2020	
						To Dead End										
Willow St		560	G			From W Gay St				0.12	F	0.527	600	G	2020	
						To Second St										
Wilson Ave		10	G			From Dead End				0.167	F	0.667	20	G	2020	
						To N Main St										