

2013
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
111
City of Fredericksburg

Information in this report is included in Report
88
(Spotsylvania 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
Wye - Wye 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
 2013
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Fredericksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1	From: SCL Fredericksburg City of Fredericksburg	1.48	31000	A	98%	0%	1%	0%	0%	0%	C	0.098	A	0.591	33000	A
1	To: SR 3 From: City of Fredericksburg	0.90	28000	G	98%	1%	1%	0%	1%	0%	C	NA		31000	G	
1	To: College Ave From: City of Fredericksburg	0.59	28000	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.567	30000	G
1	To: Fall Hill Ave From: City of Fredericksburg	0.29	23000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.639	24000	G
1	To: Bus US 1 Princess Anne Ave From: City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	1%	0%	N	0.086	N	0.564	33000	N
1	To: NCL Fredericksburg															
1	Bus From: SCL Fredericksburg City of Fredericksburg	1.42	21000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.542	22000	G
1	Bus To: SR 3; Blue and Grey Parkway From: City of Fredericksburg	0.38	10000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.625	11000	G
1	Bus To: 111-3957 Sunken Rd From: City of Fredericksburg	0.56	10000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.594	11000	G
1	Bus To: 111-3961 Kenmore Ave From: City of Fredericksburg	0.10	5300	N	99%	0%	1%	0%	0%	0%	N	0.100	N	0.516	5600	N
1	Bus To: Bus US 1 Par, Bus 17 Par Princess Anne St From: City of Fredericksburg	0.06	5300	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.516	5600	G
1	Bus To: Bus US 17 Caroline St From: City of Fredericksburg	0.38	5000	G	99%	0%	1%	0%	0%	0%	F	NA		5400	G	
1	Bus To: Bus US 17, Lafayette Blvd From: City of Fredericksburg															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	G	98%	1%	1%	0%	0%	0%	F	NA		12000	G	
1	Bus To: Bus SR 3 William St From: City of Fredericksburg	0.51	6700	G	99%	0%	1%	0%	0%	0%	C	0.092	F	7100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
1	Bus To: Herndon St From: City of Fredericksburg	0.06	4400	G	99%	0%	1%	0%	0%	0%	F	NA		4800	G	
1	Bus To: Bus US 1 Par Princess Anne St From: City of Fredericksburg	0.70	9800	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.674	10000	G
1	Bus To: US 1 Jefferson Davis Highway From: City of Fredericksburg	0.37	6500	G	97%	1%	1%	0%	0%	0%	F	0.089	F	6900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		11000	G	98%	1%	1%	0%	0%	0%	F	NA		12000	G	
1	Bus To: Bus SR 3 William 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: Bus SR 3 William St																
Bus 1 Bus 17 Princess Anne St	City of Fredericksburg	0.52	7600	G	97%	1%	1%	0%	0%	0%	C	0.092	F	8100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
To: Bus US 1 Herndon St																
From: ECL Fredericksburg																
Bus 2 Bus 17 Dixon St	City of Fredericksburg	0.55	23000	G	94%	1%	1%	1%	3%	0%	C	0.086	F	0.604	24000	G
To: Ramp from SR 3 Connector																
From: Ramp from SR 3 Connector																
Bus 2 Bus 17 Dixon St	City of Fredericksburg	0.26	10000	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.650	11000	G
To: Charles St																
From: Charles St																
Bus 2 Bus 17 Dixon St	City of Fredericksburg	0.06	5100	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.612	5400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	98%	1%	1%	0%	0%	0%	F	NA			8500	G
To: Princess Anne St																
From: Princess Anne St																
Bus 2 Bus 17 Princess Anne St	City of Fredericksburg	0.26	2800	G	96%	1%	2%	0%	0%	0%	C	NA			3100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	97%	1%	2%	0%	0%	0%	C	NA			6500	G
To: Bus US 1																
From: Bus US 1																
Bus 2 Bus 17 Princess Anne St	City of Fredericksburg	0.37	6500	G	97%	1%	1%	0%	0%	0%	F	0.089	F		6900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	G
To: Bus SR 3 William St																
From: WCL Fredericksburg																
Bus 3 Plank Rd	City of Fredericksburg	0.34	79000	G	96%	1%	0%	0%	2%	0%	F	0.072	F	0.513	83000	G
To: I-95																
From: I-95																
Bus 3 Plank Rd	City of Fredericksburg	0.61	53000	G	95%	1%	1%	1%	3%	0%	F	NA			53000	G
To: Oakwood St																
From: Oakwood St																
Bus 3 Plank Rd	City of Fredericksburg	0.63	42000	G	94%	0%	1%	1%	3%	0%	C	0.073	F	0.523	45000	G
To: US 1 Jefferson Davis Hwy																
From: US 1 Jefferson Davis Hwy																
Bus 3 William St	City of Fredericksburg	0.24	38000	G	93%	0%	1%	1%	3%	0%	C	NA			42000	G
To: Bus SR 3; Blue and Gray Pkwy																
From: Bus SR 3; Blue and Gray Pkwy																
Bus 3 Blue and Grey Parkway	City of Fredericksburg	0.53	32000	G	95%	1%	1%	1%	3%	0%	C	0.074	F	0.519	34000	G
To: Bus US 1 LaFayette Blvd																
From: Bus US 1 LaFayette Blvd																
Bus 3 Blue and Grey Parkway	City of Fredericksburg	1.00	37000	G	91%	1%	2%	2%	4%	0%	C	0.075	F	0.509	39000	G
To: Bus US 17 SR 2 Dixon St																
From: Bus US 17 SR 2 Dixon St																
Bus 3 Blue and Grey Parkway	City of Fredericksburg	0.36	34000	G	95%	1%	1%	1%	3%	0%	F	0.082	F	0.520	36000	G
To: ECL Fredericksburg																
From: ECL Fredericksburg																
Bus 3 William St	City of Fredericksburg	0.14	13000	G	98%	0%	1%	0%	0%	0%	F	NA			14000	G
To: 111-3958 Hanover St																







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City of Fredericksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 3 William St	From: 111-3958 Hanover St City of Fredericksburg	0.30	9900	G	98%	0%	1%	0%	0%	0%	C	NA		11000	G	
Bus 3 William St	To: 111-3955 College Ave From: City of Fredericksburg	0.48	11000	G	98%	0%	1%	0%	0%	0%	C	NA		12000	G	
Bus 3 William St	To: SR 3 Par, Washington Ave From: City of Fredericksburg	0.37	5400	G	98%	0%	1%	0%	0%	0%	C	NA		5900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			10000	G	98%	1%	1%	0%	0%	0%	F	NA		11000	G	
Bus 3 William St	To: Bus US 1 Caroline St From: City of Fredericksburg	0.07	6500	G	98%	0%	1%	0%	0%	0%	F	NA		7100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	0%	1%	0%	0%	0%	F	NA		13000	G	
Bus 3 William St	To: Bus SR 3 Par, Sophia St From: City of Fredericksburg	0.03	18000	G	98%	0%	1%	0%	0%	0%	F	0.104	N	0.609	19000	G
Bus 3 Washington Ave	To: WCL Stafford From: City of Fredericksburg	0.07	4800	G	97%	1%	1%	0%	1%	0%	F	NA		5200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			10000	G	98%	1%	1%	0%	0%	0%	F	NA		11000	G	
Bus 3 Amelia St	To: 111-3963 Amelia St From: City of Fredericksburg	0.43	4200	G	97%	1%	1%	0%	1%	0%	C	0.099	F	4400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9600	G	98%	1%	1%	0%	0%	0%	C	NA		10000	G	
Bus 3 Sophia St	To: 111-3973 Sophia St From: City of Fredericksburg	0.07	5500	G	99%	0%	0%	0%	0%	0%	C	NA		6000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	0%	1%	0%	0%	0%	F	NA		13000	G	
17 95	From: SCL Fredericksburg City of Fredericksburg (Maint: 88)	0.89	See I-95 for directional traffic volume estimates for this segment.				1%	1%	11%	0%	F	NA		107000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			116000	A	86%	1%	1%	1%	11%	0%	F	NA		107000	A	
17 95	To: SR 3 From: City of Fredericksburg (Maint: 88)	2.29	See I-95 for directional traffic volume estimates for this segment.				1%	1%	11%	0%	F	0.077	A	0.514	137000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			143000	A	86%	1%	1%	1%	11%	0%	F	0.077	A	0.514	137000	A
Bus 17 2 Dixon St	To: Stafford County Line From: ECL Fredericksburg City of Fredericksburg	0.55	23000	G	94%	1%	1%	1%	3%	0%	C	0.086	F	0.604	24000	G
Bus 17 2 Dixon St	To: Ramp from Rte. 3 Connector From: City of Fredericksburg	0.26	10000	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.650	11000	G
To: Charles 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						
Bus 17 2 Dixon St	From: Charles St City of Fredericksburg	0.06	5100	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.612	5400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	98%	1%	1%	0%	0%	0%	F	NA		8500	G	
Bus 17 2 Dixon St	To: Princess Anne St From: City of Fredericksburg	0.06	2700	G	98%	0%	1%	0%	0%	0%	C	0.081	F		2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	G	97%	1%	2%	0%	0%	0%	C	NA		6000	G	
Bus 17 2 Caroline St	To: Caroline St From: Dixon Street City of Fredericksburg	0.24	3200	G	97%	1%	2%	0%	0%	0%	C	0.086	F		3400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	97%	1%	2%	0%	0%	0%	C	NA		6500	G	
Bus Bus 17 1 2 Caroline St	To: Lafayette Blvd From: City of Fredericksburg	0.38	5000	G	99%	0%	1%	0%	0%	0%	F	NA		5400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	98%	1%	1%	0%	0%	0%	F	NA		12000	G	
Bus Bus 17 1 Caroline St	To: Bus SR 3 William St From: City of Fredericksburg	0.51	6700	G	99%	0%	1%	0%	0%	0%	C	0.092	F		7100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
Bus Bus 17 1 Herndon St	To: Herndon St From: Caroline St City of Fredericksburg	0.06	4400	G	99%	0%	1%	0%	0%	0%	F	NA		4800	G	
Bus Bus 17 1 Princess Anne St	To: BUS US 1 Par Princess Anne St From: BUS US 1 Par Herndon St City of Fredericksburg	0.70	9800	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.674	10000	G
Bus 17 1 Jefferson Davis Blvd	To: US 1 Jefferson Davis Highway From: BUS US 1 Princess Anne Ave City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	1%	0%	N	0.086	N	0.564	33000	N
Bus 17 2 Princess Anne St	To: NCL Fredericksburg From: Dixon Street City of Fredericksburg	0.26	2800	G	96%	1%	2%	0%	0%	0%	C	NA		3100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	97%	1%	2%	0%	0%	0%	C	NA		6500	G	
Bus Bus 17 1 2 Princess Anne St	To: Bus US 1, Bus US 17 Lafayette Blvd From: City of Fredericksburg	0.37	6500	G	97%	1%	1%	0%	0%	0%	F	0.089	F		6900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	98%	1%	1%	0%	0%	0%	F	NA		12000	G	
Bus Bus 17 1 Princess Anne St	To: Bus SR 3 William St From: City of Fredericksburg	0.52	7600	G	97%	1%	1%	0%	0%	0%	C	0.092	F		8100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
North 95 17	To: Bus US 1 Herndon St From: SCL Fredericksburg City of Fredericksburg (Maint: 88)	0.89	57000	A	86%	1%	1%	0%	11%	1%	F	0.089	A		53000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			116000	A	86%	1%	1%	1%	11%	0%	F	NA		107000	A	
			To: SR 3 Plank Rd													

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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						
North  	From: SR 3 Plank Rd															
	City of Fredericksburg (Maint: 88)	2.29	73000	A	86%	1%	1%	0%	11%	1%	F	0.080	A	70000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		143000	A	86%	1%	1%	1%	11%	0%	F	0.077	A	0.514	137000	A
	To: Stafford County Line															
South  	From: SCL Fredericksburg															
	City of Fredericksburg (Maint: 88)	1.61	59000	A	86%	1%	1%	1%	11%	0%	F	0.085	A	54000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		116000	A	86%	1%	1%	1%	11%	0%	F	NA		107000	A	
	To: SR 3 Plank Rd															
South  	From: SR 3 Plank Rd															
	City of Fredericksburg (Maint: 88)	1.76	70000	A	86%	1%	1%	1%	11%	0%	F	0.081	A	67000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		143000	A	86%	1%	1%	1%	11%	0%	F	0.077	A	0.514	137000	A
	To: Stafford County Line															

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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 Fredericksburg																
① Cowan Blvd	0.47	15000	G	99%	0%	1%	0%	0%	0%	C	NA			16000	G	2013
			From: US 1 Jefferson Davis Hwy													
① Cowan Blvd	1.23	18000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.82	19000	G	2013
			To: Snowden Hills Blvd													
			To: Carl D Silver Pkwy													
③950 Twin Lake Dr	0.46	3000	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.543	3100	G	2013
			From: US 1 Jefferson Davis Blvd													
			To: Lafayette Blvd													
③952 Lansdowne Rd	0.47	7400	G	94%	1%	1%	1%	4%	0%	C	0.089	F	0.6	7800	G	2013
			From: WCL Fredericksburg; 88-638													
			To: Bus US 17, SR 2 Dixon St													
③953 Stafford Avenue	0.50	1800	G	94%	1%	5%	0%	0%	0%	C	0.079	F	0.746	1900	G	2013
			From: William Street													
			To: Jefferson Davis Highway													
③954 Howison St	0.09	630	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.549	670	G	2013
			From: Cardwell St													
			To: Howard Ave													
③954 Howison Avenue	0.16	1500	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.536	1500	G	2013
			From: Howard Avenue													
			To: Dixon Street													
③955 College Ave	0.67	7100	G	99%	0%	0%	0%	0%	0%	C	NA			7700	G	2013
			From: William Street													
			To: Jefferson Davis Highway													
③958 High St	0.04	670	G	96%	1%	2%	0%	0%	0%	F	0.124	F	0.918	710	G	2013
			From: Bus SR 3 William St													
			To: Hanover St													
③958 Hanover St	0.60	2600	G	96%	1%	2%	0%	0%	0%	C	0.088	F	0.578	2700	G	2013
			From: High St													
③958 Hanover St	0.49	760	G	99%	0%	1%	0%	0%	0%	C	0.101	F		810	G	2013
			From: 111-3959 Littlepage St													
③958 Hanover St	0.12	630	G	97%	0%	3%	0%	0%	0%	F	0.157	F		670	G	2013
			From: Bus US 1 Par Princess Anne St													
			To: 111-3973 Sophia St													
③959 Littlepage St	0.44	1200	G	97%	0%	3%	0%	0%	0%	C	0.085	F	0.699	1300	G	2013
			From: Bus US 1 LaFayette Blvd													
			To: Bus SR 3 William St													
③961 Kenmore Ave	0.49	3100	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.651	3300	G	2013
			From: Bus US 1 LaFayette Blvd													
③961 Kenmore Ave	0.40	1300	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.516	1400	G	2013
			From: Bus SR 3 William St													
③961 Mary Ball St	0.10	1700	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.578	1800	G	2013
			From: Mary Ball St													
			To: Kenmore Ave													
③963 Washington Ave	0.43	2000	G	98%	1%	1%	0%	0%	0%	C	0.085	F	0.623	2200	G	2013
			From: Bus SR 3 P Amelia St													
③963 Washington Ave	0.44	1900	G	98%	0%	1%	0%	0%	0%	C	0.092	F		2000	G	2013
			From: 111-3975 Maury St													
			To: 111-3965; Fall Hill Ave													
③965 Prince Edward St	0.35	2200	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.752	2300	G	2013
			From: Kenmore Avenue													
③965 Prince Edward St	0.44	1700	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.751	1800	G	2013
			From: William Street													
③965 Fall Hill Avenue	0.10	2000	G	97%	0%	1%	1%	0%	0%	F	0.089	F	0.776	2200	G	2013
			From: Canal Street													
			To: Maury Street													

Virginia Department of Transportation
Traffic Engineering Division
2013
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Fredericksburg

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Fredericksburg																
(3965) Fall Hill Avenue	0.39	2900	G	97%	0%	1%	1%	0%	0%	C	0.094	F		3100	G	2013
						From: Maury Street										
						To: Washington Street								9100	G	2013
(3965) Fall Hill Avenue	0.15	8400	G	97%	0%	1%	1%	0%	0%	F	NA			9100	G	2013
						From: Jefferson Davis Highway										
(3965) Fall Hill Avenue	1.59	15000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.673	16000	G	2013
						From: I-95										
(3965) Fall Hill Avenue	0.95	16000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.642	17000	G	2013
						From: WCL Fredericksburg										
(3967) Charles St	0.24	5400	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.542	5800	G	2013
						From: Bus 17 Dixon St										
						To: Bus US 1 Lafayette Blvd										
(3973) Sophia St	0.37	5000	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.516	5300	G	2013
						From: Lafayette Blvd										
						To: Bus SR 3 William St										
(3975) Maury St	0.14	2000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.557	2200	G	2013
						From: Washington St										
						To: Fall Hill Avenue										
(3976) Westwood Dr	0.20	850	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.632	900	G	2013
						From: Plank Rd										
						To: Woodland Dr										
(3976) Woodland Rd	0.04	870	G	99%	1%	0%	0%	0%	0%	F	0.110	F	0.602	920	G	2013
						From: Westwood Dr										
						To: Falling Creek Rd										
(3976) Keenland Rd	0.36	910	G	99%	1%	0%	0%	0%	0%	C	0.121	F	0.653	960	G	2013
						From: Cowan Boulevard										
						To: Cowan Blvd										
(3976) Powhatan St	0.24	1400	G	99%	1%	0%	0%	0%	0%	C	0.097	F	0.846	1500	G	2013
						From: Jefferson Davis Hwy										
Hays St		640	G								0.085	F	0.577	640	G	2013
						From: Mahone Dr										
						To: Oakwood St										
Jackson St		970	G								0.097	F	0.667	970	G	2013
						From: Charlotte Street										
						To: Wolfe Street										
Sophia St		2600	G								0.097	F	0.911	2600	G	2013
						From: Fauquier St										
						To: Lewis St										
Summit St		100	G								0.118	F	0.704	100	G	2013
						From: Railroad Avenue										
						To: White Street										
Twin Lakes Dr		3100	G								0.093	F	0.514	3100	G	2013
						From: Goodloe Drive										
						To: Lafayette Blvd										