2020

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 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
- 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
- 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
81 Interstate Route
Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

F241) Frontage Road (F precedes frontage route number)

(600) 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

							Truck			K		Dir		_
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus			rail 2Trail	QC	Factor	QK	Factor	AAWDT	- (
_	From:	SCL Frede	ericksburg											
Jefferson Davis Blvd	City of Fredericksburg	1.48 290	000 A	98%	0%	1%	0% 0	% 0%	С	0.109	Α	0.616	31000	
)	To:	SR	1.3			<u> </u>								
Jefferson Davis Blvd	City of Fredericksburg	0.90 300		99%	0%	1%	0% 0	% 0%	С	0.089	F		32000	
)	To													
) Jefferson Davis Blvd	City of Fredericksburg	O.59 250		99%	0%	1%	0% 0	% 0%	F	0.087	F		27000	
Sellerson Davis Bivu	City of Fredericksburg	0.59 250	700 г	33 /o	0 /6	1 /0	J /6 U	/o U/o	'	0.007	'		27000	
N	To: From:	Fall Hi												-
Jefferson Davis Blvd	City of Fredericksburg	0.32 240	000 G	98%	0%	1%	0% 0	% 0%	F	0.077	F	0.611	26000	
Dura	To: From:	Bus US 1 Princ	cess Anne Av	'e										_
Bus	City of Fredericksburg	0.08 340	000 N	98%	0%	1%	0% 0	% 0%	N	0.098	F	0.592	NA	
Jefferson Davis Blvd	To:	NCL Frede		30 /6	0 /6	1/0	J /6 U	/6 0 /6	14	0.030	'	0.552	INA	
	Draw													
LaFayette Blvd	City of Fredericksburg	SCL Frede 1.42 20 0		97%	0%	1%	1% 1	% 0%	F	0.083	F	0.522	21000	
Lai ayelle bivu	City of Fredericksburg	1.42 200	700 г	31 /6	0 /6	1 /0	1/0 1	/o U/o	'	0.003	'	0.522	21000	
	To: From:	SR 3; Blue and	Grey Parkwa	ay										-
LaFayette Blvd	City of Fredericksburg	0.38 83	00 F	97%	0%	1%	1% 1	% 0%	F	0.085	F	0.588	8800	
·	To	111 2057	C1 D.1											
	From:	111-3957 5												
LaFayette Blvd	City of Fredericksburg	0.56 76	00 F	97%	0%	1%	1% 1	% 0%	F	0.088	F	0.594	8100	
	To	111-3961 Ke	enmore Ave			\neg \vdash								_
LaFayette Blvd	City of Fredericksburg	0.10 47	00 N	99%	0%	1%	0% 0	% 0%	N	0.107	F	0.545	4900	
Lai ayelle bivu	Oity of Fredericksburg	0.10 47	00 11	33 /6	0 70	1 /0	J /6 U	/6 0 /6	14	0.107	'	0.545	4300	
	To: From:	Bus US 1 Par, Bus 17	Par Princess	Anne St										-
LaFayette Blvd	City of Fredericksburg	0.06 47	00 G	99%	0%	1%	0% 0	% 0%	F	0.107	F	0.545	4900	
·	To:	Bus US 17	Caroline St											
Bus Bus	From:	Bus US 17, L												
$\left\{\begin{array}{c} \left\{17\right\} \left\{\begin{array}{c} 17 \end{array}\right\} \left(\begin{array}{c} 2 \end{array}\right)$ Caroline St	City of Fredericksburg	0.38 41 0	00 G	99%	0%	1%	0% 0	% 0%	F	0.09	F		4300	
Combined Tra	ffic Estimates for 2 Parallel Roadways o	on this Route: 92	00 G	99%	0%	1%	0% 0	% 0%	F	0.086	F	0.564	9700	
	To	Bus SR 3 V	William St											
Bus Bus Carolina St	City of Eradavial above			99%	00/	10/	no/ n	0/ 00/	С	0.00	F		6200	
(17) (17) Caroline St	City of Fredericksburg	0.51 59 0			0%			% 0%		0.09	•	0.500	6300	
Combined Tra	ffic Estimates for 2 Parallel Roadways of			99%	0%	1%	0% 0	% 0%	С	0.092	F	0.599	12000	
Bus	From:	Hernd Caroli												-
17 Herndon St	City of Fredericksburg	0.06 36		99%	0%	1%	0% 0	% 0%	F	0.092	F		3800	
(17)	To:	Bus US 1 Par Pr			0 70		,,,	,,,	•	0.002	•		0000	
Bus	From:	Bus US 1 Par		-										
77 Princess Anne St	City of Fredericksburg	77	00 F	99%	0%	1%	0% 0	% 0%	С	0.093	F	0.668	8100	
\rightarrow	To:	US 1 Jefferson	Davis Highw	ay										
Bus Bus	From:	Bus US 1, Bus US	17 Lafayette	Blvd										
Princess Anne St	City of Fredericksburg	0.37 51		98%	0%	1%	0% 0	% 0%	F	0.082	F		5400	
	ffic Estimates for 2 Parallel Roadways of			99%	0%	1%	0% 0	% 0%	F	0.086	F	0.564	9700	
22004 114								- , -			-			

Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

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City of Fredericksburg 0.55 2000 C 93% 1% 2% 1% 3% 0% C 0.084 F 0.538 21000 G	Rue	From:		ECL F	Fredericksh	hiiro			i									
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2 177 Dixon St		To																
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Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7000 G 98% 1% 1% 0% 0% 0% 0% 0% F 0.095 F 0.733 7500 G	\sim	City of Frederic	ksbura 0.	.06	4100	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.584	4300	G
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Bus Bus City of Fredericksburg O.26 290 F 98% 0% 1% 1% 0% 0% C 0.107 F 0.587 5700 F		To:					0070	. 70		0 /0	3 / 0	3 / 0	·	0.000		000	. 500	_
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2 1 17 17 17 17 17 17		Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	5400	F	98%	0%	1%	1%	0%	0%	С	0.09	F	0.587	5700	F
2 1 17 17 Princess Anne St City of Fredericksburg 0.37 5100 G 98% 0% 1% 0% 0% 0% 0% 0% 0		To:		E	Bus US 1													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9200 G 99% 0% 1% 0% 0% 0% 0% F 0.086 F 0.564 9700 G		ass Anna St City of Fraderic	kehura 0	37	5100	G	98%	N%	1%	0%	N%	0%	F	0.082	F		5400	G
Park Rd Park	2 (1) (1)		0												-	0.564		
MCL Fredericksburg (Maint: 88) 0.34 7200 0 96% 0% 1% 0% 2% 0% F 0.071 F 0.525 7600 G		To:	Hoadways on this Ho				33 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.000	'	0.504	3700	G
3 Plank Rd City of Fredericksburg (Maint: 88) 0.34 7200 G 96% 0% 1% 0% 2% 0% F 0.071 F 0.525 7600 G 1-95		From:							<u> </u>									
Second	Plank Rd	City of Fredericksbur	 g (Maint: 88)				96%	0%	1%	0%	2%	0%	F	0.071	F	0.525	76000	G
3 Plank Rd City of Fredericksburg (Maint: 88) 0.61 49000 G 95% 1% 1% 1% 3% 0% F NA 49000 G	3) - 12		9 (0 70		0,0	_,,	0,0	•	0.07	•	0.020	. 0000	Ŭ.
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3 Plank Rd City of Fredericksburg 0.63 4200 G 95% 1% 1% 3% 0% F 0.073 F 0.519 NA	3 Flank Hu	City of Fredericksbur	y (Mairit. 66) 0.				33 /6	1 /0	1 /0	1 /0	J /0	0 /6	'	INA			43000	G
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To: ECL Fredericksburg	<u> </u>	To:		ECL F	rederickst	burg												
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3 William St City of Fredericksburg 0.14 11000 G 98% 0% 1% 0% 0% F 0.079 F 0.553 12000 G	3 William St	City of Frederic	ksburg 0.				98%	0%	1%	0%	0%	0%	F	0.079	F	0.553	12000	G
To: 111-3958 Hanover St	~	To:		111-39	958 Hanove	er St												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

Route	Jurisdiction	Length AAD	т ол	4Tiro	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
noute 	Junsulction			4Tire	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	
) William St	City of Fredericksburg	111-3958 Ha		98%	0%	1%	0%	0%	0%	С	0.09	F	0.563	9300	
William St	City of Fredericksburg			90%	076	1 70	076	070	0%	C	0.09	Г	0.565	9300	
`	To: From:	111-3955 Co	llege Ave												
) William St	City of Fredericksburg	0.48 990	0 G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.541	11000	
	Ta: From:	SR 3 Par, Wash	nington Ave												
William St	City of Fredericksburg	0.37 490	0 G	98%	0%	1%	0%	0%	0%	С	0.084	F		5200	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 980	0 G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	10000	
	To	Bus US 1 Ca	aroline St												
William St	City of Fredericksburg	0.07 560		98%	0%	1%	00/	0%	00/	_	0.095	F		6000	
William St	Combined Traffic Estimates for 2 Parallel Roadways of			98%	0%	1%	0% 0%	0%	0% 0%	F	0.095	F	0.579	12000	
	Combined Trainic Estimates for 2 Faraller hoadways of			90%	076	1 70	076	070	0%	Г	0.095	Г	0.579	12000	
	Trai From:	Bus SR 3 Par,	Sophia St												
) William St	City of Fredericksburg	0.03 1300		99%	0%	1%	0%	0%	0%	Ν	0.104	F	0.546	13000	
	To:	WCL Sta	afford												
	From:	Bus SR 3 W													
Washington Ave	City of Fredericksburg	0.07 490	-	98%	0%	1%	0%	0%	0%	F	0.095	F	0.94	5200	
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route: 980		98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	10000	
	From:	111-3963 A 111-3963, Wasl													
Amelia St	City of Fredericksburg	0.43 400		98%	0%	1%	0%	0%	0%	С	0.094	F		4300	
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 890	0 G	98%	0%	1%	0%	0%	0%	С	NA			9500	
	To:	111-3973 Se													
) Sophia St	City of Fredericksburg	111-3973, A 0.07 600 0		98%	0%	1%	0%	0%	0%	_	0.099	F		6400	
Soprila St	Combined Traffic Estimates for 2 Parallel Roadways of			98%	0%	1%	0%	0%	0%	F	0.095	, F	0.579	12000	
	To:	Bus SR 3 W		30 /6	0 /6	1 /0	0 /6	0 /0	0 /6	•	0.093	•	0.575	12000	
	From:	SCL Frederi													
95)	City of Fredericksburg (Maint: 88)		.c.i.gourg	S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel Roadways of		00 A	83%	1%	1%	1%	14%	1%		0.089	_	0.507	101000	
	То	SR 3	2												
95)	City of Fredericksburg (Maint: 88)		,	S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	s seqi	ment.		
) (33)	Combined Traffic Estimates for 2 Parallel Roadways of		00 A	83%	1%	1%	1%	14%	1%	F	0.065	F	0.570	128000	
	To:	Stafford Cou	ınty Line												
	From:	ECL Frederi	icksburg												
Dixon St	City of Fredericksburg	0.55 2000		93%	1%	2%	1%	3%	0%	С	0.084	F	0.538	21000	
,	Ta	Ramp from Rte.	3 Connecto	r		\neg									
Dixon St	City of Fredericksburg	0.26 840		98%	1%	1%	0%	0%	0%	С	0.095	F	0.562	8900	
((2) Dixon St	City of Fredericksburg	0.20 040	u u	30%	1 70	1 70	U /o	0/0	0 70	U	0.093		0.562	0300	

Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From	e e e e e e e e e e e e e e e e e e e	Charles St													
17 (2) (2) Dixon St	City of Frederic	cksburg 0.06	4100	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.584	4300	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7000	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.733	7500	G
D :	To From	Pr	incess Anne	St			\neg \vdash									
Bus 17 2 Dixon St	City of Frederic	cksburg 0.06	2800	F	98%	1%	1%	0%	0%	0%	F	0.088	F		3000	F
(17) (2) 5	Combined Traffic Estimates for 2 Parallel	•		F	98%	0%	1%	1%	0%	0%	F	0.092	F	0.539	6100	F
	To	riodawayo on timo riodio.	Caroline St		0070	0 70		1 70	0 70	0 70	•	0.002	·	0.000	0100	•
Bus	From		Dixon Stree										_			
(17) (2) Caroline St	City of Frederic	•	2400	F	98%	0%	1%	0%	0%	0%	С	0.087	F		2600	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5400	F	98%	0%	1%	1%	0%	0%	С	0.09	F	0.587	5700	F
Bus Bus	To: From	L	ayfayette Bl	lvd			\Box \vdash									
17 1 2 Caroline St	City of Frederic	cksburg 0.38	4100	G	99%	0%	1%	0%	0%	0%	F	0.09	F		4300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9200	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	9700	G
	To	Rue	SR 3 Willia	ım St			<u> </u>									
Bus Bus	City of Frederic				000/	00/	10/	00/	00/	00/	_	0.00	_		0000	_
(17) (1) Caroline St	Combined Traffic Estimates for 2 Parallal	•	5900	G	99% 99%	0% 0%	1% 1%	0% 0%	0% 0%	0% 0%	C	0.09 0.092	F F	0.500	6300	G G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte.	Herndon St	G	99%	0%	1%	0%	0%	0%	C	0.092	Г	0.599	12000	G
Bus Bus	From	E.	Caroline St													
17 1 Herndon St	City of Frederic	cksburg 0.06	3600	F	99%	0%	1%	0%	0%	0%	F	0.092	F		3800	F
	To		1 Par Prince		St											
Bus Bus 17 1 Princess Anne St	City of Frederic		S 1 Par Hei 7700	ndon St	99%	0%	1%	0%	0%	0%	С	0.093	F	0.668	8100	F
17 Princess Anne St	To:		ferson Davis			0 78	1 /8	0 /6	0 /6	0 /6	O	0.033	•	0.000	0100	
Bus	From		1 Princess		-											
17 1 Jefferson Davis B	lvd City of Frederic		34000	N	98%	0%	1%	0%	0%	0%	Ν	0.098	F	0.592	NA	
\bigcirc	To	NCI	L Fredericks	sburg												
Bus	From		Dixon Stree													
(17) (2) Princess Anne St	City of Frederic	· ·	2900	F	98%	0%	1%	1%	0%	0%	С	0.107	F		3100	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5400	F	98%	0%	1%	1%	0%	0%	С	0.09	F	0.587	5700	F
Bus Bus	To From	Bus US 1, B	Sus US 17 L	afayette	Blvd											
Princess Ar	nne St City of Frederic	cksburg 0.37	5100	G	98%	0%	1%	0%	0%	0%	F	0.082	F		5400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9200	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.564	9700	G
	To	Rue	SR 3 Willia	ım St			<u> </u>									
Bus Bus Primare Anna Ct	Prom				000/	00/	10/	00/	00/	00/	0	0.1	_		0100	_
Princess Anne St	City of Frederic	•	5700	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.500	6100	F
	Combined Traffic Estimates for 2 Parallel		12000 US 1 Hernd	G lon St	99%	0%	1%	0%	0%	0%	С	0.092	F	0.599	12000	G
Ni																
North	City of Fredericksbur		Fredericks 51000	burg A	83%	1%	1%	1%	14%	1%	F	0.093	Α		50000	Α
95 (17)	Combined Traffic Estimates for 2 Parallel			A	83%	1%	1%	1%	14%	1%	F	0.093	A	0.507	101000	A
	Tombined Trainic Estimates for 2 Parallel		R 3 Plank F		03%	170	1 70	1 70	1470	1 70		0.009	А	0.507	101000	А
			I J I IGHK I	·u												

Annual Average Daily Traffic Volume Estimates By Section of Route City of Fredericksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	SR	3 Plank Ro	d												
95) (17)	City of Fredericksburg (Maint: 88)	2.29	66000	Α	83%	1%	1%	1%	14%	1%	F	0.084	Α		65000	Α
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1	131000	Α	83%	1%	1%	1%	14%	1%	F	0.065	F	0.570	128000	Α
	To:	Staffor	rd County I	Line												
South	From:	SCL F	redericksb	niro												
95) (17)	City of Fredericksburg (Maint: 88)		54000	A	82%	1%	1%	1%	14%	1%	F	0.09	Α		51000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1	105000	Α	83%	1%	1%	1%	14%	1%	F	0.089	Α	0.507	101000	Α
	Tav	SR	3 Plank Ro	1												
South (95) (17)	City of Fredericksburg (Maint: 88)	*	65000	Α	82%	1%	1%	1%	14%	1%	F	0.084	Α		64000	Α
	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 1	131000	Α	83%	1%	1%	1%	14%	1%	F	0.081	Α	0.527	128000	Α
	To:	Staffor	rd County I	Line												

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

				C	City of Fr	ederickst	ourg								
Route	Length AADT	QA	4Tire	Bus		Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg					Z/ txic	OTTAIC	i i i ali	211411		1 40101		1 40101			
- CHY OI TTEUCTICKSDUIZ	From:			Ī	US 1 Jeffe	rson Davis I	Hwy								
(1) Cowan Blvd	15000	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.530	16000	F	2020
	To: From:				Snowde	en Hills Blvo	d			\neg —					
1 Cowan Blvd	20000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.530	22000	G	2020
	To:	:			Carl D	Silver Pkwy	y								
	From:	:		1	US 1 Jeffe	rson Davis I	Blvd								
(3950) Twin Lake Dr	3000	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.529	3100	F	2020
	To:				Lafa	yette Blvd									
	From:			W	CL Freder	ricksburg; 8	8-638								
(3952) Lansdowne Rd	7100	F	94%	1%	2%	1%	3%	0%	С	0.093	F	0.564	7500	F	2020
\cup	To:]	Bus US 17	, SR 2 Dixo	n St								
	From:				Will	iam Street									
(3953) Stafford Avenue	1400	F	98%	0%	1%	0%	0%	0%	С	0.102	F	0.696	1500	F	2020
	To:				Jefferson ?	Davis Highv	way								
	From:				Car	dwell St									
(3954) Howison St	460	F	91%	0%	3%	5%	1%	0%	С	0.085	F	0.522	490	F	2020
\cup	To:					ward Ave									
C Haudaan Aurus	From:		050/	00/		ard Avenue	001	00/	0	0.005	_	0.570	1000	_	0000
(3954) Howison Avenue	1200 _{To:}	F	95%	0%	1%	3%	0%	0%	С	0.085	F	0.570	1300	F	2020
						ion Street									
College Ave	Seou.		99%	00/	Willi 1%	iam Street 0%	0%	00/	С	0.119	F	0.507	2000	F	2020
3955 College Ave	3600 _{To:}		99%	0%				0%		0.119	Г	0.587	3900	Г	2020
						Davis Highy									
Uliah Ct	From:		000/	00/		3 William S		00/	-	0.107	_		1000	г	2020
(3958) High St	1100 _{To:}	F	99%	0%	0%	0%	0%	0%	С	0.107	F		1200	F	2020
	From:					nover St High St									
(3958) Hanover St	1600	F	98%	1%	1%	0%	0%	0%	F	0.11	F	0.909	1700	F	2020
0330)	Too									_					
(3958) Hanover St	720 From:	1	98%	1%	111-3959	Littlepage 0%	0%	0%	С	0.104	F		770	F	2020
(3958) Hanover St	720		30 /6	1 /0	1 /0	0 78	0 76	0 /6		0.104	'		770	'	2020
<u> </u>	From	<u> </u>	000/			r Princess A		00/		0.400	_		040		0000
(3958) Hanover St	290 _{To:}	F	98%	0%	1%	0%	0%	0%	С	0.139	F		310	F	2020
					111-39	73 Sophia S	t								
C L'autonomo Ot	From:		000/			LaFayette E		00/			_	0.547	000	_	0000
(3959) Littlepage St	930 To:	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.517	980	F	2020
						3 William S									
(Kamara A.	From:	Ļ	070/			LaFayette E		00/		0.110	_	0.004	0000	_	0000
(3961) Kenmore Ave	3600	F	97%	1%	1%	1%	0%	0%	С	0.112	F	0.624	3800	F	2020
	To: From:					3 William S									
(3961) Kenmore Ave	1300	F	99%	0%	1%	0%	0%	0%	С	0.102	F	0.562	1300	F	2020
	To: From:					ry Ball St									
(3961) Mary Ball St			98%	0%	1%	more Ave	00/	00/	С	0.089	F	0.5	1500	F	2020
3961) Ivial y Dali St	1400 To:		JO 7/0			0% Washington	0% Ave	0%	U	0.089	Г	0.5	1500		2020
	From:														
(3963) Washington Ave			98%	0%	Bus SR 3	3 P Amelia :	St 0%	0%	С	0.109	F	0.6	1900	F	2020
washington Ave	1800		30 /0	0 /0				U /0	U	0.109	1	0.0	1900	1	2020
O	From					75 Maury S					_				
(3963) Washington Ave	2000	<u></u>	98%	0%	1%	0%	0%	0%	С	0.116	F		2100	F	2020
	Te:					; Fall Hill A									
<u> </u>	From:		0.5			ore Avenue							.=.		
(3965) Prince Edward St	1600	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.690	1700	F	2020
_	To: From:	:			Will	iam Street									
(3965) Prince Edward St	1500	F	99%	0%	1%	0%	0%	0%	С	0.093	F	0.866	1600	F	2020
	To:				Cor	nal Street									
<u> </u>	1700	T	99%	0%	1%	0%	0%	0%	С	0.098	F	0.805	1800	F	2020
(2005) Fall Hill Avenue												0.000	1000		
Fall Hill Avenue	1700		0070	- 0 70		ary Street	0 70								

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

					-	redericks									
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg							-								
	From:				Ma	ury Street									
9965) Fall Hill Avenue	5200	F	99%	0%	1%	0%	0%	0%	С	0.090	F		5500	F	2020
(3965) Fall Hill Avenue	6800	F	97%	0%	Wash 1%	ington Stre 2%	et 0%	0%	С	0.094	F	0.548	7300	F	2020
\cup	To:				Iefferson	Davis Hig	hway								
Fall Hill Avenue	17000	F	99%	0%	1%	0%	0%	0%	С	0.089	F	0.583	18000	F	2020
	To:					I-95									
Fall Hill Avenue	16000	F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.561	17000	F	2020
0000)	To:	-				redericksb									
	From:					17 Dixon S									
Oharles St	4800	G	97%	1%	1%	1%	0%	0%	F	0.094	F	0.552	5100	G	2020
3907)	To:	_	0.70			Lafayette		0,0	•		•	0.002	0.00	<u>.</u>	_0_0
	From:														
Sophia St	5600	G	98%	1%	1%	yette Blvd 0%	0%	0%	С	0.097	F	0.585	5900	G	2020
Sophia St	7000 To:		JU /0	1 /0		3 William		0 /6		0.037		0.000	5300	u	2020
	From														
Maury St	1500	F	98%	00/		shington St	0%	00/	F	0 1	F	0.627	1500	_	2020
Maury St	1000		90%	0%	1%	0%		0%	Г	0.1	Г	0.627	1500	F	2020
	-					Hill Avenu	e								
O.W	From:		0001			lank Rd					_			_	
Westwood Dr	910	F	96%	0%	3%	1%	0%	0%	С	0.096	F	0.689	970	F	2020
	From:					odland Dr stwood Dr									
3976) Woodland Rd	950	F	95%	0%	1%	2%	3%	0%	С	0.098	F	0.575	1000	F	2020
39/6)		•		0 70							•	0.07.0		•	_0_0
O 1/ 1 1D1	From		000/	00/		ng Creek R		00/	_	0.407	_	0.574	1000	_	0000
(3976) Keenland Rd	970	F	99%	0%	1%	0%	0%	0%	С	0.107	F	0.571	1000	F	2020
	From:					n Boulevar wan Blvd	rd								
3976) Powhatan St	990	F	97%	0%	1%	1%	0%	0%	С	0.102	F	0.805	1100	F	2020
Pownatan St	To:	•	07.70	0 70		on Davis H		0 70			•	0.000	1100	•	2020
	From:														
Hays St	570	F			IVI	ahone Dr				0.101	F	0.535	570	F	2020
riays of	J/U To:				Oa	kwood St				0.101		0.555	370	ı	2020
										_					
laakaar Ct	From:				Char	lotte Stree	t			0.100	г	0.700	470	г	0000
Jackson St	470	F			***	16- C:				0.109	F	0.732	470	F	2020
						olfe Street									
0 11 5	From:				Fa	uquier St					_			_	
Sophia St	840	F								0.122	F	0.932	840	F	2020
	To:				I	ewis St									
	From				Railr	oad Avenu	e								
Summit St	80	F								0.191	F	0.529	80	F	2020
	Tor				Wl	nite Street									
	From:				Sto	newall Dr									
Wilderness Ln	1100	F								0.180	F	0.774	1100	F	2020
	To:				X 10 1 X	afayette B									