

2010
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



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

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
Traffic Engineering Division
2010
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 Jefferson Davis Blvd	City of Fredericksburg	1.48	30000	A	98%	0%	1%	0%	0%	0%	C	0.1	A	0.613	33000	A		
1 Jefferson Davis Blvd	City of Fredericksburg	0.90	30000	G	98%	0%	1%	0%	0%	0%	F	0.087	F		32000	G		
1 Jefferson Davis Blvd	City of Fredericksburg	0.59	29000	G	98%	0%	1%	0%	0%	0%	F	0.082	F		32000	G		
1 Jefferson Davis Blvd	City of Fredericksburg	0.29	22000	G	98%	0%	1%	0%	0%	0%	F	NA			24000	G		
1 17 Jefferson Davis Blvd	City of Fredericksburg	0.11	30000	N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.606	32000	N		
1 LaFayette Blvd	City of Fredericksburg	1.42	22000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		24000	G		
1 LaFayette Blvd	City of Fredericksburg	0.38	10000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		11000	G		
1 LaFayette Blvd	City of Fredericksburg	0.56	11000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		12000	G		
1 LaFayette Blvd	City of Fredericksburg	0.10	5400	N	97%	1%	2%	0%	0%	0%	N	0.095	N		5900	N		
1 LaFayette Blvd	City of Fredericksburg	0.06	5400	G	97%	1%	2%	0%	0%	0%	F	0.095	F		5900	G		
1 17 2 Caroline St	City of Fredericksburg	0.38	5300	G	97%	1%	2%	0%	0%	0%	F	0.085	F		5700	G		
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	1%	1%	0%	0%	0%	F	NA		13000	G
1 17 Caroline St	City of Fredericksburg	0.51	6200	G	97%	1%	2%	0%	0%	0%	C	0.086	F		6700	G		
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	NA		15000	G
1 17 Herndon St	City of Fredericksburg	0.06	4700	G	97%	1%	2%	0%	0%	0%	F	0.082	F		5100	G		
1 17 Princess Anne St	City of Fredericksburg	0.70	10000	G	98%	0%	1%	0%	0%	0%	C	0.094	F		11000	G		
1 17 2 Princess Anne St	City of Fredericksburg	0.37	6500	G	98%	1%	1%	0%	0%	0%	F	0.088	F		7100	G		
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	1%	1%	0%	0%	0%	F	NA		13000	G

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							2Axle	3+Axle	1Trail	2Trail						
Bus 1 17 Princess Anne St	From: Bus SR 3 William St City of Fredericksburg	0.52	7400	G	98%	1%	1%	0%	0%	0%	C	0.109	F	8100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	NA		15000	G	
	To: Bus US 1 Herndon St															
2 Bus 17 Dixon St	From: ECL Fredericksburg City of Fredericksburg	0.55	23000	G	94%	1%	1%	2%	3%	0%	C	0.088	F	25000	G	
	To: Ramp from SR 3 Connector															
2 Bus 17 Dixon St	From: Ramp from SR 3 Connector City of Fredericksburg	0.26	10000	G	98%	1%	1%	0%	0%	0%	C	0.097	F	11000	G	
	To: Charles St															
2 Bus 17 Dixon St	From: Charles St City of Fredericksburg	0.06	5000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	5400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	97%	1%	1%	0%	0%	0%	F	NA		8700	G	
	To: Princess Anne St															
2 Bus 17 Princess Anne St	From: Princess Anne St Dixon St City of Fredericksburg	0.26	3000	G	96%	1%	2%	0%	0%	0%	C	0.112	F	3300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5600	G	96%	1%	2%	0%	0%	0%	C	NA		6100	G	
	To: Bus US 1															
2 Bus 1 17 Princess Anne St	From: Bus US 1 City of Fredericksburg	0.37	6500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	7100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	1%	1%	0%	0%	0%	F	NA		13000	G	
	To: Bus SR 3 William St															
3 Plank Rd	From: WCL Fredericksburg City of Fredericksburg	0.34	86000	G	96%	0%	1%	1%	3%	0%	F	0.077	F	0.509	81000	G
	To: I-95															
3 Plank Rd	From: I-95 City of Fredericksburg	0.61	57000	G	94%	0%	1%	1%	3%	0%	F	NA		57000	G	
	To: Oakwood St															
3 Plank Rd	From: Oakwood St City of Fredericksburg	0.63	46000	G	94%	0%	1%	1%	3%	0%	F	0.076	F	46000	G	
	To: US 1 Jefferson Davis Hwy															
3 William St	From: US 1 Jefferson Davis Hwy City of Fredericksburg	0.24	41000	G	94%	0%	1%	1%	3%	0%	F	0.078	F	44000	G	
	To: Bus SR 3; Blue and Gray Pkwy															
3 Blue and Grey Parkway	From: Bus SR 3; Blue and Gray Pkwy City of Fredericksburg	0.53	31000	G	94%	0%	1%	1%	3%	0%	C	0.082	F	34000	G	
	To: Bus SR 3 William St															
3 Blue and Grey Parkway	From: Bus SR 3 William St City of Fredericksburg	1.00	37000	G	94%	0%	1%	1%	3%	0%	F	0.082	F	40000	G	
	To: Bus US 1 LaFayette Blvd															
3 Blue and Grey Parkway	From: Bus US 1 LaFayette Blvd City of Fredericksburg	0.36	33000	G	94%	0%	1%	1%	3%	0%	F	0.088	F	36000	G	
	To: Bus US 17 SR 2 Dixon St															
3 William St	From: Bus US 17 SR 2 Dixon St City of Fredericksburg	0.14	14000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	15000	G	
	To: SR 3 Blue and Grey Parkway															
	To: 111-3958 Hanover St															



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							2Axle	3+Axle	1Trail	2Trail						
Bus 3 William St	From: 111-3958 Hanover St City of Fredericksburg	0.30	10000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	11000	G	
Bus 3 William St	To: 111-3955 College Ave City of Fredericksburg	0.48	12000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	13000	G	
Bus 3 William St	From: SR 3 Par, Washington Ave City of Fredericksburg	0.37	5800	G	98%	0%	1%	0%	0%	0%	C	0.09	F	6300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	0%	0%	0%	F	NA		12000	G	
Bus 3 William St	From: Bus US 1 Caroline St City of Fredericksburg	0.07	6900	G	98%	0%	1%	0%	0%	0%	F	0.108	F	7500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	0%	F	NA		14000	G	
Bus 3 William St	From: Bus SR 3 Par, Sophia St City of Fredericksburg	0.03	19000	G	98%	0%	1%	0%	0%	0%	F	NA		21000	G	
Bus 3 Washington Ave	To: WCL Stafford															
Bus 3 Washington Ave	From: Bus SR 3 William St City of Fredericksburg	0.07	5100	G	96%	2%	1%	0%	1%	0%	F	0.087	F	5500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	0%	0%	0%	F	NA		12000	G	
Bus 3 Amelia St	From: 111-3963 Amelia St City of Fredericksburg	0.43	4400	G	96%	2%	1%	0%	1%	0%	C	0.094	F	4700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			10000	G	97%	1%	1%	0%	0%	0%	C	NA		11000	G	
Bus 3 Sophia St	From: 111-3973 Sophia St City of Fredericksburg	0.07	5800	G	96%	2%	1%	0%	1%	0%	F	0.095	F	6300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	0%	F	NA		14000	G	
17 95	From: SCL Fredericksburg City of Fredericksburg (Maint: 88)	0.89														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			115000	A	86%	1%	1%	1%	12%	1%	F	NA		107000	A	
17 95	From: SR 3 City of Fredericksburg (Maint: 88)	2.29														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			143000	A	86%	1%	1%	1%	12%	1%	F	0.077	A	0.505	137000	A
Bus 17 2 Dixon St	From: Stafford County Line ECL Fredericksburg	0.55	23000	G	94%	1%	1%	2%	3%	0%	C	0.088	F	25000	G	
Bus 17 2 Dixon St	From: Ramp from Rte. 3 Connector City of Fredericksburg	0.26	10000	G	98%	1%	1%	0%	0%	0%	C	0.097	F	11000	G	
	To: Charles St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 17 2 Dixon St	From: Charles St City of Fredericksburg	0.06	5000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	5400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	97%	1%	1%	0%	0%	0%	F	NA		8700	G	
Bus 17 2 Dixon St	From: Princess Anne St City of Fredericksburg	0.06	2500	G	98%	1%	1%	0%	0%	0%	F	NA		2700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5500	G	97%	1%	2%	0%	0%	0%	F	NA		5900	G	
Bus 17 2 Caroline St	From: Caroline St Dixon Street City of Fredericksburg	0.24	2600	G	97%	0%	2%	1%	0%	0%	C	0.086	F	2800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5600	G	96%	1%	2%	0%	0%	0%	C	NA		6100	G	
Bus 17 Bus 1 2 Caroline St	From: Lafayette Blvd City of Fredericksburg	0.38	5300	G	97%	1%	2%	0%	0%	0%	F	0.085	F	5700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	98%	1%	1%	0%	0%	0%	F	NA		13000	G	
Bus 17 Bus 1 Caroline St	From: Bus SR 3 William St City of Fredericksburg	0.51	6200	G	97%	1%	2%	0%	0%	0%	C	0.086	F	6700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	G	98%	1%	1%	0%	0%	0%	C	NA		15000	G	
Bus 17 Bus 1 Herndon St	From: Herndon St Caroline St City of Fredericksburg	0.06	4700	G	97%	1%	2%	0%	0%	0%	F	0.082	F	5100	G	
Bus 17 Bus 1 Princess Anne St	From: BUS US 1 Par Princess Anne St BUS US 1 Par Herndon St City of Fredericksburg	0.70	10000	G	98%	0%	1%	0%	0%	0%	C	0.094	F	11000	G	
Bus 17 1 Jefferson Davis Blvd	From: US 1 Jefferson Davis Highway BUS US 1 Princess Anne Ave City of Fredericksburg	0.11	30000	N	98%	0%	1%	0%	1%	0%	N	0.084	N	0.606	32000	N
Bus 17 2 Princess Anne St	From: NCL Fredericksburg Dixon Street City of Fredericksburg	0.26	3000	G	96%	1%	2%	0%	0%	0%	C	0.112	F	3300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5600	G	96%	1%	2%	0%	0%	0%	C	NA		6100	G	
North 95 17	From: Bus US 1, Bus US 17 Lafayette Blvd SCL Fredericksburg City of Fredericksburg (Maint: 88)	0.89	56000	A	87%	1%	1%	0%	11%	1%	F	0.089	A	53000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		115000	A	86%	1%	1%	1%	12%	1%	F	NA		107000	A	
North 95 17	From: SR 3 Plank Rd City of Fredericksburg (Maint: 88)	2.29	72000	A	87%	1%	1%	0%	11%	1%	F	0.079	A	70000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		143000	A	86%	1%	1%	1%	12%	1%	F	0.077	A	0.505	137000	A
South 95 17	From: Stafford County Line SCL Fredericksburg City of Fredericksburg (Maint: 88)	1.61	58000	A	85%	1%	1%	1%	12%	1%	F	0.086	A	54000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		115000	A	86%	1%	1%	1%	12%	1%	F	NA		107000	A	

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							2Axle	3+Axle	1Trail	2Trail						
South  	From: SR 3 Plank Rd															
	City of Fredericksburg (Maint: 88)	1.76	70000	A	85%	1%	1%	1%	12%	1%	F	0.082	A	67000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		143000	A	86%	1%	1%	1%	12%	1%	F	0.077	A	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%	From: US 1 Jefferson Davis Hwy				C	0.09	F		17000	G	2010
(1) Cowan Blvd	1.23	NA				From: Snowden Hills Blvd								NA		
(1) Cowan Blvd						To: Carl D Silver Pkwy										
(3950) Twin Lake Dr	0.46	3200	G	99%	1%	From: Jefferson Davis Blvd				C	0.106	F	0.576	3500	G	2010
(3950) Twin Lake Dr						To: Lafayette Blvd										
(3952) Lansdowne Rd	0.47	7300	G	93%	1%	From: WCL Fredericksburg; 88-638				C	0.091	F		8000	G	2010
(3952) Lansdowne Rd						To: Bus US 17, SR 2 Dixon St										
(3953) Stafford Avenue	0.50	1800	G	96%	1%	From: William Street				C	0.085	F	0.665	1900	G	2010
(3953) Stafford Avenue						To: Jefferson Davis Highway										
(3954) Howison St	0.09	600	G	96%	2%	From: Cardwell St				F	0.086	F	0.613	660	G	2010
(3954) Howison St						To: Howard Ave										
(3954) Howison Avenue	0.16	1400	G	96%	2%	From: Howard Avenue				C	0.087	F	0.586	1500	G	2010
(3954) Howison Avenue						To: Dixon Street										
(3955) College Ave	0.67	7500	G	99%	0%	From: William Street				C	0.092	F		8200	G	2010
(3955) College Ave						To: Jefferson Davis Highway										
(3958) High St	0.04	740	G	99%	0%	From: Bus SR 3 William St				F	0.126	F	0.953	810	G	2010
(3958) High St						To: Hanover St										
(3958) Hanover St	0.60	2300	G	99%	0%	From: High St				C	0.092	F	0.811	2500	G	2010
(3958) Hanover St						To: 111-3959 Littlepage St										
(3958) Hanover St	0.49	890	G	99%	0%	From: 111-3959 Littlepage St				F	0.100	F		960	G	2010
(3958) Hanover St						To: Bus US 1 Par Princess Anne St										
(3958) Hanover St	0.12	650	G	97%	1%	From: Bus US 1 Par Princess Anne St				F	0.119	F		700	G	2010
(3958) Hanover St						To: 111-3973 Sophia St										
(3959) Littlepage St	0.44	1400	G	97%	1%	From: Bus US 1 LaFayette Blvd				C	0.091	F	0.535	1500	G	2010
(3959) Littlepage St						To: Bus SR 3 William St										
(3961) Kenmore Ave	0.49	4500	G	98%	0%	From: Bus US 1 LaFayette Blvd				C	0.091	F		4900	G	2010
(3961) Kenmore Ave						To: Bus SR 3 William St										
(3961) Kenmore Ave	0.40	1400	G	98%	1%	From: Bus SR 3 William St				C	0.091	F	0.554	1500	G	2010
(3961) Kenmore Ave						To: Mary Ball St										
(3961) Mary Ball St	0.10	1800	G	98%	1%	From: Mary Ball St				F	0.086	F	0.545	1900	G	2010
(3961) Mary Ball St						To: Kenmore Ave										
(3961) Mary Ball St						To: 111-6963 Washington Ave										
(3963) Washington Ave	0.43	2200	G	98%	1%	From: Bus SR 3 P Amelia St				C	0.094	F	0.642	2300	G	2010
(3963) Washington Ave						To: 111-3975 Maury St										
(3963) Washington Ave	0.44	2200	G	98%	1%	From: 111-3975 Maury St				F	0.1	F		2400	G	2010
(3963) Washington Ave						To: 111-3965; Fall Hill Ave										
(3965) Prince Edward St	0.35	2400	G	99%	0%	From: Kenmore Avenue				F	0.091	F	0.731	2700	G	2010
(3965) Prince Edward St						To: William Street										
(3965) Prince Edward St	0.44	2000	G	99%	0%	From: William Street				C	0.092	F	0.773	2100	G	2010
(3965) Prince Edward St						To: Canal Street										
(3965) Fall Hill Avenue	0.10	2400	G	99%	0%	From: Canal Street				F	0.085	F	0.801	2600	G	2010
(3965) Fall Hill Avenue						To: Maury Street										

Virginia Department of Transportation
Traffic Engineering Division
2010
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	3100	G	99%	0%	From: Maury Street To: Washington Street				F	NA			3400	G	2010
(3965) Fall Hill Avenue	0.15	8900	G	99%	0%	From: Washington Street To: Jefferson Davis Highway				F	0.087	F		9700	G	2010
(3965) Fall Hill Avenue	1.59	14000	G	99%	0%	From: Jefferson Davis Highway To: I-95				C	0.089	F		15000	G	2010
(3965) Fall Hill Avenue	0.95	15000	G	99%	0%	From: I-95 To: WCL Fredericksburg				C	0.088	F		16000	G	2010
(3967) Charles St	0.24	6700	G	98%	0%	From: Bus 17 Dixon St To: Bus US 1 Lafayette Blvd				F	0.091	F	0.566	7300	G	2010
(3973) Sophia St	0.37	5400	G	99%	0%	From: Lafayette Blvd To: Bus SR 3 William St				C	0.093	F		5900	G	2010
(3975) Maury St	0.14	1700	G	98%	1%	From: Washington St To: Fall Hill Avenue				C	NA			1800	G	2010
(3976) Westwood Dr	0.20	930	G	98%	1%	From: Plank Rd To: Woodland Dr				F	0.092	F	0.664	1000	G	2010
(3976) Woodland Rd	0.04	980	G	98%	1%	From: Westwood Dr To: Falling Creek Rd				F	0.107	F	0.646	1100	G	2010
(3976) Keenland Rd	0.36	970	G	98%	1%	From: Falling Creek Rd To: Cowan Boulevard				C	0.097	F	0.65	1100	G	2010
(3976) Powhatan St	0.24	1700	G	98%	0%	From: Cowan Blvd To: Jefferson Davis Hwy				C	0.099	F	0.906	1800	G	2010
Hays St		610	G			From: Mahone Dr To: Oakwood St					0.105	F		610	G	2010
Jackson St		1000	G			From: Charlotte Street To: Wolfe Street					0.105	F	0.502	1000	G	2010
Sophia St		2100	G			From: Fauquier St To: Lewis St					0.095	F	0.896	2100	G	2010
Summit St		100	G			From: Railroad Avenue To: White Street					0.201	F	0.513	100	G	2010
Twin Lakes Dr		3300	G			From: Goodloe Drive To: Lafayette Blvd					0.106	F	0.566	3300	G	2010