

2012

**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
2012
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	From: SCL Fredericksburg City of Fredericksburg	1.48	31000	A	98%	0%	1%	0%	0%	0%	C	0.097	A	0.558	33000	A			
1 Jefferson Davis Blvd	To: SR 3 From: City of Fredericksburg	0.90	28000	G	98%	0%	1%	0%	0%	0%	F	NA		31000	G				
1 Jefferson Davis Blvd	To: College Ave From: City of Fredericksburg	0.59	28000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.567	30000	G			
1 Jefferson Davis Blvd	To: Fall Hill Ave From: City of Fredericksburg	0.29	23000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.639	25000	G			
1 Bus 17 Jefferson Davis Blvd	To: Bus US 1 Princess Anne Ave From: City of Fredericksburg	0.11	31000	N	98%	0%	1%	0%	0%	0%	N	0.086	N	0.564	33000	N			
1 Bus LaFayette Blvd	To: NCL Fredericksburg 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 LaFayette Blvd	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 LaFayette Blvd	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 LaFayette Blvd	To: 111-3961 Kenmore Ave From: City of Fredericksburg	0.10	5400	N	99%	0%	1%	0%	0%	0%	N	0.100	N	0.516	5700	N			
1 Bus LaFayette Blvd	To: Bus US 1 Par, Bus 17 Par Princess Anne St From: City of Fredericksburg	0.06	5400	G	99%	0%	1%	0%	0%	0%	F	0.100	F	0.516	5700	G			
1 Bus 17 2 Caroline St	To: Bus US 17 Caroline St From: Bus US 17, Lafayette Blvd 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:			12000	G	98%	1%	1%	0%	0%	0%	F	NA	12000	G		
1 Bus 17 Caroline St	To: Bus SR 3 William St From: City of Fredericksburg	0.51	6800	G	99%	0%	1%	0%	0%	0%	C	0.092	F		7200	G			
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
1 Bus 17 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				
1 Bus 17 Princess Anne St	To: Bus US 1 Par Princess Anne St From: Bus US 1 Par Herndon St City of Fredericksburg	0.70	10000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.674	11000	G			
1 Bus 17 2 Princess Anne St	To: US 1 Jefferson Davis Highway From: Bus US 1, Bus US 17 Lafayette Blvd City of Fredericksburg	0.37	6600	G	97%	1%	1%	0%	0%	0%	F	0.089	F		7000	G			
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	1%	1%	0%	0%	0%	F	NA	12000	G		

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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	7800	G	97%	1%	1%	0%	0%	0%	C	0.092	F	8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	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	25000	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	5200	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.612	5500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8100	G								NA			8600	G
To: Princess Anne St																
From: Dixon St																
Bus 2 Bus 17 Princess Anne St	City of Fredericksburg	0.26	2800	G								NA			3100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G								NA			6600	G
To: Bus US 1																
From: Bus US 1																
Bus 2 Bus 1 Princess Anne St	City of Fredericksburg	0.37	6600	G	97%	1%	1%	0%	0%	0%	F	0.089	F		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	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	80000	G	96%	1%	0%	0%	2%	0%	F	NA			85000	G
To: I-95																
From: I-95																
Bus 3 Plank Rd	City of Fredericksburg	0.61	54000	G	95%	1%	1%	1%	3%	0%	F	NA			54000	G
To: Oakwood St																
From: Oakwood St																
Bus 3 Plank Rd	City of Fredericksburg	0.63	43000	G	95%	1%	1%	1%	3%	0%	F	0.073	F	0.523	46000	G
To: US 1 Jefferson Davis Hwy																
From: US 1 Jefferson Davis Hwy																
Bus 3 William St	City of Fredericksburg	0.24	38000	G	95%	1%	1%	1%	3%	0%	F	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	95%	1%	1%	1%	3%	0%	F	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: SR 3 Blue and Grey Parkway																
Bus 3 William St	City of Fredericksburg	0.14	13000	G								NA			14000	G
To: 111-3958 Hanover 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 3 William St	From: 111-3958 Hanover St City of Fredericksburg	0.30	9900	G										11000	G	
Bus 3 William St	To: 111-3955 College Ave From: City of Fredericksburg	0.48	11000	G										12000	G	
Bus 3 William St	To: SR 3 Par, Washington Ave From: City of Fredericksburg	0.37	5500	G										5900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	G										11000	G	
Bus 3 William St	To: Bus US 1 Caroline St From: City of Fredericksburg	0.07	6500	G										7100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G										13000	G	
Bus 3 William St	To: Bus SR 3 Par, Sophia St From: City of Fredericksburg	0.03	18000	G										20000	G	
Bus 3 Washington Ave	To: WCL Stafford From: Bus SR 3 William St 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								NA		11000	G	
Bus 3 Amelia St	To: 111-3963 Amelia St From: 111-3963, Washington Ave City of Fredericksburg	0.43	4200	G	97%	1%	1%	0%	1%	0%	C	0.099	F	4500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9700	G								NA		10000	G	
Bus 3 Sophia St	To: 111-3973 Sophia St From: 111-3973, Amelia St City of Fredericksburg	0.07	5500	G	97%	1%	1%	0%	1%	0%	F	NA		6000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G								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. Combined Traffic Estimates for 2 Parallel Roadways on this Route:		115000	A	87%	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. Combined Traffic Estimates for 2 Parallel Roadways on this Route:		144000	A	87%	1%	1%	1%	11%	0%	F	0.078	A	0.505	138000	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	25000	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	5200	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.612	5500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8100	G								NA			8600	G
Bus 17 2 Dixon St	To: Princess Anne St From: City of Fredericksburg	0.06	2800	G	99%	0%	0%	0%	0%	0%	F	0.081	F		2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5600	G								NA			6000	G
Bus 17 2 Caroline St	To: Caroline St From: Dixon Street City of Fredericksburg	0.24	3300	G	97%	1%	2%	0%	0%	0%	C	0.086	F		3500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G								NA			6600	G
Bus 17 Bus 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:			12000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	G
Bus 17 Bus 1 Caroline St	To: Bus SR 3 William St From: City of Fredericksburg	0.51	6800	G	99%	0%	1%	0%	0%	0%	C	0.092	F		7200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.528	15000	G
Bus 17 Bus 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 17 Bus 1 Princess Anne St	To: BUS US 1 Par Princess Anne St From: BUS US 1 Par Herndon St City of Fredericksburg	0.70	10000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.674	11000	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%	0%	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								NA			3100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G								NA			6600	G
Bus 17 Bus 1 2 Princess Anne St	To: Bus US 1, Bus US 17 Lafayette Blvd From: City of Fredericksburg	0.37	6600	G	97%	1%	1%	0%	0%	0%	F	0.089	F		7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	98%	1%	1%	0%	0%	0%	F	NA			12000	G
Bus 17 Bus 1 Princess Anne St	To: Bus SR 3 William St From: City of Fredericksburg	0.52	7800	G	97%	1%	1%	0%	0%	0%	C	0.092	F		8200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	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	87%	1%	1%	0%	10%	0%	F	0.09	A		53000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			115000	A	87%	1%	1%	1%	11%	0%	F	NA			107000	A
	To: SR 3 Plank Rd															

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							2Axle	3+Axle	1Trail	2Trail						
North 	From: SR 3 Plank Rd															
	City of Fredericksburg (Maint: 88)	2.29	73000	A	87%	1%	1%	0%	10%	0%	F	0.080	A	71000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		144000	A	87%	1%	1%	1%	11%	0%	F	0.078	A	138000	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:		115000	A	87%	1%	1%	1%	11%	0%	F	NA		107000	A	
South 	From: SR 3 Plank Rd															
	City of Fredericksburg (Maint: 88)	1.76	71000	A	86%	1%	1%	1%	11%	0%	F	0.083	A	67000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		144000	A	87%	1%	1%	1%	11%	0%	F	0.078	A	138000	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 To: Snowden Hills Blvd				C	NA			16000	G	2012
① Cowan Blvd	1.23	15000	N	99%	0%	From: Snowden Hills Blvd To: Carl D Silver Pkwy				N	NA			16000	N	2012
③950 Twin Lake Dr	0.46	3000	G	99%	0%	From: Jefferson Davis Blvd To: Lafayette Blvd				C	0.093	F	0.543	3200	G	2012
③952 Lansdowne Rd	0.47	7500	G	94%	1%	From: WCL Fredericksburg; 88-638 To: Bus US 17, SR 2 Dixon St				C	0.089	F	0.6	7900	G	2012
③953 Stafford Avenue	0.50	1800	G	94%	1%	From: William Street To: Jefferson Davis Highway				C	0.079	F	0.746	1900	G	2012
③954 Howison St	0.09	640	G	98%	0%	From: Cardwell St To: Howard Ave				F	0.102	F	0.549	680	G	2012
③954 Howison Avenue	0.16	1500	G	98%	0%	From: Howard Avenue To: Dixon Street				C	0.098	F	0.536	1600	G	2012
③955 College Ave	0.67	7100	G			From: William Street To: Jefferson Davis Highway					NA			7800	G	2012
③958 High St	0.04	680	G	96%	1%	From: Bus SR 3 William St To: Hanover St				F	0.124	F	0.918	720	G	2012
③958 Hanover St	0.60	2600	G	96%	1%	From: High St To: 111-3959 Littlepage St				C	0.088	F	0.578	2800	G	2012
③958 Hanover St	0.49	780	G	96%	1%	From: 111-3959 Littlepage St To: Bus US 1 Par Princess Anne St				F	0.101	F		820	G	2012
③958 Hanover St	0.12	640	G	97%	0%	From: Bus US 1 Par Princess Anne St To: 111-3973 Sophia St				F	0.157	F		680	G	2012
③959 Littlepage St	0.44	1200	G	97%	0%	From: Bus US 1 LaFayette Blvd To: Bus SR 3 William St				C	0.085	F	0.699	1300	G	2012
③961 Kenmore Ave	0.49	3200	G	98%	0%	From: Bus US 1 LaFayette Blvd To: Bus SR 3 William St				C	0.095	F	0.651	3400	G	2012
③961 Kenmore Ave	0.40	1300	G	99%	0%	From: Bus SR 3 William St To: Mary Ball St				C	0.087	F	0.516	1400	G	2012
③961 Mary Ball St	0.10	1700	G	99%	0%	From: Kenmore Ave To: 111-6963 Washington Ave				F	0.085	F	0.578	1900	G	2012
③963 Washington Ave	0.43	2100	G	98%	1%	From: Bus SR 3 P Amelia St To: 111-3975 Maury St				C	0.085	F	0.623	2200	G	2012
③963 Washington Ave	0.44	2000	G	98%	1%	From: 111-3975 Maury St To: 111-3965; Fall Hill Ave				F	0.092	F		2100	G	2012
③965 Prince Edward St	0.35	2200	G	99%	0%	From: Kenmore Avenue To: William Street				F	0.109	F	0.752	2400	G	2012
③965 Prince Edward St	0.44	1800	G	99%	0%	From: William Street To: Canal Street				C	0.102	F	0.751	1900	G	2012
③965 Fall Hill Avenue	0.10	2100	G	99%	0%	From: Canal Street To: Maury Street				F	0.089	F	0.776	2200	G	2012

Virginia Department of Transportation
Traffic Engineering Division
2012
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	99%	0%	0%	0%	0%	0%	F	0.094	F		3100	G	2012
(3965) Fall Hill Avenue	0.15	8400	G	99%	0%	0%	0%	0%	0%	F	NA		9200	G	2012	
(3965) Fall Hill Avenue	1.59	15000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.673	16000	G	2012
(3965) Fall Hill Avenue	0.95	17000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.642	18000	G	2012
(3967) Charles St	0.24	5500	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.542	5900	G	2012
(3973) Sophia St	0.37	5000	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.516	5300	G	2012
(3975) Maury St	0.14	2100	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.557	2200	G	2012
(3976) Westwood Dr	0.20	860	G	99%	1%	0%	0%	0%	0%	F	0.102	F	0.632	910	G	2012
(3976) Woodland Rd	0.04	890	G	99%	1%	0%	0%	0%	0%	F	0.110	F	0.602	940	G	2012
(3976) Keenland Rd	0.36	920	G	99%	1%	0%	0%	0%	0%	C	0.121	F	0.653	980	G	2012
(3976) Powhatan St	0.24	1500	G	99%	1%	0%	0%	0%	0%	C	0.097	F	0.846	1500	G	2012
Hays St		640	G								0.085	F	0.577	640	G	2012
Jackson St		970	G								0.097	F	0.667	970	G	2012
Sophia St		2600	G								0.097	F	0.911	2600	G	2012
Summit St		100	G								0.118	F	0.704	100	G	2012
Twin Lakes Dr		3100	G								0.093	F	0.514	3100	G	2012