

**2002**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**111**

City of Fredericksburg

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management 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 at VDOT Mobility Management’s 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.

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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’s Mobility Management 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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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



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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Fredericksburg

















Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Fredericksburg</b>																	
1	Jefferson Davis Blvd	1.48	33000	A	97%	0%	2%	0%	0%	0%	A	0.098	A	0.645	35000	A	2002
						From: SCL Fredericksburg											
1	Jefferson Davis Blvd	0.90	29000	F	97%	0%	2%	0%	0%	0%	F	0.079	F	0.597	31000	F	2002
						To: SR 3											
1	Jefferson Davis Blvd	0.59	35000	F	97%	0%	2%	0%	0%	0%	F	0.082	F	0.551	37000	F	2002
						From: College Ave											
1	Jefferson Davis Blvd	0.29	23000	F	97%	0%	2%	0%	0%	0%	F	0.079	F	0.613	24000	F	2002
						To: Fall Hill Ave											
1	Jefferson Davis Blvd	0.11	30000	N	97%	0%	2%	0%	0%	0%	N	0.08	N	0.627	31000	N	2002
						From: Bus US 1 Princess Anne Ave											
						To: NCL Fredericksburg											
Bus 1	LaFayette Blvd	1.42	21000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.557	22000	F	2002
						From: SCL Fredericksburg											
Bus 1	LaFayette Blvd	0.38	11000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.653	11000	F	2002
						To: SR 3; Blue and Grey Parkway											
Bus 1	LaFayette Blvd	0.56	9700	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.603	10000	F	2002
						From: 111-3957 Sunken Rd											
Bus 1	LaFayette Blvd	0.10	5700	N	94%	2%	3%	0%	0%	0%	N	0.085	N	0.533	6100	N	2002
						To: 111-3961 Kenmore Ave											
Bus 1	LaFayette Blvd	0.06	5700	F	94%	2%	3%	0%	0%	0%	F	0.085	F	0.533	6100	F	2002
						From: Bus US 1 Par, Bus 17 Par Princess Anne St											
Bus 1	Caroline St	0.38	5200	F	94%	2%	3%	0%	0%	0%	F	0.084	F		5600	F	2002
						To: Bus US 17 Caroline St											
		Combined Traffic:	12000	F	97%	1%	2%	0%	0%	0%	F	0.084	F	0.571	13000	F	
Bus 1	Caroline St	0.51	5600	F	94%	2%	3%	0%	0%	0%	C	0.079	F		6000	F	2002
						From: Bus SR 3 William St											
		Combined Traffic:	15000	F	97%	1%	2%	0%	0%	0%	C	0.085	F	0.652	16000	F	
Bus 1	Herndon St	0.06	5400	F	94%	2%	3%	0%	0%	0%	F	0.076	F		5700	F	2002
						To: Herndon St											
Bus 1	Princess Anne St	0.70	12000	F	98%	0%	1%	0%	0%	0%	C	0.079	F	0.661	12000	F	2002
						From: Bus US 1 Par Princess Anne St											
						To: Bus US 1 Par Herndon St											
Bus 1	Princess Anne St	0.37	7000	F	98%	0%	1%	0%	0%	0%	F	0.083	F		7400	F	2002
						From: Bus US 1, Bus US 17 Lafayette Blvd											
		Combined Traffic:	12000	F	97%	1%	2%	0%	0%	0%	F	NA			13000	F	
Bus 1	Princess Anne St	0.52	9000	F	98%	0%	1%	0%	0%	0%	C	0.096	F		9500	F	2002
						From: Bus SR 3 William St											
		Combined Traffic:	15000	F	97%	1%	2%	0%	0%	0%	C	NA			16000	F	
Bus 2	Dixon St	0.55	25000	F	94%	1%	1%	2%	3%	0%	C	0.085	F	0.561	27000	F	2002
						To: ECL Fredericksburg											
Bus 2	Dixon St	0.26	10000	F	98%	1%	1%	0%	0%	0%	C	0.097	F	0.576	11000	F	2002
						From: Howison Ave											
						To: Glover St											
Bus 2	Dixon St	0.06	4700	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5000	F	2002
						To: Charles St											
		Combined Traffic:	11000	F	98%	1%	1%	0%	1%	0%	F	0.086	F	0.616	11000	F	
						To: Princess Anne St											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Fredericksburg</b>																
2 17 Charles Street	0.26	5800	F	97%	1%	From: Dixon St				C	0.089	F	0.553	6200	F	2002
						1%	1%	1%	0%							
Combined Traffic:		0	F	To: BUS US 1				NA		0		F				
2 1 Princess Anne St	0.37	7000	F	98%	0%	From: BUS US 1				F	0.083	F		7400	F	2002
						1%	2%	0%	0%							
Combined Traffic:		12000	F	To: BUS SR 3 William St				NA		13000		F				
3 Plank Rd	0.34	79000	F	95%	0%	From: WCL Fredericksburg				F	0.075	F	0.612	83000	F	2002
						1%	1%	3%	0%							
3 Plank Rd	0.61	57000	F	93%	1%	From: I-95				F	0.075	F	0.52	59000	F	2002
						1%	1%	4%	0%							
3 Plank Rd	0.63	45000	F	93%	1%	From: Oakwood St				F	0.082	F	0.536	47000	F	2002
						1%	1%	4%	0%							
3 Plank Rd	0.24	40000	F	93%	1%	From: US 1 Jefferson Davis Hwy				F	0.076	F	0.535	42000	F	2002
						1%	1%	4%	0%							
3 Blue and Grey Parkway	0.53	28000	F	93%	1%	From: Bus SR 3 William St				C	0.083	F	0.532	30000	F	2002
						1%	1%	4%	0%							
3 Blue and Grey Parkway	1.00	31000	F	93%	1%	From: Bus US 1 LaFayette Blvd				F	0.084	F	0.529	33000	F	2002
						1%	1%	4%	0%							
3 Blue and Grey Parkway	0.36	31000	F	93%	1%	From: Bus US 17 SR 2 Dixon St				F	0.088	F	0.508	33000	F	2002
						1%	1%	4%	0%							
Combined Traffic:				To: ECL Fredericksburg												
3 William St	0.14	16000	F	99%	0%	From: SR 3 Blue and Grey Parkway				F	0.093	F	0.591	17000	F	2002
						0%	0%	0%	0%							
3 William St	0.30	13000	F	99%	0%	From: 111-3958 Hanover St				C	0.097	F	0.624	14000	F	2002
						0%	0%	0%	0%							
3 William St	0.48	13000	F	99%	0%	From: 111-3955 College Ave				C	0.08	F	0.558	14000	F	2002
						1%	0%	0%	0%							
3 William St	0.37	6200	F	99%	0%	From: SR 3 Par, Washington Ave				C	0.086	F	0.65	6600	F	2002
						1%	0%	0%	0%							
Combined Traffic:		12000	F	To: Bus US 1 Caroline St				F		0.085		F	13000			
3 William St	0.07	7700	F	99%	0%	From: Bus US 1 Caroline St				F	0.101	F		8200	F	2002
						1%	0%	0%	0%							
Combined Traffic:		15000	F	To: Bus SR 3 Par, Sophia St				F		0.101		F	16000			
3 William St	0.03	17000	F	99%	0%	From: Bus SR 3 Par, Sophia St				F	0.097	F	0.530	18000	F	2002
						1%	0%	0%	0%							
Combined Traffic:				To: ECL Fredericksburg												
3 Washington Ave	0.07	6100	F	98%	0%	From: Bus SR 3 William St				F	0.089	F	0.949	6500	F	2002
						1%	0%	0%	0%							
Combined Traffic:		12000	F	To: 111-3963 Amelia St				F		NA		13000				
3 Amelia St	0.43	5200	F	98%	0%	From: 111-3963, Washington Ave				C	0.088	F		5600	F	2002
						1%	0%	0%	0%							
Combined Traffic:		11000	F	To: 111-3973, Amelia St				C		NA		12000				
3 Sophia St	0.07	6900	F	98%	0%	From: 111-3973 Sophia St				F	0.085	F		7400	F	2002
						1%	0%	0%	0%							
Combined Traffic:		15000	F	To: Bus SR 3 William St				F		NA		16000				



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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Fredericksburg</b>																	
	0.89					From: SCL Fredericksburg											
	Combined Traffic:	<b>98000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.042	F	0.505	92000	F		
See I-95 for directional traffic volume estimates for this segment.																	
	2.29					From: SR 3											
	Combined Traffic:	<b>140000</b>	<b>G</b>	81%	1%	2%	1%	14%	1%	F	0.064	F		131000	G		
To: Stafford County Line																	
Bus 	Dixon St	0.55	<b>25000</b>	<b>F</b>	94%	1%	1%	2%	3%	0%	C	0.085	F	0.561	27000	F	2002
From: ECL Fredericksburg																	
Bus 	Dixon St	0.26	<b>10000</b>	<b>F</b>	98%	1%	1%	0%	0%	0%	C	0.097	F	0.576	11000	F	2002
From: Ramp from Rte. 3 Connector																	
Bus 	Dixon St	0.06	<b>4700</b>	<b>F</b>	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5000	F	2002
From: Charles St																	
Combined Traffic:	<b>11000</b>	<b>F</b>	98%	1%	1%	0%	1%	0%	F	0.086	F	0.616	11000	F			
Bus 	Dixon St	0.06	<b>2400</b>	<b>F</b>	98%	1%	1%	0%	0%	0%	F	0.082	F		2500	F	2002
From: Princess Anne St																	
Combined Traffic:	<b>8200</b>	<b>F</b>	98%	1%	1%	0%	1%	0%	F	0.082	F	0.588	8700	F			
Bus 	Caroline Street	0.24	<b>2400</b>	<b>F</b>	98%	1%	1%	0%	0%	0%	C	0.083	F		2600	F	2002
From: Caroline St Dixon Street																	
Combined Traffic:	<b>8200</b>	<b>F</b>	97%	1%	1%	0%	1%	0%	C	0.083	F		8700	F			
Bus 	Caroline St	0.38	<b>5200</b>	<b>F</b>	94%	2%	3%	0%	0%	0%	F	0.084	F		5600	F	2002
From: Layfayette Blvd LAFAYETTE BLVD																	
Combined Traffic:	<b>12000</b>	<b>F</b>	97%	1%	2%	0%	0%	0%	F	0.084	F	0.571	13000	F			
Bus 	Caroline St	0.51	<b>5600</b>	<b>F</b>	94%	2%	3%	0%	0%	0%	C	0.079	F		6000	F	2002
From: BUS SR 3 William St																	
Combined Traffic:	<b>15000</b>	<b>F</b>	97%	1%	2%	0%	0%	0%	C	0.085	F	0.652	16000	F			
Bus 	Herndon St	0.06	<b>5400</b>	<b>F</b>	94%	2%	3%	0%	0%	0%	F	0.076	F		5700	F	2002
From: Herndon St Caroline St																	
Bus 	Princess Anne St	0.70	<b>12000</b>	<b>F</b>	98%	0%	1%	0%	0%	0%	C	0.079	F	0.661	12000	F	2002
From: BUS US 1 Par Princess Anne St BUS US 1 Par Herndon St																	
Bus 	Jefferson Davis Bl	0.11	<b>30000</b>	<b>N</b>	97%	0%	2%	0%	0%	0%	N	0.08	N	0.627	31000	N	2002
From: US 1 Jefferson Davis Highway BUS US 1 Princess Anne Ave																	
Bus 	Charles Street	0.26	<b>5800</b>	<b>F</b>	97%	1%	1%	1%	1%	0%	C	0.089	F	0.553	6200	F	2002
From: Dixon Street																	
Combined Traffic:	<b>0</b>	<b>F</b>									NA		0	F			
To: Bus US 1, Bus US 17 Lafayette Blvd																	
North 		0.89	<b>48000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.066	F		48000	F	2002
From: SCL Fredericksburg																	
Combined Traffic:	<b>98000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.042	F	0.505	92000	F			
North 		2.29	<b>70000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.064	F		70000	F	2002
From: SR 3																	
Combined Traffic:	<b>140000</b>	<b>G</b>	81%	1%	2%	1%	14%	1%	F	0.064	F		131000	G			
To: Stafford County Line																	
South 		1.61	<b>50000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.065	F		44000	F	2002
From: SCL Fredericksburg																	
Combined Traffic:	<b>98000</b>	<b>F</b>	81%	1%	2%	1%	14%	1%	F	0.042	F	0.505	92000	F			
To: SR 3																	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Fredericksburg</b>																
South (95)	1.76	70000	G	81%	1%	2%	1%	14%	1%	F	0.089	F		61000	G	2002
Combined Traffic:		140000	G	81%	1%	2%	1%	14%	1%	F	NA		131000	G		
(1) Cowan Blvd	0.61	NA									NA		NA			
(3950) Twin Lake Dr	0.46	3200	F	99%	0%	0%	0%	0%	0%	C	0.112	F	0.561	3400	F	2002
(3952) Lansdowne Road	0.47	6900	F	93%	1%	1%	1%	4%	0%	C	0.087	F	0.582	7300	F	2002
(3953) Stafford Avenue	0.50	1900	F	98%	1%	1%	0%	0%	0%	C	0.081	F	0.503	2100	F	2002
(3954) Howison St	0.09	600	F	95%	1%	1%	1%	1%	0%	F	0.092	F	0.52	640	F	2002
(3954) Howison Avenue	0.16	1400	F	95%	1%	1%	1%	1%	0%	C	0.095	F	0.536	1500	F	2002
(3955) College Ave	0.67	6600	F	98%	0%	0%	0%	1%	0%	C	0.087	F	0.531	7000	F	2002
(3957) Sunken Rd	0.28	230	F	99%	0%	0%	0%	0%	0%	F	0.116	F		240	F	2002
(3957) Sunken Rd	0.18	420	F	99%	0%	0%	0%	0%	0%	F	0.11	F	0.631	450	F	2002
(3958) High St	0.04	780	F	98%	0%	1%	0%	1%	0%	F	0.099	F	0.954	830	F	2002
(3958) Hanover St	0.60	3100	F	98%	0%	1%	0%	1%	0%	C	0.086	F	0.715	3200	F	2002
(3958) Hanover St	0.49	1000	F	98%	0%	1%	0%	1%	0%	F	0.098	F		1100	F	2002
(3958) Hanover St	0.12	800	F	98%	0%	1%	0%	1%	0%	F	0.116	F		850	F	2002
(3959) Littlepage St	0.44	2100	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.522	2300	F	2002
(3961) Kenmore Ave	0.49	4300	F	98%	0%	1%	0%	1%	0%	C	0.091	F	0.613	4600	F	2002
(3961) Kenmore Ave	0.40	1600	F	98%	1%	0%	0%	0%	0%	C	0.091	F	0.586	1700	F	2002
(3961) Mary Ball St	0.10	2000	F	98%	1%	0%	0%	0%	0%	F	0.094	F	0.59	2100	F	2002
(3963) Washington Ave	0.43	2300	F	98%	0%	1%	0%	0%	0%	C	0.096	F	0.696	2400	F	2002
(3963) Washington Ave	0.44	2500	F	98%	0%	1%	0%	0%	0%	F	0.111	F		2600	F	2002

Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Fredericksburg

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Fredericksburg</b>																
(3965) Prince Edward St	0.35	3100	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.661	3300	F	2002
						From: Kenmore Avenue										
						To: William Street										
(3965) Prince Edward St	0.44	2300	F	99%	0%	0%	0%	0%	0%	C	0.087	F	0.814	2400	F	2002
						From: Canal Street										
						To: Maury Street										
(3965) Fall Hill Avenue	0.10	2600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.775	2700	F	2002
						From: Maury Street										
						To: Washington Street										
(3965) Fall Hill Avenue	0.39	3500	F	99%	0%	0%	0%	0%	0%	F	0.088	F		3700	F	2002
						From: Washington Street										
						To: Jefferson Davis Highway										
(3965) Fall Hill Avenue	1.59	17000	F	99%	0%	1%	0%	0%	0%	C	0.092	F	0.669	18000	F	2002
						From: Jefferson Davis Highway										
						To: I-95										
(3965) Fall Hill Avenue	0.95	16000	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.669	17000	F	2002
						From: I-95										
						To: WCL Fredericksburg										
(3967) Charles Street	0.24	NA									NA			NA		
						From: Bus 17 Dixon St										
						To: Bus 1 Lafayette Blvd										
(3973) Sophia St	0.37	5500	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.536	5800	F	2002
						From: Lafayette Blvd										
						To: Bus SR 3 William St										
(3975) Maury Street	0.14	2000	F	99%	1%	1%	0%	0%	0%	C	0.09	F		2100	F	2002
						From: Washington St										
						To: Fall Hill Avenue										
(3976) Westwood Dr	0.20	1900	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.547	2000	F	2002
						From: Plank Rd										
						To: Woodland Dr										
(3976) Woodland Rd	0.04	NA									NA			NA		
						From: Woodland Dr										
						To: Westwood Dr										
(3976) Keenland Road	0.36	1800	F	99%	0%	1%	0%	0%	0%	C	0.09	F	0.607	1900	F	2002
						From: Falling Creek Rd										
						To: Cowan Boulevard										
(3976) Powhatan Street	0.24	5200	F	97%	1%	1%	1%	1%	0%	C	0.096	F	0.521	5500	F	2002
						From: Cowan Blvd										
						To: Jefferson Davis Hwy										
Cowan Boulevard		5000	F								0.081	F		5000	F	2002
						From: 0.35 Mi W Powhatan St										
						To: Powhatan St										
Jackson Street		1100	F								0.102	F	0.611	1100	F	2002
						From: Charlotte Street										
						To: Wolfe Street										
Sophia St		2500	F								0.091	F	0.921	2500	F	2002
						From: Fauquier St										
						To: Lewis St										
Summit Street		100	F								0.153	F	0.677	100	F	2002
						From: Railroad Avenue										
						To: White Street										
Twin Lakes Drive		3600	F								0.113	F	0.546	3600	F	2002
						From: Goodloe Drive										
						To: Lafayette Blvd										
Woodland Drive		2100	F								0.09	F		2100	F	2002
						From: Westwood Dr										
						To: Falling Creek										