## 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.

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
- 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

North
81 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

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 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.

LaFayette Blvd   0.38   11000   F   97%   0%   1%   1%   1%   0%   F   0.094   F   0.653   11000   F   2002						(	City of Fre	edericks	sburg								
1   Jefferson Davis Blvd   0.90   29000   F   97%   07%   27%   07%	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	- QC		QK		AAWDT	QW	Year
1   Jefferson Davis Blvd   1.48   33000   A   2000   F   97%   0	City of Fredericksburg				_		2,000	0 17 040		a		11001		1 40101			
Jefferson Davis Blvd   0.90   29000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	~~ . "	1.48	33000	Α		0%				0%	Α	0.098	Α	0.645	35000	Α	2002
1   Jefferson Davis Blvd   0.59   35000   F   97%   0.9%   2%   0.9%   0.9%   0.9%   0.9%   0.9%   0.9%   0.000   F   2.002     3   Jefferson Davis Blvd   0.29   23000   F   97%   0.9%   2%   0.9%   0.9%   0.9%   0.9%   0.000   F   0.013   24000   F   2.002     4   Jefferson Davis Blvd   0.11   30000   N   97%   0.9%   2%   0.9%   0.9%   0.9%   0.9%   N   0.08   N   0.627   31000   N   2.002     5   Jefferson Davis Blvd   0.11   30000   N   97%   0.9%   2%   0.9%   0.9%   0.9%   0.9%   N   0.08   N   0.627   31000   N   2.002     5   Jefferson Davis Blvd   0.11   30000   N   97%   0.9%   2%   0.9%   0.9%   0.9%   N   0.08   N   0.627   31000   N   2.002     6   Jefferson Davis Blvd   0.11   30000   N   97%   0.9%   2%   0.9%   0.9%   0.9%   N   0.08   N   0.627   31000   N   2.002     7   Jefferson Davis Blvd   0.11   30000   N   97%   0.9%   1.9%   1.9%   1.9%   0.9%   F   0.09   F   0.557   2.2000   F   2.002     8   Jefferson Davis Blvd   0.14   2.1000   F   97%   0.9%   1.9%   1.9%   1.9%   1.9%   0.9%   F   0.09   F   0.557   2.2000   F   2.002     9   Jefferson Davis Blvd   0.14   2.1000   F   97%   0.9%   1.9%					To: From:		9	SR 3									
Defersion Davis Blvd   0.59   35000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	1 Jefferson Davis Blvd	0.90	29000	F	97%	0%	2%	0%	0%	0%	F	0.079	F	0.597	31000	F	2002
Defferson Davis Bivd   0.29   23000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	<del>~</del>																
Defersion Davis Blvd   0.29   23000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	1 Jefferson Davis Blvd	0.59	35000	F	97%	0%	2%	0%	0%	0%	F	0.082	F	0.551	37000	F	2002
1   Jefferson Davis Blvd   0.11   30000   N   97%   0%   2%   0%   0%   0%   0%   0%   0	~																
Deferes on Davis Blivd   0.11   30000   N   97%   0%   2%   0%   0%   0%   0%   0%   N   0.627   31000   N   2002	1 Jefferson Davis Blvd	0.29	23000	F	97%	0%	2%	0%	0%	0%	F	0.079	F	0.613	24000	F	2002
1   LaFayette Blvd   1.42   21000   F   97%   0%   1%   1%   1%   0%   F   0.09   F   0.557   22000   F   2002	~																
Sustrain	1 Jefferson Davis Blvd	0.11	30000	N		0%				0%	N	0.08	N	0.627	31000	N	2002
LaFayette Blvd																	
Bus   SR 3, Ribar and Grey Parkway   Fig.   SR 2, Ribar and Grey Par	/	1 10	24000	_		00/				00/	_	0.00	_	0.557	22000	_	2002
Bus   LaFayette Blvd   0.38   11000   F   97%   0%   1%   1%   1%   1%   0%   F   0.094   F   0.653   11000   F   2002	1 LaFayette Bivo	1.42	21000	г	97%	0%	1%	1%	1%	0%	Г	0.09	г	0.557	22000	Г	2002
LaFayette Blvd	Bus				From:	S	R 3; Blue a	nd Grey P	arkway								
Bus	~~~· - · · · · · ·	0.38	11000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.653	11000	F	2002
Bus					To: From:		111-395	7 Sunken	Rd								
1   LaFayette Blwd	~~~· - · · · · · · ·	0.56	9700	F		በ%				0%	F	0 088	F	0 603	10000	F	2002
Bus   LaFayette Blvd   0.10   5700   N   94%   2%   3%   0%   0%   0%   0%   N   0.085   N   0.533   6100   N   2002	Lai ayette biva	0.50	3700	•	57 70	070				070	ı	0.000	•	0.000	10000	•	2002
Bus US   7 Par   Bus US   Par   Bus US   7 Par   Bus US   Par   Bus US   7 Par   Bus US	Bus				From:		111-3961	Kenmore	Ave								
Bus   Caroline St   0.38   5200   F   94%   2%   3%   0%   0%   0%   0%   0%   F   0.085   F   0.533   6100   F   2002	1 LaFayette Blvd	0.10	5700	N	94%	2%	3%	0%	0%	0%	Ν	0.085	Ν	0.533	6100	Ν	2002
Bus   Caroline St   0.38   5200   F   94%   2%   3%   0%   0%   0%   0%   0%   F   0.085   F   0.533   6100   F   2002	D.::				To:	Bus US	1 Par, Bus	17 Par Pri	ncess Anr	ne St							
Bus   S   7   Caroline   St   Combined   Traffic   S   S   S   S   S   S   S   S   S	~~~· = " = " = " = " = " = " = " = " = " =	0.06	5700	F		2%	3%	0%	0%	0%	F	0.085	F	0 533	6100	F	2002
Bus   Caroline St   0.38   5200   F   94%   2%   3%   0%   0%   0%   0%   F   0.084   F   0.571   13000   F	Lai ayette biva	0.00	3700	•		270				070	ı	0.000		0.555	0100	•	2002
Combined Traffic:   12000   F   97%   1%   2%   0%   0%   0%   0%   F   0.084   F   0.571   13000   F	Bus				From:												
Bus   Caroline St   Combined Traffic:   15000   F   94%   2%   3%   0%   0%   0%   0%   0%   0%   0	1 Caroline St	0.38	5200	F	94%	2%	3%	0%	0%	0%	F	0.084				F	2002
Bus   Caroline St   0.51   5600   F   94%   2%   3%   0%   0%   0%   0%   C   0.079   F   6000   F   2002	Combine	ed Traffic:	12000	F	97%	1%	2%	0%	0%	0%	F	0.084	F	0.571	13000	F	
1 Caroline St	Rus				From:		Bus SR 3	3 William	St								
Combined Traffic:   15000   F   97%   1%   2%   0%   0%   0%   0%   0%   0%   0		0.51	5600	F	94%	2%	3%	0%	0%	0%	С	0.079	F		6000	F	2002
Bus   From   Caroline St   St   St   Caroline St   St   St   Caroline St   St   St   Caroline St   St   St   St   St   St   St   St		ed Traffic:	15000	F	97%	1%	2%	0%	0%	0%	С	0.085	F	0.652	16000	F	
Herndon St   0.06   5400   F   94%   2%   3%   0%   0%   0%   0%   0%   0%   0																	
Bus   Sus   Sus   Frame   Bus   Sus   Frame   Sus	Bus Harndon St	0.06	E400	_		20/			00/	00/	_	0.076	_		E700	_	2002
Bus   Princess Anne St   0.70   12000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	1 Herndon St	0.06	5400	г						0%	Г	0.076	г		5700	Г	2002
Princess Anne St   0.70   12000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	Bus																
Bus   Frances   Bus   US   Jefferson   Davis Highway	~~ a	0.70	12000	F	98%	0%				0%	С	0.079	F	0.661	12000	F	2002
Princess Anne St   0.37   7000   F   98%   0%   1%   0%   0%   0%   0%   F   0.083   F   7400   F   2002	$\overline{}$				To:	U	S 1 Jefferso	n Davis F	Iighway								
Combined Traffic: 12000   F   97%   1%   2%   0%   0%   0%   0%   F   NA   13000   F	Bus				<u> </u>												
Bus   Princess Anne St   0.52   9000   F   98%   0%   1%   0%   0%   0%   0%   0%   0	(P)												F				2002
Princess Anne St   0.52   9000   F   98%   0%   1%   0%   0%   0%   0%   C   0.096   F   9500   F   2002	Combine	ed Traffic:	12000	F	97%	1%	2%	0%	0%	0%	F	NA			13000	F	
Princess Anne St   0.52   9000   F   98%   0%   1%   0%   0%   0%   0%   C   0.096   F   9500   F   2002	Bus				To: From:		Bus SR 2	3 William	St	-							
Combined Traffic: 15000 F 97% 1% 2% 0% 0% 0% 0% C NA 16000 F    Bus US   Herndon St		0.52	9000	F	98%	0%	1%	0%	0%	0%	С	0.096	F		9500	F	2002
Bus   Start	Combine	ed Traffic:	15000												16000	F	
2 17 Dixon St 0.55 25000 F 94% 1% 1% 2% 3% 0% C 0.085 F 0.561 27000 F 2002  Bus 2 17 Dixon St 0.26 10000 F 98% 1% 1% 0% 0% 0% C 0.097 F 0.576 11000 F 2002  Bus 2 17 Dixon St 0.06 4700 F 98% 1% 1% 0% 0% 0% 0% F 0.089 F 0.623 5000 F 2002  Combined Traffic: 11000 F 98% 1% 1% 0% 0% 1% 0% F 0.086 F 0.616 11000 F					To:		Bus US		ı St								
Bus   From   Glover St   Charles St   From   Charles St   Combined Traffic:   11000   F   98%   1%   1%   0%   0%   0%   0%   F   0.089   F   0.623   5000   F   2002   Combined Traffic:   11000   F   98%   1%   1%   0%   0%   1%   0%   F   0.086   F   0.616   11000   F   110000   F   110					From:		ECL Fre	edericksbu	urg								
Bus   From   Glover St   Charles St   From   Charles St   Combined Traffic:   11000   F   98%   1%   1%   0%   0%   0%   0%   F   0.089   F   0.623   5000   F   2002   Combined Traffic:   11000   F   98%   1%   1%   0%   0%   0%   0%   F   0.086   F   0.616   11000   F   110000   F   110	( 2 ) (17) Dixon St	0.55	25000	F	94%	1%	1%	2%		0%	С	0.085	F	0.561	27000	F	2002
2 17 Dixon St 0.26 10000 F 98% 1% 1% 0% 0% 0% C 0.097 F 0.576 11000 F 2002  Bus Charles St  Charles St  Combined Traffic: 11000 F 98% 1% 1% 0% 0% 0% F 0.089 F 0.623 5000 F 2002																	
Bus   Charles St   Combined Traffic: 11000   F   98%   1%   1%   0%   0%   0%   F   0.089   F   0.623   5000   F   2002   Combined Traffic: 11000   F   98%   1%   1%   0%   1%   0%   F   0.086   F   0.616   11000   F   0.086   F   0.086   F   0.616   11000   F   0.086   F	$\sim$	0.26	10000	F		1%			O%	O%	C	0 00 <del>7</del>	F	0 576	11000	F	2002
Dixon St 0.06 4700 F 98% 1% 1% 0% 0% 0% F 0.089 F 0.623 5000 F 2002 Combined Traffic: 11000 F 98% 1% 1% 0% 1% 0% F 0.086 F 0.616 11000 F	2) (1/) DIXOT St	0.20	10000	•	JU /0	1 /0			J /0	J /0	C	0.031	'	0.570	11000	'	2002
Combined Traffic: <b>11000 F</b> 98 <u>% 1% 1% 0% 1% 0%</u> F 0.086 F 0.616 11000 F	$\sim$				From:		Cha	arles St									
Combined Traffic: <b>11000 F</b> 98 <u>% 1% 1% 0% 1% 0%</u> F 0.086 F 0.616 11000 F	2 (17) Dixon St	0.06	4700	F	98%	1%	1%	0%	0%	0%	F		F	0.623	5000	F	2002
To: Princess Anne St		ed Traffic:	11000	F		1%				0%	F	0.086	F	0.616	11000	F	
					To:		Prince	ss Anne S	it								

						(	city of Freder	icksburg								
Route	Le	ength	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck xle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksb	urg															
2 Bus Charle	es Street ( Combined Ti	0.26 raffic:	5800 0	F F	97%	1%	Dixon 9		0%	С	0.089 NA	F	0.553	6200 0	F F	2002
					To: From:		BUS US	1								
Bus	ss Anne St (	n 37	7000	F	98%	0%	1% 09		0%	F	0.083	F		7400	F	2002
2 1 Prince	Combined Ti		12000	F	97%	1%	2% 09		0%	F	NA	•		13000	, F	2002
	Combined	iaiiic.	12000		To:	1 /0	BUS SR 3 Wi		0 76		INA			13000	1	
					From:		WCL Frederi		1							
3 Plank Rd	(	0.34	79000	F	95%	0%	1% 1°		0%	F	0.075	F	0.612	83000	F	2002
3					To:											
3 Plank Rd		0.61	57000	F	From: 93%	1%	I-95 1% 19	% 4%	0%	F	0.075	F	0.52	59000	F	2002
3 Plank Rd	,	0.01	37000		93 /6	1 /0			0 76		0.075		0.52	39000	1	2002
		0.00	45000	_	From:	40/	Oakwood			_	0.000	_	0.500	47000		
3 Plank Rd	(	0.63	45000	F	93%	1%	1% 19	% 4%	0%	F	0.082	F	0.536	47000	F	2002
					From:		US 1 Jefferson I	-								
(3)	(	0.24	40000	F	93%	1%	1% 19	% 4%	0%	F	0.076	F	0.535	42000	F	2002
$\stackrel{\smile}{=}$					To: From:		Bus SR 3 Wi	liam St								
$_3$ Blue and Gre	ey Parkway (	0.53	28000	F	93%	1%	1% 19	% 4%	0%	С	0.083	F	0.532	30000	F	2002
					To: From:		Bus US 1 LaFa	ette Blvd								
3 Blue and Gre	ey Parkway	1.00	31000	F	93%	1%	1% 19		0%	F	0.084	F	0.529	33000	F	2002
					To:		Bus US 17 SR 2	Divon St								
3 Blue and Gre	ev Parkway (	0.36	31000	F	93%	1%	1% 19		0%	F	0.088	F	0.508	33000	F	2002
3) Black and one	y r annivay	0.00	0.000	•	To:	170	ECL Frederic		7,0		0.000	•	0.000	00000	•	2002
Bus					From:	S	R 3 Blue and Gr									
3 William St	(	0.14	16000	F	99%	0%	0% 09		0%	F	0.093	F	0.591	17000	F	2002
3)					To:											
Bus					From:		111-3958 Har	iover St								
3 William St	(	0.30	13000	F	99%	0%	0% 09	% 0%	0%	С	0.097	F	0.624	14000	F	2002
					To:		111-3955 Coll	ege Ave								
Bus 3 William St	(	0.48	13000	F	99%	0%	1% 09	% 0%	0%	С	0.08	F	0.558	14000	F	2002
3 William St	`	0.40	10000	•	5570				070		0.00	•	0.550	14000	•	2002
Bus					From:		SR 3 Par, Washi	ngton Ave								
3 William St	(	0.37	6200	F	99%	0%	1% 09	% 0%	0%	С	0.086	F	0.65	6600	F	2002
	Combined Tr	raffic:	12000	F	99%	0%	1% 09	% 0%	0%	F	0.085	F	0.716	13000	F	
					To:		Bus US 1 Car	oline St								
Bus 3 William St	,	0.07	7700	_	99%	0%	1% 09	% 0%	0%	_	0.101	_		8200	F	2002
3 William St	Combined Tr	0.07	15000	F						F		F			F	2002
	Combined 11	rame:	15000	F	99%	0%	1% 09		0%	F	0.101	F		16000	F	
Bus					To: From:		Bus SR 3 Par,	Sophia St								
3 William St	(	0.03	17000	F	99%	0%	1% 09	% 0%	0%	F	0.097	F	0.530	18000	F	2002
					To:		ECL Frederic	ksburg								
Bus					From:		Bus SR 3 Wi	liam St								
3 Washington	Ave (	0.07	6100	F	98%	0%	1% 09	% 0%	0%	F	0.089	F	0.949	6500	F	2002
P	Combined Tr	raffic:	12000	F	99%	0%	1% 09	% 0%	0%	F	NA			13000	F	
					To:		111-3963 An									
Bus Amolio St	,	0.42	E202	_	From:		111-3963, Wash		00/	_	0.000	_		ECOO	г	2000
3 Amelia St		0.43	5200	F	98%	0%	1% 09		0%	С	0.088	F		5600	F	2002
_	Combined Tr	rattic:	11000	F	99% To:	0%	1% 09		0%	С	NA			12000	F	
Bus					From:		111-3973 So 111-3973, Ar									
		0.07	6900	F	98%	0%	1% 09		0%	F	0.085	F		7400	F	2002
	(	0.07	0300	•												
$\overline{}$	Combined Ti		15000	F	99%	0%	1% 09		0%	F	NA			16000	F	

					1	,		Sourg								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksb	ourg			From:		COL E	1 : 1 1		-							
$ \longrightarrow   $	0.89						edericksbu		fic volun	no oct	imatae fa	r thic	segment.			
17 95		00000	_	040/									Ū		_	
	Combined Traffic:	98000	F	81%	1%	2%	1%	14%	1%	F	0.042	F	0.505	92000	F	
				From:			SR 3		-							
17 (95)	2.29				Se	ee I-95 fo	or directi	onal traf	fic volun	ne est	imates fo	r this	segment.			
$\smile$	Combined Traffic:	140000	G	81%	1%	2%	1%	14%	1%	F	0.064	F		131000	G	
				To:		Stafford	l County L	ine								
Bus				From:		ECL Fr	redericksbu	nrø								
17 Dixon St	0.55	25000	F	94%	1%	1%	2%	3%	0%	С	0.085	F	0.561	27000	F	2002
17) Bixon or	0.00	20000	•	0.70						Ŭ	0.000	•	0.001	2,000	•	2002
Bus				From:	R	Ramp from	Rte. 3 Cor	nnector								
17 Dixon St	0.26	10000	F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	F	2002
17) Bixon or	0.20		•	0070	.,,	. 70	070	0 70		Ŭ	0.001	•	0.070	11000	•	2002
Bus				From:		Cł	narles St									
17 Dixon St	0.06	4700	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5000	F	2002
11)		11000	F	98%	1%	1%	0%	1%	0%	F	0.086	F	0.616	11000	F	
	COMBINEU MAINC.	1 1000	r	30 70	1 70				0 70	r	0.000	ı-	0.010	11000		
Bus				From:		Prince	ess Anne S	st								
17 Dixon St	0.06	2400	F	98%	1%	1%	0%	0%	0%	F	0.082	F		2500	F	2002
17) 51,011 00													0.500			2002
	Combined Traffic:	8200	F	98% To:	1%	1%	0%	1%	0%	F	0.082	F	0.588	8700	F	
Bus				From:			roline St		-							
~~~ <u>-</u>	eet 0.24	2400	F	98%	1%	1%	0%	0%	0%	С	0.083	F		2600	F	2002
17 Caroline Stre																2002
	Combined Traffic:	8200	F	97%	1%	1%	0%	1%	0%	С	0.083	F		8700	F	
Dua Dua				From:			ayette Blvc									
Bus Bus	04 000	5000	_		-00/		ETTE BL		00/	_	0.004	_		5000	_	0000
17 \ \ 1 \ Carolir		5200	F	94%	2%	3%	0%	0%	0%	F	0.084	F		5600	F	2002
~ ~	Combined Traffic:	12000	F	97%	1%	2%	0%	0%	0%	F	0.084	F	0.571	13000	F	
				To:		BUS SF	3 Willian	n St								
Bus Bus			_	-						_		_			_	
17 \ { 1 } Carolir	ne St 0.51	5600	F	94%	2%	3%	0%	0%	0%	С	0.079	F		6000	F	2002
$\rightarrow$	Combined Traffic:	15000	F	97%	1%	2%	0%	0%	0%	С	0.085	F	0.652	16000	F	
				To:		Не	rndon St									
Bus Bus				From:			roline St									
17 \ \ 1 \ Herndo	on St 0.06	5400	F	94 <u>%</u>	2%	3%	0%	0%	0%	F	0.076	F		5700	F	2002
$\rightarrow$				To:		JS US 1 Pa	r Princess									
Bus Bus				From:												
17 \ 1 \ Prince				<u> </u>		BUS US 1										
~ ~	ess Anne St 0.70	12000	F	98%	0%	1%	0%	0%	0%	С	0.079	F	0.661	12000	F	2002
Bus	ess Anne St 0.70	12000	F	To:	0% US	1% S 1 Jeffers	0% on Davis I	0% Highway	0%	С	0.079	F	0.661	12000	F	2002
17 \ 1 \ Jeffers				To: From:	0% US BI	1% S 1 Jeffers US US 1 P	0% on Davis F Princess Ar	0% Highway nne Ave								
11)(1)55.161	ess Anne St 0.70 son Davis BI 0.11	30000	F N	To: From: 97%	0% US	1% S 1 Jeffers	0% on Davis I	0% Highway	0%	C N	0.079	F N	0.661 0.627	12000 31000	F N	2002
<u> </u>				To: From:	0% US BI	1% S 1 Jeffers US US 1 F 2%	0% on Davis F Princess Ar	0% Highway nne Ave 0%								
<i>**</i> • • • • • • • • • • • • • • • • • •				To: From: 97%	0% US BI	1% S 1 Jeffers US US 1 F 2% NCL F	0% on Davis F Princess Ar 0% redericksb	0% Highway nne Ave 0%								
Bus	son Davis Bl 0.11	30000	N	To: From: 97% To: From:	0% US BI 0%	1% S 1 Jeffers US US 1 F 2% NCL F	0% on Davis F Princess Ar 0% redericksbr	0% Highway nne Ave 0% urg	0%	N	0.08	N	0.627	31000	N	2002
Bus	son Davis BI 0.11 et 0.26	30000 5800	N F	To: From: 97% To:	0% US BI	1% S 1 Jeffers US US 1 F 2% NCL F	0% on Davis F Princess Ar 0% redericksb	0% Highway nne Ave 0%			0.08			31000	N F	2002
Bus	son Davis Bl 0.11	30000	N	To: From: 97% To: From:	0% B1 0%	1% S 1 Jeffers US US 1 F 2% NCL F Dix 1%	0% on Davis F Princess Ar 0% redericksbi ton Street 1%	0% Highway nne Ave 0% urg	0%	N	0.08	N	0.627	31000	N	2002
Bus	son Davis BI 0.11 et 0.26	30000 5800	N F	To:   From:   97%   To:	0% B1 0%	1% S 1 Jeffers US US 1 F 2% NCL Fi Dix 1% US 1, Bus	0% on Davis I Princess Ar 0% redericksbi con Street 1% US 17 Lafa	0% Highway nne Ave 0% urg 1%	0%	N	0.08	N	0.627	31000	N F	2002
Bus 17 Charles Stree	son Davis BI 0.11  et 0.26  Combined Traffic:	30000 5800 0	N F	To: From: 97% To: From: 97% Ta: From: From:	0% B1 0%  1% Bus U	1% S 1 Jefferse US US 1 F 2% NCL Fe Dix 1% US 1, Bus 1	0% on Davis F Princess Ar 0% redericksbr con Street 1%  US 17 Lafa	0% Highway nne Ave 0% urg 1% eayette Blve	0% 0%	N C	0.08 0.089 NA	N F	0.627	31000 6200 0	N F F	2002
Bus 17 Charles Stree	son Davis BI 0.11 et 0.26	30000 5800	N F	To:   From:   97%   To:	0% B1 0%	1% S 1 Jeffers US US 1 F 2% NCL Fi Dix 1% US 1, Bus	0% on Davis I Princess Ar 0% redericksbi con Street 1% US 17 Lafa	0% Highway nne Ave 0% urg 1%	0%	N	0.08	N	0.627	31000	N F	2002
Bus Charles Street	son Davis BI 0.11  et 0.26 Combined Traffic:	30000 5800 0 48000	N F F	To: From: 97% To: From: 97% Ta: From: From:	0% B1 0%  1% Bus U	1% S 1 Jefferse US US 1 F 2% NCL Fe Dix 1% US 1, Bus 1	0% on Davis F Princess Ar 0% redericksbr con Street 1%  US 17 Lafa	0% Highway nne Ave 0% urg 1% eayette Blve	0% 0%	N C	0.08 0.089 NA	N F	0.627	31000 6200 0	N F F	2002
Bus Charles Stree	son Davis BI 0.11  et 0.26  Combined Traffic:	30000 5800 0 48000	N F F	To:   From   97%   To:	0% B1 0% 1% Bus U	1% S 1 Jeffers US US 1 F 2% NCL Fr Dix 1% US 1, Bus 1 SCL Fr 2% 2%	0% on Davis H rrincess Ar 0% redericksbr con Street 1% US 17 Lafa redericksbr 1% 1%	0% Highway nne Ave 0% urg 1% avette Blvd urg 14%	0% 0% d	N C	0.08 0.089 NA 0.066	N F	0.627	31000 6200 0 48000	N F F	2002
Bus 17 Charles Stree	son Davis BI 0.11  et 0.26 Combined Traffic:	30000 5800 0 48000	N F F	From: 97% To: 97% To: 97% From: 97% To: 81%	0% B1 0% 1% Bus U	1% S 1 Jeffers US US 1 F 2% NCL Fr Dix 1% US 1, Bus 1 SCL Fr 2% 2%	0% on Davis F Princess Ar 0% redericksbr on Street 1% US 17 Laft	0% Highway nne Ave 0% urg 1% avette Blvd urg 14%	0% 0% d	N C	0.08 0.089 NA 0.066	N F	0.627	31000 6200 0 48000	N F F	2002
Bus 17 Charles Street	son Davis BI 0.11  et 0.26 Combined Traffic:	30000 5800 0 48000	N F F	To:   From   97%   To:	0% B1 0% 1% Bus U	1% S 1 Jeffers US US 1 F 2% NCL Fr Dix 1% US 1, Bus 1 SCL Fr 2% 2%	0% on Davis H rrincess Ar 0% redericksbr con Street 1% US 17 Lafa redericksbr 1% 1%	0% Highway nne Ave 0% urg 1% avette Blvd urg 14%	0% 0% d	N C	0.08 0.089 NA 0.066	N F	0.627	31000 6200 0 48000	N F F	2002
Bus 17 Charles Street	et 0.26 Combined Traffic:  0.89 Combined Traffic: 2.29	30000 5800 0 48000 98000 70000	N F F F F	From: 97% To: From: 97% From: 97% From: 81% 81% From: 81%	0% US BI 0%  1%  Bus U  1%  1%  1%	1% S 1 Jefferss US US 1 F 2% NCL Fi Dix 1% US 1, Bus 1 SCL Fi 2% 2%	0% on Davis Forincess Arr 0% redericksbut on Street 1% US 17 Lafatedericksbut 1% 1% SR 3 1%	0% Highway nne Ave 0% urg 1% ayette Blvaurg 14% 14%	0% 0% d	N C F F	0.089 NA 0.066 0.042	N F F F	0.627	31000 6200 0 48000 92000 70000	N F F F F	2002
Bus 17 Charles Street	son Davis BI 0.11  et 0.26 Combined Traffic:  0.89 Combined Traffic:	30000 5800 0 48000 98000 70000	N F F	70 From: 97% To: 97% To: 81% 81% From: 81%	0% US BI 0%  1%  Bus U  1%  1%  1%	1% S 1 Jefferss US US 1 F 2% NCL Fi Dix 1%  US 1, Bus 1 SCL Fi 2% 2% 2%	0% on Davis Forincess Arr 0% redericksbut 1% US 17 Lafated 1% SR 3 1% 1%	0% Highway nne Ave 0% urg 1% ayette Blv urg 14% 14% 14%	0% 0% d 1% 1%	N C F F	0.08 0.089 NA 0.066 0.042	N F F	0.627	31000 6200 0 48000 92000	N F F	2002
Bus 17 Charles Stree North 95	et 0.26 Combined Traffic:  0.89 Combined Traffic: 2.29	30000 5800 0 48000 98000 70000	N F F F F	To:   From   97%   To:	0% US BI 0%  1%  Bus U  1%  1%  1%	1% S 1 Jeffers US US 1 F 2% NCL Fi Dix 1%  US 1, Bus 1  SCL Fr 2% 2% 2% Stafforc	0% on Davis I frincess Ar 0% redericksbr con Street 1% US 17 Lafe redericksbr 1% SR 3 1% 1% 1 County L	0% Highway nne Ave 0% urg 1% ayette Blve 14% 14% 14% inne	0% 0% d	N C F F	0.089 NA 0.066 0.042	N F F F	0.627	31000 6200 0 48000 92000 70000	N F F F F	2002
Bus 17 Charles Stree North 95	et 0.26 Combined Traffic:  0.89 Combined Traffic:  2.29 Combined Traffic:	30000 5800 0 48000 98000 70000 1400000	N F F F G	To From 97%  To 97%  To 81%  81%  81%  81%  81%  From From From From From From From From	0%	1% S 1 Jeffers US US 1 F 2% NCL Fr  Dix 1%  US 1, Bus 1  SCL Fr 2% 2% 2% Stafforc SCL Fr	0% on Davis H frincess Ar 0% redericksbr 10% US 17 Lafe redericksbr 1% SR 3 1% 1% 1County L redericksbr	0% Highway nne Ave 0% urg 1% Sayette Blve 14% 14% 14% inne urg	0% 0% d 1% 1% 1%	N C F F F F F	0.089 NA 0.066 0.042 0.064	N F F F F F	0.627	31000 6200 0 48000 92000 70000 131000	N F F F G	2002
Bus 17 Charles Stree North 95	et 0.26 Combined Traffic:  0.89 Combined Traffic: 2.29	30000 5800 0 48000 98000 70000	N F F F F	To:	0% US BI 0%  1%  Bus U  1%  1%  1%	1% S 1 Jeffers US US 1 F 2% NCL Fi Dix 1%  US 1, Bus 1  SCL Fr 2% 2% 2% Stafforc	0% on Davis I frincess Ar 0% redericksbr con Street 1% US 17 Lafe redericksbr 1% SR 3 1% 1% 1 County L	0% Highway nne Ave 0% urg 1% ayette Blve 14% 14% 14% inne	0% 0% d	N C F F	0.089 NA 0.066 0.042	N F F F	0.627	31000 6200 0 48000 92000 70000	N F F F F	2002
Bus	et 0.26 Combined Traffic:  0.89 Combined Traffic:  2.29 Combined Traffic:	30000 5800 0 48000 98000 70000 140000	N F F F G	To From 97%  To 97%  To 81%  81%  81%  81%  81%  From From From From From From From From	0%	1% S 1 Jeffers US US 1 F 2% NCL Fr  Dix 1%  US 1, Bus 1  SCL Fr 2% 2% 2% Stafforc SCL Fr	0% on Davis H frincess Ar 0% redericksbr 10% US 17 Lafe redericksbr 1% SR 3 1% 1% 1County L redericksbr	0% Highway nne Ave 0% urg 1% Sayette Blve 14% 14% 14% inne urg	0% 0% d 1% 1% 1%	N C F F F F	0.089 NA 0.066 0.042 0.064	N F F F F F	0.627	31000 6200 0 48000 92000 70000 131000	N F F F G	2002 2002 2002 2002 2002

						City of Frederick	000.9								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
City of Fredericksburg															
outh				From:		SR 3									
95)	1.76	70000	G	81%	1%	2% 1%	14%	1%	F	0.089	F		61000	G	2002
Co	mbined Traffic:	140000	G	81%	1%	2% 1%	14%	1%	F	NA			131000	G	
				To:		Stafford County 1	Line								
				From:		111-3976 Powhat	an St								
1 Cowan Blvd	0.61	NA		<u> </u>						NA			NA		
				To:		Dead End									
				-											
<u> </u>			_	From:		Jefferson Davis I			_		_			_	
<sub>950</sub> Twin Lake Dr	0.46	3200	F	99 <u>%</u>	0%	0% 0%	0%	0%	С	0.112	F	0.561	3400	F	200
				To:		Lafayette Blv	d								
				From:		WCL Fredericks	ourg								
952) Lansdowne Road	0.47	6900	F	93%	1%	1% 1%	4%	0%	С	0.087	F	0.582	7300	F	200
				To:		C2US 17 Bus									
				_											
~ ~			_	From:	101	William Stree		201	_		_		0.400	_	
953) Stafford Avenue	0.50	1900	F	98%	1%	1% 0%	0%	0%	С	0.081	F	0.503	2100	F	200
				To:		Jefferson Davis Hi	ghway								
				From:		Cardwell St									
954) Howison St	0.09	600	F	95%	1%	1% 1%	1%	0%	F	0.092	F	0.52	640	F	200
				To		Howard Ave									
				From:		Howard Avenu	ie								
Howison Avenue	0.16	1400	F	95%	1%	1% 1%	1%	0%	С	0.095	F	0.536	1500	F	200
334)				To:		DixionStreet									
				_				! 							
<u> </u>			_	From:		William Stree			_		_			_	
<sub>955</sub> College Ave	0.67	6600	F	98 <u>%</u>	0%	0% 0%	1%	0%	С	0.087	F	0.531	7000	F	200
<i></i>				To:		Jefferson Davis Hi	ghway								
				From:		Bus US 1 LaFayette	e Blvd								
Sunken Rd	0.28	230	F	99%	0%	0% 0%	0%	0%	F	0.116	F		240	F	200
331)															
<u> </u>				From:		111-3958 Hanove									
Sunken Rd	0.18	420	F	99%	0%	0% 0%	0%	0%	F	0.11	F	0.631	450	F	200
				To:		Bus SR 3 Willian	n St								
				From:		Bus SR 3 Willian	n St								
958) High St	0.04	780	F	98%	0%	1% 0%	1%	0%	F	0.099	F	0.954	830	F	200
1930)				To:		Hanover St									
				From:		High St									
Hanover St	0.60	3100	F	98%	0%	1% 0%	1%	0%	С	0.086	F	0.715	3200	F	200
956) 114110161 61	0.00		-						•	0.000	•	00	0200	•	_00
				From:		111-3959 Littlepa									
958) Hanover St	0.49	1000	F	98%	0%	1% 0%	1%	0%	F	0.098	F		1100	F	200
				To:	D	us US 1 Par Princess	Anna Ct								
Hanover St	0.12	800	F	From: 98%	0%	1% 0%	1%	0%	_	0.116	F		850	F	200
958) Hanover St	0.12	000	г		0%			070	F	0.110	Г		650	Г	200
				To:		111-3973 Sophia	a St								
				From:		Bus US 1 LaFayette	e Blvd								
959) Littlepage St	0.44	2100	F	98%	0%	1% 0%	1%	0%	С	0.088	F	0.522	2300	F	200
				To:		Bus SR 3 Willian									
				From:		Bus US 1 LaFayette		<del>-</del>							
Vonmana A.	0.40	4200	_		00/			00/	_	0.004	_	0.640	4000	_	200
<sub>961</sub> Kenmore Ave	0.49	4300	F	98%	0%	1% 0%	1%	0%	С	0.091	F	0.613	4600	F	200
				From:		Bus SR 3 Willian	n St	-							
(961) Kenmore Ave	0.40	1600	F	98%	1%	0% 0%	0%	0%	С	0.091	F	0.586	1700	F	200
				To:		Mary Ball St			-		•				
				From:		Kenmore Ave									
961) Mary Ball St	0.10	2000	F	98%	1%	0% 0%	0%	0%	F	0.094	F	0.59	2100	F	200
961) Mary Ball St	5.10	_000	•	To:		111-6963 Washingto		3,0	•	0.004	•	3.00	2.00	•	200
_				From:		Bus SR 3 P Amel									
963 Washington Ave	0.43	2300	F	98%	0%	1% 0%	0%	0%	С	0.096	F	0.696	2400	F	200
963) Washington Ave															
963) Washington Ave				To:		111 2075 M	. C4								
	0.44	0500		From:	001	111-3975 Maury		- 001		0.444			0000		000
Washington Ave	0.44	2500	F	From: 98% To:	0%	111-3975 Maury 1% 0% 111-3965; Fall Hil	0%	0%	F	0.111	F		2600	F	200

						City of Frederic	nobul 9								
Route	Length	AADT	QA	4Tire	Bus	7 2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg															
3965) Prince Edward St	0.35	3100	F	99%	0%	Kenmore Ave	0%	0%	F	0.098	F	0.661	3300	F	2002
Drings Edward St	0.44	2200	F	From: 99%	0%	William Stre	et 0%	00/	С	0.007	F	0.014	2400	F	2002
Prince Edward St	0.44	2300	Г	99%	0%	0% 0%	0%	0%	C	0.087	Г	0.814	2400	Г	2002
C F-11 1 1 2 1 A	0.40			From:	00/	Canal Stree				0.004		0.775	0700	_	0000
Fall Hill Avenue	0.10	2600	F	99%	0%	0% 0%	0%	0%	F	0.091	F	0.775	2700	F	2002
<u> </u>				From:		Maury Stree					_				
Fall Hill Avenue	0.39	3500	F	99%	0%	0% 0%	0%	0%	F	0.088	F		3700	F	2002
<u> </u>		-		From:		Washington S									
Fall Hill Avenue	0.15	10000	F	99%	0%	0% 0%	0%	0%	F	0.091	F	0.561	11000	F	2002
				To: From:		Jefferson Davis H	ighway								
Fall Hill Avenue	1.59	17000	F	99%	0%	1% 0%	0%	0%	С	0.092	F	0.669	18000	F	2002
				To-		I-95									
965) Fall Hill Avenue	0.95	16000	F	99%	0%	1% 0%	0%	0%	С	0.094	F	0.669	17000	F	2002
				To:		WCL Frederick	sburg								
				From:		Bus 17 Dixor	St								
967) Charles Street	0.24	NA		-				-		NA			NA		
				To:		Bus 1 Lafayette	Blvd								
				From:		Lafayette Bl	vd								
973) Sophia St	0.37	5500	F	98%	0%	1% 0%	0%	0%	С	0.095	F	0.536	5800	F	2002
				To:		Bus SR 3 Willi	am St								
				From:		Washington	St								
975) Maury Street	0.14	2000	F	99%	1%	1% 0%	0%	0%	С	0.09	F		2100	F	200
<u> </u>				To:		Fall Hill Ave	nue								
		-		From:		Plank Rd									
976) Westwood Dr	0.20	1900	F	99%	0%	1% 0%	0%	0%	F	0.091	F	0.547	2000	F	200
				To: From:		Woodland I									
976) Woodland Rd	0.04	NA		FIOIII.		Westwood I	)r			NA			NA		
Woodland Rd	0.04	INA								INA			INA		
O 1/2 1 1 1 2 1				From:	201	Falling Creek							1000		
Keenland Road	0.36	1800	F	99% To:	0%	1% 0%	0%	0%	С	0.09	F	0.607	1900	F	2002
				From:		Cowan Boule Cowan Blv									
Powhatan Street	0.24	5200	F	97%	1%	1% 1%	1%	0%	С	0.096	F	0.521	5500	F	2002
319				To:		Jefferson Davis									
				From:		0.35 Mi W Powh	atan St								
Cowan Boulevard		5000	F							0.081	F		5000	F	2002
				To:		Powhatan S	t								
				From:		Charlotte Str	eet	1							
Jackson Street		1100	F							0.102	F	0.611	1100	F	2002
				To		Wolfe Stree	et								
				From:		Fauquier S	t								
Sophia St		2500	F	н.						0.091	F	0.921	2500	F	200
				To:		Lewis St									
				From:		Railroad Ave	nue	1							
Summit Street		100	F							0.153	F	0.677	100	F	200
				To:		White Stree	t								
				From:		Goodloe Dri	ve								
Twin Lakes Drive		3600	F							0.113	F	0.546	3600	F	2002
				To:		Lafayette Bl	vd								
				From:		Westwood l	Or								
											_		0.100	_	0000
Woodland Drive		2100	F							0.09	F		2100	F	2002