2017
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
151

City of Fairfax

Information in this report is included in Report

29

(Fairfax 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
Wye - Wye Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

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

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Fairfax

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
29 Lee Highway	City of Fairfax	From: WCL Fairfax	0.16	**39000**	**G**	99%	0%	0%	0%	0%	0%	F	0.084		0.608	42000	G
		To: Jermantown Rd															
29 Lee Highway	City of Fairfax	From: Jermantown Rd	0.44	**37000**	**G**	99%	0%	0%	0%	0%	0%	F	0.081		0.606	40000	G
		To: US 50; SR 236 Main St															
29 50 Lee Highway	City of Fairfax	From: US 50; SR 236 Main St	0.96	**36000**	**G**	99%	0%	0%	0%	0%	0%	F	0.083		0.541	39000	G
		To: SR 123 Chain Bridge Rd															
29 50 Lee Highway	City of Fairfax	From: SR 123 Chain Bridge Rd	0.21	**35000**	**G**	99%	0%	0%	0%	0%	0%	F	0.075		0.629	38000	G
		To: University Dr															
29 50 Lee Highway	City of Fairfax	From: University Dr	0.59	**37000**	**F**	99%	0%	0%	0%	0%	0%	F	0.081		0.604	40000	F
		To: Plantation Parkway															
29 50 Lee Hwy	City of Fairfax	From: Plantation Parkway	0.68	**37000**	**F**	99%	0%	0%	0%	0%	0%	F	0.083		0.626	41000	F
		To: Draper Drive															
29 50 Lee Highway	City of Fairfax	From: Draper Drive	0.28	**35000**	**F**	99%	0%	0%	0%	0%	0%	F	0.084		0.631	38000	F
		To: US 50															
29 Lee Highway	City of Fairfax	From: US 50	0.08	**35000**	**N**	99%	0%	0%	0%	0%	0%	N	0.084		0.631	38000	N
		To: US 50 Fairfax Circle															
29 237 Lee Highway	City of Fairfax	From: US 50 Fairfax Circle	0.13	**31000**	**N**	96%	1%	1%	2%	1%	0%	N	0.087		0.529	35000	N
		To: ECL Fairfax															
50 Lee Jackson Hwy	City of Fairfax	From: WCL Fairfax	0.57	**38000**	**G**	98%	1%	1%	0%	0%	0%	F	0.072		0.577	41000	G
		To: US 29 S, Lee Highway															
50 29 Lee Highway	City of Fairfax	From: US 29 S, Lee Highway	0.96	**36000**	**G**	99%	0%	0%	0%	0%	0%	F	0.083		0.541	39000	G
		To: SR 123 Chain Bridge Rd															
50 29 Lee Highway	City of Fairfax	From: SR 123 Chain Bridge Rd	0.21	**35000**	**G**	99%	0%	0%	0%	0%	0%	F	0.075		0.629	38000	G
		To: University Dr															
50 29 Lee Highway	City of Fairfax	From: University Dr	0.59	**37000**	**F**	99%	0%	0%	0%	0%	0%	F	0.081		0.604	40000	F
		To: Plantation Parkway															
50 29 Lee Hwy	City of Fairfax	From: Plantation Parkway	0.68	**37000**	**F**	99%	0%	0%	0%	0%	0%	F	0.083		0.626	41000	F
		To: Draper Drive															
50 29 Lee Highway	City of Fairfax	From: Draper Drive	0.28	**35000**	**F**	99%	0%	0%	0%	0%	0%	F	0.084		0.631	38000	F
		To: US 29 N, Lee Highway															
50 237 Arlington Blvd	City of Fairfax	From: US 29 N, Lee Highway	0.28	**31000**	**F**	98%	1%	1%	0%	0%	0%	F	0.080		0.543	34000	F
		To: SR 237 Pickett Rd															
50 Arlington Blvd	City of Fairfax	From: SR 237 Pickett Rd	0.03	**43000**	**N**	98%	1%	1%	0%	0%	0%	N	0.078		0.553	47000	N
		To: ECL Fairfax															
123 Chain Bridge Rd	City of Fairfax	From: SCL Fairfax	0.47	**28000**	**G**	98%	0%	0%	0%	1%	0%	F	0.075		0.558	30000	G
		To: Judicial Dr															

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Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
123 Chain Bridge Rd	City of Fairfax	From: Judicial Dr	0.26	21000	G	98%	0%	0%	0%	1%	0%	F	0.073		0.573	23000	G
123 Chain Bridge Rd	City of Fairfax	To: SR 236 Main St From:	0.19	22000	G	98%	0%	0%	0%	1%	0%	F	0.073		0.516	23000	G
123 Chain Bridge Rd	City of Fairfax	To: Whitehead St From:	0.10	20000	G	98%	0%	0%	0%	1%	0%	F	0.076		0.599	21000	G
123 Chain Bridge Rd	City of Fairfax	To: Kenmore Dr From:	0.58	22000	G	98%	0%	0%	0%	1%	0%	F	0.074		0.555	24000	G
123 Chain Bridge Rd	City of Fairfax	To: US 29; US 50 Lee Hwy From:	0.35	39000	G	98%	0%	0%	0%	1%	0%	F	0.078		0.504	42000	G
		To: I- 66 NCL Fairfax															
236 Main St	City of Fairfax	From: US 29 Lee Highway; US 50 Lee Jackson Hwy	0.94	36000	G	99%	0%	0%	0%	0%	0%	F	0.073		0.622	39000	G
236 Main St	City of Fairfax	To: West St From:	0.21	11000	F	99%	0%	0%	0%	0%	0%	F	0.069		0.537	12000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	F	99%	0%	0%	0%	0%	0%	F	0.076	F	0.574	34000	F
236 Main St	City of Fairfax	To: North St E From: Old Lee Hwy	1.31	38000	G	99%	0%	0%	0%	0%	0%	C	0.078		0.51	41000	G
236 Little River Tpke	City of Fairfax	To: Whitacre Rd From:	0.57	41000	F	99%	0%	0%	0%	0%	0%	F	0.083		0.521	43000	F
		To: ECL Fairfax															
236 North St	City of Fairfax	From: SR 236 W, Main St	0.30	20000	F	98%	1%	0%	0%	0%	0%	C	0.090		0.581	21000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	F	99%	0%	0%	0%	0%	0%	F	0.076	F	0.574	34000	F
		To: SR 236 E, Main St															
237 Pickett Rd	City of Fairfax	From: SR 236 Main St	0.49	27000	F	96%	1%	1%	1%	2%	0%	F	0.081		0.561	29000	F
237 Pickett Rd	City of Fairfax	To: Colonial Ave From:	1.17	27000	F	96%	1%	1%	1%	2%	0%	C	0.084		0.533	28000	F
237 50 Arlington Blvd	City of Fairfax	To: US 50 Arlington Blvd From:	0.28	31000	F	98%	1%	1%	0%	0%	0%	F	0.080		0.543	34000	F
237 29 Lee Highway	City of Fairfax	To: US 29 Lee Highway From:	0.13	31000	N	96%	1%	1%	2%	1%	0%	N	0.087		0.529	35000	N
		To: ECL Fairfax															

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Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fairfax																
F254 Phoenix Dr	0.09	**30**	**N**								NA			NA		02/02/2015
From: Fairfax County Line																
To: Fairfax County Line																
9128 29 Rebel Run	0.18	**4600**	**R**								NA			NA		03/09/2009
From: Fairfax High School																
To: US 29 Lee Hwy																
9598 29	0.06	**190**	**R**								NA			NA		1991
From: Eleven Oak Elem School																
To: Eleven Oak Elem School																
1 Judicial Dr	0.22	**11000**	**F**	99%	0%	1%	0%	0%	0%	F	0.084		0.521	12000	F	2017
From: SR 236 Main St																
To: Page Ave																
1 Judicial Dr	0.43	**9100**	**F**	99%	0%	1%	0%	0%	0%	C	0.081		0.58	9600	F	2017
From: Page Ave																
To: SR 123 Chain Bridge Rd																
2 Kenmore Dr	0.19	**2200**	**F**	98%	1%	1%	0%	0%	0%	C	0.094		0.583	2300	F	2017
From: SR 123 Chain Bridge Rd																
To: University Dr																
3 Layton Hall Dr	0.29	**5200**	**F**	98%	1%	1%	0%	0%	0%	C	0.098		0.525	5500	F	2017
From: University Dr																
To: Old Lee Hwy																
6623 Burke Station Rd	0.17	**5800**	**G**	99%	0%	0%	0%	0%	0%	C	0.094		0.656	6200	G	2017
From: SCL Fairfax																
To: Barbara Ann Lane																
6623 Burke Station Rd	0.31	**5900**	**G**	99%	0%	0%	0%	0%	0%	F	0.093		0.644	6300	G	2017
From: Barbara Ann Lane																
To: SR 236 Main St																
6625 Roberts Rd	0.27	**9000**	**F**	99%	0%	0%	0%	0%	0%	C	0.09		0.609	9500	F	2017
From: SCL Fairfax																
To: Sager Ave																
6625 Roberts Rd	0.25	**2700**	**F**	99%	0%	0%	0%	0%	0%	F	0.093		0.616	2900	F	2017
From: Sager Ave																
To: SR 236 Main St																
6627 University Dr	0.39	**10000**	**F**	96%	2%	1%	0%	0%	0%	C	0.095		0.543	11000	F	2017
From: SCL Fairfax																
To: Armstrong St																
6627 University Dr	0.21	**14000**	**G**	96%	2%	1%	0%	0%	0%	F	0.092		0.536	15000	G	2017
From: Armstrong St																
To: South St																
6627 University Dr	0.11	**11000**	**N**	96%	2%	1%	0%	0%	0%	N	0.088		0.522	11000	N	2017
From: South St																
To: SR 236 Main St																
6627 University Dr	0.22	**11000**	**F**	96%	2%	1%	0%	0%	0%	F	0.088		0.522	11000	F	2017
From: SR 236 Main St																
To: Whitehead St																
6627 University Dr	0.13	**10000**	**F**	96%	2%	1%	0%	0%	0%	F	0.088		0.505	11000	F	2017
From: Whitehead St																
To: Layton Hall Dr																
6627 University Dr	0.70	**6700**	**F**	96%	2%	1%	0%	0%	0%	F	0.088		0.547	7100	F	2017
From: Layton Hall Rd																
To: US 29 & 50; Lee Hwy																
6628 Old Lee Hwy	0.41	**16000**	**G**	97%	1%	1%	0%	0%	0%	F	0.097		0.626	17000	G	2017
From: SR 236 Main St																
To: Layton Hall Rd																
6628 Old Lee Hwy	0.49	**16000**	**G**	97%	1%	1%	0%	0%	0%	F	0.09		0.593	17000	G	2017
From: Layton Hall Dr																
To: Heritage Lane																
6628 Old Lee Hwy	0.19	**14000**	**G**	97%	1%	1%	0%	0%	0%	F	0.095		0.612	15000	G	2017
From: Heritage Lane																
To: Brookwood Rd																
6628 Old Lee Hwy	0.25	**14000**	**G**	97%	1%	1%	0%	0%	0%	C	0.095		0.622	15000	G	2017
From: Brookwood Rd																
To: Cornell Rd																

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City of Fairfax																
		From:	Cornell Rd													
(6628) Old Lee Hwy	0.15	**15000**	**G**	97%	1%	1%	0%	0%	0%	F	0.096		0.599	16000	G	2017
		To:	Rebel Run													
		From:	Rebel Run													
(6628) Old Lee Hwy	0.55	**14000**	**G**	97%	1%	1%	0%	0%	0%	F	0.096		0.605	15000	G	2017
		To:	US 50 Lee Hwy													
		From:	US 29 Lee Highway													
(6634) Jermantown Rd	0.30	**14000**	**F**	98%	1%	1%	0%	0%	0%	C	0.081		0.546	15000	F	2017
		To:	US 50 Lee Jackson Hwy													
		From:	US 50 Lee Jackson Hwy													
(6634) Jermantown Rd	0.50	**16000**	**F**	97%	1%	1%	0%	0%	0%	C	0.086		0.634	17000	F	2017
		To:	Gainsborough Ct													
		From:	Gainsborough Ct													
(6634) Jermantown Rd	0.40	**15000**	**F**	98%	1%	1%	0%	0%	0%	F	0.092		0.638	16000	F	2017
		To:	NCL Fairfax													
		From:	Collier Road													
Addison Rd		**230**	**F**								0.137		0.571	230	F	2017
		To:	Sager Avenue													
		From:	Atlanta Street													
Confederate Lane		**250**	**F**								0.118		0.667	250	F	2017
		To:	Reb Street													
		From:	Old Post Road													
Cornwall Rd		**540**	**F**								0.122		0.619	540	F	2017
		To:	Park Hill Place													
		From:	Whitehead St													
Democracy Ln		**840**	**G**								0.107		0.511	840	G	2017
		To:	Layton Hall Dr													
		From:	US 29, US 50													
Draper Dr		**4100**	**G**								0.087		0.653	4100	G	2017
		To:	Kingsbridge Dr													
		From:	Jermantown Rd													
Orchard St		**2900**	**G**								0.133		0.624	2900	G	2017
		To:	McLean Ave													
		From:	US 50													
Pickett Rd		**19000**	**G**								0.088		0.652	19000	G	2017
		To:	NCL Fairfax													
		From:	Chain Bridge Rd													
Sager Ave		**2700**	**G**								0.114		0.668	2700	G	2017
		To:	Dwight Ave													
		From:	Chain Bridge Rd													
School St		**2100**	**F**								0.100		0.577	2100	F	2017
		To:	Trowbridge St													
		From:	SR 236													
Whitacre Rd		**4400**	**G**								0.129		0.799	4400	G	2017
		To:	Baccarat Dr													
		From:	Howerton Avenue													
Wilson St		**100**	**F**								0.149		0.625	100	F	2017
		To:	Norman Avenue													