

**2015**  
**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.

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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 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

- North  
 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
-  Bypass - 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  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Fairfax

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Fairfax															
29 Lee Highway	City of Fairfax	0.16	38000	G	99%	0%	0%	0%	0%	0%	F	0.084	0.608	41000	G	
	To: Jermantown Rd															
29 Lee Highway	City of Fairfax	0.44	35000	G	99%	0%	0%	0%	0%	0%	F	0.081	0.606	38000	G	
	From: US 50; SR 236 Main St															
29 50 Lee Highway	City of Fairfax	0.96	35000	G	99%	0%	0%	0%	0%	0%	F	0.083	0.541	38000	G	
	To: SR 123 Chain Bridge Rd															
29 50 Lee Highway	City of Fairfax	0.21	34000	G	99%	0%	0%	0%	0%	0%	F	0.075	0.629	37000	G	
	From: University Dr															
29 50 Lee Highway	City of Fairfax	0.59	39000	G	99%	0%	0%	0%	0%	0%	F	0.081	0.557	42000	G	
	To: Plantation Parkway															
29 50 Lee Hwy	City of Fairfax	0.68	39000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.582	42000	G	
	From: Draper Drive															
29 50 Lee Highway	City of Fairfax	0.28	41000	G	99%	0%	0%	0%	0%	0%	F	0.108	0.652	44000	G	
	To: US 50															
29 Lee Highway	City of Fairfax	0.08	41000	N	99%	0%	0%	0%	0%	0%	N	0.108	0.652	44000	N	
	From: US 50 Fairfax Circle															
29 237 Lee Highway	City of Fairfax	0.13	32000	N	96%	1%	1%	2%	1%	0%	N	0.087	0.529	35000	N	
	To: ECL Fairfax															
	From: WCL Fairfax															
50 Lee Jackson Hwy	City of Fairfax	0.57	36000	G	98%	1%	1%	1%	0%	0%	F	0.072	0.577	39000	G	
	To: US 29 S, Lee Highway															
50 29 Lee Highway	City of Fairfax	0.96	35000	G	99%	0%	0%	0%	0%	0%	F	0.083	0.541	38000	G	
	From: SR 123 Chain Bridge Rd															
50 29 Lee Highway	City of Fairfax	0.21	34000	G	99%	0%	0%	0%	0%	0%	F	0.075	0.629	37000	G	
	To: University Dr															
50 29 Lee Highway	City of Fairfax	0.59	39000	G	99%	0%	0%	0%	0%	0%	F	0.081	0.557	42000	G	
	From: Plantation Parkway															
50 29 Lee Hwy	City of Fairfax	0.68	39000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.582	42000	G	
	To: Draper Drive															
50 29 Lee Highway	City of Fairfax	0.28	41000	G	99%	0%	0%	0%	0%	0%	F	0.108	0.652	44000	G	
	From: US 29 N, Lee Highway															
50 237 Arlington Blvd	City of Fairfax	0.28	34000	G	98%	1%	1%	1%	0%	0%	F	0.083	0.514	37000	G	
	To: SR 237 Pickett Rd															
50 Arlington Blvd	City of Fairfax	0.03	37000	G	98%	1%	1%	1%	0%	0%	F	0.078	0.553	40000	G	
	From: ECL Fairfax															
	From: SCL Fairfax															
123 Chain Bridge Rd	City of Fairfax	0.47	26000	G	98%	0%	0%	1%	1%	0%	F	0.075	0.558	28000	G	
	To: Judicial Dr															





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2015  
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City of Fairfax

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Fairfax</b>																
(F254) Phoenix Dr	0.09	30	N								NA			NA		02/02/2015
(9128/28) Rebel Run	0.18	4600	R								NA			NA		03/09/2009
(9598/29)	0.06	190	R								NA			NA		1991
(1) Judicial Dr	0.22	12000	G	99%	0%	0%	0%	0%	0%	F	0.08		0.638	13000	G	2015
(1) Judicial Dr	0.43	9300	G	99%	0%	0%	0%	0%	0%	C	0.08		0.558	10000	G	2015
(2) Kenmore Dr	0.19	3200	G	99%	0%	0%	0%	0%	0%	C	0.088		0.619	3400	G	2015
(3) Layton Hall Dr	0.29	4600	G	99%	1%	1%	0%	0%	0%	C	0.109		0.602	4900	G	2015
(6623) Burke Station Rd	0.17	5700	G	99%	0%	0%	0%	0%	0%	C	0.094		0.656	6100	G	2015
(6623) Burke Station Rd	0.31	5800	G	99%	0%	0%	0%	0%	0%	F	0.093		0.644	6200	G	2015
(6625) Roberts Rd	0.27	9400	G	99%	0%	0%	0%	0%	0%	C	0.092		0.608	10000	G	2015
(6625) Roberts Rd	0.25	3100	G	99%	0%	0%	0%	0%	0%	F	0.091		0.662	3300	G	2015
(6627) University Dr	0.39	11000	G	97%	1%	2%	0%	0%	0%	C	0.095		0.522	12000	G	2015
(6627) University Dr	0.21	14000	G	97%	1%	2%	0%	0%	0%	F	0.092		0.536	14000	G	2015
(6627) University Dr	0.11	12000	N	97%	1%	2%	0%	0%	0%	N	0.085		0.546	13000	N	2015
(6627) University Dr	0.22	12000	G	97%	1%	2%	0%	0%	0%	F	0.085		0.546	13000	G	2015
(6627) University Dr	0.13	9900	G	97%	1%	2%	0%	0%	0%	F	0.090		0.622	11000	G	2015
(6627) University Dr	0.70	6000	G	97%	1%	2%	0%	0%	0%	F	0.095		0.553	6400	G	2015
(6628) Old Lee Hwy	0.41	15000	G	97%	1%	1%	0%	0%	0%	F	0.097		0.626	16000	G	2015
(6628) Old Lee Hwy	0.49	16000	G	97%	1%	1%	0%	0%	0%	F	0.09		0.593	17000	G	2015
(6628) Old Lee Hwy	0.19	14000	G	97%	1%	1%	0%	0%	0%	F	0.095		0.612	15000	G	2015
(6628) Old Lee Hwy	0.25	14000	G	97%	1%	1%	0%	0%	0%	C	0.095		0.622	15000	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Fairfax</b>																
6628 Old Lee Hwy	0.15	15000	G	97%	1%	1%	0%	0%	0%	F	0.096		0.599	16000	G	2015
						From: Cornell Rd										
						To: Rebel Run										
6628 Old Lee Hwy	0.55	14000	G	97%	1%	1%	0%	0%	0%	F	0.096		0.605	15000	G	2015
						From: US 50 Lee Hwy										
						To: US 29 Lee Highway										
6634 Jermantown Rd	0.30	12000	G	98%	1%	1%	0%	0%	0%	C	0.086		0.581	13000	G	2015
						From: US 50 Lee Jackson Hwy										
						To: US 50 Lee Jackson Hwy										
6634 Jermantown Rd	0.50	14000	G	98%	1%	1%	0%	0%	0%	C	0.083		0.629	15000	G	2015
						From: Gainsborough Ct										
						To: Gainsborough Ct										
6634 Jermantown Rd	0.40	13000	G	98%	1%	1%	0%	0%	0%	F	0.089		0.616	13000	G	2015
						From: NCL Fairfax										
						To: NCL Fairfax										
Addison Rd		230	G								0.122		0.509	230	G	2015
						From: Collier Road										
						To: Sager Avenue										
Confederate Lane		280	G								0.127		0.671	280	G	2015
						From: Atlanta Street										
						To: Reb Street										
Cornwall Rd		450	G								0.124		0.545	450	G	2015
						From: Old Post Road										
						To: Park Hill Place										
Democracy Ln		840	G								0.107		0.511	840	G	2015
						From: Whitehead St										
						To: Layton Hall Dr										
Draper Dr		4100	G								0.087		0.653	4100	G	2015
						From: US 29, US 50										
						To: Kingsbridge Dr										
Orchard St		2900	G								0.133		0.624	2900	G	2015
						From: Jermantown Rd										
						To: McLean Ave										
Pickett Rd		19000	G								0.088		0.652	19000	G	2015
						From: US 50										
						To: NCL Fairfax										
Sager Ave		2700	G								0.114		0.668	2700	G	2015
						From: Chain Bridge Rd										
						To: Dwight Ave										
School St		2600	G								0.097		0.675	2600	G	2015
						From: Chain Bridge Rd										
						To: Trowbridge St										
Whitacre Rd		4400	G								0.129		0.799	4400	G	2015
						From: SR 236										
						To: Baccarat Dr										
Wilson St		90	G								0.148		0.516	90	G	2015
						From: Howerton Avenue										
						To: Norman Avenue										