

2002

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

where available

Special Locality Report

151

City of Fairfax

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 30th 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

- 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
-  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 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 Fairfax

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Fairfax																
(29) Lee Hwy	0.16	44000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.63	44000	F	2002
						From: WCL Fairfax										
						To: Jermantown Rd										
(29) Lee Hwy	0.44	40000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.625	40000	F	2002
						From: US 50, SR 236 Main St										
(29) Lee Hwy	0.96	36000	F	98%	0%	1%	0%	0%	0%	F	0.113	F	0.736	36000	F	2002
						From: SR 123 Chain Bridge Rd										
(29) Lee Hwy	0.21	39000	F	98%	0%	1%	0%	0%	0%	F	0.076	F	0.608	39000	F	2002
						From: University Dr										
(29) Lee Hwy	0.59	44000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.592	44000	F	2002
						From: Plantation Parkway										
(29) Lee Hwy	0.68	43000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.631	43000	F	2002
						From: Draper Drive										
(29) Lee Highway	0.28	45000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.677	45000	F	2002
						From: US 50										
(29) Lee Highway	0.08	45000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.677	45000	N	2002
						From: US 50 Fairfax Circle										
(29) Lee Highway	0.13	39000	N	98%	0%	1%	0%	0%	0%	N	0.085	N	0.502	42000	N	2002
						To: ECL Fairfax										
(50) Lee Jackson Hwy	0.57	63000	F	97%	0%	1%	0%	1%	0%	F	0.082	F	0.552	63000	F	2002
						From: WCL Fairfax										
						To: US 29 S										
(50) (29) Lee Hwy	0.96	36000	F	98%	0%	1%	0%	0%	0%	F	0.113	F	0.736	36000	F	2002
						From: SRT 29										
(50) (29) Lee Hwy	0.21	39000	F	98%	0%	1%	0%	0%	0%	F	0.076	F	0.608	39000	F	2002
						From: SR 123 Chain Bridge Rd										
(50) (29) Lee Hwy	0.59	44000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.592	44000	F	2002
						From: University Dr										
(50) (29) Lee Hwy	0.68	43000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.631	43000	F	2002
						From: Plantation Parkway										
(50) (29) Lee Highway	0.28	45000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.677	45000	F	2002
						From: Draper Drive										
(50) Arlington Blvd	0.28	35000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.525	35000	F	2002
						From: N RT 29										
(50) Arlington Blvd	0.03	45000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.593	45000	F	2002
						From: US 29 N										
(123) Chain Bridge Rd	0.47	27000	F	97%	0%	2%	1%	1%	0%	F	0.075	F	0.645	29000	F	2002
						From: SR 237 Pickett Rd										
(123) Chain Bridge Rd	0.26	22000	F	97%	0%	2%	1%	1%	0%	F	0.073	F	0.594	23000	F	2002
						From: Judicial Dr										
(123) Chain Bridge Rd	0.19	22000	F	97%	0%	2%	1%	1%	0%	F	0.068	F	0.596	24000	F	2002
						From: SR 236 Main St										
(123) Chain Bridge Rd	0.10	20000	F	97%	0%	2%	1%	1%	0%	F	0.066	F	0.555	21000	F	2002
						From: Whitehead St										
(123) Chain Bridge Rd	0.58	24000	F	97%	0%	2%	1%	1%	0%	F	0.069	F	0.523	26000	F	2002
						From: Kenmore Dr										
(123) Chain Bridge Rd	0.35	35000	F	97%	1%	1%	0%	1%	0%	C	0.068	F	0.543	37000	F	2002
						From: US 29 US 50 Lee Hwy										
(236) Main St	0.94	39000	F	98%	0%	1%	0%	0%	0%	F	0.079	F	0.633	42000	F	2002
						From: I- 66 NCL Fairfax										
						To: West 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							
City of Fairfax																
236 Main St	0.21	18000	F	98%	0%	1%	0%	0%	0%	F	0.077	F		19000	F	2002
		0	F								0.077	F		0	F	
From: West St																
To: North St E																
From: Old Lee Hwy																
236 Main St	1.31	40000	F	98%	0%	1%	0%	0%	0%	C	0.078	F	0.537	43000	F	2002
To: Whitacre Rd																
From: ECL Fairfax																
236 Little River Tpke	0.57	43000	F	97%	0%	1%	0%	1%	0%	F	0.079	F	0.552	46000	F	2002
To: ECL Fairfax																
From: SR 236 W																
236	0.30	17000	F	98%	0%	1%	1%	0%	0%	C	0.08	F		18000	F	2002
		0	F								NA			0	F	
To: SR 236 E																
From: SR 236 Main St																
237 Pickett Rd	0.49	29000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.634	31000	F	2002
To: Colonial Ave																
From: Colonial Ave																
237 Pickett Rd	1.17	26000	G	98%	0%	1%	0%	0%	0%	F	NA			27000	G	2002
To: US 50 Arlington Blvd																
From: US 50 Arlington Blvd																
237 50 Arlington Blvd	0.28	35000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.525	35000	F	2002
To: RT 29																
From: RT 29																
237 29 Lee Highway	0.13	39000	N	98%	0%	1%	0%	0%	0%	N	0.085	N	0.502	42000	N	2002
To: ECL FAIRFAX																
From: Fairfax High School																
9128 26	0.18	1700	R								NA			NA		1991
To: US 29																
From: Fairfax Elementary School																
9136 29	0.08	280	R								NA			NA		1991
To: FAIRFAX ELEM/																
From: Eleven Oak Elem School																
9598 29	0.06	190	R								NA			NA		1991
To: Eleven Oak Elem School																
From: SR 236																
1 Judicial Dr	0.22	11000	F	99%	0%	0%	0%	0%	0%	F	0.080	F	0.571	12000	F	2002
To: Page St																
From: Page Ave																
1 Judicial Dr	0.43	10000	F	99%	0%	0%	0%	0%	0%	C	0.083	F	0.502	11000	F	2002
To: SR 123																
From: University Dr																
2 Kenmore Dr	0.19	5100	F	98%	0%	0%	0%	1%	0%	C	0.091	F	0.758	5400	F	2002
To: SR 123																
From: Old Lee Hwy																
3 Layton Hall Dr	0.29	5100	F	99%	0%	0%	0%	0%	0%	C	0.091	F	0.782	5400	F	2002
To: University Dr																
From: SCL Fairfax																
6623 Burke Station Rd	0.17	6700	F	99%	0%	0%	0%	0%	0%	C	0.100	F	0.718	7100	F	2002
To: Barbara Ann Ln																
From: Barbara Ann Ln																
6623 Burke Station Rd	0.31	6600	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.711	7000	F	2002
To: SR 236																
From: SCL Fairfax																
6625 Robert Rd	0.27	9000	F	100%	0%	0%	0%	0%	0%	C	0.085	F	0.638	9600	F	2002
To: Sager Ave																
From: Sager Ave																
6625 Roberts Rd	0.25	4000	F	100%	0%	0%	0%	0%	0%	F	0.092	F	0.62	4200	F	2002
To: SR 236																
From: SCL Fairfax																
6627 University Dr	0.39	13000	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.554	13000	F	2002
To: Armstrong St																

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						2Axle	3+Axle	1Trail	2Trail							
City of Fairfax																
6627 University Dr	0.21	14000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.519	15000	F	2002
						From: Armstrong St										
						To: South St										
6627 University Dr	0.11	14000	N	98%	1%	1%	0%	0%	0%	N	0.083	N	0.581	15000	N	2002
						From: SR 236 Main St										
						To: Whitehead St										
6627 University Dr	0.22	14000	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.581	15000	F	2002
						From: Whitehead St										
						To: Layton Hall Dr										
6627 University Dr	0.70	7000	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.516	7500	F	2002
						From: Layton Hall Rd										
						To: US 29 & 50										
6628 Old Lee Hwy	0.41	13000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.660	14000	F	2002
						From: SR 236										
						To: Layton Hall Rd										
6628 Old Lee Hwy	0.49	16000	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.621	17000	F	2002
						From: Layton Hall Dr										
						To: Heritage Ln										
6628 Old Lee Hwy	0.19	15000	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.666	16000	F	2002
						From: Heritage Ln										
						To: Brookwood Rd										
6628 Old Lee Hwy	0.25	15000	F	98%	0%	1%	0%	0%	0%	C	0.096	F	0.647	16000	F	2002
						From: Brookwood Rd										
						To: Cornell Rd										
6628 Old Lee Hwy	0.15	15000	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.645	16000	F	2002
						From: Cornell Rd										
						To: Rebel Run										
6628 Old Lee Hwy	0.55	15000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.668	16000	F	2002
						From: Rebel Run										
						To: US 50										
6634 Jermantown Rd	0.30	14000	F	97%	1%	1%	1%	0%	0%	C	0.088	F	0.539	15000	F	2002
						From: US 29										
						To: US 50										
6634 Jermantown Rd	0.26	15000	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.645	16000	F	2002
						From: US 50										
						To: Copperfield Square										
6634 Jermantown Rd	0.24	15000	F	97%	1%	1%	0%	0%	0%	C	0.080	F	0.635	16000	F	2002
						From: Copperfield Square										
						To: Gainsborough Ct										
6634 Jermantown Rd	0.33	14000	F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.654	15000	F	2002
						From: Gainsborough Ct										
						To: Carol St										
6634 Jermantown Rd	0.07	15000	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.647	16000	F	2002
						From: Carol St										
						To: NCL Fairfax										
Addison Road		390	F								0.088	F	0.677	390	F	2002
						From: Collier Road										
						To: Sager Avenue										
Confederate Lane		290	F								0.087	F	0.76	290	F	2002
						From: Atlanta Street										
						To: Reb Street										
Cornwall Road		540	F								0.122	F	0.599	540	F	2002
						From: Old Post Road										
						To: Park Hill Place										
Democracy Ln		730	F								0.114	F		730	F	2002
						From: Whitehead St										
						To: Hall Dr										
Draper Dr		4300	F								0.084	F		4300	F	2002
						From: US 29; 50										
						To: Kingsbridge Dr										

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						2Axle	3+Axle	1Trail	2Trail							
Orchard St		970	F			From: Jermantown Rd				0.103	F			970	F	2002
						To: McLean Ave										
Pickett Rd		20000	F			From: US 50				0.089	F		20000	F	2002	
						To: NCL Fairfax										
Sager Ave		2200	F			From: Chain Bridge Rd				0.121	F		2200	F	2002	
						To: Dwight Ave										
School St		1200	F			From: Chain Bridge Rd				0.097	F		1200	F	2002	
						To: Trowbridge St										
Whitacre Rd		4100	F			From: SR 236				0.081	F	0.682	4100	F	2002	
						To: Baccarat Dr										
Wilson Street		110	F			From: Howerton Avenue				0.166	F	0.694	110	F	2002	
						To: Norman Avenue										