

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
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
2020
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	28000	G	99%	0%	0%	0%	0%	F	0.088	F	0.603	30000	G	
	To: Jermantown Rd															
29 Lee Highway	City of Fairfax	0.44	22000	G	99%	0%	0%	0%	0%	F	0.081	F	0.606	24000	G	
	To: US 50; SR 236 Main St															
29 50 Lee Highway	City of Fairfax	0.96	22000	G	99%	0%	0%	0%	0%	F	0.083	F	0.541	24000	G	
	To: SR 123 Chain Bridge Rd															
29 50 Lee Highway	City of Fairfax	0.21	21000	G	99%	0%	0%	0%	0%	F	0.075	F	0.629	23000	G	
	To: University Dr															
29 50 Lee Highway	City of Fairfax	0.59	27000	G	99%	0%	0%	0%	0%	F	0.081	F	0.604	29000	G	
	To: Plantation Parkway															
29 50 Lee Hwy	City of Fairfax	0.68	37000	G	99%	0%	0%	0%	0%	F	0.083	F	0.626	40000	G	
	To: Draper Drive															
29 50 Lee Highway	City of Fairfax	0.28	28000	F	99%	0%	0%	0%	0%	F	0.091	F	0.517	30000	F	
	To: US 50															
29 Lee Highway	City of Fairfax	0.08	28000	N	99%	0%	0%	0%	0%	N	0.091	F	0.517	30000	N	
	To: US 50 Fairfax Circle															
29 237 Lee Highway	City of Fairfax	0.13	25000	N	97%	0%	1%	1%	0%	N	0.087	F	0.529	NA		
	To: ECL Fairfax															
	From: WCL Fairfax															
50 Lee Jackson Hwy	City of Fairfax	0.57	24000	G	98%	1%	1%	0%	0%	F	0.077	F	0.616	26000	G	
	To: US 29 S, Lee Highway															
50 29 Lee Highway	City of Fairfax	0.96	22000	G	99%	0%	0%	0%	0%	F	0.083	F	0.541	24000	G	
	To: SR 123 Chain Bridge Rd															
50 29 Lee Highway	City of Fairfax	0.21	21000	G	99%	0%	0%	0%	0%	F	0.075	F	0.629	23000	G	
	To: University Dr															
50 29 Lee Highway	City of Fairfax	0.59	27000	G	99%	0%	0%	0%	0%	F	0.081	F	0.604	29000	G	
	To: Plantation Parkway															
50 29 Lee Hwy	City of Fairfax	0.68	37000	G	99%	0%	0%	0%	0%	F	0.083	F	0.626	40000	G	
	To: Draper Drive															
50 29 Lee Highway	City of Fairfax	0.28	28000	F	99%	0%	0%	0%	0%	F	0.091	F	0.517	30000	F	
	To: US 29 N, Lee Highway															
50 237 Arlington Blvd	City of Fairfax	0.28	33000	G	98%	1%	1%	0%	0%	F	0.080	F	0.543	36000	G	
	To: SR 237 Pickett Rd															
50 Arlington Blvd	City of Fairfax	0.03	28000	N	98%	1%	1%	0%	0%	N	0.085	F	0.592	31000	N	
	To: ECL Fairfax															
	From: SCL Fairfax															
123 Chain Bridge Rd	City of Fairfax	0.47	22000	G	97%	0%	1%	1%	1%	F	0.075	F	0.558	24000	G	
	To: Judicial Dr															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Judicial Dr															
123 Chain Bridge Rd	City of Fairfax	0.26	13000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.571	14000	F
	To: SR 236 Main St															
123 Chain Bridge Rd	City of Fairfax	0.19	11000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.61	12000	F
	To: Whitehead St															
123 Chain Bridge Rd	City of Fairfax	0.10	10000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.642	11000	F
	To: Kenmore Dr															
123 Chain Bridge Rd	City of Fairfax	0.58	12000	F	97%	0%	1%	1%	1%	0%	F	0.086	F	0.592	13000	F
	To: US 29; US 50 Lee Hwy															
123 Chain Bridge Rd	City of Fairfax	0.35	31000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.504	34000	G
	To: I- 66 NCL Fairfax															
	From: US 29 Lee Highway; US 50 Lee Jackson Hwy															
236 Main St	City of Fairfax	0.94	28000	G	99%	0%	0%	0%	0%	0%	F	0.073	F	0.622	30000	G
	To: West St															
236 Main St	City of Fairfax		7700	F	99%	0%	0%	0%	0%	0%	F	0.08	F	0.583	8100	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.574	24000	G
	To: North St E															
	From: Old Lee Hwy															
236 Main St	City of Fairfax	1.31	29000	G	99%	0%	0%	0%	0%	0%	C	0.078	F	0.51	NA	
	To: Whitacre Rd															
236 Little River Tpke	City of Fairfax	0.57	30000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.521	32000	G
	To: ECL Fairfax															
	From: SR 236 W, Main St															
236 North St	City of Fairfax	0.30	15000	G	98%	1%	0%	0%	0%	0%	C	0.090	F	0.581	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.574	24000	G
	To: SR 236 E, Main St															
	From: SR 236 Main St															
237 Pickett Rd	City of Fairfax	0.49	18000	F	95%	0%	1%	1%	3%	0%	F	0.088	F	0.539	19000	F
	To: Colonial Ave															
237 Pickett Rd	City of Fairfax	1.17	17000	F	95%	0%	1%	1%	3%	0%	C	0.089	F	0.523	18000	F
	To: US 50 Arlington Blvd															
237 50 Arlington Blvd	City of Fairfax	0.28	33000	G	98%	1%	1%	0%	0%	0%	F	0.080	F	0.543	36000	G
	To: US 29 Lee Highway															
237 29 Lee Highway	City of Fairfax	0.13	25000	N	97%	0%	1%	1%	0%	0%	N	0.087	F	0.529	NA	
	To: ECL Fairfax															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Fairfax County																
(F254) Phoenix Dr	0.09	30	N			Fairfax County Line					NA			NA		02/02/2015
						Fairfax County Line										
City of Fairfax																
(9128) Rebel Run		4600	R			Fairfax High School					NA			NA		03/09/2009
						US 29 Lee Hwy										
(9598)		190	R			Eleven Oak Elem School					NA			NA		1991
						Eleven Oak Elem School										
(1) Judicial Dr	0.22	7600	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.526	8000	F	2020
						Page Ave										
(1) Judicial Dr	0.43	6000	F	98%	0%	1%	0%	0%	0%	C	0.09	F	0.551	6300	F	2020
						SR 123 Chain Bridge Rd										
(2) Kenmore Dr	0.19	2700	F	98%	0%	1%	1%	0%	0%	C	0.089	F	0.562	2900	F	2020
						University Dr										
(3) Layton Hall Dr	0.29	3200	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.54	3400	F	2020
						Old Lee Hwy										
(6623) Burke Station Rd	0.17	3900	F	99%	0%	1%	0%	0%	0%	C	0.099	F	0.627	4100	F	2020
						Barbara Ann Lane										
(6623) Burke Station Rd	0.31	3900	F	99%	0%	1%	0%	0%	0%	F	0.097	F	0.606	4200	F	2020
						SR 236 Main St										
(6625) Roberts Rd	0.27	4700	F	99%	0%	0%	0%	0%	0%	C	0.102	F	0.566	5000	F	2020
						Sager Ave										
(6625) Roberts Rd	0.25	2000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.616	2100	G	2020
						SR 236 Main St										
(6627) University Dr	0.38	3900	F	95%	1%	3%	0%	0%	0%	C	0.090	F	0.555	4100	F	2020
						Armstrong St										
(6627) University Dr	0.21	11000	G	95%	1%	3%	0%	0%	0%	F	0.092	F	0.536	11000	G	2020
						South St										
(6627) University Dr	0.12	4900	N	95%	1%	3%	0%	0%	0%	N	0.102	F	0.535	5200	N	2020
						SR 236 Main St										
(6627) University Dr	0.21	4900	F	95%	1%	3%	0%	0%	0%	F	0.102	F	0.535	5200	F	2020
						Whitehead St										
(6627) University Dr	0.12	4700	F	95%	1%	3%	0%	0%	0%	F	0.104	F	0.503	5000	F	2020
						Layton Hall Dr										
(6627) University Dr	0.72	2300	F	95%	1%	3%	0%	0%	0%	F	0.107	F	0.578	2400	F	2020
						US 29 & 50; Lee Hwy										
(6628) Old Lee Hwy	0.41	8300	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.515	8800	F	2020
						Layton Hall Rd										
(6628) Old Lee Hwy	0.49	9500	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.523	10000	F	2020
						Heritage Lane										
(6628) Old Lee Hwy	0.19	8300	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.529	8800	F	2020
						Brookwood Rd										
(6628) Old Lee Hwy	0.25	8700	F	98%	0%	1%	0%	0%	0%	C	0.093	F	0.535	9200	F	2020
						Cornell Rd										

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						2Axle	3+Axle	1Trail	2Trail									
City of Fairfax																		
						From: Cornell Rd												
6628	Old Lee Hwy	0.15	9000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.563	9600	F	2020	
						To: Rebel Run												
6628	Old Lee Hwy	0.55	8200	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.548	8700	F	2020	
						To: US 50 Lee Hwy												
						From: US 29 Lee Highway												
6634	Jermantown Rd	0.30	10000	F	97%	1%	2%	0%	0%	0%	C	0.09	F	0.510	11000	F	2020	
						To: US 50 Lee Jackson Hwy												
6634	Jermantown Rd	0.50	12000	F	98%	0%	1%	1%	0%	0%	C	0.09	F	0.693	13000	F	2020	
						To: Gainsborough Ct												
6634	Jermantown Rd	0.40	11000	F	97%	1%	2%	0%	0%	0%	F	0.088	F	0.729	11000	F	2020	
						To: NCL Fairfax												
						From: Collier Road												
	Addison Rd		230	F								0.111	F	0.942	230	F	2020	
						To: Sager Avenue												
						From: Atlanta Street												
	Confederate Lane		190	G								0.118	F	0.667	190	G	2020	
						To: Reb Street												
						From: Old Post Road												
	Cornwall Rd		400	G								0.122	F	0.619	400	G	2020	
						To: Park Hill Place												
						From: Whitehead St												
	Democracy Ln		590	G								0.107	F	0.511	590	G	2020	
						To: Layton Hall Dr												
						From: US 29, US 50												
	Draper Dr		2900	G								0.087	F	0.653	2900	G	2020	
						To: Kingsbridge Dr												
						From: Jermantown Rd												
	Orchard St		2000	G								0.133	F	0.624	2000	G	2020	
						To: McLean Ave												
						From: US 50												
	Pickett Rd		13000	G								0.088	F	0.652	13000	G	2020	
						To: NCL Fairfax												
						From: Chain Bridge Rd												
	Sager Ave		1900	G								0.114	F	0.668	1900	G	2020	
						To: Dwight Ave												
						From: Chain Bridge Rd												
	School St		920	F								0.111	F	0.635	920	F	2020	
						To: Trowbridge St												
						From: SR 236												
	Whitacre Rd		3000	G								0.129	F	0.799	3000	G	2020	
						To: Baccarat Dr												
						From: Howerton Avenue												
	Wilson St		90	F								0.111	F	0.636	90	F	2020	
						To: Norman Avenue												