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
- 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.

Route Length AADT QA 4Tile Bus 2Axio 3-9Axio 1Trail 2Trail							City of Fairfa:	X								
223 Lee Hwy	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
202 Lee Hwy	City of Fairfax															
See Hwy	~~~			_						_		_			_	
220 Lee Hwy 0.96 36000 F 68% 6% 1% 6% 6% 6% 6% 7% 7% 6% 6	29 Lee Hwy	0.16	44000	F	98%	0%	1% 0%	0%	0%	F	0.084	F	0.63	44000	F	2002
US 90. SE 236 Main St US 9	~~				To: From:		Jermantown Rd		-							
292 Lee Hwy	29 Lee Hwy	0.44	40000	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.625	40000	F	2002
280 Lee Hwy 0.96 36000 F 98% 0% 1% 0% 0% 0% 0% F 0.113 F 0.736 36000 F 2002	<u> </u>				To:		US 50, SR 236 Mai	n St	1							
SR 12: Claim Bridge Rd	29 Lee Hwy	0.96	36000	F		0%	1% 0%	0%	0%	F	0.113	F	0.736	36000	F	2002
230 Lee Hwy	\bigcirc				To		SR 123 Chain Brido	e Rd	1							
Chain Bridge Rd Color Co	(20) Lee Hwy	0.21	39000	F		0%			0%	F	0.076	F	0.608	39000	F	2002
23 Lee Hwy	29) =====				т											
Plastation Perkeys	Coo Loo Huny	0.50	44000		From:	Ω0/		Λ0/	00/		0.002		0.502	44000		2001
28) Lee Hwy	29 Lee Hwy	0.59	44000	-	90 /0	0 /0	170 070	0 /0	0 70	'	0.003	•	0.582	44000	'	2002
22 Lee Highway	~~~															
222 Lee Highway	29 Lee Hwy	0.68	43000	F	98%	0%	1% 0%	0%	0%	F	0.084	F	0.631	43000	F	2002
28 Lee Highway 0.28 45000 F 9.9% 0% 1% 0% 0% 0% F 0.083 F 0.677 45000 F 2002					From:		Draper Drive									
292 Lee Highway	29 Lee Highway	0.28	45000	F	98%	0%	1% 0%	0%	0%	F	0.083	F	0.677	45000	F	2002
292 Lee Highway	\smile				To		US 50		-							
US 97 September US 9	29 Lee Highway	0.08	45000	N		0%		0%	0%	Ν	0.083	Ν	0.677	45000	Ν	2002
222 Lee Highway					To:		LIC 50 Eninfoy Cin	ala								
FCL Fairfax	20 Lee Highway	0.13	39000	N		0%			0%	N	0.085	N	0.502	42000	N	2002
Section Sect	29) Lee riigilway	0.10	00000	••		070		0 70	070		0.000	.,	0.002	42000		2002
Sect					From:				<u>.</u>							
187 187	(50) Lee Jackson Hwy	0.57	63000	F		Λ%		1%	0%	E	0.082	F	0.552	63000	E	2003
SRT 29 S	50 Lee Jackson Twy	0.57	03000	•	_	0 70		1 /0	070	'	0.002	'	0.552	03000	'	2002
Section Sect					From:											
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50 29 Lee Hwy 0.59 44000 F 98% 0% 1% 0% 0% 0% F 0.083 F 0.592 44000 F 2000 F 98% 0% 1% 0% 0% 0% 0% F 0.084 F 0.631 43000 F 2000 F 98% 0% 1% 0% 0% 0% 0% F 0.084 F 0.631 43000 F 2000 F 98% 0% 1% 0% 0% 0% 0% F 0.084 F 0.631 43000 F 2000 F 98% 0% 1% 0% 0% 0% 0% F 0.083 F 0.677 45000 F 2000 F 97% 0% 1% 0% 0% 1% 0% F 0.088 F 0.525 35000 F 2000 F 97% 0% 1% 0% 1% 0% 1% 0% F 0.088 F 0.525 35000 F 2000 F 97% 0% 1% 0% 1% 0% 1% 0% F 0.088 F 0.593 45000 F 2000 F 2000 F 2000 F 97% 0% 2% 1% 1% 0% F 0.088 F 0.593 45000 F 2000 F 2000 F 2000 F 97% 0% 2% 1% 1% 0% F 0.088 F 0.594 23000 F 2000 F 2000 F 2000 F 97% 0% 2% 1% 1% 0% F 0.088 F 0.594 23000 F 2000 F	30) (29) 20011111	0.21	00000	•		070		0 70	070	•	0.070	•	0.000	00000	•	2002
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Second Female F					To:		Draper Drive		1							
NR 129	50 29 Lee Highway	0.28	45000	F		0%		0%	0%	F	0.083	F	0.677	45000	F	2002
Solution							N RT 29									
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SCL Fairfax Formal SCL Fairfax SCL Fairfax	50 Arlington Blvd	0.28	35000	F	97%	0%	1% 0%	1%	0%	F	0.086	F	0.525	35000	F	2002
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To: I- 66 NCL Fairfax US 29, US 50	123 Chain Bridge Rd	0.35	35000	F		1%			0%	С	0.068	F	0.543	37000	F	2002
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	230) IVIGITI OL	0.34	55000	•	90 70 To:	U /0	West St	J /0	0 /0	1	0.018	1	0.000	72000	'	2002

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Fairfax								-							
Marin Ot	0.04	40000	_	From:	00/	West St	00/	00/	_	0.077	_		40000	_	0000
Main St	0.21	18000	F	98%	0%	1% 0%	0%	0%	F	0.077	F		19000	F	2002
Comb	bined Traffic:	0	F							0.077	F		0	F	
				To: From:		North St E Old Lee Hwy	,								
236) Main St	1.31	40000	F	98%	0%	1% 0%	0%	0%	С	0.078	F	0.537	43000	F	2002
236 Wall Ot	1.51	40000	•	30 70	070			070	O	0.070	'	0.007	43000	•	2002
			_	From:	201	Whitacre Rd					_		10000		
236 Little River Tpke	0.57	43000	F	97%	0%	1% 0%	1%	0%	F	0.079	F	0.552	46000	F	2002
<u> </u>				To:		ECL Fairfax									
				From:		SR 236 W									
236	0.30	17000	F	98%	0%	1% 1%	0%	0%	С	0.08	F		18000	F	2002
Comb	bined Traffic:	0	F							NA			0	F	
				To:		SR 236 E									
				From:		SR 236 Main S	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									
237) Pickett Rd	1.17	26000	G	98%	0%	1% 0%	0%	0%	F	NA			27000	G	2002
201). 1011011 110	1.17	_5556	_	5570	J /0			370	•				_, 000	J	2002
		A==:::		From:		US 50 Arlington								_	
(237) (50) Arlington Blvd	0.28	35000	F	97%	0%	1% 0%	1%	0%	F	0.086	F	0.525	35000	F	2002
▽ 				To: From:		RT 29									
237) (29) Lee Highway	0.13	39000	N	98%	0%	1% 0%	0%	0%	Ν	0.085	Ν	0.502	42000	N	2002
				To:		ECL FAIRFA	X								
				From:		Fairfax High Sch	nool								
	0.18	1700	R	<u> </u>		ramax mgi sei	1001			NA			NA		1991
9128	0.10	1700	11	To:		US 29		1		INA			INA		1331
								J							
	0.00		_	From:		Fairfax Elementary	School								4004
9136	80.0	280	R	То:						NA			NA		1991
				10.		FAIRFAX ELE	M/								
				From:		Eleven Oak Elem S	School								
9598	0.06	190	R							NA			NA		1991
				To:		Eleven Oak Elem S	School								
						CD 226									
				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
1 Judicial Dr	0.22	11000	F		0%		0%	0%	F	0.080	F	0.571	12000	F	2002
1 Judicial Dr	0.22	11000	F	99%	0%	0% 0%	0%	0%	F	0.080	F	0.571	12000	F	2002
	0.22	11000	F	99% To:	0%	0% 0% Page St	0%	0%	F C	0.080	F F	0.571	12000	F	
				99% To:		0% 0% Page St Page Ave									
				99% To: From: 99%		0% 0% Page St Page Ave 0% 0% SR 123	0%								
1 Judicial Dr	0.43	10000	F	99% To: 99% To:	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Driversity Driv	0%	0%	С	0.083	F	0.502	11000	F	2002
				99% To: From: 99% To:		0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0%	0%								2002
1 Judicial Dr	0.43	10000	F	99% To: 99% To: 98% To:	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123	0%	0%	С	0.083	F	0.502	11000	F	2002
Judicial Dr Kenmore Dr	0.43	10000 5100	F	99% To: From: 99% To: From: From: 98% To: From:	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy	0%	0%	С	0.083	F	0.502	11000	F	2002
1 Judicial Dr	0.43	10000	F	99% From: 99% To: From: 98% To: From: 98%	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0%	0% 1% 0%	0%	С	0.083	F	0.502	11000	F	2002
1 Judicial Dr 2 Kenmore Dr	0.43	10000 5100	F	99% Tro From: 99% To From: 98% To From: 98% To	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr	0% 1% 0%	0%	С	0.083	F	0.502	11000	F	2002
1 Judicial Dr 2 Kenmore Dr 3 Layton Hall Dr	0.43	10000 5100 5100	F F	99% Tro From: 99% To From: 98% To From: 99% To From: From: 99% From:	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax	0% 1% 0%	0%	C C	0.083	F F	0.502 0.758 0.782	11000 5400 5400	F F	2002
Judicial Dr Kenmore Dr Layton Hall Dr	0.43	10000 5100	F	99% Tro From: 99% To From: 98% To From: 98% To	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr	0% 1% 0%	0%	С	0.083	F	0.502	11000	F	2002
Judicial Dr Kenmore Dr Layton Hall Dr	0.43	10000 5100 5100	F F	99% From: 99% From: 98% To From: 99% From: 99% From: 99%	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax	0% 1% 0%	0%	C C	0.083	F F	0.502 0.758 0.782	11000 5400 5400	F F	2002
Judicial Dr Renmore Dr Layton Hall Dr Burke Station Rd	0.43 0.19 0.29	10000 5100 5100 6700	F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 99%	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0%	0% 1% 0% 0% 0%	0%	C C	0.083 0.091 0.091	F F	0.502 0.758 0.782 0.718	11000 5400 5400	F F	2002
Judicial Dr Renmore Dr Layton Hall Dr Barrie Station Rd	0.43	10000 5100 5100	F F	99% From: 99% From: 98% To From: 99% From: 99% From: 99%	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr 5CL Fairfax 0% 0% Barbara Ann L 0% 0%	0% 1% 0%	0%	C C C	0.083	F F F	0.502 0.758 0.782	11000 5400 5400 7100	F F	2002
Judicial Dr Renmore Dr Layton Hall Dr Burke Station Rd	0.43 0.19 0.29	10000 5100 5100 6700	F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 99% To: From: 99% To: From: From: 99% To: From: From	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr 5CL Fairfax 0% 0% Barbara Ann L 0% 0% SR 236	0% 1% 0% 0% 0%	0%	C C C	0.083 0.091 0.091	F F F	0.502 0.758 0.782 0.718	11000 5400 5400 7100	F F	2002
1 Judicial Dr 2 Kenmore Dr 3 Layton Hall Dr 6623 Burke Station Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 99% To: From: 99% To: From: From: 99% To: From: From: 99% To: From: Fr	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann I 0% 0% 0% SR 236 SCL Fairfax	0% 1% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002
1 Judicial Dr 2 Kenmore Dr 3 Layton Hall Dr 6623 Burke Station Rd 6623 Burke Station Rd	0.43 0.19 0.29	10000 5100 5100 6700	F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 99% To: From: 99% To: From: From: 99% To: From: From: 99%	0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr 5CL Fairfax 0% 0% Barbara Ann L 0% 0% SR 236	0% 1% 0% 0% 0%	0%	C C C	0.083 0.091 0.091	F F F	0.502 0.758 0.782 0.718	11000 5400 5400 7100	F F	2002 2002 2002 2002 2002
1 Judicial Dr 2 Kenmore Dr 3 Layton Hall Dr 6623 Burke Station Rd 6623 Burke Station Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% From: 99% From: 98% To: From: 99% To: From: 99% To: From: 100%	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann I 0% 0% 0% SR 236 SCL Fairfax	0% 1% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002
Judicial Dr Renmore Dr Layton Hall Dr Burke Station Rd Burke Station Rd Robert Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 99% To: From: 100%	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann I 0% 0% SR 236 SCL Fairfax	0% 1% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002
Judicial Dr Renmore Dr Layton Hall Dr Burke Station Rd Burke Station Rd Robert Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% From: 99% From: 98% To: From: 99% To: From: 99% To: From: 100%	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann L 0% 0% SR 236 SCL Fairfax 0% 0% SR 236	0% 1% 0% 0% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002
Judicial Dr Renmore Dr Layton Hall Dr Burke Station Rd Burke Station Rd Robert Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% Tro From 99% To: From 98% To: From 99% To From 100%	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann L 0% 0% SR 236 SCL Fairfax 0% 0% SR 236 SCL Fairfax 0% 0% SR 236	0% 1% 0% 0% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002
1 Judicial Dr 2 Kenmore Dr 3 Layton Hall Dr 6623 Burke Station Rd 6623 Burke Station Rd	0.43 0.19 0.29 0.17 0.31	10000 5100 5100 6700 6600	F F F	99% To: From: 98% To: From: 99% To: From: 99% To: From: 100% To: From: 100% To: From: 100%	0% 0% 0% 0%	0% 0% Page St Page Ave 0% 0% SR 123 University Dr 0% 0% SR 123 Old Lee Hwy 0% 0% University Dr SCL Fairfax 0% 0% Barbara Ann I 0% 0% SR 236 SCL Fairfax 0% 0% SR 236 SCL Fairfax	0% 1% 0% 0% 0% 0% 0%	0%	C C C F	0.083 0.091 0.091 0.100 0.098	F F F	0.502 0.758 0.782 0.718 0.711	11000 5400 5400 7100 7000	F F F	2002 2002 2002 2002 2002 2002 2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Fairfax															
				From:		Armstrong St									
₆₆₂₇) University Dr	0.21	14000	F	98%	1%	1% 0%	0%	0%	F	0.086	F	0.519	15000	F	2002
				To		South St									
0627) University Dr	0.11	14000	N	From: 98%	1%	1% 0%	0%	0%	Ν	0.083	Ν	0.581	15000	N	2002
Silvoroity Bi	0.11		••	0070	170	170 070	070	0 70		0.000	• •	0.001	10000		2002
				From:		SR 236 Main S									
6627) University Dr	0.22	14000	F	98%	1%	1% 0%	0%	0%	F	0.083	F	0.581	15000	F	2002
				To:		Whitehead St									
Liniversity Dr	0.12	12000	F	98%	1%	1% 0%	0%	0%	F	0.09	F	0.570	13000	F	2002
₆₂₇ University Dr	0.13	12000	г	90 70 To:	1 70			070	Г	0.09	Г	0.570	13000	Г	2002
				From:		Layton Hall Dr		-							
~	0.70		_		40/	Layton Hall Ro		00/	_	0.005	_	0.540	7500	_	0000
₆₂₇) University Dr	0.70	7000	F	98 <u>%</u>	1%	1% 0%	0%	0%	F	0.095	F	0.516	7500	F	2002
				To:		US 29 & 50									
				From:		SR 236									
Old Lee Hwy	0.41	13000	F	98%	0%	1% 0%	0%	0%	F	0.093	F	0.660	14000	F	2002
Old Lee Hwy	0.41	15000	•	To:	0 70			070	'	0.000	'	0.000	14000	•	2002
				From:		Layton Hall Ro									
Old Land Live	0.40	40000	_		00/	Layton Hall Dr		00/	_	0.000	_	0.004	47000	_	0000
₆₂₈) Old Lee Hwy	0.49	16000	F	98%	0%	1% 0%	0%	0%	F	0.090	F	0.621	17000	F	2002
				To:		Heritage Ln									
Old Lee Hwy	0.19	15000	F	98%	0%	1% 0%	0%	0%	F	0.095	F	0.666	16000	F	2002
Old Lee Hwy	0.19	13000		90 /0	0 /6	170 070	0 /0	0 /0		0.095	,	0.000	10000		200
				To: From:		Brookwood Rd		-							
Old Lee Hwy	0.25	15000	F	98%	0%	1% 0%	0%	0%	С	0.096	F	0.647	16000	F	2002
Old Lee Hwy	0.20		•		0 70	170 070	070		Ū	0.000	•	0.017	10000	•	
				From:		Cornell Rd									
Old Lee Hwy	0.15	15000	F	98%	0%	1% 0%	0%	0%	F	0.095	F	0.645	16000	F	200
,															
				From:		Rebel Run									
Old Lee Hwy	0.55	15000	F	98%	0%	1% 0%	0%	0%	F	0.094	F	0.668	16000	F	200
				To:		US 50									
				From:				i							
<u> </u>			_		101	US 29	201	201	_		_		4=000	_	
₆₃₄) Jermantown Rd	0.30	14000	F	97%	1%	1% 1%	0%	0%	С	0.088	F	0.539	15000	F	2002
<i></i>				To:		US 50									
Jormantown Pd	0.26	15000	_	From:	10/		Ω0/	00/	_	0.007	_	0.645	16000	F	2001
₆₃₄) Jermantown Rd	0.26	15000	F	97%	1%	1% 0%	0%	0%	F	0.087	F	0.645	16000	Г	2002
				To:		Copperfield Squa	are	-							
₆₃₄) Jermantown Rd	0.24	15000	F	97%	1%	1% 0%	0%	0%	С	0.080	F	0.635	16000	F	2002
634) GOTTHAINCONTT NO	0.21		•	0.70	170	170 070	070	070	Ū	0.000	•	0.000	10000	•	
_				From:		Gainsborough C	`t								
(634) Jermantown Rd	0.33	14000	F	97%	1%	1% 0%	0%	0%	F	0.095	F	0.654	15000	F	2002
				From:		Carol St									
₆₃₄) Jermantown Rd	0.07	15000	F	97%	1%	1% 0%	0%	0%	F	0.087	F	0.647	16000	F	2002
				To:		NCL Fairfax									
				From:				-							
			_	r tom.		Collier Road					_			_	
Addison Road		390	F							0.088	F	0.677	390	F	200
				To:		Sager Avenue									
				From:		Atlanta Street									
Camfadayata Laya		200	_			Atlanta Succi				0.007	_	0.70	200	_	200
Confederate Lane		290	F							0.087	F	0.76	290	F	200
				To:		Reb Street									
				From:		Old Post Road									
Cornwall Road		540	F			2.2.1 000 11000				0.122	F	0.599	540	F	200
Contival Noau		J-10	•	To:		DJ. II'II Di				0.122	'	0.000	J -1 U	•	200
				10.		Park Hill Place	;								
				From:		Whitehead St									
Democracy Ln		730	F							0.114	F		730	F	2002
Domoordoy Lii		. 00	•	To:		Hall D.				J. 1 17	•		, 00	•	2002
			_			Hall Dr			_		_				
		_		From:		US 29; 50									
Draper Dr		4300	F							0.084	F		4300	F	2002
· p = ·			-	To:		Kingsbridge Di									

					,									
Route	Length AADT	QA	4Tire	Bus	 Axle 3+A			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:		Jermantow		 							
Orchard St	970	F	<u> </u>		b erritaine ii	11 110			0.103	F		970	F	2002
0.0	•.•	-	To:		McLean A	Ave			000	•		0.0	•	
			From:											
Pickett Rd	20000	F	r toin.		US 50)			0.089	F		20000	_	2002
Pickell Ru	20000	Г	To:		NOL E :	C			0.069	Г		20000	F	2002
			10.		NCL Fair	тах								
			From:		Chain Bridg	ge Rd								
Sager Ave	2200	F							0.121	F		2200	F	2002
			To-		Dwight A	Ave								
			From:		Chain Brid	ge Rd	1							
School St	1200	F			•				0.097	F		1200	F	2002
			To:		Trowbridg	ge St								
			From:		SR 230	6								
Whitacre Rd	4100	F	<u> </u>		51(25)				0.081	F	0.682	4100	F	2002
		-	To:		Baccarat	Dr			0.00	•	0.002		•	
			From:	7										
Wilson Ctroot	440	_	i iom.	1	Howerton A	venue			0.166	_	0.604	110	_	2002
Wilson Street	110	F	т.,		NT 1				0.166	F	0.694	110	F	2002
			10:		Norman Av	/enue								