# 2010
# 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


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
2010
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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From: WCL Fairfax | | | | | | | | | | | | | | | |
| 29 Lee Highway | City of Fairfax | 0.16 | **41000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 44000 | G |
| | To: Jermantown Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 Lee Highway | City of Fairfax | 0.44 | **38000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 40000 | G |
| | To: US 50; SR 236 Main St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 50 Lee Highway | City of Fairfax | 0.96 | **39000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.076 | F | | 42000 | G |
| | To: SR 123 Chain Bridge Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 50 Lee Highway | City of Fairfax | 0.21 | **37000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.076 | F | | 39000 | G |
| | To: University Dr | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 50 Lee Highway | City of Fairfax | 0.59 | **43000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 46000 | G |
| | To: Plantation Parkway | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 50 Lee Hwy | City of Fairfax | 0.68 | **42000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 44000 | G |
| | To: Draper Drive | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 50 Lee Highway | City of Fairfax | 0.28 | **41000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 44000 | G |
| | To: US 50 | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 Lee Highway | City of Fairfax | 0.08 | **41000** | **N** | 99% | 0% | 0% | 0% | 0% | 0% | N | NA | | | 44000 | N |
| | To: US 50 Fairfax Circle | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 29 237 Lee Highway | City of Fairfax | 0.13 | **28000** | **N** | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.085 | N | 0.529 | 31000 | N |
| | To: ECL Fairfax | | | | | | | | | | | | | | | |
| | From: WCL Fairfax | | | | | | | | | | | | | | | |
| 50 Lee Jackson Hwy | City of Fairfax | 0.57 | **38000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.076 | F | | 41000 | G |
| | To: US 29 S, Lee Highway | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 29 Lee Highway | City of Fairfax | 0.96 | **39000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.076 | F | | 42000 | G |
| | To: SR 123 Chain Bridge Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 29 Lee Highway | City of Fairfax | 0.21 | **37000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.076 | F | | 39000 | G |
| | To: University Dr | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 29 Lee Highway | City of Fairfax | 0.59 | **43000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 46000 | G |
| | To: Plantation Parkway | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 29 Lee Hwy | City of Fairfax | 0.68 | **42000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 44000 | G |
| | To: Draper Drive | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 29 Lee Highway | City of Fairfax | 0.28 | **41000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 44000 | G |
| | To: US 29 N, Lee Highway | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 237 Arlington Blvd | City of Fairfax | 0.28 | **33000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.08 | F | | 36000 | G |
| | To: SR 237 Pickett Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 50 Arlington Blvd | City of Fairfax | 0.03 | **49000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | F | NA | | | 54000 | G |
| | To: ECL Fairfax | | | | | | | | | | | | | | | |
| | From: SCL Fairfax | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.47 | **31000** | **G** | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.078 | F | | 33000 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From: Judicial Dr | | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.26 | **24000** | **G** | 98% | 0% | 0% | 1% | 1% | 0% | F | NA | | | 26000 | G |
| To: SR 236 Main St | | | | | | | | | | | | | | | | |
| From: SR 236 Main St | | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.19 | **23000** | **G** | 98% | 0% | 0% | 1% | 1% | 0% | F | NA | | | 24000 | G |
| To: Whitehead St | | | | | | | | | | | | | | | | |
| From: Whitehead St | | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.10 | **23000** | **G** | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.073 | F | | 25000 | G |
| To: Kenmore Dr | | | | | | | | | | | | | | | | |
| From: Kenmore Dr | | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.58 | **27000** | **G** | 98% | 0% | 0% | 1% | 1% | 0% | F | 0.073 | F | | 29000 | G |
| To: US 29; US 50 Lee Hwy | | | | | | | | | | | | | | | | |
| From: US 29; US 50 Lee Hwy | | | | | | | | | | | | | | | | |
| 123 Chain Bridge Rd | City of Fairfax | 0.35 | **44000** | **G** | 98% | 1% | 1% | 0% | 1% | 0% | C | NA | | | 47000 | G |
| To: I- 66 NCL Fairfax | | | | | | | | | | | | | | | | |
| From: US 29 Lee Highway; US 50 Lee Jackson Hwy | | | | | | | | | | | | | | | | |
| 236 Main St | City of Fairfax | 0.94 | **42000** | **G** | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | | 46000 | G |
| To: West St | | | | | | | | | | | | | | | | |
| From: West St | | | | | | | | | | | | | | | | |
| 236 Main St | City of Fairfax | 0.21 | **13000** | **G** | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.075 | F | | 14000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **35000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 38000 | G |
| To: North St E | | | | | | | | | | | | | | | | |
| From: Old Lee Hwy | | | | | | | | | | | | | | | | |
| 236 Main St | City of Fairfax | 1.31 | **38000** | **G** | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.082 | F | | 42000 | G |
| To: Whitacre Rd | | | | | | | | | | | | | | | | |
| From: Whitacre Rd | | | | | | | | | | | | | | | | |
| 236 Little River Tpke | City of Fairfax | 0.57 | **42000** | **G** | 98% | 0% | 1% | 0% | 1% | 0% | F | NA | | | 46000 | G |
| To: ECL Fairfax | | | | | | | | | | | | | | | | |
| From: SR 236 W, Main St | | | | | | | | | | | | | | | | |
| 236 North St | City of Fairfax | 0.30 | **22000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | C | NA | | | 24000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **35000** | **G** | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 38000 | G |
| To: SR 236 E, Main St | | | | | | | | | | | | | | | | |
| From: SR 236 Main St | | | | | | | | | | | | | | | | |
| 237 Pickett Rd | City of Fairfax | 0.49 | **27000** | **G** | 96% | 0% | 1% | 0% | 2% | 0% | F | 0.082 | F | | 29000 | G |
| To: Colonial Ave | | | | | | | | | | | | | | | | |
| From: Colonial Ave | | | | | | | | | | | | | | | | |
| 237 Pickett Rd | City of Fairfax | 1.17 | **27000** | **G** | 96% | 0% | 1% | 0% | 2% | 0% | C | 0.084 | F | | 29000 | G |
| To: US 50 Arlington Blvd | | | | | | | | | | | | | | | | |
| From: US 50 Arlington Blvd | | | | | | | | | | | | | | | | |
| 237 50 Arlington Blvd | City of Fairfax | 0.28 | **33000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.08 | F | | 36000 | G |
| To: US 29 Lee Highway | | | | | | | | | | | | | | | | |
| From: US 29 Lee Highway | | | | | | | | | | | | | | | | |
| 237 29 Lee Highway | City of Fairfax | 0.13 | **28000** | **N** | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.085 | N | 0.529 | 31000 | N |
| To: ECL Fairfax | | | | | | | | | | | | | | | | |

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City of Fairfax

| 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 | **NA** | From: Fairfax County Line | | | | | | | | NA | | | NA | | |
| | | | To: Fairfax County Line | | | | | | | | | | | | | |
| (9128 29) Rebel Run | 0.18 | **4500** | From: Fairfax High School | | | | | | | | NA | | | NA | | 03/10/2009 |
| | | | **R** To: US 29 Lee Hwy | | | | | | | | | | | | | |
| (9598 29) | 0.06 | **190** | From: Eleven Oak Elem School | | | | | | | | NA | | | NA | | 1991 |
| | | | **R** To: Eleven Oak Elem School | | | | | | | | | | | | | |
| (1) Judicial Dr | 0.22 | **13000** | From: SR 236 Main St | | | | | | | | | | | | | |
| | | | **G** To: Page Ave | 99% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 15000 | G | 2010 |
| (1) Judicial Dr | 0.43 | **11000** | From: Page Ave | | | | | | | | | | | | | |
| | | | **G** To: SR 123 Chain Bridge Rd | 99% | 1% | 1% | 0% | 0% | 0% | C | 0.085 | F | | 12000 | G | 2010 |
| (2) Kenmore Dr | 0.19 | **4600** | From: University Dr | | | | | | | | | | | | | |
| | | | **G** To: SR 123 | 98% | 1% | 0% | 1% | 0% | 0% | C | 0.12 | F | 0.688 | 5000 | G | 2010 |
| (3) Layton Hall Dr | 0.29 | **5100** | From: Old Lee Hwy | | | | | | | | | | | | | |
| | | | **G** To: University Dr | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.103 | F | | 5500 | G | 2010 |
| (6623) Burke Station Rd | 0.17 | **6600** | From: SCL Fairfax | | | | | | | | | | | | | |
| | | | **G** To: Barbara Ann Lane | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | F | | 7200 | G | 2010 |
| (6623) Burke Station Rd | 0.31 | **6700** | From: Barbara Ann Lane | | | | | | | | | | | | | |
| | | | **G** To: SR 236 Main St | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | F | | 7300 | G | 2010 |
| (6625) Roberts Rd | 0.27 | **8500** | From: SCL Fairfax | | | | | | | | | | | | | |
| | | | **G** To: Sager Ave | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.099 | F | | 9200 | G | 2010 |
| (6625) Roberts Rd | 0.25 | **3700** | From: Sager Ave | | | | | | | | | | | | | |
| | | | **G** To: SR 236 Main St | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.093 | F | | 4000 | G | 2010 |
| (6627) University Dr | 0.39 | **12000** | From: SCL Fairfax | | | | | | | | | | | | | |
| | | | **G** To: Armstrong St | 97% | 2% | 1% | 0% | 0% | 0% | C | 0.093 | F | | 13000 | G | 2010 |
| (6627) University Dr | 0.21 | **14000** | From: Armstrong St | | | | | | | | | | | | | |
| | | | **G** To: South St | 97% | 2% | 1% | 0% | 0% | 0% | F | NA | | | 15000 | G | 2010 |
| (6627) University Dr | 0.11 | **14000** | From: South St | | | | | | | | | | | | | |
| | | | **N** To: SR 236 Main St | 97% | 2% | 1% | 0% | 0% | 0% | N | NA | | | 16000 | N | 2010 |
| (6627) University Dr | 0.22 | **14000** | From: SR 236 Main St | | | | | | | | | | | | | |
| | | | **G** To: Whitehead St | 97% | 2% | 1% | 0% | 0% | 0% | F | NA | | | 16000 | G | 2010 |
| (6627) University Dr | 0.13 | **11000** | From: Whitehead St | | | | | | | | | | | | | |
| | | | **G** To: Layton Hall Dr | 97% | 2% | 1% | 0% | 0% | 0% | F | NA | | | 12000 | G | 2010 |
| (6627) University Dr | 0.70 | **7200** | From: Layton Hall Rd | | | | | | | | | | | | | |
| | | | **G** To: US 29 & 50; Lee Hwy | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.11 | F | | 7800 | G | 2010 |
| (6628) Old Lee Hwy | 0.41 | **13000** | From: SR 236 Main St | | | | | | | | | | | | | |
| | | | **G** To: Layton Hall Rd | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | | 14000 | G | 2010 |
| (6628) Old Lee Hwy | 0.49 | **15000** | From: Layton Hall Rd | | | | | | | | | | | | | |
| | | | **G** To: Layton Hall Dr | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.102 | F | | 17000 | G | 2010 |
| (6628) Old Lee Hwy | 0.19 | **14000** | From: Heritage Lane | | | | | | | | | | | | | |
| | | | **G** To: Brookwood Rd | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 15000 | G | 2010 |
| (6628) Old Lee Hwy | 0.25 | **15000** | From: Brookwood Rd | | | | | | | | | | | | | |
| | | | **G** To: Cornell Rd | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.095 | F | | 16000 | G | 2010 |

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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** | | | | | | | | | | | | | | | | |
| | | From: Cornell Rd | | | | | | | | | | | | | | |
| (6628) Old Lee Hwy | 0.15 | **15000** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.092 | F | | 17000 | G | 2010 |
| | | To: Rebel Run | | | | | | | | | | | | | | |
| | | From: Rebel Run | | | | | | | | | | | | | | |
| (6628) Old Lee Hwy | 0.55 | **14000** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | F | | 16000 | G | 2010 |
| | | To: US 50 Lee Hwy | | | | | | | | | | | | | | |
| | | From: US 29 Lee Highway | | | | | | | | | | | | | | |
| (6634) Jermantown Rd | 0.30 | **11000** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.088 | F | | 12000 | G | 2010 |
| | | To: US 50 Lee Jackson Hwy | | | | | | | | | | | | | | |
| | | From: US 50 Lee Jackson Hwy | | | | | | | | | | | | | | |
| (6634) Jermantown Rd | 0.50 | **14000** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.089 | F | | 15000 | G | 2010 |
| | | To: Gainsborough Ct | | | | | | | | | | | | | | |
| | | From: Gainsborough Ct | | | | | | | | | | | | | | |
| (6634) Jermantown Rd | 0.40 | **13000** | **G** | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.090 | F | | 14000 | G | 2010 |
| | | To: NCL Fairfax | | | | | | | | | | | | | | |
| | | From: Collier Road | | | | | | | | | | | | | | |
| Addison Rd | | **290** | **G** | | | | | | | | 0.097 | F | | 290 | G | 2010 |
| | | To: Sager Avenue | | | | | | | | | | | | | | |
| | | From: Atlanta Street | | | | | | | | | | | | | | |
| Confederate Lane | | **260** | **G** | | | | | | | | 0.124 | F | 0.672 | 260 | G | 2010 |
| | | To: Reb Street | | | | | | | | | | | | | | |
| | | From: Old Post Road | | | | | | | | | | | | | | |
| Cornwall Rd | | **580** | **G** | | | | | | | | 0.101 | F | | 580 | G | 2010 |
| | | To: Park Hill Place | | | | | | | | | | | | | | |
| | | From: Whitehead St | | | | | | | | | | | | | | |
| Democracy Ln | | **840** | **G** | | | | | | | | NA | | | 840 | G | 2010 |
| | | To: Layton Hall Dr | | | | | | | | | | | | | | |
| | | From: US 29, US 50 | | | | | | | | | | | | | | |
| Draper Dr | | **4100** | **G** | | | | | | | | NA | | | 4100 | G | 2010 |
| | | To: Kingsbridge Dr | | | | | | | | | | | | | | |
| | | From: Jermantown Rd | | | | | | | | | | | | | | |
| Orchard St | | **2900** | **G** | | | | | | | | NA | | | 2900 | G | 2010 |
| | | To: McLean Ave | | | | | | | | | | | | | | |
| | | From: US 50 | | | | | | | | | | | | | | |
| Pickett Rd | | **19000** | **G** | | | | | | | | NA | | | 19000 | G | 2010 |
| | | To: NCL Fairfax | | | | | | | | | | | | | | |
| | | From: Chain Bridge Rd | | | | | | | | | | | | | | |
| Sager Ave | | **2700** | **G** | | | | | | | | NA | | | 2700 | G | 2010 |
| | | To: Dwight Ave | | | | | | | | | | | | | | |
| | | From: Chain Bridge Rd | | | | | | | | | | | | | | |
| School St | | **1500** | **G** | | | | | | | | 0.113 | F | 0.747 | 1500 | G | 2010 |
| | | To: Trowbridge St | | | | | | | | | | | | | | |
| | | From: SR 236 | | | | | | | | | | | | | | |
| Whitacre Rd | | **4400** | **G** | | | | | | | | NA | | | 4400 | G | 2010 |
| | | To: Baccarat Dr | | | | | | | | | | | | | | |
| | | From: Howerton Avenue | | | | | | | | | | | | | | |
| Wilson St | | **70** | **G** | | | | | | | | 0.125 | F | | 70 | G | 2010 |
| | | To: Norman Avenue | | | | | | | | | | | | | | |