

**2014**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**110**  
City of Falls Church

Information in this report is included in Report  
**29**  
(Fairfax County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## Publication Notes

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - 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  
Traffic Engineering Division  
2014  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Falls Church

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
7	Broad St	From: WCL Falls Church To: City of Falls Church	0.38	31000	F	98%	1%	1%	0%	1%	0%	F	0.079	F	0.511	33000	F
7	Broad St	From: 110-6749 West St To: City of Falls Church	0.93	25000	F	98%	1%	1%	0%	1%	0%	F	0.076	F	0.514	27000	F
7	Broad St	From: US 29 Washington St To: City of Falls Church	0.34	21000	F	98%	1%	1%	0%	1%	0%	F	0.077	F	0.564	22000	F
7	Broad St	From: 110-6799 Cherry St To: City of Falls Church	0.53	20000	F	98%	1%	1%	0%	1%	0%	F	0.084	F	0.588	22000	F
29 237	Washington St	From: 29-1717 Marshall St; WCL Falls Church To: City of Falls Church	0.29	25000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.525	28000	F
29 237	Washington St	From: 29-1712 Cavalier Trail To: City of Falls Church	0.24	22000	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.550	25000	F
29 237	Washington St	From: SR 338 Hillwood Ave To: City of Falls Church	0.28	13000	F	97%	1%	1%	1%	1%	0%	F	0.100	F	0.558	15000	F
29 237	Washington St	From: SR 7 Broad St To: City of Falls Church	0.18	22000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.553	24000	F
29 237	Washington St	From: 110-6767 Great Falls St To: City of Falls Church	0.32	22000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.527	25000	F
237 29	Washington St	From: 29-1717 Marshall St; WCL Falls Church To: City of Falls Church	0.29	25000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.525	28000	F
237 29	Washington St	From: 29-1712 Cavalier Trail To: City of Falls Church	0.24	22000	F	97%	1%	1%	1%	1%	0%	F	0.098	F	0.550	25000	F
237 29	Washington St	From: SR 338 Hillwood Ave To: City of Falls Church	0.28	13000	F	97%	1%	1%	1%	1%	0%	F	0.100	F	0.558	15000	F
237 29	Washington St	From: SR 7 Broad St To: City of Falls Church	0.18	22000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.553	24000	F
237 29	Washington St	From: 110-6767 Great Falls St To: City of Falls Church	0.32	22000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.527	25000	F
338	Hillwood Ave	From: US 29 Washington St To: City of Falls Church	0.10	11000	F	98%	1%	1%	1%	1%	0%	F	0.104	F	0.537	12000	F
338	Hillwood Ave	From: 110-6609 Annandale Rd To: City of Falls Church	0.36	10000	F	98%	1%	1%	1%	1%	0%	C	0.107	F	0.500	11000	F
338	Hillwood Ave	From: 110-6799 Cherry St To: City of Falls Church	0.45	9000	F	98%	1%	1%	1%	1%	0%	F	0.106	F	0.503	9600	F
		From: 110-6792 South St To: City of Falls Church															

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 City of Falls Church

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	110-6792 South St															
338 Hillwood Ave	City of Falls Church	0.11	10000	F	98%	1%	1%	1%	1%	0%	F	0.1	F	0.668	11000	F	
	To:	ECL Falls Church															



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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							
<b>City of Falls Church</b>																
9600 25 Hunton Ave	0.16	840	R								NA			NA		1991
3 Brook Dr	0.03	220	N								NA			NA		07/19/2011
27 Greenwich St	0.18	270	F								0.153	F	0.659	270	F	2014
37 East Jefferson St	0.10	160	F	95%	1%	2%	2%	0%	0%	C	0.134	F	0.619	160	F	2014
53 Nanjemoy Ct	0.01	40	R								NA			NA		12/02/2014
67 Robinson Place	0.11	110	F								0.155	F	0.588	110	F	2014
94 Hillier St	0.09	130	G								NA			130	G	2014
6609 Annandale Rd	0.13	13000	F	98%	1%	1%	0%	0%	0%	C	0.086	F	0.583	14000	F	2014
6609 Annandale Rd	0.35	6000	G	98%	1%	1%	0%	0%	0%	F	NA			6000	G	2014
6682 Roosevelt Blvd	0.35	18000	F	99%	0%	1%	0%	0%	0%	C	0.08	F	0.592	20000	F	2014
6682 Roosevelt St	0.05	21000	F	99%	0%	1%	0%	0%	0%	F	0.08	F	0.698	23000	F	2014
6749 West St	0.12	6200	F	98%	1%	1%	0%	0%	0%	F	0.109	F	0.579	6700	F	2014
6749 West St	0.29	6300	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.584	6700	F	2014
6749 West St	0.24	7500	F	98%	1%	1%	0%	0%	0%	C	0.101	F	0.572	8000	F	2014
6749 West St	0.53	5800	F	98%	1%	1%	0%	0%	0%	C	0.139	F	0.551	6200	F	2014
6749 West St	0.01	3900	G	98%	1%	1%	0%	0%	0%	F	0.115	N	0.561	4200	G	2014
6767 Great Falls St	0.19	3400	F	99%	1%	0%	0%	0%	0%	F	0.093	F	0.701	3600	F	2014
6767 Great Falls St	0.35	5900	F	99%	1%	0%	0%	0%	0%	C	0.112	F	0.501	6200	F	2014
6767 Great Falls St	0.24	7700	F	99%	1%	0%	0%	0%	0%	F	0.119	F	0.548	8200	F	2014
6774 Lincoln Ave	0.19	270	G								NA			270	G	2014
6774 Lincoln Ave	0.11	2800	F	99%	0%	0%	0%	0%	0%	F	0.131	F	0.584	2900	F	2014

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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							
<b>City of Falls Church</b>																
(6774) Lincoln Ave	0.30	2900	F	99%	0%	0%	0%	0%	0%	C	0.132	F	0.599	3100	F	2014
From: Spring Street																
To: 110-6767 Great Falls St																
(6774) Lincoln Ave	0.31	5700	F	99%	0%	0%	0%	0%	0%	F	0.147	F	0.621	6100	F	2014
From: WCL Arlington; 110-6774 Fairfax Drive																
To: SCL Falls Church; 29-1702																
(6792) South St	0.02	3300	G	98%	1%	1%	1%	0%	0%	F	0.091	N	0.524	3600	G	2014
From: SR 338 Hillwood Ave																
(6792) S Roosevelt St	0.07	5100	F	98%	1%	1%	1%	0%	0%	F	0.090	F	0.619	5500	F	2014
From: SR 7 Broad St																
(6792) Roosevelt St	0.26	3400	F	98%	1%	1%	1%	0%	0%	C	0.098	F	0.581	3600	F	2014
From: Tuckahoe St																
(6792) Roosevelt St	0.12	3400	F	98%	1%	1%	1%	0%	0%	F	0.099	F	0.56	3600	F	2014
From: Roosevelt Blvd																
To: Cul-de-Sac																
(6794) W Columbia St	0.18	150	R								0.147	N	0.537	NA		05/17/2011
From: Little Falls St																
(6794) W Columbia St	0.08	2900	F								0.147	F	0.537	2900	F	2014
From: US 29 Washington St																
(6794) W Columbia St	0.20	3300	F	99%	0%	0%	0%	0%	0%	F	0.124	F	0.545	3500	F	2014
From: 110-6799 Cherry St																
(6794) E Columbia St	0.40	2900	F	99%	0%	0%	0%	0%	0%	C	0.125	F	0.528	3100	F	2014
From: WCL Arlington; 16th St																
To: US 29; SCL Falls Church; 29-1717																
(6795) Marshall St	0.26	1200	F	97%	1%	1%	0%	0%	0%	C	0.113	F	0.629	1300	F	2014
From: Seaton Lane																
(6795) S Oak St	0.18	1700	F	97%	1%	1%	0%	0%	0%	F	0.119	F	0.564	1900	F	2014
From: Timber Lane																
(6795) S Oak St	0.28	1300	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.6	1400	F	2014
From: SR 7 Broad St																
(6795) N Oak St	0.28	1400	F	97%	1%	1%	0%	0%	0%	F	0.151	F	0.701	1500	F	2014
From: 110-6774 Lincoln Ave																
(6795) N Oak St	0.12	1200	G								NA			1200	G	2014
From: 110-6749 West St E																
To: 110-6749 West St N																
(6795) N Oak St	0.11	730	G								NA			730	G	2014
From: 29-1746; NCL Falls Church																
To: SR 7 Broad St																
(6797) Little Falls St	0.21	2900	F	98%	0%	0%	0%	0%	0%	C	0.108	F	0.638	3100	F	2014
From: 110-6767 Great Falls St																
(6797) Little Falls St	0.30	2400	F	98%	0%	0%	0%	0%	0%	F	0.113	F	0.654	2500	F	2014
From: WCL Arlington ; 110-6797																
To: SCL Falls Church																
(6799) Cherry St	0.03	1900	G	98%	0%	1%	0%	0%	0%	F	0.104	N	0.56	2000	G	2014
From: SR 338 Hillwood Ave																
(6799) Cherry St	0.15	1200	F	98%	0%	1%	0%	0%	0%	C	0.104	F	0.539	1200	F	2014
From: SR 7 Broad St																
(6799) Cherry St	0.26	1700	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.579	1800	F	2014
From: Columbia St																
(6799) Cherry St	0.09	980	G								NA			980	G	2014
From: 110-37 Jefferson St																