2020
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

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.

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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
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
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Falls Church

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 Falls Church																
7 Broad St	City of Falls Church	0.38	**23000**	**F**	97%	0%	1%	1%	1%	0%	F	0.084	F	0.503	24000	F
To: 110-6749 West St																
7 Broad St	City of Falls Church	0.93	**18000**	**F**	97%	0%	1%	1%	1%	0%	F	0.087	F	0.508	19000	F
From: US 29 Washington St																
7 Broad St	City of Falls Church	0.34	**15000**	**F**	97%	0%	1%	1%	1%	0%	F	0.095	F	0.518	16000	F
To: 110-6799 Cherry St																
7 Broad St	City of Falls Church	0.53	**15000**	**F**	97%	0%	1%	1%	1%	0%	F	0.092	F	0.522	16000	F
To: ECL Falls Church																
From: 29-1717 Marshall St; WCL Falls Church																
29 237 Washington St	City of Falls Church	0.29	**17000**	**F**	97%	0%	1%	1%	0%	0%	F	0.101	F	0.591	19000	F
To: 29-1712 Cavalier Trail																
29 237 Washington St	City of Falls Church	0.24	**14000**	**G**	97%	0%	1%	1%	0%	0%	F	0.098	F	0.550	15000	G
From: SR 338 Hillwood Ave																
29 237 Washington St	City of Falls Church	0.28	**8300**	**G**	97%	0%	1%	1%	0%	0%	F	0.100	F	0.558	9200	G
To: SR 7 Broad St																
29 237 Washington St	City of Falls Church	0.18	**17000**	**F**	97%	0%	1%	1%	0%	0%	F	0.090	F	0.664	19000	F
From: 110-6767 Great Falls St																
29 237 Washington St	City of Falls Church	0.32	**16000**	**G**	97%	0%	1%	1%	0%	0%	F	0.087	F	0.558	18000	G
To: Arlington County Line																
From: 29-1717 Marshall St, WCL Falls Church																
237 29 Washington St	City of Falls Church	0.29	**17000**	**F**	97%	0%	1%	1%	0%	0%	F	0.101	F	0.591	19000	F
To: 29-1712 Cavalier Trail																
237 29 Washington St	City of Falls Church	0.24	**14000**	**G**	97%	0%	1%	1%	0%	0%	F	0.098	F	0.550	15000	G
From: SR 338 Hillwood Ave																
237 29 Washington St	City of Falls Church	0.28	**8300**	**G**	97%	0%	1%	1%	0%	0%	F	0.100	F	0.558	9200	G
To: SR 7 Broad St																
237 29 Washington St	City of Falls Church	0.18	**17000**	**F**	97%	0%	1%	1%	0%	0%	F	0.090	F	0.664	19000	F
From: 110-6767 Great Falls St																
237 29 Washington St	City of Falls Church	0.32	**16000**	**G**	97%	0%	1%	1%	0%	0%	F	0.087	F	0.558	18000	G
To: Arlington County Line																
From: US 29 Washington St																
338 Hillwood Ave	City of Falls Church		**8600**	**G**	98%	0%	1%	1%	0%	0%	F	0.104	F	0.537	9200	G
To: 110-6609 Annandale Rd																
338 Hillwood Ave	City of Falls Church		**6700**	**F**	98%	0%	1%	1%	0%	0%	C	0.11	F	0.550	7100	F
From: 110-6799 Cherry St																
338 Hillwood Ave	City of Falls Church		**5700**	**F**	98%	0%	1%	1%	0%	0%	F	0.108	F	0.548	6000	F
To: 110-6792 South St																

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City of Falls Church

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
338 Hillwood Ave	City of Falls Church	From: 110-6792 South St															
				4700	**F**	98%	0%	1%	1%	0%	0%	F	0.107	F	0.536	4900	F
		To: ECL Falls Church															

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City of Falls Church

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 Falls Church																
(9600 29) Hunton Ave	0.16	**840**	**R**								NA			NA		1991
From: Falls Church School																
To: SR 338 Hillwood Ave																
(3) Brook Dr		**220**	**N**								NA			NA		07/19/2011
From: 29-1706; SCL Falls Church																
To: SR 338 Hillwood Ave																
(27) Greenwich St		**220**	**G**								0.151	F	0.656	220	G	2020
From: 110-6774 Lincoln Ave																
To: 110-6749 N West St																
(37) East Jefferson St		**120**	**G**	94%	1%	3%	2%	0%	0%	C	0.134	F	0.619	120	G	2020
From: Cul-de-Sac																
To: 110-6799 Cherry St																
(53) Nanjemoy Ct		**40**	**R**								NA			NA		12/02/2014
From: Dead End																
To: 29-5171; WCL Falls Church																
(67) Robinson Place		**90**	**G**								0.215	F	0.677	90	G	2020
From: 110-63 Poplar Drive																
To: 110-69 Rosemary Lane																
(94) Hillier St		**80**	**F**								0.153	F	0.52	80	F	2020
From: Cul-de-Sac																
To: 110-6795, S Oak St																
(6609) Annandale Rd		**9300**	**F**	98%	1%	1%	0%	0%	0%	C	0.095	F	0.637	9800	F	2020
From: SCL Falls Church; 29-649																
To: US 29 Washington Highway																
(6609) Annandale Rd		**4200**	**F**	98%	1%	1%	0%	0%	0%	F	0.1	F	0.501	4400	F	2020
From: US 29 Washington St																
To: SR 7 Broad St																
(6682) Roosevelt Blvd		**12000**	**F**	99%	0%	0%	0%	0%	0%	C	0.087	F	0.584	13000	F	2020
From: 29-613 Wilson Blvd; SCL Falls Church																
To: 110-6729 Roosevelt St																
(6682) Roosevelt St		**13000**	**F**	99%	0%	0%	0%	0%	0%	F	0.086	F	0.574	14000	F	2020
From: 110-6792 Roosevelt St																
To: 00-6682; NCL Falls Church																
(6749) West St		**4400**	**F**	98%	0%	1%	1%	0%	0%	F	0.102	F	0.633	4600	F	2020
From: WCL Falls Church; 29-705																
To: Poplar Dr																
(6749) West St		**4400**	**F**	98%	0%	1%	1%	0%	0%	F	0.096	F	0.603	4600	F	2020
From: Poplar Dr																
To: Parker St																
(6749) West St		**5000**	**F**	98%	0%	1%	1%	0%	0%	C	0.094	F	0.574	5300	F	2020
From: Parker St																
To: SR 7 Broad St																
(6749) West St		**3500**	**G**	97%	1%	1%	1%	0%	0%	C	0.124	F	0.646	3700	G	2020
From: SR 7 Broad St																
To: 110-6767 Great Falls St																
(6749) West St		**3200**	**N**	98%	0%	1%	0%	0%	0%	N	0.123	F	0.545	3500	N	2020
From: 110-6767 Great Falls St																
To: NCL Falls Church; 29-1794 Brily Place																
(6767) Great Falls St		**2200**	**F**	97%	0%	1%	1%	1%	0%	C	0.103	F	0.573	2300	F	2020
From: US 29 Washington St																
To: Little Falls St																
(6767) Great Falls St		**3700**	**F**	98%	0%	1%	1%	0%	0%	C	0.113	F	0.52	3900	F	2020
From: Little Falls St																
To: 110-6774 Lincoln Ave																
(6767) Great Falls St		**5500**	**G**	98%	0%	1%	1%	0%	0%	F	0.120	F	0.551	5900	G	2020
From: 110-6774 Lincoln Ave																
To: NCL Falls Church; 29-694																
(6774) Lincoln Ave		**210**	**F**								0.127	F	0.564	210	F	2020
From: 110-78 Sycamore St																
To: 110-6749 West St N																
(6774) Lincoln Ave		**2300**	**G**	98%	0%	1%	1%	0%	0%	C	0.147	F	0.535	2400	G	2020
From: 110-6749 West St																
To: Spring Street																

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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 Falls Church																
6774 Lincoln Ave		**2400**	**G**	97%	1%	1%	1%	1%	0%	C	0.138	F	0.537	2600	G	2020
From: Spring Street																
To: 110-6767 Great Falls St																
6774 Lincoln Ave		**5000**	**G**	97%	1%	1%	1%	1%	0%	F	0.164	F	0.599	5300	G	2020
From: 110-6767 Great Falls St																
To: WCL Arlington; 110-6774 Fairfax Drive																
6792 South St		**2700**	**N**	99%	0%	0%	0%	0%	0%	N	0.103	F	0.669	2900	N	2020
From: SCL Falls Church; 29-1702																
To: SR 338 Hillwood Ave																
6792 S Roosevelt St		**2600**	**F**	98%	0%	1%	0%	0%	0%	F	0.111	F	0.637	2800	F	2020
From: SR 338 Hillwood Ave																
To: SR 7 Broad St																
6792 Roosevelt St		**1800**	**F**	98%	0%	1%	0%	0%	0%	C	0.100	F	0.528	1900	F	2020
From: SR 7 Broad St																
To: Tuckahoe St																
6792 Roosevelt St		**2700**	**G**	98%	0%	1%	0%	0%	0%	F	0.099	F	0.56	2800	G	2020
From: Tuckahoe St																
To: Roosevelt Blvd																
6794 W Columbia St		**120**	**F**								0.121	F	0.649	120	F	2020
From: Cul-de-Sac																
To: Little Falls St																
6794 W Columbia St		**1100**	**F**								0.121	F	0.649	1100	F	2020
From: Little Falls St																
To: US 29 Washington St																
6794 W Columbia St		**4200**	**F**	98%	1%	0%	0%	0%	0%	C	0.116	F	0.552	4400	F	2020
From: US 29 Washington St																
To: 110-6799 Cherry St																
6794 E Columbia St		**1600**	**F**	97%	1%	1%	1%	0%	0%	C	0.114	F	0.551	1700	F	2020
From: 110-6799 Cherry St																
To: WCL Arlington; 16th St																
6795 Marshall St		**1100**	**F**	97%	0%	1%	0%	1%	0%	C	0.104	F	0.580	1200	F	2020
From: US 29; SCL Falls Church; 29-1717																
To: Seaton Lane																
6795 S Oak St		**1500**	**F**	98%	1%	1%	0%	0%	0%	C	0.104	F	0.511	1600	F	2020
From: Seaton Lane																
To: Timber Lane																
6795 S Oak St		**1500**	**F**	98%	1%	1%	1%	0%	0%	C	0.108	F	0.636	1600	F	2020
From: Timber Lane																
To: SR 7 Broad St																
6795 N Oak St		**1100**	**F**	98%	1%	1%	1%	0%	0%	F	0.153	F	0.559	1200	F	2020
From: SR 7 Broad St																
To: 110-6774 Lincoln Ave																
6795 N Oak St		**800**	**F**								0.127	F	0.521	800	F	2020
From: 110-6774 Lincoln Ave																
To: 110-6749 West St E																
6795 N Oak St		**440**	**F**								0.155	F	0.752	440	F	2020
From: 110-6749 West St N																
To: 29-1746; NCL Falls Church																
6797 Little Falls St		**1800**	**F**	97%	1%	1%	1%	0%	0%	C	0.101	F	0.641	1900	F	2020
From: SR 7 Broad St																
To: 110-6767 Great Falls St																
6797 Little Falls St		**1400**	**F**	97%	1%	1%	0%	0%	0%	C	0.110	F	0.61	1500	F	2020
From: 110-6767 Great Falls St																
To: WCL Arlington ; 110-6797																
6799 Cherry St		**2300**	**N**	96%	0%	1%	2%	0%	0%	N	0.122	F	0.686	2400	N	2020
From: SCL Falls Church																
To: SR 338 Hillwood Ave																
6799 Cherry St		**1100**	**F**	98%	0%	1%	0%	0%	0%	C	0.091	F	0.504	1200	F	2020
From: SR 338 Hillwood Ave																
To: SR 7 Broad St																
6799 Cherry St		**1100**	**F**	97%	1%	1%	1%	0%	0%	C	0.103	F	0.557	1200	F	2020
From: SR 7 Broad St																
To: Columbia St																
6799 Cherry St		**610**	**F**								0.116	F	0.644	610	F	2020
From: Columbia St																
To: 110-37 Jefferson St																