2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 100

City of Alexandria

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.

							Alexand									
Route	Length	n AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Alexandria																
~~ <u>_</u>				From:		SCL Alexa						_			_	
1 }	0.51	69000	G	97%	1%	1%	0%	0%	0%	F	0.075	F	0.68	71000	G	2002
~				To: From:		Fr	anklin St									
1	0.15	69000	N	97%	1%	1%	0%	0%	0%	Ν	0.075	Ν	0.68	71000	Ν	2002
$\stackrel{\cdot}{\smile}$				To:		XV:11	C4 LIC 1	D	1							
1 Henry St	0.36	30000	G	From: 97%	1%	1%	St, US 1	0%	0%	F	0.092	F		30000	G	2002
1 Henry St																2002
	Combined Traffic	: 62000	G	97%	1%	1%	0%	0%	0%	F	0.076	F		64000	G	
~~~				From:			King St									
1 Henry St	0.72	29000	G	95%	1%	2%	1%	1%	0%	С	0.078	F		30000	G	2002
~	Combined Traffic	: 57000	G	96%	1%	2%	1%	1%	0%	F	0.078	F		58000	G	
				To:			1st St									
1 Patrick St	0.44	60000	G	From: 95%	1%	2%	1%	1%	0%	F	0.08	F	0.631	61000	G	2002
1 Patrick St	0.44	00000	J	33 70	1 70	270	1 /0	1 70	070	'	0.00	•	0.001	01000	O	2002
				From:			nroe Ave									
1 Jefferson Da	vis Hwy 1.35	51000	G	95 <u>%</u>	1%	2%	1%	1%	0%	F	0.076	F	0.738	52000	G	2002
~				To:		NCL	Alexandri	ia								
				From:		W	ilkes St									
Patrick St	0.36	33000	G	97%	1%	1%	0%	0%	0%	F	0.103	F		33000	G	2002
<b>P</b>	Combined Traffic	62000	G	97%	1%	1%	0%	0%	0%	F	NA			64000	G	
	Combined Traine	. 02000	•	- 70	170					•				0.000	Ü	
~~				From:			7 King St								_	
p Patrick St	0.72	28000	G	97%	1%	1%	0%	0%	0%	F	0.095	F		28000	G	2002
-	Combined Traffic	: 57000	G	96 <u>%</u>	1%	2%	1%	1%	0%	F	NA			58000	G	
				To-		1:	st Street									
				From:		WCL	Alexandr	ia								
7 King St	1.09	42000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.501	45000	G	2002
				т.,			1 205									
Vina Ct	0.05	20000		From:	40/		I-395	00/	00/		0.004		0.500	24000		2000
7) King St	0.65	20000	F	97%	1%	1%	0%	0%	0%	F	0.081	F	0.568	21000	F	2002
				To: From:		Bra	ddock Rd		-							
7 King St	1.91	14000	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.541	15000	G	2002
				To:		D,	aggall D.d									
7 King St	0.38	13000	G	From: 97%	1%	1%	o%	0%	0%	F	0.086	F	0.520	14000	G	2002
7 King St	0.36	13000	G	9170	1 70	1 70	070	0%	076	F	0.000	Г	0.320	14000	G	2002
				To: From:		1	Vest St									
7 King St	0.48	8800	G	97%	1%	1%	0%	0%	0%	F	0.074	F	0.514	9400	G	2002
				To:		Was	hington St	t								
lorth				From:		Fairfax	County L	ine								
95) Capital Beltw	ay 0.37	66000	G	89%	1%	2%	1%	8%	0%	F	0.070	F		68000	G	2002
go Gapitai Boitw	Combined Traffic		G	92%	1%	1%	1%	5%	0%	F	0.068	F	0.508	142000	G	_002
	COMDINEU HAINC	. 139000	J	<i>3</i> ∠ 70	1 70			5 /0	U /0	Г	0.000	Γ.	0.500	1+2000	J	
lorth				From:			US 1									
95) Capital Beltw	ay 0.95	69000	G	89%	1%	2%	1%	8%	0%	F	0.079	F		71000	G	2002
93) 642.14.1 26.11.1	Combined Traffic		G	92%	1%	1%	1%	5%	0%	F	0.073	F	0.539	144000	G	
	Combined Traine	. 171000	J	To:		of Colum				'	0.075	•	0.000	144000	O	
					District				IVCI							
outh			_	From:	201		County L		601	_	0.0=	_			6	
95) Capital Beltw		73000	G	95%	0%	1%	1%	2%	0%	F	0.07	F		74000	G	2002
	Combined Traffic	: 139000	G	92%	1%	1%	1%	5%	0%	F	0.068	F	0.508	142000	G	
				To:			US 1									
outh			_	From:						_		_			_	
95) Capital Beltw		72000	G	95%	0%	1%	1%	2%	0%	F	0.078	F		74000	G	2002
	Combined Traffic	: 141000	G	92 <u>%</u>	1%	1%	1%	5%	0%	F	NA			144000	G	
				To:	District	of Colum	bia Line, I	Potomac R	iver							
				From:		Fairfax	County L	ine								
Duke Street	0.06	41000	N	98%	1%	1%	0%	0%	0%	Ν	0.087	Ν	0.539	43000	Ν	2002
				Ter												
	0.04	62000		From:	40/		Alexandr 0%	1a 0%	00/	_	0.075	_	0.540	05000		0000
		62000	G	98%	1%	1%	114/2	114/2	0%	F	0.075	F	0.543	65000	G	2002
236) Duke St	0.34	02000	·	To:	1 /0		I-395	0 70	070	•	0.070	•	0.010	00000	•	

						City of										
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria				From:									. 4010.			
Duko St	0.69	24000	c		10/	2%	I-395	10/	0%	F	0.002	_	0.550	26000	C	2002
Duke St	0.68	34000	G	95% ——	1%	270	1%	1%	0%	Г	0.083	F	0.550	36000	G	2002
				From:			Pickett St									
236 Duke St	2.66	28000	G	95%	1%	2%	1%	1%	0%	С	80.0	F	0.559	30000	G	2002
<u> </u>				From:		5	SR 241		-							
236) Duke St	1.26	24000	G	97%	1%	2%	0%	0%	0%	С	0.087	F	0.583	25000	G	2002
				To: From:			US 1		<u> </u>							
236) Duke St	0.24	9700	G	95%	2%	2%	1%	0%	0%	С	0.074	F	0.524	10000	G	2002
				To:		Was	hington St									
				From:		Fairfax	County L	ine								
241)	0.39	49000	N	97%	1%	1%	0%	0%	0%	Ν	0.092	Ν	0.751	52000	N	2002
				To:		SCI	Alexandri	9								
241) Telegraph Rd	0.21	55000	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.733	58000	G	2002
41) Tolograpii Na	0.21	00000	•	To:	170		236 WB	070		•	0.000	•	0.700	00000	Ū	
orth				From:			County L	ine	1							
orth	0.21	75000	Α	97%	0%	1%	1%	1%	0%	В	0.079	Α		77000	Α	2002
95	Combined Traffic:		В	97%	1%	1%	1%	1%	0%	С	0.080	A		190000	В	200
	Combined Hamb.	101000		J1 /0	1 /0				J /0	O	0.000	^		130000	ט	
orth				From:		SR 22	36 Duke S	t								
95)	1.64	73000	F	97%	0%	1%	1%	1%	0%	F	0.075	F		75000	F	2002
	Combined Traffic:	177000	F	97%	1%	1%	1%	1%	0%	F	0.069	F	0.592	186000	F	
				To:		Sen	ninary Rd									
orth	0.00	77000	_	From:	00/			40/	00/	_	0.074	_		70000	_	000
95	0.86	77000	F	97%	0%	1%	1%	1%	0%	F	0.074	F		79000	F -	2002
	Combined Traffic:	179000	F	97%	1%	1%	0%	1%	0%	F	0.074	F		189000	F	
orth				From:		SR	7 King St									
95)	0.25	71000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		72000	G	2002
	Combined Traffic:		G	97%	1%	1%	0%	1%	0%	F	0.087	F		172000	G	
				To:	.,,					•	0.00.	•				
orth				From:			n County l									
395)	0.26	71000	G	97%	0%	1%	1%	1%	0%	F	0.087	F		72000	G	2002
	Combined Traffic:	163000	G	97 <u>%</u>	1%	1%	0%	1%	0%	F	0.087	F		173000	G	
				To:		Arlingto	n County l	Line								
Rev				From:			County L									
95)	2.19	26000	В	97%	1%	1%	0%	0%	0%	Α	0.139	Α		32000	В	2002
	Combined Traffic:	181000	В	97%	1%	1%	1%	1%	0%	С	0.080	Α		190000	В	
				From:		Sen	ninary Rd		-							
	0.71	29000			2%			1%	0%	C	0.004	E		35000	F	2003
95)	0.71	29000	F	97%	2%	0%	0%	1%	0%	С	0.094	F		35000	F	2002
95)	0.71 Combined Traffic:		F F		2% 1%	0% 1%	0% 0%	1%	0% 0%	C F	0.094 NA	F		35000 189000	F F	2002
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Rev 895	Combined Traffic: 0.26	179000 29000	F G	97% 97% To: From: 97% 97%	1% Quak 1%	0% 1% Arlington ter Lane; A 1% 1% Arlington	0% 0% n County I rlington C 0% 0%	1% Line County Lin 0% 1% Line	0% e 0%	F	NA 0.107	F		189000 36000	F G	
Rev 95	Combined Traffic: 0.26	179000 29000	F G	97% 97% To: From: 97% 97% To:	1% Quak 1%	0% 1% Arlington ter Lane; A 1% 1% Arlington	0% 0% n County I rlington C 0% 0% n County I	1% Line County Lin 0% 1% Line	0% e 0%	F	NA 0.107	F		189000 36000	F G	2002
95) Rev 95) outh 95)	Combined Traffic:  0.26 Combined Traffic:	179000 29000 163000 79000	F G G	97% 97% To: From: 97% To: From:	1% Quak 1% 1%	0% 1% Arlingtor ter Lane; A 1% 1% Arlingtor	0% 0% n County I rlington C 0% 0% n County I	1% Line County Lin 0% 1% Line	0% e 0% 0%	F F F	NA 0.107 0.087	F N		36000 173000	F G G	2002
95) Rev 95) outh	Combined Traffic:  0.26 Combined Traffic:  0.71	179000 29000 163000 79000	F G G	97% 97% To From 97% 97% 97% 97% 97%	1% Quak 1% 1%	0% 1% Arlingtor ter Lane; A 1% 1% Arlingtor Fairfax 1% 1%	0% 0% n County I rlington C 0% 0% n County I County L 1%	1% Line County Lin 0% 1% Line ine 1% 1%	0% e 0% 0%	F F C	NA 0.107 0.087	F N		36000 173000 81000	F G G	2002
Rev 195 195 195 195 195	O.26 Combined Traffic:  0.26 Combined Traffic:  0.71 Combined Traffic:	179000 29000 163000 79000 181000	G G A B	97% 97% From 97% 97% 10 From 97% 10 From 97% 97%	1% Quak 1% 1% 0% 1%	0% 1% Arlingto ter Lane; A 1% 1% Arlingto Fairfax 1% 1% SR 2:	0% 0% n County I rlington C 0% 0% n County I County I 1% 1% 36 Duke S	1% Line Ownty Lin 0% 1% Line 1% Line 1% 1%	0% e 0% 0% 0% 0%	F F C C	0.107 0.087 0.084 0.080	F N A		36000 173000 81000 190000	F G G	2002
995) Rev 995) Duth 995)	Ombined Traffic:  0.26 Combined Traffic:  0.71 Combined Traffic:  1.44	179000 29000 163000 79000 181000	F G G	97% 97% To Prom 97% To 97% To Prom 97% To 97% 97% 97% 97%	1% Quak 1% 1% 1% 0%	0% 1% Arlingtor er Lane; A 1% 1% Arlingtor Fairfax 1% 1% SR 2:	0% 0% n County I rlington C 0% 0% n County I County L 1% 1% 36 Duke S	1% County Lin 0% 1% Line ine 1% 1% t	0% e 0% 0% 0% 0%	F F C C	NA 0.107 0.087 0.084 0.080	F N		189000 36000 173000 81000 190000 78000	F G G	2002
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995) Rev 995) Duth 995)	Ombined Traffic:  0.26 Combined Traffic:  0.71 Combined Traffic:  1.44	179000 29000 163000 79000 181000	F G G	97% 10 From 97% 10 97% 97% 10 From 97% 97% 97%	1% Quak 1% 1% 1% 0%	0% 1% Arlingto ter Lane; A 1% 1% Arlingto Fairfax 1% 1% SR 2: 1%	0% 0% n County I rlington C 0% 0% n County I County L 1% 1% 36 Duke S	1% County Lin 0% 1% Line ine 1% 1% t	0% e 0% 0% 0% 0%	F F C C	NA 0.107 0.087 0.084 0.080	F N A		189000 36000 173000 81000 190000 78000	F G G	2002
Rev 895 bouth 895 bouth	Ombined Traffic:  0.26 Combined Traffic:  0.71 Combined Traffic:  1.44 Combined Traffic:	179000 29000 163000 79000 181000 77000 177000	F G G F F	97% 97% To From 97% 97% To 97% To 97% 97% 97% 97% From 97% 97%	1%  Quak 1% 1% 1%  0% 1%  0% 1%	0% 1% Arlingtor ter Lane; A 1% 1% Arlingtor Fairfax 1% 1% SR 2: 1% 1% Sen	0% 0% n County I rlington C 0% 0% n County I 1% 1% 1% 1% 1% 1% 1% 1%	1% Line County Lin 0% 1% Line 1% 1% 1% 1% 1%	0% 0% 0% 0% 0% 0% 0%	F F C C	0.107 0.087 0.084 0.080 0.082 NA	F N A A		189000 36000 173000 81000 190000 78000 186000	F G G A B	2002
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						City of	Alexand	rıa								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria South				From:		WCL A	Alexandria	S	Ī							
395)	0.26	63000	G	97%	0%	1%	1%	1%	0%	F	0.082	F		64000	G	2002
3937	Combined Traffic:		G	97%	1%	1%	0%	1%	0%	F	0.087	F		173000	G	
	Combined Traine.	100000	Ŭ	To:	170		Alexandria		070	•	0.007	•		170000	O	
				From:					1							
400 Washington S	st 0.91	27000	G	98%	1%	1%	Alexandria 0%	0%	0%	С	0.102	F	0.811	29000	G	2002
400 Washington S	0.91	27000	G	90 /0	1 /0	1 /0	0 /0	0 /0	0 /0	C	0.102		0.011	29000	G	2002
				From:		S	R 236									
(400) Washington S	St 0.32	30000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.844	32000	G	2002
				To:		0	ueen St									
400 Washington S	st 0.39	32000	G	From: 98%	1%	1%	0%	0%	0%	F	0.082	F	0.702	34000	G	2002
400) Washington S	0.55	32000	G	30 /0	1 70	1 /0	070	0 70	0 70	'	0.002	'	0.702	34000	O	2002
				From:			dison St									
400) Washington S	St 0.17	36000	G	98%_	1%	1%	0%	0%	0%	F	0.084	F	0.62	38000	G	2002
				To:		1S	t Street									
				From:		SCL	Alexandria	ı								
401) Van Dorn St	0.62	39000	G	95%	1%	2%	1%	1%	0%	F	0.077	F	0.544	41000	G	2002
401)			_		.,.					-		-			_	
				From:			Isall Rd					_			_	
401 Van Dorn St	0.43	30000	G	95%	1%	2%	1%	1%	0%	С	0.075	F	0.689	32000	G	2002
				To:		SR 23	36 Duke St									
401) Van Dorn St	1.56	19000	G	97%	1%	1%	1%	1%	0%	С	0.111	F	0.870	20000	G	2002
401) (41)				To:	.,,		inary Ave	.,,	7,0	Ū	•	•	0.0.0		•	
			_	From:	407		Seminary		201	_		_			_	
402 Quaker Lane	0.69	19000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.558	20000	G	2002
				To:		SR	7 King St									
402) Quaker Lane	0.96	20000	G	From: 98%	1%	1%	0%	0%	0%	С	0.088	F	0.577	21000	G	2002
402)				To:		Arlington C										
				From:			0-6595	, ,,,,,,								
402) N Quaker La	0.09	21000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.606	22000	G	2002
402				To:			n County I									
				From:	CD 402				.1							
Chinlin atom I a	0.04	0000	_	<u> </u>		I-395-N00				_	0.004	_		0000	0	2002
402 Shirlington La	0.21	8800	G	94%	2%	2%	1%	1%	0%	С	0.084	F		9200	G	2002
$\smile$	Combined Traffic:	0	G	_							NA			0	G	
				To:	1SR 402	-P000A Ga	p Terminu	is Connec	tor to							
				From:	I	-395 Shirle	y Hwy, 10	0-6706								
420 Seminary Rd	1.72	16000	G	97%	1%	1%	0%	0%	0%	С	0.100	F	0.624	17000	G	2002
				т.,		CD 402	0 1 1									
	4.00	0000	_	From:	40/		Quaker La		-00/		0.400		0.540	40000		0000
420 Janneys La	1.03	9900	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.512	10000	G	2002
<u> </u>				10:			SR 7									
				From:		Commo	nwealth A	ve	Î							
1 Cameron St	1.00	4400	G	98%	0%	1%	0%	0%	0%	С	0.113	F		4600	G	2002
$\cdot$				To:		Fa	irfax St									
				From:			uke St		1							
2 Daingerfield R	Rd 0.19	4800	G	93%	1%	3%	2%	1%	0%	С	0.113	F	0.833	5100	G	2002
2 Daingerfield R	u 0.19	4000	G	70 To:	1 /0			1 /0	070	O	0.113	'	0.000	3100	O	2002
						N.	Ling St									
				From:		Sen	ninary Rd				-				-	
3 Filmore Ave	0.36	1500	G	86%	11%	3%	0%	0%	0%	С	0.09	F	0.621	1600	G	2002
				To:		N Bea	auregard S	t								
				From:		Pa	trick St		<del>-</del>							
Franklin St	0.40	3700	G	94%	1%	3%	1%	1%	0%	С	0.122	F	0.890	3800	G	2002
4 Franklin St	0.40	2,00	-	70 To:	1 /0		irfax St	1 /0	370	9	U. 122	•	0.000	3000	J	2002
$\overline{}$			_	From:			trick St			_					· <u> </u>	
5 Gibbon St	0.40	2600	G	96%	1%	2%	0%	1%	0%	С	0.093	F	0.817	2800	G	2002
				To:		Fa	irfax St									
				From:		Eisen	hower Ave								·	
6 Holland La	0.32	7200	G	94%	2%	2%	1%	1%	0%	С	0.112	F	0.762	7600	G	2002
6 Holland La	0.02	. 200	•	70 To:	<u>~</u> /0		uke St	1 /0	- J	9	0.112	'	0.702	, 500	5	2002
						L	uke St									

						Oity of 7 tiexariana								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		വവ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria				From:		SR 400		ī						
7 King Street	0.24	NA				510 400			NA			NA		
				To-		100-21 Fairfax Street								
				From:		Breckenridge Pl		1						
8 Lincolnia Rd	0.11	5400	G	95%	3%	2% 0%	1% 0%	С	0.073	F	0.505	5700	G	2002
				To:		Beauregard St								
<u> </u>				From:		W Eisenhower Ave								
9 Mill Rd	0.88	5800	G	97% To:	1%		1% 0%	C	0.140	F	0.923	6100	G	2002
						E Eisenhower Ave								
Montgomon, Ct	0.40	2600	G	From:	10/	Fairfax St	10/ 00/		0.004	F		2700	0	2002
10 Montgomery St	0.48	2600	G	90% To:	1%	4% 4% Henry St	1% 0%	7 C	0.084	Г		2700	G	2002
				From:				1						
11) Pendleton St	0.66	4600	G	92%	4%	West St 3% 1%	1% 0%	C	0.096	F	0.537	4800	G	2002
11) I chalcton of	0.00	4000	Ŭ	To:	770	Fairfax St	170 070	٦ ઁ	0.000	•	0.007	4000	Ü	2002
				From:		Telegraph Rd		l						
12) Pershing Ave	0.16	9300	G	97%	0%		1% 0%	С	0.133	F	0.883	9800	G	2002
				To:		Stovall St								
				From:		Reinekers Ln								
13) Prince St	0.92	2300	G	96%	0%		1% 0%	С	0.096	F	0.856	2500	G	2002
				To-		Fairfax St								
				From:		US 1		]						
14) Slaters La	0.38	12000	G	97 <u>%</u>	0%	2% 0%	0%	С	0.081	F	0.579	13000	G	2002
				To:	Geor	ge Washington Memoria	l Pkwy							
$\widehat{}$				From:		Walker St								
15) Stevenson Ave	0.16	9900	G	96%	1%		0% 0%	C	0.098	F	0.657	10000	G	2002
				To		S Van Dorn St								
Ctoval Ctract	0.12	NA		From:		100-6588; Eisenhower A	ve		NIA			NIA		
16 Stoval Street	0.13	NA		To:		100-9 Mill Rd		7	NA			NA		
				From:		Stevenson Rd		<del> </del>						
17) Walker St	0.10	23000	G			Stevenson Ku		_	0.08	F	0.513	24000	G	2002
17) Walker St	0.10	20000		To:		Duke St SR236		1	0.00	•	0.010	21000	Ü	
				From:		Duke St		l						
18) West St	0.63	6100	G	96%	1%		0%	С	0.125	F	0.766	6400	G	2002
				To:		Wythe St								
				From:		Washington St								
19) 1st Street	0.06	6200	G	97%	1%		0% 0%	F	0.138	F	0.799	6500	G	2002
				To		Asaph St		1						
19) 1st Street	0.05	4400	G	97%	1%		0%	С	0.121	F	0.809	4600	G	2002
				To:		Pitt St								
				From:		West St								
20) Wythe St	0.66	4900	G	93%	2%	3% 2%	1% 0%	С	0.108	F	0.638	5200	G	2002
				To:		Fairfax St								
				From:		Franklin St								
21) Fairfax St	1.12	5700	G	97%	0%		0%	С	0.119	F	0.739	6000	G	2002
				To:		Montgomery St								
$\widehat{}$				From:		I-95 Ramp								
22)	0.09	NA		To:		GD 100		7	NA			NA		
<u> </u>						SR 400		1						
O Pulsa Of	2.22	0000	_	From:	407	Washington St	10/ 00/	Ţ	0.005	_	0.510	0400	•	0000
Duke St	0.23	2900	G	97%	1%		1% 0%	T C	0.085	F	0.513	3100	G	2002
						Fairfax St		1						
Cdooll Dd	0.40	40000	•	From:	40/	WCL Alexandria	10/ 00/	T	0.004	_	0.600	10000	0	2000
6572 Edsall Rd	0.49	18000	G	96%	1%		1% 0%	T C	0.084	F	0.662	19000	G	2002
						Van Dorn St		1						

	Color   Commonwealth Ave   Color   Commonwealth Ave   Color   Commonwealth Ave   Color   Commonwealth Ave   Color							City of Alexand	Iria								
Commonwealth Ave	Commonwealth Ave	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
Edward Red	Edward Red	City of Alexandria															
Section   Sect	SPIN-bert St	<u> </u>			_						_		_			_	
Sometimen   Some	Secondary Name   Seco	₍₆₅₇₂₎ Edsall Rd	0.24	11000	G	96%	1%		1%	0%	F	0.089	F	0.527	12000	G	2002
Second   S	Second   S					To-		S Pickett St									
		_				From:		Seminary Rd									
S Pickett St   0.36   12000   G   12000	S Pickett St   0.36   12000   G	6573) Van Dorn St	1.08	6000	G	98%	1%	1% 0%	0%	0%	С	0.14	F	0.835	6300	G	2002
Secondary   Seco	Second Prince   Second Properties   Second P					To:		King St SR 7									
S Pickett St   0.36   12000   G	S Pickett St   0.36   12000   G					From:		Van Dorn St									
Fidelit Rd	Fideal Rd	S Pickett St	0.36	12000	G	<u> </u>		van Bom St				0.085	F	0 508	13000	G	2002
S Pickett St   0.57   19000   G	S Pickett St   0.57   19000   G   3   3   3   3   3   3   3   3   3	6575) OT ICKCLI OL	0.00	12000	J							0.000	'	0.000	10000	J	2002
Duke N SR 236	Date   SR 2136					From:		Edsall Rd									
Clermont Ave		(6575) S Pickett St	0.57	19000	G							0.086	F	0.521	19000	G	2002
Clermont Ave   0.12   14000   G   95%   0%   2%   1%   2%   0%   C   0.125   F   14000   G   2002	Clermont Ave   0.12   14000   G   95%   0%   2%   1%   2%   0%   0%   0%   0%   0%   0%   0					To:		Duke St SR 236	5								
Clermont Ave   0.12   14000   G   95%   0%   2%   1%   2%   0%   C   0.125   F   14000   G   2002	Clemont Ave   0.12   14000   G   95%   0%   2%   1%   2%   0%   C   0.125   F   14000   G   2002					From:		Dead End									
	Ramp To 1-95 Ramp Ft 1-95   Ramp To 1-95 Ramp Ft 1-95   Ramp To 1-95 Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-95   Ramp Ft 1-	Clermont Ave	0.12	14000	G	95%	0%		2%	0%	C	0 125	F		14000	G	2002
Commonwealth Ave   0.99   13000   G   95%   0%   0%   0%   0%   0%   0%   0%		6579) Olermont Ave	0.12	1-1000	J	To:				070	O	0.123	'		14000	J	2002
Clemont Ave   0.09   13000   G   95%   0%   2%   1%   2%   0%   F   0.111   F   14000   G   2002	Clemont Ave   0.09   13000   G   95%   0%   2%   1%   2%   0%   F   0.111   F   14000   G   2002					From:											
100.6588	100-6598	Clermont Ave	n na	13000	G					0%	F	0 111	F		14000	G	2002
	Mathematical Policy   Mathematical Policy	0019 CICITION AVE	0.03	. 5000	3		0 /0		∠ /0	0 /0	•	0.111	'		17000	J	2002
Manager 1   Manager 2   Manager 3   Manager 3   Manager 4   Manager 4   Manager 5   Mana	Manager   Mana																
See   Powhatan St		O															
Montgomery St   Montgomery S	Montgamery St	(6583) W Taylor Run Pkwy	0.52	4000	G		0%	1% 0%	1%	0%	С	0.098	F	0.648	4200	G	2002
Seed   Pitt St	Seed   Pitt St					To:		Janneys La									
Pitt St	Pitt St					From:		Montgomery St	t	I							
See   See	Time	Pitt St	0.07	6000	G	93%	2%			0%	С	0 103	F	0 777	6300	G	2002
Sess   Commonwealth Ave   0.94   7900   G   98%   0%   1%   0%   0%   0%   0%   0%   F   0.107   F   0.659   8300   G   2002	Sess   Commonwealth Ave   0.94   7900   G   98%   0%   1%   0%   0%   0%   0%   0%   0	0384) 1 111 31	0.07		•	_			.,,		Ū	000	•	•	0000	•	
Commonwealth Ave   0.94   7900   G   98%   0%   1%   0%   0%   0%   0%   F   0.107   F   0.659   8300   G   2002	See   Commonwealth Ave   0.94   7900   G   98%   0%   1%   0%   0%   0%   0%   0%   0																
Monroe Ave   Seaso   Commonwealth Ave   0.79   6300   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Monroe Ave   Seaso   Commonwealth Ave   0.79   6300   G   98%   0%   1%   0%   0%   0%   0%   0%   0	<u> </u>			_						_		_			_	
Commonwealth Ave   0.79   6300   G   98%   0%   1%   0%   0%   0%   0%   C   0.104   F   0.647   6600   G   2002	See	(6585) Commonwealth Ave	0.94	7900	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.659	8300	G	2002
See	See   Commonwealth Ave   0.79   6300   G   98%   0%   1%   0%   0%   0%   0%   0%   0					To:		Monroe Ave									
Mt Vernon Ave   1.21   9800   G   96%   2%   2%   0%   0%   0%   0%   0%   0	Mt Vernon Ave   0.41   4200   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Commonwealth Ave	0.79	6300	G		0%		0%	0%	С	0 104	F	0.647	6600	G	2002
Commonwealth Ave   0.41   4200   G   98%   0%   1%   0%   0%   0%   0%   F   0.12   F   0.742   4400   G   2002	Commonwealth Ave   0.41   4200   G   98%   0%   1%   0%   0%   0%   0%   0%   0	16565) COMMINION WEARTH 7 (VC	0.70	0000	•	0070	070	170 070	070	070	Ü	0.10-	•	0.047	0000	Ü	2002
Reed St	Reed St					From:		Mt Vernon Ave	2								
Seed of State   Seed of Stat	Seed of Street   Seed	(6585) Commonwealth Ave	0.41	4200	G	98%	0%	1% 0%	0%	0%	F	0.12	F	0.742	4400	G	2002
See   Diagonal Rd   Diagonal	See   Diagonal Rd   Diagonal	$\bigcirc$				To:		Reed St									
See   Diagonal Rd   0.30   6800   G   91%   3%   6%   0%   0%   0%   0%   0%   0%   0	See   Diagonal Rd   0.30   6800   G   91%   3%   6%   0%   0%   0%   0%   0%   0%   0					From:		Duke St									
Standard Rd	No.   No.	Osas Diagonal Rd	0.30	6800	G	91%	3%		0%	0%	C	0 101	F	0 541	7200	G	2002
No.   No.	No.   No.	6586 Diagonal No	0.00	0000	J		370		070	070	O	0.101	•	0.541	7200	J	2002
6887   Powhatan St   0.45   2700   G   93%   4%   3%   0%   0%   0%   0%   0%   0%   0	Commonwealth Ave   Commonwealt							King St									
Second	Second					From:											
Season   S	Season   S	(6587) Powhatan St	0.45	2700	G	93%				0%	С	0.108	F	0.618	2800	G	2002
Eisenhower Ave   0.94   16000   G   93%   1%   3%   2%   2%   0%   C   0.093   F   0.666   17000   G   2002	Signature   Sign					To:		US 1 Jefferson Davis	s Hwy								
See   See	Second		·			From:		Van Dorn St		ī							
Holland La   From   Braddock Rd	Holland La   From   Braddock Rd   Holland La   From   Braddock Rd   Holland La   From   Braddock Rd   Holland La   Holla	Eisenhower Ave	0.94	16000	G	93%	1%		2%	0%	С	0.093	F	0.666	17000	G	2002
Braddock Rd	Braddock Rd		0.04	. 5556	-		1 /0		_ /0		9	2.000	•	2.000	., 500	_	_502
Mt Vernon Ave   1.21   9800   G   96%   2%   2%   0%   0%   0%   0%   0%   0	Mt Vernon Ave   1.21   9800   G   96%   2%   2%   0%   0%   0%   0%   C   0.089   F   0.561   10000   G   2002					1											
Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002	Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002	<u> </u>			_						_		_		,	_	
Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002	Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002	(6591) Mt Vernon Ave	1.21	9800	G	96%	2%	2% 0%	0%	0%	С	0.089	F	0.561	10000	G	2002
Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002	Mt Vernon Ave   1.00   12000   G   96%   2%   2%   0%   0%   0%   0%   F   0.086   F   0.558   13000   G   2002					To:		Commonwealth A	ve								
To   NCL Alexandria	To   NCL Alexandria	Mt Vernon Ave	1 00	12000	G		2%			0%	F	0.086	F	0.558	13000	G	2002
Beauregard St   Braddock Rd   1.72   13000   G   97%   1%   2%   0%   0%   0%   0%   C   0.11   F   0.708   14000   G   2002	Beauregard St	55	1.50		-		_ /0				•	2.000	•	2.000	.0000	_	_502
Braddock Rd	Braddock Rd																
Standard   Standard	Standard   Standard	O		46	_						_		_			_	
Braddock Rd 1.39 11000 G 97% 1% 1% 0% 0% 0% 0 C 0.097 F 0.547 12000 G 2002    To	Braddock Rd 1.39 11000 G 97% 1% 1% 0% 0% 0% 0 C 0.097 F 0.547 12000 G 2002    To	(6592) Braddock Rd	1.72	13000	G	97%	1%	2% 0%	0%	0%	С	0.11	F	0.708	14000	G	2002
Braddock Rd 1.39 11000 G 97% 1% 1% 0% 0% 0% 0% C 0.097 F 0.547 12000 G 2002    To	Braddock Rd 1.39 11000 G 97% 1% 1% 0% 0% 0% 0 C 0.097 F 0.547 12000 G 2002    To					To:		King St									
To   Rusell Rd	To   Rusell Rd	Braddock Rd	1 30	11000	G		1%		0%	0%	C	0 007	F	0 547	12000	G	2002
From   Russell Rd	From:   Russell Rd	D092) D144400K 1K4	1.00	. 1000	3		1 /0		J /0	0 /0	0	0.001	'	0.041	12000	J	2002
Braddock Rd 0.77 <b>7500</b> G 97% 1% 1% 0% 0% 0% F 0.105 F 0.526 7800 G 2002    West St	Braddock Rd 0.77 <b>7500</b> G 97% 1% 1% 0% 0% 0% 0% F 0.105 F 0.526 7800 G 2002    West St																
To: West St	To: West St     Duke St SR 236	Braddock Dd	0.77	7500	c		10/		Ω0/	Ω0/	<b>-</b>	0 105	_	0.526	7900	G	2002
Duke St SR 236	Duke St SR 236	(6592) DIAUUUUK KU	0.77	1 500	G		1%		U%	U%	г	0.105	Г	0.526	1000	G	2002
(6593) Callahan Dr 0.22 <b>13000 G</b> 98 1% 1% 1% 0% 0% C 0.089 F 0.646 13000 G 2002	(6593) Callahan Dr 0.22 <b>13000 G</b> 98 1% 1% 1% 0% 0% C 0.089 F 0.646 13000 G 2002	<u>~</u>				10.		West St									
		_				From:		Duke St SR 236	5								
		6593) Callahan Dr	0.22	13000	G	98%	1%			0%	С	0.089	F	0.646	13000	G	2002

						City of Alexand									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria				- 1				-							
Russell Rd	0.89	8800	G	97%	1%	SR 7 King St 2% 0%	0%	0%	F	0.094	F	0.635	9300	G	2002
Russell Rd	0.31	7000	G	From: 97%	1%	Monroe Ave 2% 0%	0%	0%	С	0.102	F	0.564	7400	G	2002
Russell Rd	1.06	7300	G	From: 97%	1%	Windsor Ave 2% 0%	0%	0%	F	0.115	F	0.601	7700	G	2002
	1.00			To: From:	170	Glebe Rd			•		•				
Russell Rd	0.16	5800	G	97% To:	1%	2% 0% Mt Vernon Ave	0%	0%	F	0.114	F	0.790	6100	G	2002
				From:		Quaker Lane									
Gunston Rd	0.26	2300	G	94%	3%	2% 0% Valley Dr	1%	0%	С	0.15	F	0.880	2400	G	2002
				From:				Ī							
₆₅₉₅ Quaker La	0.62	23000	G	97% To:	1%	Duke St 2% 0%	0%	0%	С	0.084	F	0.659	24000	G	2002
				From:		Seminary Rd Glebe Rd									
6595) Valley Dr	1.33	990	G	98% To:	0%	1% 0%	0%	0%	С	0.109	F	0.509	1000	G	2002
						Braddock Rd									
Monroe Ave	0.79	13000	G	97%	0%	Russell Rd 1% 1%	0%	0%	С	0.086	F	0.627	14000	G	2002
				To:		US 1									
				From:		Russell Rd									
Monticello Blvd	0.21	2800	G	95%	1%	3% 0%	0%	0%	F	0.102	F	0.588	3000	G	2002
				To:		Old Dominion Bl									
Old Daminian Dhal	0.74	4400	_	From:	40/	Monticello Blvo		00/	_	0.400	_	0.500	4400	0	0000
Old Dominion Blvd	0.71	1100	G	95% To:	1%	3% 0%	0%	0%	С	0.106	F	0.563	1100	G	2002
				From:		Glebe Rd Old Dominion Bl	vd						-		
Tennessee Ave	0.17	1700	G	95%	1%	3% 0%	0%	0%	F	0.11	F	0.656	1800	G	2002
<u> </u>				From:		Halcyon Dr									
Tennessee Ave	0.25	1700	N	95%	1%	3% 0% Valley Dr	0%	0%	N	0.11	N	0.656	1800	N	2002
6597 Martha Custis Dr	0.52	4500	G	95%	1%	3% 0%	0%	0%	F	0.094	F	0.505	4700	G	2002
5001)				To:		Gunston Rd									
				From:		Braddock Rd									
6599) Cameron Mill Rd	0.39	2200	G	96%	1%	2% 1%	1%	0%	С	0.11	F	0.638	2300	G	2002
				To:		Summit Ave									
				From:		Braddock Rd									
6600 Crest St	0.27	1500	G	97%	1%	1% 0%	1%	0%	С	0.094	F	0.543	1600	G	2002
Summit Ave	0.27	2100	G	From: 97%	1%	Valley Dr 1% 0%	1%	0%	F	0.097	F	0.565	2200	G	2002
				To:		Cameron Mills R	d								
6600 Monticello Blvd	0.23	2600	G	97%	1%	1% 0%	1%	0%	F	0.108	F	0.507	2800	G	2002
0000				To:		Old Dominion Bl									
				From:		King St		j							
6601) Scroggins Rd	0.36	2000	G	97%	1%	1% 0%	1%	0%	С	0.125	F	0.605	2100	G	2002
	0.50		_	To:	.,0	Braddock Rd	.,0		9	<b>-</b> 0	•	2.000		-	_502
				From:		NCL Alexandria	1	<u>'</u>							
6602) W Glebe Rd	0.94	19000	G	97%	1%	2% 1%	1%	0%	F	0.079	F	0.52	19000	G	2002
				From:		Mount Vernon A		-							
6602) W Glebe Rd	0.62	8600	G	97 <u>%</u>	1%	2% 1%	1%	0%	С	0.072	F	0.540	9100	G	2002
				To:		US 1									
				From:		Mt Vernon Ave									
(6604) Reed Ave	0.54	4200	G	96%	1%	Mt Vernon Ave	0%	0%	С	0.098	F	0.66	4400	G	2002

					City of Alexand									
Length	AADT	QA	4Tire	Bus				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2.34	21000	G	97%	1%	1% 1%	a 0%	0%	С	0.090	F	0.607	22000	G	2002
0.28	16000	G	From: 97%	1%	1% 1%	0%	0%	С	0.086	F	0.607	16000	G	2002
0.07	15000	G	From: 98% To:	0%	1% 0%	0%	0%	С	0.101	F	0.71	16000	G	2002
1.04	3200	G	95% To:	3%	Van Dorn St 2% 0%  Jordan St	0%	0%	С	0.103	F	0.543	3400	G	2002
0.78	1400	G	97% To:	2%	Taney Ave 1% 0% Pickett St	0%	0%	С	0.137	F	0.760	1500	G	2002
0.15	3000	G	98% To:	1%	Pegram St 1% 0% Seminary Rd	0%	0%	С	0.109	F	0.662	3200	G	2002
0.37	12000	G	98% To:	1%	Beauregard St 1% 0%  Van Dorn St	0%	0%	С	0.086	F	0.632	13000	G	2002
0.94	9200	G	96% To-	2%	2% 1%	0%	0%	С	0.09	F	0.768	9600	G	2002
0.60	38000	G	97%	1%	1% 0%	29-716 1%	0%	С	0.078	F	0.58	40000	G	2002
0.22	43000	G	97% To:	1%	1% 0%	1% R 420	0%	F	0.079	F	0.559	45000	G	2002
0.92	5200	G	97% To:	1%	Jordan St 1% 0% Braddock Rd	0%	0%	С	0.111	F	0.81	5400	G	2002
0.43	4200	G	97% To:	1%	Braddock Rd 2% 0% King St	1%	0%	С	0.106	F	0.817	4400	G	2002
	6600	G	From:		Van Dorn  Dead End				0.086	F		6900	G	2002
	16000	G	From:		Kenwood Ave				0.094	F		16000	G	2002
	220	G	From:		Chancel Pl				0.109	F		230	G	2002
	530	G	From:		Turner Rd				0.084	F		560	G	2002
	310	G	From:		Russell Rd				0.095	F		330	G	2002
	9200	G	From:		Reinekers La				0.122	F	0.568	9700	G	2002
	720	G	From:		Newton St.	ι			0.107			760	G	2002
	2.34 0.28 0.07 1.04 0.78 0.15 0.37 0.94 0.60 0.22 0.92	0.28 16000 0.07 15000 1.04 3200 0.78 1400 0.15 3000 0.37 12000 0.94 9200 0.60 38000 0.22 43000 0.92 5200 0.43 4200 0.43 4200 220 530 310	2.34 21000 G 0.28 16000 G 0.07 15000 G 1.04 3200 G 0.15 3000 G 0.37 12000 G 0.94 9200 G 0.02 43000 G 0.22 43000 G 0.43 4200 G 0.43 4200 G 0.43 4200 G 220 G 220 G 310 G	2.34 21000 G 97%  0.28 16000 G 97%  0.07 15000 G 98%  1.04 3200 G 95%  To:	2.34 21000 G 97% 1%  0.28 16000 G 97% 1%  0.07 15000 G 98% 0%  1.04 3200 G 95% 3%  1.04 3200 G 95% 3%  1.05	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	AADT	Care   Care	2   2   2   2   2   2   2   2   2   2	Carrier   Carr	Company   Comp	Carrier   Bus   2Axle 3+Axle 1Trail 2Trail 2Trail 2   Carrier   Carrier	Carrier   Carr	Company   Comp

Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Green St.	3600	G	From:	Washington St		0.153	F		3800	G	200
Hickory St.	300	G	From:	Asaph St .  Kennedy St  Dead End		0.098	F		310	G	200
Kentucky Ave	350	G	From:	Old Dominion Blvd  Russell Rd		0.122	F	0.616	370	G	200
Key Dr.	160	G	From:	Roan La.  Francis Hammond Pkwy.		0.115	F		170	G	200
Mansion Dr.	440	G	From:	Virginia Ave  Russell Rd		0.105	F		460	G	200
Mount Vernon Ave.	8600	G	From:	Monroe Ave  Nelson Ave		0.099	F		9000	G	200
N. Owen St.	140	G	From:	Taney Ave  Polk Ave		0.087	F		150	G	200
Old Dominion Blvd.	1200	G	From:	Kentucky Ave  Halcyan Dr		0.107	F		1300	G	200
Powhatan St.	2700	G	From:	1St Street US 1		0.094	F		2900	G	200
Rayburn Ave	1400	G	From:	Reading Ave  N. Beauregard St		0.085	F		1400	G	200
Ridge Rd.	370	G	From:	Summit Ave Fordham Rd		0.118	F		390	G	200
Rose Crest Ave.	490	G	From:	Russel Rd  Custis Ave		0.117	F		520	G	200
S. French St.	730	G	From:	Usher Ave  Duke St		0.089	F		760	G	200
S. Yoakum St.	8700	G	From:	Edsall Rd  Stevenson Rd		0.093	F		9100	G	200
Stewart Ave.	570	G	From:	Mt. Vernon Ave  Dewitt Ave		0.093	F		600	G	200
Ulane Ave.	440	G	From:	N. Gladden St.  N. Grayson St.		0.1	F		460	G	200
West St.	7200	G	From:	Pendleton St		0.122	F		7600	G	200
			10.	Oranoco St							