### 2008

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

where available

### Special Locality Report 100

City of Alexandria

Information in this report is included in Report

00

(Arlington 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.

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 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	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.

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Al	exandria, I-9	95, I-495												
1 Patrick St	City of Alexandria (	Maint: 00) 0.51	45000	G	98%	1%	1%	0%	0%	0%	F	0.070	F	0.595	47000	G
<del>~</del>	Ta: From:		Franklin St													
1 Patrick St	City of Alexar	ndria 0.15	45000	N	98%	1%	1%	0%	0%	0%	Ν	0.070	Ν	0.595	47000	Ν
<del>~</del>	Ta: From:	Wil	kes St, US 1	Par												
1 Patrick St	City of Alexar		20000	G	98%	1%	1%	0%	0%	0%	F	0.081	F		21000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	39000	G	98%	1%	1%	0%	0%	0%	F	0.064	F	0.638	41000	G
	Ta: From:		King St													
1 Patrick St	City of Alexar	ndria 0.72	19000	G	98%	1%	1%	0%	0%	0%	F	0.083	F		20000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	G	97%	1%	1%	1%	1%	0%	F	0.064	F	0.521	42000	G
	To: From:		1st St													
1 Patrick St	City of Alexar	ndria 0.44	47000	G	98%	1%	1%	0%	0%	0%	F	0.071	F	0.525	48000	G
$\smile$	To		Monroe Ave													
1 Jefferson Davis Hwy	City of Alexar		39000	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.506	40000	G
$\bigcirc$	To:	N	CL Alexand	ria												
	From:		Wilkes St													
Henry St	City of Alexar	ndria 0.36	19000	G	98%	1%	1%	0%	0%	0%	F	0.076	F		20000	G
(P)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	39000	G	98%	1%	1%	0%	0%	0%	F	0.064	F	0.638	41000	G
	To: From:		SR 7 King S	t												
Henry St	City of Alexar	ndria 0.72	21000	G	97%	1%	1%	1%	1%	0%	С	0.072	F		21000	G
(P)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	G	97%	1%	<u>1%</u>	1%	1%	0%	F	0.064	F	0.521	42000	G
	To:		1st Street													
	From:		CL Alexand													
( <sub>7</sub> ) King St	City of Alexar	ndria 1.09	46000	G	98%	0%	1%	0%	1%	0%	F	0.074	F	0.568	49000	G
<u>~</u>	To: From:		I-395													
(7) King St	City of Alexar	ndria 0.65	20000	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.568	22000	G
$\overline{}$	To: From:		Braddock Ro	i												
7 King St	City of Alexar	ndria 1.91	13000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.586	14000	G
$\overline{}$	To		Russell Rd				<u> </u>									
7 King St	City of Alexar	ndria 0.38	15000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.59	16000	G
	To		West St													
7 King St	From: City of Alexar	ndria 0.48	7300	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.534	7800	G
()	To:		Washington S	St												
North	From:	Fair	fax County	Line										_		
95 Capital Beltway	City of Alexandria (		63000	G	95%	1%	1%	1%	3%	0%	F	NA			62000	G
	Combined Traffic Estimates for 2 Paralle	· · · · · · · · · · · · · · · · · · ·	135000	G	95%	1%	1%	1%	2%	0%	F	NA			132000	G
		Capital Beltwa		signed a	as I-495											
	To:		l Richmond	_												

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

						_		Tru	ıck			K	211	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
lorth	From:		Richmond I													
95) Capital Beltway	City of Alexandria (Maint: 2	,	76000	G	95%	1%	1%	1%	3%	0%	F	NA			75000	(
	Combined Traffic Estimates for 2 Parallel Roads	•		G	95%	1%	1%	1%	2%	0%	F	NA			153000	(
	- <del></del>	Capital Beltway		_												
	10:	District of Colu	ımbia Line, l	Potomac	River											
outh	From:		fax County I													
95) Capital Beltway	City of Alexandria (Maint: 2		72000	G	96%	1%	1%	1%	2%	0%	F	NA			70000	(
	Combined Traffic Estimates for 2 Parallel Roads	ways on this Route:	135000	G	95%	1%	1%	1%	2%	0%	F	NA			132000	(
		Capital Beltway	y is also s	igned	as I-495											
outh	To: From:	U	S 1 Patrick S	St												
95) Capital Beltway	City of Alexandria (Maint: 2	29) 0.61	78000	G	96%	1%	1%	1%	2%	0%	F	NA			78000	(
95) 6451141 251114)	Combined Traffic Estimates for 2 Parallel Roads	,		G	95%	1%	1%	1%	2%	0%	F	NA			153000	
	Combined Traine Estimates for 21 drailer (Court	Capital Beltwa				1 /0	1 70	1 70	270	070	'	IVA			100000	
	To:	District of Colu														
	From:	Foir	fax County I	ina												
Duke St	City of Alexandria (Maint: 2		35000	N N	99%	1%	0%	0%	0%	0%	N	0.086	N		37000	
36) Dake Ot	Oity of Alexandria (Marit. 2	<u> </u>			3370	1 /0	070	070	070	070	14	0.000	14		37000	
	To: From:		CL Alexandı		2001	407		00/	201	201		0.070	_	0.545	F.1000	
Duke St	City of Alexandria (Maint: 2	29) 0.34	50000	G	99%	1%	0%	0%	0%	0%	F	0.070	F	0.515	54000	(
<u> </u>	To- From:		I-395													
Duke St	City of Alexandria	0.32	74000	G	97%	1%	1%	0%	0%	0%	F	0.073	F	0.517	79000	(
<u> </u>	To	SR 4	01 Van Dor	n St												
Duke St	City of Alexandria	0.36	46000	G	97%	1%	1%	0%	0%	0%	F	0.073	F	0.538	49000	(
	To		N Pickett St													
Duke St	From: City of Alexandria	2.66	34000	G	97%	1%	1%	0%	0%	0%	С	0.075	F	0.564	37000	(
236) Dake Ot	Oity of Alexandria				31 70	1 /0	170	070	070	070	O	0.073	•	0.504	37000	
	To- From:		41 Telegrapl		070/	407		00/	201	201	_	0.070	_	0.540	07000	
Duke St	City of Alexandria	1.26	25000	G	97%	1%	1%	0%	0%	0%	С	0.073	F	0.518	27000	(
<u> </u>	To- From:	US	1 SB Henry													
Duke St	City of Alexandria	0.24	14000	G	96%	1%	2%	0%	1%	0%	С	0.072	F	0.529	15000	(
<u> </u>	Tn:	SR 40	00 Washingto	on St												
	From:		fax County I	ine												
<sub>241</sub> )Telegraph Rd	City of Alexandria (Maint: 2	29) 0.39	64000	N	98%	1%	1%	0%	0%	0%	Ν	0.079	Ν	0.716	69000	
<u> </u>	To	Mai	ntenance Bro	eak												
241)Telegraph Rd	City of Alexandria	0.21	61000	G	98%	1%	1%	0%	0%	0%	F	0.079	F	0.699	65000	(
241)	To	-	SR 236 WB													
orth	From:		fax County I	ine			i									
395)	City of Alexandria (Maint: 2		75000	F	97%	1%	1%	1%	1%	0%	С	0.076	В		75000	
393)	Combined Traffic Estimates for 3 Parallel Roads	•		F	97%	1%	1%	1%	1%	0%	С	NA	_		192000	
	Tombined Hame Estimates for 5 Farallel Roads		R 236 Duke S		31 /0	1 /0	1 /0	1 /0	1 /0	0 /0	U	INC			132000	

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

			of Alexan	uu				Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK _	actor	AAWDT	QW
North	From:	· ci	R 236 Duke S	C+			ZAXIE	STAXIE	IIIali	ZIIali		racioi	·	actor		
North 395	City of Alexandria (		71000	G G	97%	1%	1%	1%	1%	0%	F	NA			74000	G
393)	Combined Traffic Estimates for 3 Parallel			G	98%	1%	1%	1%	1%	0%	F	NA			187000	G
	Combined Traine Estimates for 61 draine				3070	170		170	170	070	•	1471			107000	Ü
North	From:		Seminary Rd													
(395)	City of Alexandria (	(Maint: 29) 1.11	74000	G	97%	1%	1%	1%	1%	0%	F	NA			77000	G
	Combined Traffic Estimates for 3 Paralle			G	98%	1%	1%	1%	1%	0%	F	NA			180000	G
Ninada	To:	SR 7 King S														
North 395	City of Alexandria (		e, Arlington ( <b>90000</b>	G G	97%	1%	1%	1%	1%	0%	F	NA			93000	G
395)	Combined Traffic Estimates for 3 Paralle	•		G	98%	1%	1%	1%	1%	0%		NA			216000	G
	Combined Trainic Estimates for 3 Farante		gton County		90%	170	170	1 70	170	0%	Г	INA			210000	G
D	From:															
Rev (395)	City of Alexandria (		fax County L 28000	A A	98%	1%	0%	0%	0%	0%	С	0.128	Α		37000	Α
395)	Combined Traffic Estimates for 3 Parallel	,		F	97%	1%	1%	1%	1%	0%	С	0.120 NA	^		192000	F
	Combined Trainic Estimates for 3 Farance				91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	C	INA			192000	
Rev	To: From:		Seminary Rd													
(395)	City of Alexandria (	(Maint: 29) 0.71	30000	G	98%	1%	0%	0%	0%	0%	F	NA			39000	G
$\bigcirc$	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	165000	G	98%	1%	1%	1%	1%	0%	F	NA			180000	G
	To:		rlington Cour	_												
Rev	From:		e; Arlington (			40/		00/	007	00/	_	0.000	_		40000	_
395	City of Alexandria (	` '	31000	G	98%	1%	0%	0%	0%	0%	F	0.092	F		42000	G
	Combined Traffic Estimates for 3 Paralle		gton County	G	98%	1%	1%	1%	1%	0%	F	NA			216000	G
South	City of Alexandria (		fax County L 77000		97%	1%	1%	1%	1%	0%	С	0.084	Α		80000	۸
395		,		A									А			A F
	Combined Traffic Estimates for 3 Paralle			F	97%	1%	1%	1%	1%	0%	С	NA			192000	г
South	Ta- From:	Si	R 236 Duke S	St												
395)	City of Alexandria (	(Maint: 29) 1.44	72000	G	97%	1%	1%	1%	1%	0%	F	NA			76000	G
	Combined Traffic Estimates for 3 Paralle	el Roadways on this Route:	171000	G	98%	1%	1%	1%	1%	0%	F	NA			187000	G
	Ta:		Seminary Rd	ı												
South	From:										_					_
395	City of Alexandria (	,	61000	G	97%	1%	1%	1%	1%	0%	F	NA			64000	G
	Combined Traffic Estimates for 3 Paralle			G	98%	1%	1%	1%	1%	0%	F	NA			180000	G
South	From:	SR 7 King S Quaker Land	t, Arlington ( e, Arlington (													
395)	City of Alexandria (		78000	G	97%	1%	1%	1%	1%	0%	F	NA			81000	G
333	Combined Traffic Estimates for 3 Paralle	,		G	98%	1%	1%	1%	1%	0%	F	NA			216000	G
	To:		gton County		0070	. 70		. , ,	. 70							
	From:	George Washington N	Iemorial Parl	kwav So	L Alexano	dria										
(400)(90005) Washington St	City of Alexar		33000	G	100%	0%	0%	0%	0%	0%	С	0.106	F (	0.795	35000	G
(-00) (0000)	T T.		R 236 Duke S				<del></del>				-		`			-

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		236 Duke St													
90005) Washington St	City of Alexandria	0.32	35000	G	100%	0%	0%	0%	0%	0%	F	0.078	F	0.796	38000	G
	To- From:		Queen St													
400 (90005) Washington St	City of Alexandria	0.39	38000	G	100%	0%	0%	0%	0%	0%	F	0.085	F	0.801	41000	G
<u> </u>	To: From:	]	Madison St													
(90005) Washington St	City of Alexandria	0.17	38000	G	100%	0%	0%	0%	0%	0%	F	0.08	F	0.586	41000	G
	To: 1st	Street; George V	Vashington M	Iemori	al Parkway	7										
	From:	SC	L Alexandria	l												
<sub>401</sub> ) Van Dorn St	City of Alexandria	0.62	59000	G	97%	1%	1%	1%	0%	0%	F	0.076	F	0.513	64000	G
<u> </u>	To: From:		Edsall Rd				$\neg$ $\vdash$									
Van Dorn St	City of Alexandria	0.43	41000	G	97%	1%	1%	1%	0%	0%	С	0.077	F	0.536	44000	G
$\smile$	Tax	SR	236 Duke St	:			$\neg$ $\vdash$									
401) Van Dorn St	City of Alexandria	1.56	27000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.746	29000	G
•••	To:	Se	eminary Ave													
	From:	SR 4:	20 Seminary I	Rd												
402) Quaker Lane	City of Alexandria	0.69	22000	G	98%	1%	1%	1%	0%	0%	F	0.078	F	0.61	24000	G
<u> </u>	To:	S	R 7 King St													
402 Quaker Lane	City of Alexandria	0.96	22000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.574	24000	G
402)	To:		I-395													
	From:	I-395 Shi	irley Hwy, 100	0-6706												
420)Seminary Rd	City of Alexandria	1.72	18000	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.601	19000	G
,	To:	CD 4	02 Quaker La													
420)Janneys Lane	City of Alexandria	1.03	6700	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.614	7200	G
420) Gaineye Zane	To:		R 7 King St		0070	170	Ť	070	070	070	•	0.001	•	0.011	7200	Ŭ
	From		L Alexandria	1			Ť									
00005)(400)Washington St	City of Alexandria	0.91		G	100%	0%	0%	0%	0%	0%	С	0.106	F	0.795	35000	G
400)	To															
10005 400 Washington St	City of Alexandria	0.32	236 Duke St 35000	G	100%	0%	0%	0%	0%	0%	F	0.078	F	0.796	38000	G
0005 400 Washington St	City of Alexandria	0.52			10076	070	078	070	070	076	'	0.070	'	0.730	30000	
N/achiamton Ct	From:	0.00	Queen St	_	4000/	00/	-00/	00/	00/	00/		0.005		0.004	44000	_
0005 400 Washington St	City of Alexandria	0.39	38000	G	100%	0%	0%	0%	0%	0%	F	0.085	F	0.801	41000	G
	To: From:		Madison St				_]-									
00005 400 Washington St	City of Alexandria	0.17	38000	G	100%	0%	0%	0%	0%	0%	F	0.08	F	0.586	41000	G
<u> </u>	To: From:		1st Street													
George Washington Memorial Parkway	City of Alexandria (Maint: US)	1.81	49000	0								NA			NA	
$\smile$	То:	NO	L Alexandria	ì												

Cameron St							City of Alexar	ndria								
Compress   1.00   6000   G   99%   0%   1%   0%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus	•			QC		QK		AAWDT	QW	Year
Comeron St	City of Alexandria		Pre	.1							-					
Parists is   Par	Comoron Ct	1.00			000/	00/			00/		0.105	_		CEOO.	_	2000
Secretarian	1 Cameron St	1.00	6000		99%	0%		0%	0%	C	0.105	г		6500	G	2008
2 Deingerfield Rd				1			Fairfax St									
Selection   Sele				1:												
3 Fillmore Ave 0.36 4000	2 Daingerfield Rd	0.19	6600	G	96%	1%			0%	С	0.085	F	0.637	7100	G	2008
Second St			To	):			SR 7 King S	St								
Franklin St			From	1:			Seminary R	d								
Non-control	3 Filmore Ave	0.36	4000	G	92%	5%	2% 0%	0%	0%	С	0.105	F	0.557	4300	G	2008
## Franklin St			To	):			N Beauregard	St								
## Franklin St   0.40   4000   G   95%   1%   2%   1%   1%   0%   C   0.093   F   0.845   4300   G   2008			From	1:			US 1 Patrick	St								
Finds St	Franklin St	0.40	4000	G	95%	1%			0%	С	0.093	F	0.845	4300	G	2008
Significant	4)			:		.,,		.,,				-			_	
6 Gibbon St 0.40 1600 G 99% 0% 1% 0% 0% 0% 0% C 0.104 F 0.821 1800 G 2008  6 Holland Lane 0.32 9800 G 97% 0% 11% 1800 6 2008  7 King St 0.24 5900 G 97% 0% 11% 1800 6 2008  8 Lincolnia Rd 0.11 5400 G 91% 3% 5% 0% 0% 0% 0% C 0.099 F 0.566 11000 G 2008  8 Lincolnia Rd 0.11 5400 G 93% 3% 3% 0% 0% 0% 0% C 0.079 F 0.584 5800 G 2008  9 Mill Rd 0.88 7100 G 98% 0% 0% 0% 0% 0% C 0.079 F 0.584 5800 G 2008  10 Montgomery St 0.48 3600 G 98% 0% 0% 0% 0% 0% C 0.015 F 3900 G 2008  11 Pendleton St 0.66 3900 G 93% 4% 3% 0% 0% 0% 0% C 0.099 F 0.539 4200 G 2008  12 Pershing Ave 0.16 12000 G 93% 11% 1800 0% 0% 0% 0% C 0.099 F 0.539 4200 G 2008  13 Prince St 0.50 6900 G 98% 1% 1% 0% 0% 0% 0% C 0.095 F 0.544 7500 G 2008  14 Slaters Lane 0.38 12000 G 98% 0% 11% 0% 0% 0% 0% C 0.095 F 0.543 7500 G 2008  15 Stevenson Ave 0.16 13000 G 98% 11% 11% 0% 0% 0% 0% C 0.099 F 0.531 13000 G 2008  16 Stevenson Ave 0.16 13000 G 98% 11% 11% 0% 0% 0% 0% C 0.095 F 0.546 6300 G 2008  16 Stevenson Ave 0.16 13000 G 98% 11% 11% 0% 0% 0% 0% C 0.095 F 0.541 13000 G 2008  16 Stevenson Ave 0.16 13000 G 98% 11% 11% 0% 0% 0% 0% C 0.095 F 0.546 6300 G 2008  17 Walker St 0.13 13000 G 99% 0% 11% 0% 0% 0% 0% C 0.097 F 0.558 26000 G 2008			From					a .								
Fairfax St	Cibbon Ct	0.40			000/	00/			00/	_		_	0.004	4000	_	2000
Fig.	5 Gibbon St	0.40			99%	0%		0%	0%	C	0.104	г	0.821	1800	G	2008
Column   C				1			Fairfax St									
SR 236 Dake St	<u> </u>			1:			Eisenhower A	ive						-		
SR 236 Dake St	6 Holland Lane	0.32	9800	G	97%	0%	1% 1%	0%	0%	С	0.099	F	0.566	11000	G	2008
Note	$\overline{}$		To	:			SR 236 Duke	St								
None   Column   Col			From	n-			SR 400 Washing	ton St								
But	7 King St	0.24	5900	G	91%	3%			0%	F	0.083	F	0.559	6400	G	2008
B   Lincolnia Rd	.)		To	h*				Street								
8 Lincolnia Rd 0.11 5400 G 93% 3% 3% 0% 0% 0% 0% C 0.079 F 0.584 5800 G 2006  9 Mill Rd 0.88 7100 G 98% 0% 0% 1% 0% 0% 0% C 0.111 F 0.883 7700 G 2006  10 Montgomery St 0.48 3600 G 98% 1% 1% 1% 1% 0% 0% C 0.105 F 3900 G 2006  11 Pendleton St 0.66 3900 G 93% 4% 3% 0% 0% 0% 0% 0% C 0.015 F 3900 G 2006  12 Pershing Ave 0.16 12000 G 97% 1% 1% 1% 1% 0% 0% 0% 0% 0.0116 F 0.937 13000 G 2006  13 Prince St 0.50 6900 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.095 F 0.546 6300 G 2006  13 Prince St 0.18 5800 G 98% 1% 1% 1% 0% 0% 0% 0% 0% C 0.095 F 0.546 6300 G 2006  14 Slaters Lane 0.38 12000 G 98% 1% 18 18 0% 0% 0% 0% 0% C 0.099 F 0.731 13000 G 2006  15 Stevenson Ave 0.16 13000 G 98% 1% 18 18 0% 0% 0% 0% 0% C 0.099 F 0.731 13000 G 2006  15 Stevenson Ave 0.16 13000 G 98% 1% 18 18 0% 0% 0% 0% 0% C 0.099 F 0.731 13000 G 2006  16 Stevenson Ave 0.16 13000 G 98% 1% 18 18 0% 0% 0% 0% 0% C 0.099 F 0.731 13000 G 2006  16 Stevenson Ave 0.16 13000 G 98% 1% 18 18 0% 0% 0% 0% 0% C 0.099 F 0.731 13000 G 2006  17 Walker St 0.13 13000 G 99% 0% 1% 0% 0% 0% 0% C 0.097 F 0.567 14000 G 2006			From	1:							i					
Beauregard St	Lincolnia Pd	0.11			03%	20/			∩0/:		0.070	_	0.594	5900	G	2008
Mill Rd	8 Lincolnia Ru	0.11	J400		93 /0	3/0			0 /6	C	0.079		0.364	3000	G	2000
9 Mill Rd  0.88 7100 G 98% 0% 0% 0% 0% 0% 0% C 0.111 F 0.883 7700 G 2008    Elisenbower Ave				1												
10   Montgomery St   0.48   3600   G   93%   1%   4%   1%   1%   0%   C   0.105   F   3900   G   2008																
10   Montgomery St   0.48   3600   G   93%   1%   4%   1%   1%   0%   C   0.105   F   3900   G   2008	9 ) Mill Rd	0.88	7100	G	98%	0%	0% 1%	0%	0%	С	0.11	F	0.883	7700	G	2008
10 Montgomery St	<u> </u>		To	·.			E Eisenhower	Ave								
11   Pendleton St   0.66   3900   G   93%   4%   3%   0%   0%   0%   0%   0%   0			From	1:			Fairfax St									
11   Pendleton St   0.66   3900   G   93%   4%   3%   0%   0%   0%   0%   0 0 0%   0 0 0 0	10 Montgomery St	0.48	3600	G	93%	1%	4% 1%	1%	0%	С	0.105	F		3900	G	2008
11 Pendleton St			To	):			US 1 Par, Henr	y St								
11   Pendleton St   0.66   3900   G   93%   4%   3%   0%   0%   0%   0%   C   0.099   F   0.539   4200   G   2008			From	1:			Wast St									
12   Pershing Ave   0.16   12000   G   97%   1%   1%   1%   1%   1%   0%   C   0.116   F   0.937   13000   G   2008	Pendleton St	0.66	3900	G	03%	4%		0%	0%	С	0 099	F	0.530	4200	G	2008
12   Pershing Ave   0.16   12000   G   97%   1%   1%   1%   1%   1%   0%   C   0.116   F   0.937   13000   G   2008	11) I endicion st	0.00			3370	470		070	0 70		0.033	'	0.555	4200	G	2000
12 Pershing Ave				_												
Stovall St	O											_			_	
13   Prince St   0.50   6900   G   98%   1%   1%   0%   0%   0%   0%   0%   F   0.109   F   0.543   7500   G   2008	(12) Pershing Ave	0.16			97%	1%	1% 1%	1%	0%	С	0.116	F	0.937	13000	G	2008
13) Prince St	$\sim$		To	:			Stovall St									
13   Prince St   0.18   5800   G   98%   1%   1%   0%   0%   0%   0%   C   0.095   F   0.546   6300   G   2008	_		From	n:			Reinekers La	ne								
13   Prince St   0.18   5800   G   98%   1%   1%   0%   0%   0%   0%   C   0.095   F   0.546   6300   G   2008     13   Prince St   0.24   3100   G   98%   1%   1%   0%   0%   0%   F   0.123   F   0.879   3300   G   2008     14   Slaters Lane   0.38   12000   G   98%   0%   1%   0%   0%   0%   0%   C   0.099   F   0.731   13000   G   2008     15   Stevenson Ave   0.16   13000   G   96%   1%   2%   0%   0%   0%   C   0.087   F   0.567   14000   G   2008     16   Stoval St   0.13   13000   G   91%   3%   5%   0%   0%   0%   0%   C   0.091   F   0.825   14000   G   2008     17   Walker St   0.10   24000   G   99%   0%   1%   0%   0%   0%   0%   C   0.074   F   0.558   26000   G   2008     17   Walker St   0.10   24000   G   99%   0%   1%   0%   0%   0%   0%   C   0.074   F   0.558   26000   G   2008     18   Van Dom St   Van D	13) Prince St	0.50	6900	G	98%	1%	1% 0%	0%	0%	F	0.109	F	0.543	7500	G	2008
13 Prince St 0.18 5800 G 98% 1% 1% 0% 0% 0% C 0.095 F 0.546 6300 G 2008    13   Prince St			To				IIC 1 Date: -1-	C+								
13   Prince St   10.24   3100   G   98%   1%   1%   0%   0%   0%   0%   F   0.123   F   0.879   3300   G   2008	Prince Ct	0.40			000/	10/			00/		0.005	Г	0.546	6200		2000
13   Prince St   0.24   3100   G   98%   1%   1%   0%   0%   0%   F   0.123   F   0.879   3300   G   2008	13) Plince St	0.18	ეგიი	G	98%	1%	1% U%	υ%	υ%	Ü	0.095	г	U.546	0300	G	∠008
To   Fairfax St			To From	1:			SR 400 Washing	ton St								
14   Slaters Lane	13) Prince St	0.24	3100	G	98%	1%	1% 0%	0%	0%	F	0.123	F	0.879	3300	G	2008
Slaters Lane	$\bigcirc$		To	):			Fairfax St									
Slaters Lane			From	n:			US 1 Jefferson Da	vis Hwv								
Trop   Walker St   Stevenson Ave   0.16   13000   G   96%   1%   2%   0%   0%   0%   0%   C   0.087   F   0.567   14000   G   2008	Slaters Lane	0.38	12000	G	98%				0%	С	0.099	F	0.731	13000	G	2008
Stevenson Ave   0.16   13000   G   96%   1%   2%   0%   0%   0%   C   0.087   F   0.567   14000   G   2008	1.5		To												-	,
Stevenson Ave			From	i			<u> </u>		•							
Stoval St   Stov	Ctovenson Ave	0.40			060/	40/			00/	^	0.007	_	0.507	14000	^	2000
Stoval St   0.13   13000   G   91%   3%   5%   0%   0%   0%   F   0.091   F   0.825   14000   G   2008	15) Sievenson Ave	0.16			90%	1%			υ%	Ü	0.087	г	0.567	14000	G	∠008
16 Stoval St 0.13 13000 G 91% 3% 5% 0% 0% 0% F 0.091 F 0.825 14000 G 2008  10 100-9 Mill Rd  From: Stevenson Rd  17 Walker St 0.10 24000 G 99% 0% 1% 0% 0% 0% 0 C 0.074 F 0.558 26000 G 2008				<u> </u>			S Van Dorn	St								
To 100-9 Mill Rd    Stevenson Rd			From	ı-			100-6588; Eisenho	wer Ave								
To: 100-9 Mill Rd    From: Stevenson Rd	(16) Stoval St	0.13	13000	G	91%	3%			0%	F	0.091	F	0.825	14000	G	2008
17) Walker St 0.10 <b>24000 G</b> 99% 0% 1% 0% 0% 0% C 0.074 F 0.558 26000 G 2008	$\bigcirc$		To	):			100-9 Mill F	Rd								
17) Walker St 0.10 <b>24000 G</b> 99% 0% 1% 0% 0% C 0.074 F 0.558 26000 G 2008			From	1:												
	17 Walker St	0 10	24000	G	99%	0%			በ%	C	0 074	F	0.558	26000	G	2008
SIX 230 DURG SI	17)	0.10		_	30 /0	J /U			0 / 0		3.57 4	•	5.000	_0000	_	2000
			To	1			SR 236 Duke	St								

						City of Alex	kandria								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria															
Woot St	0.62	From	G	070/	10/	Duke 5		00/		0.105	F	0.642	7100	C	2009
(18) West St	0.63	6600 <sub>ть</sub>		97%	1%	2% 0° Wythe		0%	С	0.105	Г	0.642	7100	G	2008
		From				SR 400; Wash				1					
19) 1st St	0.06	7100	G	98%	1%	1% 0°	-	0%	F	0.117	F	0.736	7600	G	2008
19)		To								_	•				
19 1st St	0.05	4900 From	G	98%	1%	Saint Asap 1% 0°		0%	С	0.111	F	0.703	5300	G	2008
(19) 1st St	0.00	To		0070	170	Pitt S		070	<u> </u>		·	0.7 00	0000	Ū	2000
		From	-			West S	St			1					
20) Wythe St	0.66	5900	G	97%	1%	1% 0		0%	С	0.094	F	0.658	6400	G	2008
		To				Fairfax	St								
		From				Franklin	St								
21) Fairfax St	1.12	6200	G	95%	1%	4% 09	% 0%	0%	С	0.104	F	0.648	6600	G	2008
<u> </u>		To				Montgome	ery St								
$\circ$		From				I-95 Rai									
22) Church St	0.09	2400	G	91%	3%	5% 0		0%	F	0.22	F	0.971	2600	G	2008
		То	<u> </u>			SR 400 Washi				<u> </u>					
Duka Ct	0.00	From	<u> </u>	000/	001	SR 400 Washi		00/			_	0.500	FF00	_	0000
Duke St	0.23	5100 To	G	98%	0%	1% 0°		0%	С	0.079	F	0.528	5500	G	2008
		From	<u> </u>			Fairfax				<u> </u>					
6572) Edsall Rd	0.49	18000	G	96%	1%	WCL Alex 1% 29	andria % 0%	0%	С	0.081	F	0.528	19000	G	2008
Edsall Rd	0.49	10000		90%	170			0%		0.061	г	0.526	19000	G	2006
C Edeal Dd	0.04	From	╚	000/	40/	Van Don		00/		0.000		0.500	42000		2000
Edsall Rd	0.24	12000 <sub>To</sub>	G	96%	1%	1% 2° S Picket		0%	F	0.093	F	0.583	13000	G	2008
		From	<u> </u>												
6573) Van Dorn St	1.08	6600	G	98%	1%	Seminary 1% 0°	% 0%	0%	С	0.125	F	0.857	7000	G	2008
van Dorn St	1.00	То		3070	1 70	SR 7 Kin		070		0.123	•	0.007	7000	J	2000
		From				Van Don									
S Pickett St	0.36	13000	G	97%	1%	2% 19		0%	F	0.075	F	0.513	14000	G	2008
3373) 0 1 1011011 01		To													
6575) S Pickett St	0.57	18000	G	97%	1%	Edsall I 2% 19		0%	С	0.080	F	0.521	19000	G	2008
S Pickett St	0.57	То	Ť	31 70	1 /0	SR 236 Du		070	<u> </u>	0.000	•	0.521	13000	J	2000
		From	_			I 95 Ran									
6579) Clermont Ave	0.13	18000	G	95%	1%	1% 19	•	0%	С	0.104	F	0.845	19000	G	2008
3073)		To	:			100-6588 Eisenl									
		From				Duke S	St								
6583) W Taylor Run Pkwy	0.52	4600	G	99%	0%	0% 09		0%	С	0.083	F	0.54	5000	G	2008
$\overline{}$		To				Janneys L	ane								
		From				Montgome	ery St								
Pitt St	0.07	5000	G	98%	0%	1% 09		0%	С	0.111	F	0.730	5400	G	2008
$\smile$		To				1st Stre	et								
$\sim$		From				King S									
6585 Commonwealth Ave	0.94	7400	G	98%	0%	1% 09	% 0%	0%	F	0.091	F	0.539	8000	G	2008
<u> </u>		From				Monroe A									
6585 Commonwealth Ave	0.79	7100	G	98%	0%	1% 09	% 0%	0%	С	0.095	F	0.558	7700	G	2008
		To From				Mt Vernor	ı Ave								
6585) Commonwealth Ave	0.41	4600	G	98%	0%	1% 0		0%	F	0.089	F	0.588	4900	G	2008
$\bigcirc$		To				Reed S	St								
		From				SR 236 Du	ıke St								
6586) Diagonal Rd	0.30	8200	G	91%	3%	5% 09	% 0%	0%	С	0.096	F	0.912	8800	G	2008
$\overline{}$		To				SR 7 Kin	g St								
						Washingt									
$\sim$		From				Washingto									
6587) Powhatan St	0.45	<b>2500</b>	G	95%	4%	1% 0° US 1 Jefferson I	% 0%	0%	С	0.11	F	0.594	2700	G	2008

						City of Alexar	iuria								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria		From	1			CD 401 V D-	Ct								
Eisenhower Ave	3.18	NA				SR 401 Van Do	rn St			NA			NA		
		To From				SR 241 Telegrap	oh Rd								
6588) Eisenhower Ave	0.94	15000	G	96%	1%	1% 1%	1%	0%	С	0.094	F	0.696	16000	G	2008
<u> </u>		To				Holland Lan	ie								
		From				Braddock R	d								
Mt Vernon Ave	1.21	9400	G	95%	3%	2% 0%	0%	0%	С	0.081	F	0.531	10000	G	2008
	4.00	To From		050/	00/	Commonwealth		201		<u> </u>			47000		
Mt Vernon Ave	1.00	15000 To	G	95%	3%	2% 0%	0%	0%	F	NA —			17000	G	2008
			ļ			NCL Alexand				<u> </u>					
Oresidente Del	4.70	From	<u> </u>	000/	40/	Beauregard :		00/		0.000	_	0.057	45000	0	0000
Braddock Rd	1.72	14000		98%	1%	1% 0%	0%	0%	С	0.099	F	0.657	15000	G	2008
<u> </u>		To From				SR 7 King S				_ <del> </del>					
Braddock Rd	1.39	13000	G	98%	1%	1% 0%	0%	0%	С	0.105	F	0.518	14000	G	2008
_		From				Rusell Rd Russell Rd				-					
Braddock Rd	0.77	8300	G	98%	1%	1% 0%	0%	0%	F	0.102	F	0.536	9000	G	2008
		To				West St									
	-	From				SR 236 Duke	St						-		
G593) Callahan Dr	0.22	17000	G	98%	0%	1% 0%	0%	0%	С	0.084	F	0.606	18000	G	2008
$\mathcal{O}$		To				SR 7 King S	St								
Russell Rd	0.89	9800	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.51	11000	G	2008
3393) 114000114	0.00	т.		0070					•		•	0.0.		•	
Puscell Pd	0.21	7100	G	98%	0%	Monroe Av 1% 0%		09/	С	0.100	F	0.621	7700	G	2008
Russell Rd	0.31	7100		90%	0%		0%	0%	C	0.100	Г	0.631	7700	G	2000
O Duranii Dai	4.00	From	Ļ_	000/	00/	Windsor Av		00/		0.405	_	0.007	0400	_	0000
Russell Rd	1.06	7600	G	98%	0%	1% 0%	0%	0%	F	0.105	F	0.637	8100	G	2008
<u> </u>		To From				West Glebe l	Rd								
Russell Rd	0.16	6200	G	98%	0%	1% 0%	0%	0%	F	0.107	F	0.703	6700	G	2008
<u> </u>		То				Mt Vernon A	ve								
		From				Quaker Lan								_	
G <sub>594</sub> Gunston Rd	0.26	2800	G	97%	3%	1% 0%	0%	0%	С	0.115	F	0.777	3000	G	2008
<u> </u>		То				Valley Dr									
	0.00	From	ب	0001	401	Duke St	001	001		0.000	_	0.000	00000	_	0000
Quaker Lane	0.62	26000 To	G	98%	1%	1% 0%	0%	0%	С	0.092	F	0.639	28000	G	2008
		From				Seminary R West Glebe I				-					
6595) Valley Dr	1.33	960	G	98%	1%	1% 0%	0%	0%	С	0.112	F	0.539	1000	G	2008
		To				Braddock R									
		From				Russell Rd									
Monroe Ave	0.79	11000	G	99%	0%	1% 0%	0%	0%	С	0.089	F	0.599	12000	G	2008
$\cup$		To				US 1 Jefferson Da	vis Hwy								
		From				Russell Rd									
6597) Monticello Blvd	0.21	2800	G	97%	1%	2% 0%	0%	0%	F	0.095	F	0.531	3000	G	2008
$\overline{}$		To				Old Dominion									
Old Dominion Plant	0.74	Prom O <b>5</b> 0	<u> </u>	070/	10/	Monticello B		00/	С	0.000	_	0.502	1000	C	2000
Old Dominion Blvd	0.71	950 To	G	97%	1%	2% 0% West Glebe 1	0% Rd	0%	U	0.089	F	0.593	1000	G	2008
		From				Old Dominion				-					
Tennessee Ave	0.17	860	G	97%	1%	2% 0%	0%	0%	F	0.101	F	0.57	930	G	2008
		To				Halcyon Di									
(6597) Tennessee Ave	0.25	1900	G	97%	1%	2% 0%	0%	0%	F	0.111	F	0.68	2000	G	2008
0337	3.20		_	J. 70	. 70		370		•		•	0.00	_500	•	_000
6597) Martha Custis Dr	0.52	From From	G	97%	1%	Valley Dr 2% 0%	0%	0%	F	0.003	F	0.519	5600	G	2008
Martha Custis Dr	0.52	5200 <sub>To</sub>	-	3170	170			U70	Г	0.093	r	0.519	5600	G	2000
		10				Gunston Ro	1								

						City of Alexa	lilulia								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria															
0 1411 51	0.00	From	<u> </u>	050/	407	Braddock I		201			_	0.504	0000	_	0000
6599 Cameron Mills Rd	0.39	2100 To	G	95%	1%	4% 0%		0%	С	0.098	F	0.524	2200	G	2008
			l 1			Summit A				<u>l</u>					
6600 Crest St	0.27	From 1500	G	98%	0%	Braddock I		0%	С	0.098	F	0.511	1600	G	2009
Crest St	0.27	1500		90%	0%			0%		0.096	Г	0.511	1600	G	2008
0	0.07	From	<u> </u>	000/	00/	Valley D		00/			_	0.505	0000	_	0000
Summit Ave	0.27	1800	G	98%	0%	1% 0%	0%	0%	F	0.094	F	0.525	2000	G	2008
		From				Cameron Mil									
Monticello Blvd	0.23	2800	G	98%	0%	1% 0%		0%	F	0.129	F	0.616	3000	G	2008
		10	<u> </u>			Old Dominion									
Communica Dal	0.00	From	<u> </u>	000/	00/	SR7 King		00/		0.000	_	0.540	4500	0	2000
Scroggins Rd	0.36	1400 To	G	99%	0%	1% 0% Braddock I		0%	С	0.093	F	0.512	1500	G	2008
		From	<u> </u>												
(S602) W Glebe Rd	0.94	18000	G	98%	0%	NCL Alexan		0%	F	0.079	F	0.52	19000	G	2008
W Glebe Rd	0.54	10000		90 /0	0 /0	1% 0%	0 70	0 /6	Г	0.079	-	0.52	19000	G	2000
O E Old - Dd	0.00	From	<u> </u>	000/	00/	Mount Vernor		00/			_	0.550	40000	_	0000
E Glebe Rd	0.62	11000	G	98%	0%	1% 0%		0%	С	0.075	F	0.553	12000	G	2008
		-	.i			US 1 Jefferson Da									
Reed Ave	0.54	3900	G	97%	0%	Mt Vernon 2 2% 0%		0%	С	0.076	F	0.539	4200	G	2008
Reed Ave	0.54	3 <b>300</b>	_	91 /0		US 1 Jefferson Da		076		0.076	-	0.559	4200	G	2008
		From								1					
Beauregard St	2.34	21000	G	99%	1%	WCL Alexar		0%	С	0.087	F	0.596	22000	G	2008
Beauregard St	2.54	21000		3376	1 /0			070		0.007	'	0.530	22000	G	2000
O Desument Ct	0.00	From	<u> </u>	000/	40/	Braddock I		00/		0.000		0.540	40000		2000
Beauregard St	0.28	18000	G	98%	1%	0% 0%	0%	0%	С	0.088	F	0.546	19000	G	2008
<u> </u>		From				SR 7 King				_					
6622) Walter Reed Dr	0.07	15000	G	99%	0%	0% 0%		0%	С	0.094	F	0.618	17000	G	2008
		10				NCL Alexan									
Tanay Dr	1.04	From	<u> </u>	060/	20/	SR 401 Van D		00/		0.152	_	0.754	2200	0	2000
6698) Taney Dr	1.04	3100 To	G	96%	3%	1% 0% Jordan St		0%	С	0.153	F	0.754	3300	G	2008
		From													
Pegram St	0.78	2300	G	99%	0%	Taney Av 1% 0%		0%	С	0.107	F	0.769	2500	G	2008
Pegram St	0.70	<b>2300</b> To		3376	070	Pickett S		070		0.107	'	0.703	2500	G	2000
		From				Pegram S									
6701) Pickett St	0.15	3000	G	98%	0%	1% 0%	0%	0%	С	0.103	F	0.518	3200	G	2008
<u> </u>		То				Seminary I	Rd								
<u> </u>		From				Beauregard									
6702) Sanger Ave	0.37	14000	G	99%	0%	0% 0%		0%	С	0.091	F	0.602	15000	G	2008
$\smile$		To	:			SR 401 Van D	orn St								
$\sim$		From				SR 236 Duk									
6703) Jordan St	0.94	7600	G	99%	0%	0% 0%		0%	С	0.096	F	0.671	8200	G	2008
<u> </u>		To	<u> </u>			SR 420 Semina	ary Rd								
<u> </u>		From				airfax County Lir					_			_	
6706 Seminary Rd	0.60	44000	G	98%	1%	1% 0%	0%	0%	С	0.081	F	0.574	47000	G	2008
		From				Beauregard									
6706) Seminary Rd	0.22	54000	G	98%	1%	1% 0%		0%	F	0.081	F	0.617	59000	G	2008
<u> </u>		To	<u></u>		]	-395 Shirley Hwy	7; SR 420								
		From				Jordan St					_			_	
6707) Howard St	0.92	5600	G	98%	1%	0% 0%		0%	С	0.107	F	0.760	6000	G	2008
<u> </u>		То	<u>1</u>			Braddock I									
<u> </u>		From				Braddock I					_			_	
(6711) Hampton Dr N	0.43	5300	G	97%	0%	2% 0%		0%	С	0.098	F	0.751	5700	G	2008
<u> </u>		To	•			SR 7 King	St								

					City of Alexandria							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Alexandria	From:				Kenwood Ave		1					
Braddock Rd	16000	G			Kenwood Ave		0.097	F		17000	G	2008
	To				Crest St			-				
	From:				Chancel Pl							
Canterbury Lane	210	G					0.106	F		220	G	2008
	To:				Trinity Dr							
Olitta and Acces	From:				Turner Rd		0.007	_		500	_	000
Clifford Ave	540	G			Montross Ave		0.097	F		580	G	2008
	From:				Russell Rd							
Curtis Ave	350	G			Kusseli Ku		0.122	F		370	G	200
Curuo / Wo	To:				Rosecrest Ave			•		0.0	Ŭ	200
	From:				Newton St							
Glendale Ave	270	G					0.113	F		290	G	200
	To:				Wayne St							
	From:				Washington St							
Green St	3500	G					0.131	F		3700	G	200
	To:				Asaph St		<u> </u>					
18.1 2:	From				Kennedy St			_			_	
Hickory St	310	G			D 1E 1		0.123	F		330	G	200
	From:				Dead End							
Kentucky Ave	420	G			Old Dominion Blvd		0.109	F	0.635	450	G	200
Remucky Ave	420 To:				Russell Rd		0.109		0.033	430	G	200
	From:				Francis Hammond Pkwy							
Key Dr	160	G			Prancis Framinond F kwy		0.143	F		180	G	200
	To				Roan Lane							
	From:				Virginia Ave							
Mansion Dr	330	G					0.099	F		350	G	200
	To:				Russell Rd							
	From:				Monroe Ave							
Mount Vernon Ave	<b>7900</b>	G			X 1 A		0.098	F		8500	G	200
					Nelson Ave							
N Owen St	From: <b>140</b>	G			Taney Ave		0.148	F		150	G	200
N Owen St	140 To:				Polk Ave		0.146	Г		150	G	200
	From:				Kentucky Ave							
Old Dominion Blvd	1200	G			Kemucky Ave		0.098	F		1300	G	200
	To:				Halcyan Dr							
	From:				Reading Ave							
Rayburn Ave	1400	G					0.089	F		1500	G	200
	To:				N Beauregard St							
	From:				Summit Ave							
Ridge Rd	280	G					0.093	F		300	G	200
	To:				Fordham Rd							
D C	From:		-		Russel Rd			_		400		000
Rose Crest Ave	370	G			Custia Ava		0.121	F		400	G	200
	From:	L			Custis Ave							
S French St	700	G			Usher Ave		0.117	F		750	G	200
O I IGIUI OL	700 To:	<u> </u>			SR 236 Duke St		0.117	1.		130	G	200
	From				SR 401 Van Dorn St							
S Pickett St	6500	G			DV 401 A WII DOUL OF		0.080	F		6900	G	200
	To:	Ĺ			Dead End						_	
	From:				Mt Vernon Ave		Ì					
Stewart Ave	530	G			•		0.102	F		570	G	200
	To:				Dewitt Ave							

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria		Fron	:			N C	Bladden St			i					
Ulane Ave		480	G			IV C	nadden St			0.132	F		510	G	2008
		Tr				NC	Grayson St								
		Fron				Per	ndleton St								
West St		6100	G							0.107	F	0.647	6500	G	2008
		To	:			Or	onoco St								
		Fron	:			E	dsall Rd								
Yoakum Pkwy		6900	G	•		•	•	•		0.092	F		7500	G	2008
		To	:			Stev	venson Rd								