2010

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.

| | | Oit, 0171 | Alexandria | | | | Tru | ck | | | K | | Dir | | |
|------------------------------|--|-----------------------|------------------------------|-------------|------|-------|--------|-------|--------|--------|---------|--------|---------|-------|----|
| Route | Jurisdiction | Length AA | ADT Q | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | SCL Alexand | dria I-95 I-4 | 95 | | ZAXIC | JIANIC | TITAL | ZITAII | | 1 actor | | 1 actor | | |
| 1 Patrick St | City of Alexandria (Maint: 00) | | 3000 F | | 1% | 1% | 0% | 0% | 0% | F | 0.08 | F | 0.688 | 83000 | F |
| | To: | | ıklin St | | | | | | | | | | | | |
| 1 Patrick St | City of Alexandria | | 3000 N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.08 | Ν | 0.688 | 83000 | N |
| | Tol | | | | .,, | | | | -,- | | | | | - | |
| Patrick St | City of Alexandria | | t, US 1 Par 7000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 28000 | G |
| (') | Combined Traffic Estimates for 2 Parallel Roadways | | | | 1% | 1% | 0% | 0% | 0% | F | NA | | | 53000 | G |
| ` | Tollied Traine Estimates for 21 draine recaways | | | 3070 | 170 | | 070 | 070 | 070 | • | 14/1 | | | 00000 | Ü |
| Patrick St | City of Alexandria | | ng St 8000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | | 24000 | G |
| (-) | Combined Traffic Estimates for 2 Parallel Roadways | | | | 1% | 1% | 0% | 0% | 0% | r F | 0.070 | r F | 0.621 | 48000 | G |
| | Combined Trainic Estimates for 2 Faraller Roadways | | | 90 /6 | 1 /0 | 1 /0 | 0 /6 | 076 | 0 /6 | - | 0.070 | | 0.021 | 40000 | G |
| Detriels Ct | City of Alexandria | | st St | 000/ | 1% | | 00/ | 00/ | 00/ | | 0.077 | | 0.567 | 40000 | |
| 1 Patrick St | City of Alexandria | 0.42 46 0 | 6000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.567 | 49000 | G |
| ~~ | To- From: | | roe Ave | | | | | | | _ | | _ | | | |
| 1 Jefferson Davis Hwy | City of Alexandria | | 2000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.077 | F | 0.566 | 44000 | G |
| | 10. | | Alexandria | | | | | | | | | | | | |
| C P F 110 N 0 1- 1 05 0 | From: | Ramps from US 1 | | S 1 SB | | | | | | | NIA | | | NIA | |
| Ramp From US N,S to I-95 3 a | at Exit 177 City of Alexandria (Maint: 29) | | ess Lanes SB | | | | | | | | NA | | | NA | |
| | | | | | | | | | | | | | | | |
| | City of Alexandria (Maint: 29) | US 01-S1910 0.19 N | N A | 1 | | | | | | | NA | | | NA | |
| | To: | | ROM RT 1 | | | | | | | | INA | | | INA | |
| N. d | From: | US 1 Richm | | | | 1 | | | | | | | | | |
| North Ramp | City of Alexandria (Maint: 29) | | NA |) | | | | | | | NA | | | NA | |
| (T) reamp | The state of the s | | | | | | | | | | | | | | |
| North | From: | US 01-N191B T | TO RT 95 SC | UTH | | | | | | | | | | | |
| (1) Ramp | City of Alexandria (Maint: 29) | | NA | | | | | | | | NA | | | NA | |
| <u> </u> | То: | I-95-N FROM | ART 1 NOR | ГН | | | | | | | | | | | |
| North | From: | US 1 Richm | | 3 | | | | | | | | | | | |
| (1) Ramp | City of Alexandria (Maint: 29) | 0.39 N | NA | | | | | | | | NA | | | NA | |
| North | To: From: | US 01-N191C TO 1 | RT 241; 95 | SOUTH | | | | | | | | | | | |
| Ramp | City of Alexandria (Maint: 29) | 0.10 N | NA | | | | | | | | NA | | | NA | |
| | To: | US 01- 191B US 01- | | OM RT 1 | | | | | | | | | | | |
| North | From: | US 01-N191B TO I | RT 241: 95 | SOUTH | | | | | | | | | | | |
| 1 | City of Alexandria (Maint: 29) | | NA | | | | | | | | NA | | | NA | |
| \odot | To: | US 01-S1910 | IC TO RT 24 | 1 | | | | | | | | | | | |
| South | From: | US 1 Patr | trick St SB | | | | | | | | | | | | |
| Ramp | City of Alexandria (Maint: 29) | | NA | | | | | | | | NA | | | NA | |
| | To: | US 01-S191C TC | O 241: 95 SC | птн | | | | | | | | | | | |
| South | From: | | | , , , , , , | | | | | | | NIA | | | N.1.A | |
| 1 Ramp | City of Alexandria (Maint: 29) | | NA TO 05 SOLI | TII | | | | | | | NA | | | NA | |
| | | US 01-S191B | 1032200 | ıп | | | | | | | | | | | |

| Route | Jurisdictio | on Lei | ngth AADT | | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------|--|------------------------|--------------------------------|------------|-------|-----|----------|---------------|-----|-----|----|-------------|----|---------------|-------|----|
| South Ramp | From: City of Alexandria (| | 01-S191B TO 9 | 95 SOUT | Н | | | 0 17 11 110 | | | | NA | | | NA | |
| South Ramp | Tao From: City of Alexandria (| | 91D TO 95 NO | RTH EX | PRESS | | | | | | | NA | | | NA | |
| <u> </u> | City Of Alexandria (| | 5-N FROM RT | | ł | | | | | | | INA | | | INA | |
| South Ramp | City of Alexandria (| Maint: 29) 0. | US 1 Patrick 09 NA Toward I-95 | | | | <u> </u> | | | | | NA | | | NA | |
| South 1 | City of Alexandria (| | -S191A TO 24 | | TH | | | | | | | NA | | | NA | |
| South | To: From: | US 01-N | 1191C US 01- 1 91A TO 95 NO | | | | | | | | | | | | | |
| 1 | City of Alexandria (| | 34 NA FROM MILL F | ROAD & | RT 1 | | | | | | | NA | | | NA | |
| ~~ | From: | | Wilkes S | | | | | | | | | | | | | |
| Henry St | City of Alexar | | 36 23000 | | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 24000 | G |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | SR 7 King | | 98% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 53000 | G |
| 1 Henry St | From: City of Alexar | ndria 0. | 72 22000 | | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.079 | F | | 23000 | G |
| (b) , | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | oute: 45000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.070 | F | 0.621 | 48000 | G |
| | To: | , | 1st Stree | | | | | | | | | | | | | |
| | From: | | WCL Alexa | ndria | | | | | | | | | | | | |
| 7 King St | City of Alexar | ndria 1. | 09 49000 | G | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.077 | F | 0.593 | 53000 | G |
| I/in m Oh | To: From: | - dui- 0 | I-395 | | 000/ | 40/ | 40/ | 00/ | 40/ | 00/ | | 0.000 | | 0.500 | 04000 | |
| 7 King St | City of Alexar | ndria 0. | 65 22000 | | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.582 | 24000 | G |
| | To: From: | | Braddock | | | 407 | | | | | | | _ | | | |
| 7 King St | City of Alexar | ndria 1. | 91 13000 | G | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.09 | F | 0.578 | 14000 | G |
| | To: From: | | Russell R | | | | | | | | | | | | | |
| 7 King St | City of Alexar | ndria 0. | 38 17000 | | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.089 | F | 0.653 | 18000 | G |
| 7 King St | Front: City of Alexar | | West St 48 8100 | G | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.076 | F | 0.532 | 8700 | G |
| | To: | | Washington | ı St | | | | | | | | | | | | |
| East 7 Ramp | City of Alexandria (| | SR 7; 30th St. T | o Rt 395 | | | | | | | | NA | | | NA | |
| 7 Ramp | Gity of Alexandria (| | DB TO RT 395 I | NORTH & | SOUTH | | | | | | | 1 1/7 | | | 11//1 | |
| East 7 Ramp | City of Alexandria (| (Maint: 00) 0. | 13 NA | | | | <u> </u> | | | | | NA | | | NA | |
| | "" | | ROM RT 7 EA | | | | | | | | | | | | | |
| East 7 Ramp | City of Alexandria (| Maint: 00) 0. | 069A To Rt 39: | | | | | | | | | NA | | | NA | |
| | To: | I-395 | N From Rt 7 E | ast00- Kin | g St | | | | | | | | | | | |

Virginia Department of Transportation Traffic Engineering Division

2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

| | | | or Alexandria | | _ | | Tru | ck | | | K | | Dir | | |
|------------------------------|---|---|--------------------|-------------|-----|-------------|--------|-----|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | n Length | AADT Q | A 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| ExpN | From: | | xpress Roadway l | NB | | | | | | | | | | | |
| 95 NB Express Lanes | City of Alexandria (M | • | NA | | | | | | | | NA | | | NA | |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | NA | | | NA | |
| ExpN | To: From: | US 1 F | Patrick St; Mill R | d | | | | | | | | | | | |
| 95 NB Express Lanes | City of Alexandria (N | Maint: 29) 0.87 | NA | | | | | | | | NA | | | NA | |
| | Combined Traffic Estimates for Parallel | • | NA | | | | | | | | NA | | | NA | |
| | To: | | ımbia Line, Potor | mac River | | | | | | | | | | | |
| ExpS | From: | End E | Express Lanes SB | 3 | | | | | | | | | | | |
| 95 SB Express Lanes | City of Alexandria (N | Maint: 29) 0.80 | NA | | | | | | | | NA | | | NA | |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | NA | | | NA | |
| | To: | US 1 F | Patrick St; Mill R | d | | | | | | | | | | | |
| ExpS 95) SB Express Lanes | City of Alexandria (M | | NA | | | | | | | | NA | | | NA | |
| 95 3B Express Lanes | Combined Traffic Estimates for Parallel | , | NA NA | | | | | | | | NA | | | NA | |
| | To: | • | ımbia Line, Potoi | mac River | | | | | | | INA | | | INA | |
| EvnC | From: | | B Express Lanes | | | | | | | | | | | | |
| ExpS 95) Ramp | L City of Alexandria (N | | NA | <u> </u> | | | | | | | NA | | | NA | |
| 95) ((amp | To To | viant. 20) 0.00 | Mill Rd | | | | | | | | | | | | |
| North | From: | Fair | fax County Line | | | | | | | | | | | | |
| 95 Capital Beltway | City of Alexandria (N | | 64000 G | 95% | 1% | 1% | 1% | 2% | 0% | F | NA | | | 62000 | G |
| | Combined Traffic Estimates for 4 Parallel | Roadways on this Route: | | | | | | | | | NA | | | NA | |
| | | Capital Beltwa | y is also signe | ed as I-495 | 5 | | | | | | | | | | |
| | To: | US 1 | Richmond Hwy | | | | | | | | | | | | |
| North 95 Capital Beltway | City of Alayandria (A | | | • 020/ | 1% | 1% | 0% | 6% | 00/ | F | NIA | | | 72000 | G |
| 95 Capital Beltway | City of Alexandria (M | , | 73000 G | | 1% | 170 | 0% | 0% | 0% | Г | NA | | | 72000 | G |
| | Combined Traffic Estimates for 4 Parallel | Roadways on this Route: Capital Beltwa | | | = | | | | | | NA | | | NA | |
| | To: | | ımbia Line, Potor | | , | | | | | | | | | | |
| Nowth | From: | | I-95 N | | | | | | | | | | | | |
| North (95) Exit 177 A B | L City of Alexandria (N | Maint: 29) 0.11 | NA | | | | | | | | NA | | | NA | |
| 95) EXIC 177 / CB | To: | · · · · · · · · · · · · · · · · · · · | 77 A; Exit 177 B | 3 | | | | | | | 1471 | | | 14/1 | |
| North | From: | | Exit 177 A B | | | | | | | | | | | | |
| 95) Exit 177 A | City of Alexandria (N | - | NA | | | | | | | | NA | | | NA | |
| $\overline{}$ | To: | US 1 | Richmond Hwy S | S | | | | | | | | | | | |
| North | From: | | I-95 N | | | | | | | | | | | | |
| (95) Ramp | City of Alexandria (| | NA | | | | | | | | NA | | | NA | |
| <u> </u> | To: | | 1 Patrick St N | | | | | | | | | | | | |
| South | From: | | fax County Line | 0.457 | 40/ | | -00/ | 70/ | 201 | _ | | | | 22225 | _ |
| 95 Capital Beltway | City of Alexandria (N | • | 71000 G | | 1% | 1% | 0% | 7% | 0% | F | NA | | | 69000 | G |
| ~ | Combined Traffic Estimates for 4 Parallel | • | | | _ | | | | | | NA | | | NA | |
| | _ r | Capital Beltwa | | ed as I-495 | 5 | | | | | | | | | | |
| | To: | U | S 1 Patrick St | | | | | | | | | | | | |

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Virginia Department of Transportation Traffic Engineering Division

2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Alexandria

| Route | Jurisdiction | Lengt | h AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K | QK | Dir Factor | AAWDT | Q۷ |
|--|--|-----------------------|--------------------------|-----------|---------|-----|-----------------|---------------|--------|--------|----|--------|----|---------------|-------|----|
| South | From: | | US 1 Patrick | St | | | ZAXIE | STAXIE | IIIall | ZIIdii | | Factor | | racioi | | |
| (95) Capital Beltway | City of Alexandria (Ma | aint: 29) 1.17 | 77000 | G | 91% | 1% | 1% | 0% | 7% | 0% | F | NA | | | 77000 | G |
| Co | ombined Traffic Estimates for 4 Parallel R | Roadways on this Rout | e: 150000 | G | | | | | | | | NA | | | NA | |
| | | Capital Beltv | | | | | | | | | | | | | | |
| | To: | District of C | olumbia Line, | Potoma | c River | | | | | | | | | | | |
| outh | From: | | I-95 S | | | | | | | | | | | | | |
| 95) I-95 S Exit 177 A | City of Alexandria (Ma | , | | | | | | | | | | NA | | | NA | |
| | 10* | US | 1 Richmond I | Hwy S | | | | | | | | | | | | |
| outh | From: | | I-95 S | | | | | | | | | | | | | |
| 1-95 S Exit 177 B C | City of Alexandria (Ma | , | NA it 177 B; I-95 | C Duit 1' | 77.C | | | | | | | NA | | | NA | |
| uth | From: | | 95 S Exit 177 | | // C | | - | | | | | | | | | |
| 05) I-95 S Exit 177 B | City of Alexandria (Ma | | | | | | | | | | | NA | | | NA | |
| <u> </u> | То: | | US 1 Patrick S | t N | | | | | | | | | | | | |
| puth | From: | I- | 95 S Exit 177 | ВС | | | | | | | | | | | | |
| 95) I-95 S Exit 177 C | City of Alexandria (Ma | aint: 29) 0.10 | NA | | | | | | | | | NA | | | NA | |
| <i></i> | То: | | Church St | | | | | | | | | | | | | |
| | From: | F | airfax County | Line | | | | | | | | | | | | |
| Duke St | City of Alexandria (Ma | aint: 29) 0.06 | 35000 | N | 99% | 1% | 0% | 0% | 0% | 0% | Ν | 0.084 | Ν | 0.522 | 38000 | |
| | To: | | WCL Alexand | lria | | | \neg \vdash | | | | | | | | | |
| Duke St | City of Alexandria (Ma | aint: 29) 0.34 | 53000 | G | 99% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 57000 | (|
| | To: | | I-395 | | | | \neg \vdash | | | | | | | | | |
| 36) Duke St | City of Alexandri | ia 0.32 | | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.073 | F | 0.510 | 75000 | (|
| <u> </u> | Ta: | Si | R 401 Van Do | rn St | | | | | | | | | | | | |
| 36) Duke St | From: City of Alexandri | | | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.075 | F | 0.508 | 44000 | (|
| 30) | To: | | | | | | | | | | | | | | | |
| 36) Duke St | From: City of Alexandri | ria 2.66 | N Pickett St 34000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.077 | F | 0.558 | 38000 | (|
| 36) Buke St | City of Alexandri | | | | 3070 | 170 | 170 | 070 | 070 | 070 | O | 0.077 | • | 0.550 | 30000 | |
| Duke Ct | City of Alayandri | | 23000 23000 | | 000/ | 1% | 10/ | 00/ | 00/ | 00/ | С | 0.070 | F | 0.604 | 25000 | (|
| Duke St | City of Alexandri | | | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.079 | Г | 0.601 | 25000 | , |
| | To: From: | | JS 1 SB Henry | _ | | 407 | | | | | | | | | | |
| Duke St | City of Alexandri | | | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.070 | F | 0.574 | 14000 | (|
| | 100 | | 400 Washing | | | | | | | | | | | | | |
| Dame from Dames from CD 220 | From: | | E010B; SR 23 | 36-W010 |)B | | | | | | | NIA | | | NIA | |
| 36 Ramp from Ramps from SR 236 | 6 EB and WB to I-3 95t)Nbs Alexandria (Ma | aint: 29) 0.14 | NA I-395 N | | | | _ | | | | | NA | | | NA | |
| | P | | | G. | | | <u> </u> | | | | | | | | | |
| ast 36)Ramp From SR 236 EB to I-395 | NR and SR City of Alexandric (Ma | | SR 236 Duke NA | St | | | | | | | | NA | | | NA | |
| 36 Kamp Flom SK 230 EB (01-395 | NB and SB City of Alexandria (Ma | ann. 29) 0.00 | | | | | | | | | | INA | | | INA | |
| ast | To: From: | | SR 236 E010 |)B | | - | } | | | | | | | | | |
| Ramp From SR 236 to I-395 SB | City of Alexandria (Ma | aint: 29) 0.23 | NA | | | | | | | | | NA | | | NA | |
| | To: | | I-395-S | | | | | | | | | | | | | |

| | | | | 0. 7 07.0 | | | | | | | | | 1. | | D: | | |
|-------------------|---|------------|--|------------------------------|------------------|------------|----------|----------|---------------|----------|----------|--------|-------------|----|---------------|-----------------|--------|
| Route | Jurisdiction | า | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
| East 236 Ramp | From: City of Alexandria (N | Maint: 29) | 236-E010A TO 0.28 236-E010A TO | NA | | | | | | | | | NA | | | NA | |
| West 236 Ramp | From: City of Alexandria (N | | SR 236 0.13 | TO RT 395 A | SOUTH | | | | | | | | NA | | | NA | |
| West 236 Ramp | From City of Alexandria (N | Maint: 29) | R 236 JB-29-10 0.14 R 236 JB-29-10 | 00 MAINT I | BREAK | RT 395 | | | | | | | NA | | | NA | |
| 241 Telegraph Rd | From: City of Alexandria (N | | Fair 0.39 | fax County I 61000 | Line N | 98% | 1% | 0% | 0% | 0% | 0% | N | NA | | | 65000 | N |
| Telegraph Rd | Troil From City of Alexan To To | dria | 0.21 | 57000 SR 236 WB | G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 62000 | G |
| North 395 | From: City of Alexandria (N Combined Traffic Estimates for 3 Paralle | , | Fair 0.21 | fax County I 75000 | | 98% 98% | 1% 1% | 1% 1% | 1% 1% | 1% 1% | 0% 0% | C C | 0.077 NA | А | | 79000 196000 | A F |
| North 395 | City of Alexandria (N Combined Traffic Estimates for 3 Parallel | , | 1.64 | 79000 191000 | G G | 98% 98% | 1% 1% | 1% 1% | 1% 1% | 1% 1% | 0% 0% | F F | NA NA | | | 81000 205000 | G G |
| North 395 | City of Alexandria (N Combined Traffic Estimates for 3 Parallel | , | 1.11 | | G G | 98% 98% | 1% 1% | 1% 1% | 1% 1% | 1% 1% | 0% 0% | F F | NA NA | | | 82000 203000 | G G |
| North 395 | From: City of Alexandria (N Combined Traffic Estimates for 3 Parallel | | Quaker Lane 0.26 this Route: | e, Arlington 90000 | County l | | 1% 1% | 1% 1% | 1% 1% | 1% 1% | 0% 0% | F F | 0.078 NA | F | | 95000 229000 | F F |
| North 395 Ramp | From: City of Alexandria (N | Maint: 29) | I-395-N TO RT 0.20 I-395-N TO RT | Γ 236 EAST NA | 700- DU | | | | | | | | NA | | | NA | |
| North 395 Ramp | From: City of Alexandria (N To: | Maint: 29) | I-395-N TO RT 0.13 I-395-N TO RT | NA | | | | | | | | | NA | | | NA | |
| North Ramp | From: City of Alexandria (N | Maint: 29) | 395-N TO RT - 0.18 | NA | | | | | | | | | NA | | | NA | |
| North 395 Ramp | City of Alexandria (N | Maint: 29) | 0.06 20-W000X RT | NA | | | | | | | | | NA | | | NA | |

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|---------------|---|--|----------------------|----------|-------------|------|----------|--------|------|----------|--------|-------------|----|-----------|-------|----|
| Route | Jurisdiction | n Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor AA | WDT | QW |
| North | From: | SR 420-W000X RT | | Γ 420 W | EST COLI | _ | | | | | | | | | | |
| 395 Ramp | City of Alexandria (| | NA | | | | | | | | | NA | | ı | NA | |
| | To: | I-395-N FROM RT | | | | | | | | | | | | | | |
| North | From: | I-395-N TO RT 7 | | EST00- | KING ST | | | | | | | | | | | |
| Ramp | City of Alexandria (ⁿ | Maint: 00) 0.30 I-395-N005B TO RT | NA | VECTO | VINC CT | , | | | | | | NA | | ſ | NA | |
| | | | | | | | | | | | | | | | | |
| North | From L City of Alexandria (N | I-395-N005A TO RT | EAST & V | WEST00 |)- KING ST | | | | | | | NA | | , | NA | |
| 395 Ramp | City of Alexandria (r | Maint: 00) 0.27 I-395-N005A TO RT | | WESTO |) KING ST | , | | | | | | INA | | ' | INA | |
| N. d | Econ. | | | | | | | | | | | | | | | |
| North Ramp | City of Alexandria (N | I-395-N TO RT 402 I Maint: 00) 0.07 | NA NA | SOUTH | 00- QUAK | E | | | | | | NA | | , | NA | |
| Ramp | Only of Alexandria (| | | | | | | | | | | INA | | ' | 11/1 | |
| North | To: From: | I-395-N006B TO RT | 402 NORT | 'H00- Q | UAKER LA | 4 | | | | | | | | | | |
| (395) Ramp | City of Alexandria (| | NA | | | | | | | | | NA | | 1 | NA | |
| $\overline{}$ | To: | SR 402; 1SR 402 | -P FROM I | RT 395 1 | NORTH | | | | | | | | | | | |
| North | From: | I-395-N006A TO RT | | H00- QU | JAKER Laı | ne | | | | | | | | | | |
| 395 Ramp | City of Alexandria (| | NA | | | | | | | | | NA | | ı | NA | |
| | 10: | SR 402 JB100 BU | S RAMP T | O&FRC | OM REV. L | | | | | | | | | | | |
| Rev (395) | From: | | ax County I | | 2001 | 407 | | 00/ | 00/ | 00/ | _ | 0.400 | | 0.0 | | _ |
| (395) | City of Alexandria (N | | 30000 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.122 | Α | | 8000 | - |
| | Combined Traffic Estimates for 3 Parallel | - | | F | 98% | 1% | 1% | 1% | 1% | 0% | С | NA | | 19 | 6000 | F |
| Rev | To: From: | S | eminary Ro | i | | | | | | | | | | | | |
| 395) | City of Alexandria (M | Maint: 29) 0.71 | 30000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | 39 | 9000 | G |
| | Combined Traffic Estimates for 3 Parallel | Roadways on this Route: | 188000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20 | 3000 | G |
| | To | | lington Cou | | | | | | | | | | | | | |
| Rev | rom L City of Alexandria (N | Quaker Lane Maint: 00) 0.26 | ; Arlington | County I | Line 98% | 1% | 0% | 0% | 0% | 00/ | _ | 0.088 | F | 43 | 3000 | _ |
| 395 | | | | F | | 1% | 0% 1% | | | 0% 0% | F | 0.066 NA | Г | | | F |
| | Combined Traffic Estimates for 3 Parallel | | ton County | | 98% | 1% | 1% | 1% | 1% | 0% | Г | INA | | 22 | 29000 | Г |
| Country | Prom: | | • | | | | | | | | | | | | | |
| South 395 | ······L City of Alexandria (N | | ax County I 75000 | A A | 98% | 1% | 1% | 1% | 1% | 0% | С | 0.085 | Α | 70 | 9000 | Α |
| (395) | Combined Traffic Estimates for 3 Parallel | , | | F | 98% | 1% | 1% | 1% | 1% | 0% | С | NA | ,, | | 6000 | F |
| | - F | | | | 3070 | 1 70 | 170 | 1 /0 | 1 /0 | 070 | O | INA | | 13 | ,0000 | • |
| South | From: | SR | 236 Duke | St | | | | | | | | | | | | |
| 395) | City of Alexandria (N | Maint: 29) 1.44 | 82000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | NA | | 85 | 5000 | G |
| \smile | Combined Traffic Estimates for 3 Parallel | el Roadways on this Route: | 191000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20 | 5000 | G |
| Country | To: | | eminary Ro | i | | | | | | | | | | | | |
| South | City of Alexandria (N | | 79000 | G | 98% | 1% | 1% | 1% | 1% | 0% | F | NA | | ٥ | 2000 | G |
| 395 | Combined Traffic Estimates for 3 Parallel | • | | G | | | | | | | L L | | | _ | | |
| | Combined Trainic Estimates for 3 Parallel | i Noauways on this Route: | 100000 | J | 98% | 1% | 1% | 1% | 1% | 0% | Г | NA | | 20 | 3000 | G |

| | | | ity of Alexa | liulia | | | | Tru | ıolı | | | V | | Dir | | |
|----------------------------|--|-----------------------------------|----------------|-----------|------------|------|-------|--------|-------|---------|----|--------|----|--------|--------|----|
| Route | Jurisdiction | n Leng | h AADT | QA | 4Tire | Bus | | | | | QC | K | QK | Dir | AAWDT | QW |
| 0 11 | Front | 0.1.7 | | <u> </u> | | | ZAXIE | 3+Axle | Tiral | 21 raii | | Factor | | Factor | | |
| South | City of Alexandria (I | | ane, Arlington | F County | | 40/ | 1% | 1% | 1% | 00/ | _ | 0.077 | F | | 91000 | F |
| 395 | - | | | | 98% | 1% | | | | 0% | _ | | Г | | | _ |
| | Combined Traffic Estimates for 3 Paralle | | | | 98% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 229000 | F |
| | | | lington Coun | _ | | | | | | | | | | | | |
| South | From: | | RT 236 EAS | T00- DU | KE ST | | | | | | | | | | | |
| 395 Ramp | City of Alexandria (| · | | | | | | | | | | NA | | | NA | |
| <u> </u> | IO. | | RT 236 EAS | | | | | | | | | | | | | |
| South | From: | | RT 236 WES | T00- DU | KE ST | | | | | | | | | | | |
| 395 Ramp | City of Alexandria (| | | | | | | | | | | NA | | | NA | |
| | To: | I-395-S TO | RT 236 WES | T00- DU | KE ST | | | | | | | | | | | |
| South | From: | I-395-S TO I | T 42000- SE | MINARY | ROAD | | | | | | | | | | | |
| (395) Ramp | City of Alexandria (I | Maint: 29) 0.42 | . NA | | | | | | | | | NA | | | NA | |
| $\overline{}$ | To: | I-395-S TO I | T 42000- SE | MINARY | ROAD | | | | | | | | | | | |
| South | From: | A | lington Coun | ty Line | | | | | | | | | | | | |
| (395) Ramp | City of Alexandria (I | Maint: 00) 0.29 | NA NA | | | | | | | | | NA | | | NA | |
| | To: | I-395-S005B JB | 100 TO RT (| 7-WEST | &EAST-K | I | | | | | | | | | | |
| South | From: | I-395-S005A JB | 100 TO RT (| 7-WEST | &EAST-K | I | | | | | | | | | | |
| Ramp | City of Alexandria (I | | | | | | | | | | | NA | | | NA | |
| | To: | I-395-S005A JB | 100 TO RT (| 7-WEST | &EAST-K | I | | | | | | | | | | |
| South | From: | I-395-S007X TO | SHIRI INGT | ON CIRC | T F00- SO | NI I | | | | | | | | | | |
| 395 Ramp | د City of Alexandria (I | | | OIV CIRC | LLOU- SO | ,,, | | | | | | NA | | | NA | |
| (395) rtamp | To: | · | 00-1250 JB- | -100 FRO | M RT | | | | | | | 1471 | | | 1473 | |
| 0 " | From | | | | | ND. | | | | | | | | | | |
| South | City of Alexandria (I | I-395-S007X TO Maint: 00) 0.16 | | ON CIRC | LEOU- NC | JK | | | | | | NA | | | NA | |
| 395 Ramp | City of Alexandria (i | | 6718 FROM | DT 205 C | OUTH | | | | | | | INA | | | NA | |
| | | , | | | | | | | | | | | | | | |
| South | From: | | 0 WCL ALE | XANDRI | A | | | | | | | | | | | |
| 395 Ramp | City of Alexandria (I | Maint: 00) 0.0 | NA | | | | | | | | | NA | | | NA | |
| South | To: From: | I-395-S006B TO | SHIRLINGT | ON CIRC | LE00- NC |)R | | | | | | | | | | |
| South (395) Ramp | City of Alexandria (I | Maint: 00) 0.09 | NA NA | | | | | | | | | NA | | | NA | |
| 395/Tamp | Oity of Alexandria (i | , | | | | | | | | | | INA | | | INA | |
| South | Ta: From: | I-395-S006A TO | SHIRLINGT | ON CIRC | CLE00- SO | U | | | | | | | | | | |
| (395) Ramp | City of Alexandria (I | Maint: 00) 0.0 | NA | | | | | | | | | NA | | | NA | |
| | To: | I-395-S END CO | LL ROAD F | ROM RT | 120 SHIR | L | | | | | | | | | | |
| | From: | George Washingto | Memorial P | arkway S0 | CL Alexano | dria | | | | | | | | | | |
| (400)(90005) Washington St | City of Alexan | | | G | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.108 | F | 0.803 | 31000 | G |
| 300 | [| | | | | | | | | | - | | | | | - |
| N/cabinatan C | From | dria 0.00 | SR 236 Duk | | 000/ | 40/ | 00/ | 007 | 007 | 007 | F | 0.000 | | 0.705 | 24000 | ^ |
| 400 90005 Washington St | City of Alexan | ndria 0.32 | 28000 | G | 98% | 1% | 0% | 0% | 0% | 0% | ۲ | 0.093 | F | 0.705 | 31000 | G |
| | To- From: | | Queen St | | | | | | | | | | | | | |
| (400)(90005) Washington St | City of Alexan | ndria 0.39 | 36000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 39000 | G |
| \bigcirc | To: | | Madison S | St | | | | | | | | | | | | |

| 5 . | | | 47. | | Tru | uck | | | K | 014 | Dir | 4 AVA/DT | . 014 |
|-----------------------------|--|-----------------------------------|-------------|-------|---------------------------|--------|--------|----|--------|-----|--------|----------|-------|
| Route | Jurisdiction | Length AADT QA | 4 411re | Bus 2 | Axle 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q۷ |
| 400 (90005) Washington St | From: City of Alexandria | Madison St 0.17 36000 G | 98% | 1% | | 0% | 0% | F | NA | | | 38000 | G |
| 400 (90005) VV ashington St | To: | 1st Street; George Washington Mem | | 170 | | 070 | 076 | ' | INA | | | 30000 | J |
| | From: | SCL Alexandria | | | | | | | | | | | |
| 401) Van Dorn St | City of Alexandria | 0.62 49000 G | 98% | 0% | - 1 1% 1% | 0% | 0% | F | 0.076 | F | 0.558 | 54000 | G |
| 401) | The state of the s | | 0070 | 0,0 | - <i>7</i> 0 - <i>7</i> 0 | 0,0 | 0,0 | • | 0.0.0 | • | 0.000 | 0.000 | · |
| 401) Van Dorn St | City of Alexandria | Edsall Rd 0.43 38000 G | 98% | 0% | 1% 1% | 0% | 0% | С | 0.079 | F | 0.553 | 37000 | G |
| 401 Van Dom St | City of Alexandria | | 90% | U% | 170 170 | U70 | 0% | C | 0.079 | Г | 0.555 | 37000 | G |
| | To: From: | SR 236 Duke St | 200/ | 407 | | 00/ | 00/ | _ | 0.000 | | 0.774 | 00000 | _ |
| Van Dorn St | City of Alexandria | 1.56 24000 G | 99% | 1% | 0% 0% | 0% | 0% | С | 0.098 | F | 0.774 | 26000 | G |
| | 10. | Seminary Ave | | | | | | | | | | | |
| | From: | SR 420 Seminary Rd | | | | | | _ | | _ | | | _ |
| Quaker Lane | City of Alexandria | 0.69 21000 G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.083 | F | 0.610 | 22000 | G |
| <u></u> | To: From: | SR 7 King St | | | | | | | | | | | |
| 402)Quaker Lane | City of Alexandria | 0.96 20000 G | 98% | 1% | <u>1</u> % 0% | 0% | 0% | С | 0.086 | F | 0.562 | 21000 | G |
| <u> </u> | То: | I-395 | | | | | | | | | | | |
| _ | From: | SR 402 TO RT 395 NOR | ГН | | | | | | | | | | |
| Ramp | City of Alexandria (Maint: 00) | 0.12 NA | | | | | | | NA | | | NA | |
| <u> </u> | To: I | 395-N FROM RT 402 NORTH00- Q | UAKER LANI | Е | | | | | | | | | |
| | From: | 1SR 402-P TO RT 395 SOU | JTH | | | | | | | | | | |
| Ramp | City of Alexandria (Maint: 00) | 0.16 NA | | | _ | | | | NA | | | NA | |
| \smile | To: | I-395-S FROM RT 402 NORTH & S | OUTH00- SHI | | | | | | | | | | |
| North | From: | SR 402; 00-6714 TO SHIRLINGTO | ON CIRCLE | | | | | | | | | | |
| 402)Ramp | City of Alexandria (Maint: 00) | 0.04 NA | | | | | | | NA | | | NA | |
| \smile | To: | 00-1250 FROM SHIRLINGTON CIF | CLE NORTH | | | | | | | | | | |
| | From: | 1SR 402-P Gap CONNECTOR | ΓΟ SHIR | | | | | | | | | | |
| 402 Ramp | City of Alexandria (Maint: 00) | 0.07 NA | | | _ | | | | NA | | | NA | |
| | To: | SR 402 Gap FROM SHIRLING | TON CIR | | | | | | | | | | |
| | From: | I-395 Shirley Hwy, 100-67 | 706 | | | | | | | | | | |
| Seminary Rd | City of Alexandria | 1.72 16000 G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.609 | 17000 | G |
| <u> </u> | To: | SR 402 Quaker Lane | | | | | | | | | | | |
| 420 Janneys Lane | City of Alexandria | 1.03 6500 G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.137 | F | 0.628 | 6900 | G |
| | To: | SR 7 King St | | | | | | | | | | | |
| | From: | SR 420-W000X TO & FROM REVE | RSIBLE LANE | 3 | 1 | | | | | | | | |
| Ramp | City of Alexandria (Maint: 29) | 0.17 NA | | | _ | | | | NA | | | NA | |
| | | I-395-R TO & FROM SEMINARY F | ROAD-RT 420 | | | | | | | | | | |
| ast | From: | SR 420; 100-6706 SR 420-W00 | 00X CO | | 1 | | | | | | | | |
| Ramp | City of Alexandria (Maint: 29) | 0.12 NA | | | _ | | | | NA | | | NA | |
| | Tool | I-395-S004X RT 395 S & RT 420 I | ACT COLL | | | | | | | | | | |
| East | From: | | CAST COLL | | | | | | | | | | |
| 420)Ramp | City of Alexandria (Maint: 29) | 0.06 NA | | | _ | | | | NA | | | NA | |
| \smile | To: | I-395-N004X RT 395 N & RT 420 | EAST COLL | | | | | | | | | | |

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | | ruck e 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------------------|--------------------------------|---|--------------------------|----------|----------|-----|----|----|------------------|--------|----|-------------|----|---------------|-------|----|
| East 420 Ramp | City of Alexandria (Maint: 29) | I-395-N004X RT 0.10 SR 420 SR 420-W | NA | | | | | | | | | NA | | | NA | |
| West (420) Ramp | City of Alexandria (Maint: 29) | SR 420 SR 420-E 0.08 | | | | | | | | | | NA | | | NA | |
| West | To- From: | I-395-N004X RT | 395 N & R7 | Γ 420 WI | EST COLL | , | | | | | | | | | | |
| West | City of Alexandria (Maint: 29) | 0.03 SR 420- A TO & | NA FROM RE | VERSIB | LE LANE | | | | | | | NA | | | NA | |
| 420 Ramp | City of Alexandria (Maint: 29) | 0.03 I-395-S004X RT 3 | NA 895 S & RT | 420 WE | ST COLL | | | | | | | NA | | | NA | |
| West 420 Ramp | City of Alexandria (Maint: 29) | 0.11 SR 420; 100- | NA -6706 SR 42 | 20-E0002 | CO CO | | | | | | | NA | | | NA | |
| | From: | S | CL Alexand | lria | | | | | | | | | | | | |
| 90005 400 Washington St | City of Alexandria | 0.91 | 29000 | G | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.108 | F | 0.803 | 31000 | G |
| 90005 400 Washington St | City of Alexandria | 0.32 | 28000 28000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.093 | F | 0.705 | 31000 | G |
| 90005 400 Washington St | City of Alexandria | 0.39 | Queen St 36000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 39000 | G |
| 90005 400 Washington St | City of Alexandria | 0.17 | Madison S 36000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | NA | | | 38000 | G |
| George Washington Memorial Parkway | City of Alexandria (Maint: US) | 1.81 | 1st Street 49000 | 0 | | | | | | | | NA | | | NA | |
| $\overline{}$ | To: | N | CL Alexano | lria | | | | | | | | | | | | |

| | | | | | | City of | f Alexandı | ria | | | | | | | | |
|--------------------|--------|--------------------|----------|-------|----------|------------------|--------------------|-----------|------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Alexandria | | From | | | | - | 11.1 | | | | | | | | | |
| 1 Cameron St | 1.00 | 4800 | G | 98% | 1% | 1% | onwealth Av | ve 0% | 0% | С | 0.119 | F | | 5200 | G | 2010 |
|) Garnorer et | 1.00 | To | Ť | 0070 | 170 | | airfax St | 070 | 070 | | | • | | 0200 | Ū | 2010 |
| | | From | | | | SR 2 | 236 Duke St | | | | | | | | | |
| 2 Daingerfield Rd | 0.19 | 6200 | G | 95% | 2% | 2% | 1% | 0% | 0% | С | 0.108 | F | 0.669 | 6800 | G | 2010 |
| \bigcirc | | To | | | | SR | 7 King St | | | | | | | | | |
| <u> </u> | | From | | | | | minary Rd | | | | | _ | | | | |
| 3 Filmore Ave | 0.36 | 3300 _{To} | G | 95% | 3% | 1% | 0% eauregard St | 0% | 0% | С | 0.115 | F | 0.533 | 3600 | G | 2010 |
| | | From | | | | | | | | | l I | | | | | |
| 4 Franklin St | 0.40 | 3100 | G | 97% | 0% | 2% | 1 Patrick St 0% | 0% | 0% | С | 0.120 | F | 0.862 | 3400 | G | 2010 |
| 4 | 01.10 | То | Ť | 0.70 | 0,0 | | airfax St | 0,0 | 0,0 | | | • | 0.002 | 0.00 | | 20.0 |
| | | From | | | | US | 1 Patrick St | | | | | | | | | |
| 5 Gibbon St | 0.40 | 2000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.109 | F | 0.867 | 2100 | G | 2010 |
| | | To | | | | F | airfax St | | | | | | | | | |
| | | From | | | | | nhower Ave | | | | | | | | | |
| (6) Holland Lane | 0.32 | 7400 _{To} | G | 97% | 1% | 1% | 1% | 0% | 0% | С | 0.116 | F | 0.754 | 8100 | G | 2010 |
| <u> </u> | | | <u> </u> | | | | 236 Duke St | ~ | | | | | | | | |
| 7 King St | 0.24 | 5100 | G | 92% | 4% | SR 400 3% | Washington 0% | 1% | 0% | F | 0.08 | F | 0.520 | 5400 | G | 2010 |
| 7 King St | 0.24 | 31 00 | | 9270 | 470 | | Fairfax Stre | | 0% | Г | 0.08 | г | 0.520 | 3400 | G | 2010 |
| | | From | | | | | kenridge Pl | | | | l | | | | | |
| 8 Lincolnia Rd | 0.11 | 5800 | G | 93% | 3% | 3% | 0% | 1% | 0% | С | 0.074 | F | 0.542 | 6400 | G | 2010 |
| 0 | | To | | | | Bea | auregard St | | | | | | | | | |
| | | From | | | | W Eis | enhower Av | re | | | | | | | | |
| 9 Mill Rd | 0.88 | 7400 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.104 | F | 0.858 | 7900 | G | 2010 |
| \bigcirc | | To From | | | | E Eise | enhower Av | e | | | | | | | | |
| 9 Mill Rd | 0.20 | NA | | | | | | | | | NA | | | NA | | |
| \bigcirc | | To | | | <u> </u> | Ramps To | and From I | -95 3 | | | | | | | | |
| East | | From | | | | l | Mill Rd | | | | | | | | | |
| (9) Ramp | 0.56 | NA To | | | | I OZ NID | . Б. Т. | | | | NA | | | NA | | |
| | | | | | | | Express La | nes | | | | | | | | |
| (10) Montgomery St | 0.48 | 2800 | G | 92% | 2% | 4% | airfax St 0% | 0% | 0% | С | 0.099 | F | | 3000 | G | 2010 |
| (10) Montgomery St | 0.40 | 2000 To | _ | 32 /0 | 2 /0 | | Par, Henry S | | 070 | | 0.033 | ' | | 3000 | G | 2010 |
| | | From | | | | | West St | | | | | | | | | |
| 11) Pendleton St | 0.66 | 4000 | G | 94% | 4% | 2% | 0% | 0% | 0% | С | 0.1 | F | 0.5 | 4300 | G | 2010 |
| $\overline{}$ | | To | | | | F | airfax St | | | | | | | | | |
| | | From | | | | SR 241 | Telegraph l | Rd | | | | | | | | |
| (12) Pershing Ave | 0.16 | 14000 | G | | | | | | | | 0.113 | F | 0.891 | 15000 | G | 2010 |
| | | To | <u> </u> | | | S | Stoval St | | | | | | | | | |
| O D : | | From | | 0601 | 40. | | nekers Lane | 061 | 2001 | _ | | _ | 0.500 | 7000 | | 00:0 |
| 13) Prince St | 0.50 | 7200 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.126 | F | 0.538 | 7900 | G | 2010 |
| Duite - O | 0.40 | From | Ļ | 0001 | 401 | | 1 Patrick St | 00/ | 00/ | | | | | FF00 | | 0040 |
| 13 Prince St | 0.18 | 5000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.110 | F | | 5500 | G | 2010 |
| O Driver 2: | 2.24 | From | | 0001 | 407 | | Washington | | 001 | _ | | | 0.0 | 0000 | | 0010 |
| 13 Prince St | 0.24 | 2800 _{ть} | G | 98% | 1% | 1% | 0% airfax St | 0% | 0% | F | 0.123 | F | 8.0 | 3000 | G | 2010 |
| | | From | <u> </u> | | | | | 11 | | | _ | | | | | |
| (14) Slaters Lane | 0.38 | 12000 | G | 98% | 1% | US 1 Jeffe 1% | erson Davis 0% | Hwy 0% | 0% | С | 0.092 | F | 0.603 | 12000 | G | 2010 |
| (14) Slaters Lane | 0.00 | . | Ĕ | JU /0 | | | ngton Memo | | | | 0.032 | • | 0.000 | 12000 | J | 2010 |
| | | From | I | | | | Valker St | | • | | i | | | | | |
| (15) Stevenson Ave | 0.16 | 15000 | G | 98% | 0% | 2% | 0% | 0% | 0% | С | 0.084 | F | 0.502 | 16000 | G | 2010 |
| | | To | | | | | an Dorn St | | | | | | | | | |
| <u>~</u> | | To | 1 | | | S V | an Dorn St | | | | | | | | | |

| | | | | | | City of Alex | andria | | | | | | | | |
|------------------------|--------|--------------------|----------|---------------|------|-------------------|-----------|------|----|--------------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Alexandria | | From | | | | | | | | - | | | | | |
| 16 Stoval St | 0.13 | 13000 | G | 92% | 4% | 3% 0° | | 0% | F | 0.093 | F | 0.743 | 14000 | G | 2010 |
| (16) Stoval St | 0.15 | Тъ | Ť | JZ /0 | 770 | 100-9 Mil | | 070 | | 0.000 | | 0.743 | 14000 | J | 2010 |
| | | From | | | | Stevensor | | | | | | | | | |
| 17) Walker St | 0.10 | 19000 | G | 98% | 0% | 0% 09 | | 0% | С | 0.077 | F | 0.544 | 21000 | G | 2010 |
| | | To | | | | SR 236 Du | | | | | | | | | |
| | | From | | | | Duke S | St | | | | | | | | |
| (18) West St | 0.63 | 5200 | G | 98% | 0% | 1% 09 | % 0% | 0% | С | 0.129 | F | 0.638 | 5700 | G | 2010 |
| <u> </u> | | To | | | | Wythe | St | | | | | | | | |
| \sim | | From | | | | SR 400; Wash | ington St | | | | | | | | |
| (19) 1st St | 0.06 | 5200 | G | 96% | 1% | 1% 19 | % 0% | 0% | F | 0.119 | F | 0.730 | 5600 | G | 2010 |
| <u> </u> | | To From | | | | Saint Asar | h St | | | \Box | | | | | |
| (19) 1st St | 0.05 | 3500 | G | 96% | 1% | 1% 19 | % 0% | 0% | С | 0.105 | F | 0.738 | 3800 | G | 2010 |
| <u> </u> | | То | | | | Pitt St | | | | | | | | | |
| | | From | | | | West S | | | | | | | | _ | |
| 20 Wythe St | 0.66 | 5300 _{To} | G | 98% | 1% | 1% 09 | | 0% | С | 0.106 | F | 0.614 | 5800 | G | 2010 |
| _ | | | 1 | | | Fairfax | | | | <u> </u> | | | | | |
| Egirfay St | 1.12 | 5000 | G | 95% | 1% | Franklin 4% 0° | | 0% | С | 0.1 | F | 0.625 | 5400 | G | 2010 |
| 21) Fairfax St | 1.12 | 5000 | <u> </u> | 30% | 170 | 4% US Montgome | | U70 | U | 0.1 | r | 0.025 | 3400 | G | 2010 |
| | | From | l | | | | | | | | | | | | |
| 22) Church St | 0.09 | 5200 | G | 92% | 4% | I-95 Rar 3% 09 | | 0% | F | 0.131 | F | 0.967 | 5600 | G | 2010 |
| 22) 31131311 31 | 0.00 | То | Ť | 0 <u>-</u> /0 | 170 | SR 400 Washi | | J /0 | • | | • | 0.007 | 5500 | 9 | _010 |
| | | From | | | | SR 400 Washi | | | | | | | | | |
| Duke St | 0.23 | 4100 | G | 98% | 0% | 1% 09 | | 0% | С | 0.083 | F | 0.534 | 4600 | G | 2010 |
| | | To | | | | Fairfax | | | | | | | | | |
| | | From | | | | WCL Alexa | andria | | | | | | | | |
| Edsall Rd 0. | 0.49 | 15000 | G | 97% | 1% | 1% 09 | % 0% | 0% | С | 0.098 | F | 0.703 | 17000 | G | 2010 |
| | | To From | | | | Van Dorr | ı St | | | <u> </u> | | | | | |
| 6572) Edsall Rd | 0.24 | 10000 | G | 97% | 1% | 1% 09 | | 0% | F | 0.085 | F | 0.562 | 11000 | G | 2010 |
| \cup | | To | | | | S Pickett | St | | | | | | | | |
| | | From | | | | Seminary | Rd | | | | | | | | |
| 6573) Van Dorn St | 1.08 | 6200 | G | 97% | 2% | 1% 09 | % 0% | 0% | С | 0.131 | F | 0.869 | 6800 | G | 2010 |
| <u> </u> | | To | | | | SR 7 Kin | g St | | | | | | | | |
| <u> </u> | | From | | | _ | Van Don | | • | | | | | | _ | |
| 6575 S Pickett St | 0.36 | 10000 | G | 97% | 1% | 1% 09 | % 0% | 0% | F | 0.084 | F | 0.508 | 11000 | G | 2010 |
| <u>~</u> | | To From | | | | Edsall I | | | | \exists \vdash | | | | | |
| 6575) S Pickett St | 0.57 | 16000 | G | 97% | 1% | 1% 09 | | 0% | С | 0.081 | F | 0.541 | 17000 | G | 2010 |
| <u> </u> | | То | <u> </u> | | | SR 236 Du | | | | <u> </u> | | | | | |
| | | From | | | | I 95 Ran | nps | | | | | | | _ | |
| 6579 Clermont Ave | 0.13 | 17000 | G | | | 100 (500 7) | | | | NA | | | 18000 | G | 2010 |
| | | To | <u> </u> | | | 100-6588 Eisenl | | | | | | | | | |
| M Touler Day Div | 0.50 | From | <u> </u> | 0001 | 001 | Duke S | | 00/ | | | _ | 0.500 | 4700 | _ | 0040 |
| 6583 W Taylor Run Pkwy | 0.52 | 4400 _{To} | G | 99% | 0% | 0% 09 Janneys L | | 0% | С | 0.109 | F | 0.508 | 4700 | G | 2010 |
| | | From | l | | | | | | | <u> </u> | | | | | |
| 6584) Pitt St | 0.07 | 4200 | G | 98% | 0% | Montgome 0% 19 | • | 0% | С | 0.119 | F | 0.683 | 4500 | G | 2010 |
| 6584) Pitt St | 0.01 | 7200 | r – | 5570 | 0 /0 | 1st Stre | | 070 | | | ' | 0.000 | -1000 | 5 | 2010 |
| | | From | | | | King S | | | | + | | | | | |
| 6585) Commonwealth Ave | 0.94 | 5600 | G | 99% | 0% | 1% 0° | | 0% | F | 0.099 | F | 0.531 | 5900 | G | 2010 |
| 0303) | 0.01 | - | | 5576 | | | | | - | | • | 0.001 | 2300 | - | _0.0 |
| 6585) Commonwealth Ave | 0.79 | 6400 | <u>۔</u> | 99% | 0% | 1% 09 | | 0% | С | 0.098 | F | 0.582 | 6700 | G | 2010 |
| 6585 Commonwealth Ave | 0.79 | 0400 | G | JJ 70 | U-70 | | | U70 | U | 0.098 | r | 0.062 | 6700 | G | 2010 |
| Commonwealth A | 0.44 | From | ┖ | 000/ | 007 | Mt Vernor | | 001 | | | | 0.507 | E400 | | 0040 |
| 6585 Commonwealth Ave | 0.41 | 4800 _{To} | G | 99% | 0% | 1% 09 | | 0% | F | 0.086 | F | 0.537 | 5100 | G | 2010 |
| | | 10 | 1 | | | Reed S | t | | | | | | | | |

| | | | | | | | ariaria | | | | | | | | |
|-----------------------------|--------|---------------------|----|-------|------|-----------------------|-----------|------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+A | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Alexandria | | | 1 | | | | | | | | | | | | |
| 6586) Diagonal Rd | 0.30 | From 6200 | G | 92% | 4% | SR 236 Du | | 0% | С | 0.098 | F | 0.595 | 6700 | G | 2010 |
| | | To | | | | SR 7 King | g St | | | | | | | | |
| $\overline{}$ | | From | | | | SR 401 Van I | Oorn St | | | | | | | | |
| Eisenhower Ave | 3.18 | NA | | | | | | | | NA | | | NA | | |
| <u> </u> | | From | | 222/ | | SR 241 Teleg | | | | | | | | _ | |
| Eisenhower Ave | 0.94 | 14000 _{To} | G | 99% | 0% | 0% 09 Holland L | | 0% | С | 0.106 | F | 0.861 | 15000 | G | 2010 |
| | | From | :1 | | | Braddock | | | | 1 | | | | | |
| Mt Vernon Ave | 1.21 | 8200 | G | 95% | 3% | 1% 0% | | 0% | С | 0.089 | F | 0.541 | 8800 | G | 2010 |
| •••• | | To | - | | | Commonwea | | | | | | | | | |
| Mt Vernon Ave | 1.00 | 13000 | G | 95% | 3% | 1% 0% | | 0% | F | NA | | | 14000 | G | 2010 |
| | | То | : | | | NCL Alexa | ndria | | | | | | | | |
| | | From | : | | | Beauregar | d St | | | | | | | | |
| Braddock Rd | 1.72 | 13000 | G | 98% | 1% | 1% 0% | % 0% | 0% | С | 0.113 | F | 0.705 | 14000 | G | 2010 |
| $\stackrel{\smile}{\sim}$ | | To From | | | | SR 7 Kin | | | | | | | | | |
| ₆₅₉₂ Braddock Rd | 1.39 | 11000 | G | 97% | 1% | 1% 0% | | 0% | С | 0.099 | F | 0.586 | 12000 | G | 2010 |
| | | To | 1 | | | Rusell F Russell I | | | | | | | | | |
| 6592) Braddock Rd | 0.77 | 8000 | G | 97% | 1% | 1% 0% | | 0% | F | 0.102 | F | 0.525 | 8700 | G | 2010 |
| <u> </u> | | To | | | | West S | t | | | | | | | | |
| | | From | : | | | SR 236 Du | | | | | | | | | |
| 6593) Callahan Dr | 0.22 | 14000 | G | 98% | 1% | 1% 09 | % 0% | 0% | С | 0.084 | F | 0.637 | 15000 | G | 2010 |
| <u> </u> | | From | | | | SR 7 King | | | | | | | | | |
| 6593) Russell Rd | 0.89 | 7700 | G | 98% | 0% | 1% 09 | % 0% | 0% | F | 0.09 | F | 0.525 | 8400 | G | 2010 |
| $\overline{\circ}$ | | To From | | | | Monroe A | | | | | | 0.045 | | | |
| Russell Rd | 0.31 | 5400 | G | 98% | 0% | 1% 0% | % 0% | 0% | С | 0.100 | F | 0.645 | 5900 | G | 2010 |
| <u> </u> | | From | : | | | Windsor A | | | | | | | | | |
| Russell Rd | 1.06 | 5900 | G | 98% | 0% | 1% 0% | % 0% | 0% | F | 0.100 | F | 0.633 | 6500 | G | 2010 |
| <u> </u> | | From | | | | West Gleb | | | | | | | | | |
| Russell Rd | 0.16 | 4700 To | G | 98% | 0% | 1% 09 | | 0% | F | 0.115 | F | 0.713 | 5200 | G | 2010 |
| | | From | | | | Mt Vernon | | | | | | | | | |
| Gunston Rd | 0.26 | 2200 | G | 99% | 0% | Quaker L 0% 09 | | 0% | С | 0.130 | F | 0.907 | 2300 | G | 2010 |
| 0394) | | To | | | | Valley I | | | | | | | | | |
| | | From | : | | | Duke S | t | | | | | | | | |
| G595) Quaker Lane | 0.62 | 24000 | G | 98% | 1% | 1% 19 | % 0% | 0% | С | 0.089 | F | 0.615 | 26000 | G | 2010 |
| $\overline{}$ | | To | : | | | Seminary | | | | | | | | | |
| 6595) Valley Dr | 1.33 | 980 | G | 99% | 0% | West Gleb | | 0% | С | 0.102 | F | 0.518 | 1000 | G | 2010 |
| 0393) 1 0 | | То | | 0070 | 0,0 | Braddock | | 0,0 | | | • | 0.0.0 | | | 20.0 |
| | | From | : | | | Russell I | Rd | | | | | | | | |
| Monroe Ave | 0.89 | 5700 | G | 96% | 3% | 1% 0% | % 0% | 0% | С | 0.104 | F | 0.603 | 6300 | G | 2010 |
| \bigcirc | | To | | | | US 1 Jefferson I | Davis Hwy | | | | | | | | |
| O | | From | | | | Russell I | | | _ | | _ | | | _ | _ |
| Monticello Blvd | 0.21 | 3100 To | G | 95% | 2% | 1% 19 Old Dominio | | 0% | F | 0.128 | F | 0.618 | 3300 | G | 2010 |
| | | From | 1 | | | Monticello | | | | | | | | | |
| Old Dominion Blvd | 0.71 | 840 | G | 95% | 2% | 1% 19 | | 0% | С | 0.147 | F | 0.654 | 900 | G | 2010 |
| \bigcirc | | To | | | | West Gleb | | | | | | | | | |
| 7 Tennessee Ave | 0.17 | 720 | G | 95% | 2% | Old Dominio | | 0% | F | 0.114 | F | 0.558 | 750 | G | 2010 |
| 1 ennessee Ave | 0.17 | . 20 | .— | JJ /0 | £ /0 | | | U /0 | ' | J. 114 | ' | 0.000 | 750 | J | 2010 |
| | | From | | | | Halcyon | Dr | | | | | | | | |
| 6597) Tennessee Ave | 0.25 | 2100 | G | 95% | 2% | 1% 19 | | 0% | F | 0.094 | F | 0.633 | 2200 | G | 2010 |

| | | | | | | City Oi | Alexand | lia | | | | | | | | |
|-------------------------|--------|--------------------|----------|-------|------|------------------|---------------------|-----------|-----|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Alexandria | | From | | | | | | | | | 1 | | | | | |
| 6597 Martha Custis Dr | 0.52 | 4200 | G | 95% | 2% | 1% | alley Dr 1% | 0% | 0% | F | 0.095 | F | 0.592 | 4500 | G | 2010 |
| (6597) Martha Custis Dr | 0.52 | 4200 | Ť | 3370 | 270 | | nston Rd | 070 | 070 | ' | 0.055 | • | 0.002 | 4300 | J | 2010 |
| | | From | | | | | ddock Rd | | | | i | | | | | |
| 6599) Cameron Mills Rd | 0.39 | 1800 | G | 94% | 1% | 3% | 1% | 0% | 0% | С | 0.111 | F | 0.529 | 2000 | G | 2010 |
| | | То | | | | Sur | nmit Ave | | | | | | | | | |
| | | From | | | | Bra | ddock Rd | | | | | | | | | |
| (6600) Crest St | 0.27 | 1400 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.114 | F | 0.517 | 1600 | F | 2010 |
| <u> </u> | | To From | | | | V | alley Dr | | | | | | | | | |
| (6600) Summit Ave | 0.27 | 2000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.13 | F | 0.524 | 2200 | G | 2010 |
| | | To From | | | | Camer | on Mills R | d | | | | | | | | |
| (6600) Monticello Blvd | 0.23 | 2500 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.126 | F | 0.545 | 2700 | G | 2010 |
| \smile | | To | | | | Old Do | minion Bly | ⁄d | | | | | | | | |
| $\widehat{}$ | | From | | | | | 7 King St | | | | | | | | | |
| 6601 Scroggins Rd | 0.36 | 1500 | G | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.15 | F | 0.69 | 1600 | G | 2010 |
| | | To | <u> </u> | | | | ddock Rd | | | | | | | | | |
| (6602) W Glebe Rd | 0.94 | 17000 | G | 97% | 1% | | Alexandria | | 0% | F | 0.085 | F | 0.526 | 19000 | G | 2010 |
| (6602) W Glebe Rd | 0.94 | 17000 | | JI 70 | 170 | 1% | 1% | 0% | U70 | Г | 0.000 | ۲ | 0.526 | 18000 | G | 2010 |
| Cloba Dd | 0.60 | From | <u> </u> | 070/ | 10/ | | Vernon Av | | 00/ | | 0.075 | | 0.555 | 10000 | | 2010 |
| 6602 E Glebe Rd | 0.62 | 9500 _{To} | G | 97% | 1% | 1% US 1 Jeffe | 1% rson Davis | 0% Hwy | 0% | С | 0.075 | F | 0.555 | 10000 | G | 2010 |
| | | From | | | | | ernon Ave | 11vv y | | | | | | | | |
| 6604) Reed Ave | 0.54 | 3400 | G | 96% | 1% | 2% | 0% | 0% | 0% | С | 0.085 | F | 0.513 | 3700 | G | 2010 |
| 6604) 11000 7110 | 0.01 | То | | 0070 | | | rson Davis | | 070 | | 0.000 | • | 0.010 | 0.00 | Ū | 2010 |
| | | From | | | | | Alexandria | | | | i | | | | | |
| 6622) Beauregard St | 2.34 | 18000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.093 | F | 0.618 | 20000 | G | 2010 |
| | | To | | | | Bra | ddock Rd | | | | — — | | | | | |
| 6622) Beauregard St | 0.28 | 18000 | G | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.091 | F | 0.629 | 20000 | G | 2010 |
| 0 | | To | | | | | 7 King St | | | | | | | | | |
| 6622) Walter Reed Dr | 0.07 | 15000 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.094 | F | 0.677 | 16000 | G | 2010 |
| 0022 | | To | | | | | Alexandria | | | | | | | | | |
| | | From | | | | SR 401 | Van Dorn | St | | | | | | | | |
| (6698) Taney Dr | 1.04 | 2900 | G | 96% | 3% | 0% | 0% | 0% | 0% | С | 0.098 | F | 0.622 | 3200 | G | 2010 |
| <u> </u> | | To | | | | Jo | ordan St | | | | | | | | | |
| | | From | | | | Ta | ney Ave | | | | | | | | | |
| (6701) Pegram St | 0.78 | 2100 | G | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.163 | F | 0.667 | 2300 | G | 2010 |
| | | To | | | | | ckett St gram St | | | | | | | | | |
| 6701) Pickett St | 0.15 | 2600 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.149 | F | 0.543 | 2900 | G | 2010 |
| (6701) PICKETT ST | | To | | /0 | . 70 | | ninary Rd | 3,0 | 3,0 | | | | | | | |
| | | From | - | | | | uregard St | | | | | | | | | |
| (6702) Sanger Ave | 0.37 | 14000 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.1 | F | 0.533 | 15000 | G | 2010 |
| | | То | | | | SR 401 | Van Dorn | St | | | | | | | | |
| | | From | | | | SR 2 | 36 Duke St | | | | | | | | | |
| (6703) Jordan St | 0.94 | 6600 | G | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.09 | F | 0.707 | 7300 | G | 2010 |
| \bigcirc | | То | | | | SR 420 | Seminary I | Rd | | | | | | | | |
| <u> </u> | | From | | | | | ınty Line; 2 | | | | | _ | _ | | _ | |
| 6706 Seminary Rd | 0.60 | 41000 | G | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.075 | F | 0.574 | 44000 | G | 2010 |
| <u> </u> | | From | | | | | uregard St | | | | | | | | | |
| 6706) Seminary Rd | 0.22 | 53000 | G | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.080 | F | 0.605 | 56000 | G | 2010 |
| <u> </u> | | То | <u> </u> | | | I-395 Shirl | ey Hwy; SI | R 420 | | | | | | | | |
| <u> </u> | - | From | Ę | | | | ordan St | | | | | _ | | | | |
| (6707) Howard St | 0.56 | 5200 | G | 98% | 2% | 0% | 0% | 0% | 0% | С | 0.128 | F | 0.788 | 5600 | G | 2010 |
| <u> </u> | | From | | | | | Seminary I | | | | | | | | | |
| (6707) Howard St | 0.36 | 5200 | N | 98% | 2% | 0% | 0% | 0% | 0% | N | 0.128 | Ν | 0.788 | 5600 | N | 2010 |
| $\overline{}$ | | To | 1 | | | 100-6592 | 2 Braddock | Rd | | | | | | | | |

| | | | | | | City of | Alexandi | ia | | | | | | | | |
|---------------------|--------|-------------------|----------|-------|-----|--------------|----------------|-----|----|----|-------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| tv of Alexandria | | From | 1 | | | D 4 | 1.11. D.1 | | | | - | | | | | |
| 711) Hampton Dr N | 0.43 | 4700 | G | 96% | 1% | 3% | ldock Rd 0% | 0% | 0% | С | 0.099 | F | 0.622 | 5100 | G | 2010 |
| , iii | | To | | | .,, | | King St | | | | | | | | | |
| | | From | | | | Kenv | vood Ave | | | | | | | | | |
| Braddock Rd | | 15000 | G | | | | | | | | NA | | | 16000 | G | 2010 |
| | | To | | | | Cı | rest St | | | | | | | | | |
| Cantanhumilana | | From | <u> </u> | | | Cha | ancel Pl | | | | | _ | 0.050 | 0.40 | 0 | 204 |
| Canterbury Lane | | 230 _{To} | G | | | Tri | nity Dr | | | | 0.135 | F | 0.652 | 240 | G | 201 |
| | | From | | | | | rner Rd | | | | | | | | | |
| Clifford Ave | | 370 | G | | | 10. | inei ita | | | | 0.116 | F | 0.511 | 400 | G | 201 |
| | | То | | | | Mon | tross Ave | | | | | | | | | |
| | | From | | | | Rus | ssell Rd | | | | | | | | | |
| Curtis Ave | | 350 | G | | | | | | | | 0.131 | F | 0.622 | 380 | G | 201 |
| | | To | | | | Rose | crest Ave | | | | | | | | | |
| | | From | | | | Ne | wton St | | | | | _ | 0.770 | 000 | • | 004 |
| Glendale Ave | | 270 _{To} | G | | | \X 7. | ayne St | | | | 0.122 | F | 0.779 | 290 | G | 201 |
| | | From | | | | | nington St | | | | | | | | | |
| Green St | | 3200 | G | | | w asi | ington St | | | | 0.150 | F | 0.744 | 3400 | G | 201 |
| | | To | Ť | | | As | aph St | | | | | • | 0 | 0.00 | | _0. |
| | | From | | | | Ken | nedy St | | | | | | | | | |
| Hickory St | | 200 | G | | | | | | | | 0.12 | F | 0.667 | 210 | G | 201 |
| | | То | | | | De | ad End | | | | | | | | | |
| | | From | | | | Old Dor | minion Blv | d | | | | | | | | |
| Kentucky Ave | | 340 | G | | | | | | | | 0.114 | F | 0.512 | 370 | G | 201 |
| | | Th | | | | | ssell Rd | | | | | | | | | |
| Key Dr | | 130 | G | | | Francis Ha | ammond Pl | cwy | | | 0.147 | F | 0.615 | 140 | G | 201 |
| Rey Di | | To To | | | | Ros | an Lane | | | | 0.147 | г | 0.615 | 140 | G | 201 |
| | | From | | | | | inia Ave | | | | 1 | | | | | |
| Mansion Dr | | 360 | G | | | VIIE | iiia i tve | | | | 0.126 | F | 0.542 | 390 | G | 201 |
| | | To | | | | Rus | ssell Rd | | | | | | | | | |
| | | From | | | | Mor | roe Ave | | | | | | | | | |
| Mount Vernon Ave | | 7400 | G | | | | | | | | NA | | | 8000 | G | 201 |
| | | To | | | | Nel | son Ave | | | | | | | | | |
| | | From | | | | Tar | ney Ave | | | | | | | | | |
| N Owen St | | 140 _{To} | G | | | D | 11. 4 | | | | 0.149 | F | 0.714 | 150 | G | 201 |
| | | | <u> </u> | | | | lk Ave | | | | | | | | | |
| Old Dominion Blvd | | 1100 | G | | | Kenti | ucky Ave | | | | 0.151 | F | 0.715 | 1200 | G | 201 |
| Old Dollillion blvd | | To | | | | Hal | cyan Dr | | | | 0.131 | ' | 0.7 13 | 1200 | G | 201 |
| | | From | | | | | ding Ave | | | | | | | | | |
| Rayburn Ave | | 4700 | G | | | 71011 | | | | | 0.1 | F | 0.531 | 5200 | G | 201 |
| | | To | | | | N Bea | uregard St | | | | | | | | | |
| | | From | | | | Sum | mit Ave | | | | | | | | | |
| Ridge Rd | | 250 | G | | | | | | | | 0.148 | F | 0.55 | 270 | G | 201 |
| | | To | <u> </u> | | | | lham Rd | | | | | | | | | |
| | | From | | | | Ru | ssel Rd | | | - | | _ | 0.505 | = | _ | |
| Rose Crest Ave | | 460 To | G | | | | utio A | | | | 0.119 | F | 0.525 | 500 | G | 201 |
| | | | <u> </u> | | | | stis Ave | | | | <u> </u> | | | | | |
| S French St | | 500 | G | | | Ush | ner Ave | | | | 0.103 | F | 0.664 | 530 | G | 201 |
| o i igildi ol | | 500 | | | | SR 23 | 6 Duke St | | | | 0.103 | L, | 0.004 | 550 | G | 2 01 |
| | | From | | | | | Van Dorn S | St | | | 1 | | | | | |
| S Pickett St | | 5000 | G | | | 511 701 | , un DOIII) | | | | 0.085 | F | 0.536 | 5500 | G | 201 |
| 5 1 1011011 Ot | | То | | | | De | ad End | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | Tri 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------|--------|------|--------------|-------|-----|---------------------|----------|--|----|-------------|----|---------------|-------|----|------|
| itv of Alexandria | | From | | | | Mt Vernon Av | Δ | | | 1 | | | | | |
| Stewart Ave | | 470 | G | | | Wit Vernon Av | <u> </u> | | | 0.1 | F | 0.571 | 520 | G | 2010 |
| | | To | | | | Dewitt Ave | | | | | | | | | |
| | | From | N Gladden St | | | | | | | | | | | | |
| Ulane Ave | 420 | | G | | | | | | | 0.093 | F | 0.512 | 440 | G | 2010 |
| | | To | | | | N Grayson St | | | | | | | | | |
| | | From | | | | Royal St | | | | | | | | | |
| Wolfe St | | NA | | | | | | | | NA | | | NA | | |
| | | To | | | | Fairfax St | | | | | | | | | |
| | | From | | | | Edsall Rd | | | | | | | | | |
| Yoakum Pkwy | | 6500 | G | | | | | | | NA | | | 7000 | G | 2010 |
| • | | To | | | | Stevenson Rd | | | | | | | | | |