2019

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

where available

Jurisdiction Report 00

Arlington County City of Alexandria

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.

1 Trail 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
- 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	
$\overline{}$		

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)	Wve - Wve Route connector

Virginia State Route

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.

Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

			Annige	on Mainten	ance A	ica											
Route		Jurisdictio	on Lend	th AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
								2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~ B 6:		From	SCL Alexand				401		00/	00/	00/	_	0.070	_	0.077	04000	_
(1) Patrick St		City of Alexandria	(Maint: 00) 0.5	77000	F	97%	1%	1%	0%	0%	0%	F	0.078	F	0.677	81000	F
		To From		Franklin S	t												
1 Patrick St		City of Alexa	ndria 0.1	77000	N	97%	1%	1%	0%	0%	0%	Ν	0.078	F	0.677	81000	Ν
$\underline{\hspace{1cm}}$		To	. 7	Vilkes St, US	1 Par												
Patrick St		City of Alexa			G	97%	1%	1%	0%	0%	0%	F	0.081	F		28000	G
	Combined Traffic Esti	,	Roadways on this Rout	e: 50000	G	97%	1%	1%	0%	0%	0%	F	0.068	F	0.617	53000	G
		T-								• , •		•		-			-
7 Patrick St		City of Alexa	ndria 0.7	King St 2 23000	G	97%	1%	1%	0%	0%	0%	F	0.09	F		24000	G
1 Fattick St	Complete and Traffic Fatt	,										F		F	0.500		
	Combined Traffic Estil	mates for 2 Parallel	Roadways on this Rout	e: 44000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.568	46000	G
~~~		To From		1st St													
1 Patrick St		City of Alexa	ndria 0.4	48000	G	97%	1%	1%	0%	0%	0%	F	0.079	F	0.642	51000	G
		To		Monroe Av	ve .												
Richmond Hwy		City of Alexa	ndria 1.2		G	97%	1%	1%	0%	0%	0%	F	0.068	F	0.611	33000	G
		To		NCL Alexan													
Richmond Hwy		Arlington Co	ounty 0.1		F	97%	1%	1%	0%	0%	0%	F	0.075	F	0.612	39000	F
Tuchinona rwy		Annigion oc	ounty 0.15			37 70	1 /0	1 /0	0 70	0 /0	0 70	'	0.075	'	0.012	00000	•
~~~		From		SR 120 Glebe													
1 Richmond Hwy		Arlington Co	ounty 0.6	39000	F	97%	1%	1%	0%	0%	0%	F	0.076	F	0.678	41000	F
~		To From	SR 233 Reag	an Washingto	n Nationa	ıl Airport											
1 Richmond Hwy		Arlington Co			F	97%	1%	1%	0%	0%	0%	F	0.077	F	0.593	50000	F
$\overline{}$		То		110; Ramp t													
~ B		From		SR 110 Rich	nond Hw	У							NIA			NIA	
1 Ramp		Arlington Co	ounty 0.1										NA			NA	
		From	c	I-395 NB I-395													
1 205		Arlington Co	ounty 0.5			Se	e I-395	o for dire	ectional t	raffic vo	olume es	stimat	es for th	is sec	ment.		
1 (395)	Combined Traffic Estin	•	Roadways on this Rout		G	97%	1%	1%	1%	1%	0%	F	NA	10 006	,	202000	G
	Combined Traine Esti	mates for 41 araner	_				1 /0	1 70	1 /0	1 /0	0 70	'	INA			202000	ď
		From		ge Washington	n Parkwa		1.00			"			, ,,				
[1] (395)		Arlington Co	•	="									es for th	ıs seç	gment.		
~	Combined Traffic Estin	mates for 4 Parallel	Roadways on this Rout			97%	1%	1%	1%	1%	0%	N	NA			202000	N
		10	I	istrict of Col	ımbia												
~~~		From		om US 1 NB		SB											
1 Ramp From US N,S	to I-95 3 at Exit 177	City of Alexandria			G								0.080	F		9600	G
<u>~</u>		To	I-9	5 Express La	nes SB												
~~~		From		01-S191C TC	RT 241												
1 Ramp		City of Alexandria			G								0.086	F	0.699	9300	G
$\overline{}$		То	(-95-S FROM	RT 1												
North		From	us	1 Richmond I	Hwy NB												
1 Ramp		City of Alexandria	(Maint: 29) 0.1	7 NA									NA			NA	
$\overline{}$		То	US 1	North Exit 19	1B Ram)											

Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck 1Trail 2Tı	, K Factor	QK	Dir Factor	AAWDT	QW
North Ramp	City of Alexandria (Maint:	29) 0.16	rth Exit 191 17000 I-95 North	B Ramp						0.078	В		17000	F
North 1 Ramp	City of Alexandria (Maint:	29) 0.39	ichmond Hy							NA			NA	
North 1 Ramp	City of Alexandria (Maint:	US 01-N191C 29) 0.10 US 01- 191B U	NA				<u> </u>			NA			NA	
North Ramp	City of Alexandria (Maint:	US 01-N191B 29) 0.14		1; 95 SOI						NA			NA	
South 1 Ramp	City of Alexandria (Maint:	29) 0.11	1 Patrick St 28000	G						0.099	F		28000	G
South 1 Ramp	City of Alexandria (Maint:	-	NA		'H					NA			NA	
South 1 Ramp	City of Alexandria (Maint:	29) 0.22	91B TO 95							NA			NA	
South 1 Ramp	City of Alexandria (Maint:		14000 ROM RT 1	G	RESS					0.126	F		14000	G
South 1 Ramp	City of Alexandria (Maint:	29) 0.09	1 Patrick St NA ward I-95 S							NA			NA	
South Ramp	City of Alexandria (Maint:	US 01-S191	A TO 241;	95 SOUT						NA			NA	
South 1 Ramp	City of Alexandria (Maint:	US 01-S191A 7 29) 0.34 I-95-1 FROM	8400	G						0.132	F		8400	G
Henry St	City of Alexandria Combined Traffic Estimates for 2 Parallel Roadw	0.36 ays on this Route:	Wilkes St 24000 50000	G G	97% 97%	1% 1%	1% 1%	0% 0%	0% 09	0.074 0.068	F F	0.617	25000 53000	G G
Henry St	City of Alexandria Combined Traffic Estimates for 2 Parallel Roadw	0.72	SR 7 King St 21000 44000 1st Street	G G	97% 97%	1% 1%	1% 1%	0% 0%	0% 09 0% 09	0.077 0.078	F F	0.568	22000 46000	G G
1 395 Ramp	Arlington County	0.29	R 110, US 1 21000 I-395 South	F						0.07	F		NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		Arlington Mainten	ance A	irea							14		D:		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From	WOY A1	1 .			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
7 King St	City of Alexandria	1.09 43000	G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.533	45000	G
7 King St	ony of Alloxandria			01 70	0 70	- 70	1 70	1 /0	0 /0	•	0.070	•	0.000	40000	ď
King Ct	City of Alexandria	I-395 0.65 19000	G	97%	0%	1%	1%	1%	0%	F	0.08	F	0.546	20000	G
7 King St	City of Alexandria	0.65 19000	G	97%	0%	170	170	170	0%	Г	0.08	Г	0.546	20000	G
	To: From:	Braddock F								_		_			
(7) King St	City of Alexandria	1.91 12000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.522	13000	G
	To: From:	Russell Ro													
(₇) King St	City of Alexandria	0.38 11000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.64	12000	G
$\overline{}$	Too	West St													
7 King St	City of Alexandria	0.48 5600	G	97%	0%	1%	1%	1%	0%	F	0.075	F	0.615	6000	G
	To:	Washington	St												
East	From:	SR 7; 30th St. To	Rt 395												
7 Ramp	City of Alexandria (Maint: 00		G								0.088	F		15000	G
	To	SR 07-E069B TO RT 395 N	ОРТИ	SOUTH											
East	From:			2 300111								_			_
(7) Ramp	City of Alexandria (Maint: 00		G								0.080	F		37000	G
	ıu	I-395-S FROM RT 7 EAS													
East	From:	SR 07-E069A To Rt 395		South								_			_
(7) Ramp	City of Alexandria (Maint: 00		G								0.088	F		12000	G
	100	I-395-N From Rt 7 Ea													
West	From:	SR 7 TO RT 395 NOR	TH & SC	UTH											
7 Ramp	Arlington County	0.25 NA	TI 0 CC	A LEDI I							NA			NA	
	100	SR 7 TO RT 395 NOR		DUTH											
West	From:	SR 7 Wes	1												
7 Ramp	Arlington County	0.12 NA	11 205	NI41-							NA			NA	
West	From:	Ramps to I-395 South at Ramp from SR		North											
7 Ramp	Arlington County	0.07 5800	G								0.18	F		5800	G
'	То:	I-395 Nort	n												
	Fron:	SR 27-W001A SR 27-E00	1A FRO	M RT 2											
27 Ramp	Arlington County	0.13 NA									NA			NA	
27	To:	00-6624 TO ARLINGTON	RIDGE	EROAD											
	From:	Ramp from SR 27 Was	hington	Blvd											
(27) Ramp	Arlington County	0.22 17000	G								0.112	F		17000	G
$\overline{}$	To:	I-395 Sout	n												
East	From:	US 50 Arlington Blv													
(27) Washington Blvd	Arlington County	0.82 40000	G	98%	1%	0%	0%	0%	0%	F	0.084	F		42000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 79000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.512	84000	G
	To:	SR 244 Columb	a Pike			\neg									
East (27) Washington Blvd	Adiantan County		F	000/	1%	00/	00/	0%	00/	F	0.005	F		52000	F
(27) Washington Blvd	Arlington County	0.35 49000		98%	1%	0%	0%	υ%	0%	г	0.085	г			г
	Combined Traffic Estimates for 3 Parallel Roadway		F								NA			NA	
	107	I-395													

Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		7111191011	Mannena	11100 A				Tru	ok			V		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	Q۱
Foot	From:		I-395				ZAXIE	3+Axle	TTTAII	ZTraii		Factor		Factor		
East (27) Washington Blvd	Arlington Cour	nty 0.52	28000	F								0.126	F		NA	
27)	Combined Traffic Estimates for 2 Parallel R	•		F								0.086	F	0.613	NA	
	To T	· ·										0.000	•	0.010	1471	
East	From:		244; Penta													
(27) Washington Blvd	Arlington Cour	,	33000	G	98%	1%	0%	0%	0%	0%	F	0.126	F		35000	G
\smile	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	69000	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	74000	G
East	To: From:	SR 11	0 Richmon	d Hwy												
(27) Washington Blvd	Arlington Cour	nty 0.52	32000	G	98%	1%	0%	0%	0%	0%	F	0.133	F		34000	G
21)	Combined Traffic Estimates for 2 Parallel R	-		G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	59000	G
	To:		oundary Dri													
East	From:	SR 27-E TO RT 395	SOUTH &	ARLIN	GTON RI	D										
27 Ramp	Arlington Cour		20000	G								0.077	F		20000	G
	Te:	SR 27-W001A	A SR 27- 1 <i>A</i>	A FROM	RT 2											
East	Front	SR 27-E TO RT 395	NORTH &	ARMY	NAVY D	RI										
27) Ramp	Arlington Cour	nty 0.19	28000	G								0.097	F		28000	C
\smile	To	I-395-N008D FROM	1 RT 395 N	ORTH &	& ARLINC	ЭT	_									
East 27 Ramp	Arlington Cour		32000	G								NA			NA	
27) Ramp	Anington Cour											INA			INA	
East	To: From:	SR 27-E001C T	TO ARMY	NAVY I	DRIVE											
(27) Ramp	Arlington Cour		21000	G								0.092	F		21000	(
\smile	To:		I-395 North	1												
East	From:	SR 27-E001B 7		NAVY I	ORIVE											
27) Ramp	Arlington Cour		NA									NA			NA	
<u> </u>	100	I-395-N008			AST											
Rev	From:		Reversible									0.404	_		NIA	
27) Washington Blvd	Arlington Cour		6900	F								0.121	F		NA	
	Combined Traffic Estimates for 3 Parallel R	-	7 EB; SR 2	7 W/D								NA			NA	
Al i	Franc				10											
West 27 Washington Blvd	Arlington Cour		lington Blvo	1; 00-670 G	98%	1%	0%	0%	0%	0%	F	0.09	F		41000	(
21) Washington Biva	Combined Traffic Estimates for 2 Parallel R	•		G	98%	1%	0%	0%	0%	0%	, F	0.03	, E	0.512	84000	
					JU /0	1 /0	U /0	0 /0	0 /0	0 /0	'	5.007	•	0.012	04000	`
Vest	To: From:		14 Columbia													
27 Washington Blvd	Arlington Cour	•	49000	F								0.08	F		NA	
\smile	Combined Traffic Estimates for 3 Parallel R	Roadways on this Route:	105000	F								NA			NA	
A/	To:		I-395													
West (27) Washington Blvd	Arlington Cour	nty 0.13	25000	F	98%	1%	0%	0%	0%	0%	F	0.103	F		27000	
					JU /0	1 /0	0 /0	0 /0	0 /0	0 /0	•		•			'
(27) Washington Blvd	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route.	23000	F								0.086	F	0.613	NA	

Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

				ince A				Tru	ok			- V		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QW
Mark	From	CD 2	14 Columbia	D:1			ZAXIE	3+Axle	TTTAII	ZTrali		Factor		Factor		
West 27 Washington Blvd	Arlington County		36000	G	98%	1%	0%	0%	0%	0%	F	0.113	F		39000	G
Vasimigton Biva	Combined Traffic Estimates for 2 Parallel Road			G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.675	74000	G
	Combined Traine Estimates for 21 drainer float	dways on this rioute.		<u> </u>	30 /6	1 /0	0 /8	0 /6	0 /6	0 /6	'	0.000	'	0.073	74000	u
West	To: From:		SR 110													
(27) Washington Blvd	Arlington County	0.33	23000	G	98%	1%	0%	0%	0%	0%	F	0.103	F		25000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	55000	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.791	59000	G
	To:		oundary Dri	ve												
West	From:	SR 27-W TO RT 395	SOUTH &	ARLIN	IGTON R	ID										
27 Ramp	Arlington County	0.08	NA									NA			NA	
	To	SR 27-W00	IR TO PT 3	305 SOI	TH											
West	From:			393 300	111											
(27) Ramp	Arlington County	0.05	NA									NA			NA	
<u> </u>	10:	SR 27- 1A SF	R 27-E001A	FROM	RT 2											
West	Fronx	SR 27-W00			JTH											
(27) Ramp	Arlington County	0.11	25000	G								0.087	F		25000	G
<u> </u>	Tα		I-395 South													
~~~	From:	EC	L Falls Chu	rch												
(29) (237) Lee Highway	Arlington County	0.11	23000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.539	25000	F
$\bigcirc$	To	SR 237	Washingto	n Blvd												
(29) (237) Lee Highway	Arlington County	0.07	22000	N	98%	0%	1%	0%	0%	0%	Ν	0.11	Α	0.507	24000	Ν
	To	SD 237 D	ar, Washing	rton Rlv	d											
29 Lee Highway	Arlington County	2.16	22000	A A	98%	0%	1%	0%	0%	0%	С	0.11	Α	0.507	24000	Α
29 200 1 19.1112)	,gto σσα,					0 70		0,0	0,70	0 / 0	Ū	••••		0.007		
( ) Loo Highway	Arlington County	SR 0.15	120 Glebe	Rd <b>F</b>	98%	0%	1%	0%	0%	0%	F	0.089	F	0.66	19000	F
Lee Highway	Anington County		9 Old Domi	_	90%	076	170	0%	076	0%	Г	0.069	Г	0.00	19000	Г
	From:		R 309; Lee I				-									
(29) (309) Old Dominion Dr	Arlington County	0.05	33000	F								0.103	F	0.634	NA	
25) 665)	Τα:	M S	R 309 Lee I	Hwy												
	From	M SI	R 309 Lee I	łwy;												
29 Old Dominion Dr	Arlington County	0.67	18000	F	98%	0%	1%	0%	0%	0%	F	0.102	F	0.644	20000	F
$\bigcirc$	To	N SR 309	Lee Hwy;	Ouincy S	St											
29 Lee Highway	Arlington County	0.48	22000	F	98%	0%	1%	0%	0%	0%	F	0.107	F	0.776	25000	F
	Too		I-66													
29 Lee Highway	Arlington County	0.19	36000	F								0.107	F	0.776	NA	
29 Lee riigilway	Amigon County											0.107	'	0.770	INA	
~~\\\\\\\\\\\\\	From		24; Kirkwoo		000/	00/		00/	00/	00/		0.446		0.000	04000	
29 Lee Highway	Arlington County	0.57	19000	F	98%	0%	1%	0%	0%	0%	F	0.113	F	0.803	21000	F
~	To: From:	21s	t St; US 29	Par												
29 Lee Highway NB	Arlington County	1.00	15000	F	98%	0%	1%	0%	0%	0%	F	0.117	F		17000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	21000	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.901	23000	F
	To		of Columb	ia Line												

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Davita	1	1	AADT		4T:us	Dus		Tru	ck		00	K	01/	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
~	From		29 Lee Highv													
29 Ramp	Arlington Cour		6900	G								0.09	F		6900	C
~	To:		I-66 West													
lorth _	From:		Lee Highwa													
29 Ramp	Arlington Cour	nty 0.12	18000	G								0.093	F		18000	(
	10.		I-66 East													
CD	From:		S 29; 21st S		000/	00/	10/	00/	00/	00/	_	0.140	_		0000	
Lee Highway SB	Arlington Cour	•	5300	F	98%	0%	1%	0%	0%	0%	-	0.143	F	0.004	6000	
	Combined Traffic Estimates for 2 Parallel R		Lynn St at D	F	98%	0%	1%	0%	0%	0%	F	0.097	F	0.901	23000	
29 Ramp	Arlington Cour		P TO RT 66 <b>8500</b>	WEST G								0.086	F		8500	(
29 Ramp	Annigton Cour		P TO RT 66		,							0.000	•		0300	,
	From															
50 Arlington Blvd	Arlington Cour		fax County L 60000	F	99%	1%	1%	0%	0%	0%	F	0.086	F	0.653	64000	
50 Arlington Blvd	, umigion cour				00 /0	1 /0		0 70	0 70	0 70	•	0.000	•	0.000	04000	
Aulinatan Dhad	To: From:		120 Glebe F		000/	10/	10/	00/	00/	00/	г	0.000	F	0.570	00000	
Arlington Blvd	Arlington Cour	nty 1.06	65000	F	99%	1%	1%	0%	0%	0%	г	0.083	г	0.576	69000	
~	To- From:		Washington						221						0.1000	
Arlington Blvd	Arlington Cour	· ·	60000	F	99%	1%	1%	0%	0%	0%	F	0.09	F	0.571	64000	
<u>*</u>	10.		of Columbia													
east 66	Audia atau O a au		fax County L		000/	40/		00/	00/	00/	_	0.000	_		0.4000	
66)	Arlington Cour	•	60000	G	99%	1%	0%	0%	0%	0%	-	0.068	F	0.545	64000	(
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	125000	G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.515	134000	(
ast	To: From:	We	estmoreland	St												
ast 66	Arlington Cour	nty 0.94	59000	G	99%	1%	0%	0%	0%	0%	F	0.069	F		63000	(
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	113000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	120000	(
	To	9	Sycamore St													
66)	Arlington Cour		•		99%	1%	0%	0%	0%	09/	_	0.062	F		56000	(
66)	Combined Traffic Estimates for 2 Parallel R	•	53000	G					0%	0% 0%			F	0.540	117000	
	Combined Traffic Estimates for 2 Parallel R	toadways on this Route:	112000	G	99%	1%	0%	0%	0%	0%	г	0.063	г	0.548	117000	,
ast	To: From:	SR 2	37 Fairfax D	rive												
ast 66	Arlington Cour	nty 0.56	41000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		43000	(
$\mathcal{I}$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	85000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	90000	(
	Tα	SR	120 Glebe F	Rd												
<u> </u>	From: L				000/	10/	00′	00/	00/	00/	_	0.074	^		E0000	
66)	Arlington Cour	•	50000	A	99%	1%	0%	0%	0% 0%	0% 0%	C	0.074	A	0.50	52000	
-	Combined Traffic Estimates for 2 Parallel R	loadways on this Houte:	98000	F	99%	1%	0%	0%	0%	0%	С	0.070	В	0.53	103000	I

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	C
ıst	From	US 29 L	ee Hwy Che	rrydale				017.0.0				. 40101		. 40101		
st 6	Arlington County	ty 1.05	43000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		46000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	87000	G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	92000	
21	Too Front	US 2	29 Near 20th	Rd												
st 3	Arlington Count	ty 0.85	36000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		38000	
	Combined Traffic Estimates for 2 Parallel Ro	•		G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	77000	
<b>*</b>	To Front	Ly	nn St Rossly	/n												
st 5	Arlington Count	ty 0.50	48000	G	99%	1%	0%	0%	0%	0%	F	0.07	F		51000	
	Combined Traffic Estimates for 2 Parallel Ro	•		G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.539	100000	
	To:	DC Line, Potom											-			
t	From:		I-66 East													
Ramp	Arlington Count	ty 0.10	3900	G	99%	0%	0%	0%	0%	0%	С	0.095	F		3900	
,	To:	We	estmoreland	St												
st D	From:		I-66 East		000/	00/	20/	00/	00/	00/	_	0.000	_		10000	
Ramp	Arlington Count		12000	G	99%	0%	0%	0%	0%	0%	С	0.083	F		12000	
	.00		Fairfax Dr													
st Ramp	Arlington Count	ty 0.25	I-66 East 16000	G	100%	0%	0%	0%	0%	0%	С	0.081	F		16000	
Ramp	Timigton Count		N Fairfax Dr		100 /6	0 /6	0 /8	0 /6	0 /6	0 /6	O	0.001	•		10000	
st	From	•	I-66 East				_									
Ramp	Arlington County	ty 0.19	7800	G								0.085	F		7800	
<i>y</i> - '	To:		29 Lee Highy													
ıst	From:		I-66 East													
est 6 Ramp	Arlington Count	ty 0.12	8300	G								0.072	F		8300	
<i></i>	To:	US 29	Lee Highwa	ıy NB												
ast	From		I-66 East													
6 26th St	Arlington Count	•	27000	G								0.083	F		27000	
	10:		efferson Day													
est	Arlington Count		fax County L 65000		99%	1%	0%	0%	0%	0%	_	0.08	_		69000	
6		•		G								0.069	F	0.570		
	Combined Traffic Estimates for 2 Parallel Ro	<u> </u>		G	99%	1%	0%	0%	0%	0%	Г	0.069	Г	0.578	134000	
est	To: From:	SR 237 Washing														
5	Arlington County	•	54000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		57000	
	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	113000	G	99%	1%	0%	0%	0%	0%	F	0.065	F	0.524	120000	
et	To Front	S	Sycamore St													
est 6	Arlington County	ty 1.70	59000	G	99%	1%	0%	0%	0%	0%	F	0.068	F		62000	
9	Combined Traffic Estimates for 2 Parallel Ro			G	99%	1%	0%	0%	0%	0%	F	0.066	F	0.505	117000	
	The state of the s	,	500	_	/ -	. , •	- / -	- / -	- , -	- / -	•		•			

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		7	Maintenar	100 7 11	<del></del>			Tru	alı			L/		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Factor	AAWDT	QW
West	From:	cp 2	37 Fairfax Di	uiv.a			ZAXIE	3+Axie	TITAII	ZITali		Factor		Factor		
66)	Arlington Co		44000	G	99%	1%	0%	0%	0%	0%	F	0.066	F		46000	G
00)	Combined Traffic Estimates for 2 Parallel	•		G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.519	90000	G
	Combined Traine Estimates for 2 Taraffer	<u> </u>			0070	1 /0		070	0 /0	070	•	0.002	•	0.010	00000	ŭ
Vest	From		120 Glebe R													
66)	Arlington Co	•	48000	F	99%	1%	0%	0%	0%	0%	С	0.073	В		50000	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	98000	F	99%	1%	0%	0%	0%	0%	С	0.070	В	0.53	103000	F
Vest	To: From:	US 29 I	ee Hwy Chei	rrydale												
66)	Arlington Co	unty 0.98	44000	G	99%	1%	0%	0%	0%	0%	F	0.065	F		46000	G
00)	Combined Traffic Estimates for 2 Parallel	-		G	99%	1%	0%	0%	0%	0%	F	0.063	F	0.535	92000	G
	To:		29 Near 20th		0070	. , ,		0 / 0	0,70	0 / 0	•	0.000	•	0.000	02000	<b>.</b>
Vest	From:															
66)	Arlington Co	•	37000	G	99%	1%	0%	0%	0%	0%	F	0.064	F		38000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	73000	G	99%	1%	0%	0%	0%	0%	F	0.062	F	0.537	77000	G
/est	To: From:	Ly	nn St Rossly	n												
66)	Arlington Co	unty 0.49	47000	G	99%	1%	0%	0%	0%	0%	F	0.067	F		49000	G
30)	Combined Traffic Estimates for 2 Parallel			G	99%	1%	0%	0%	0%	0%	F	0.067	F	0.539	100000	G
	То:	DC Line, Poton														
/est	From:		I-66 West													
Ramp	Arlington Co	unty 0.08	5900	G								0.099	F		5900	G
	To:	•	Ramp Split													
/est	From:		I-66 West													
Ramp	Arlington Co	unty 0.12	7300	G								0.097	F		7300	G
<u> </u>	То:	SR	120 Glebe R	ld												
/est	From:		I-66 West													
Ramp	Arlington Co		12000	G								0.105	F		12000	G
<u> </u>	To:	US	29, N Lynn S	St												
/est	From:		I-66 West													
Ramp	Arlington Co	,	11000	G								0.152	F		12000	G
<u> </u>	Τα	George Was	hington Mem	orial P	kwy											
xpN	From:	· · ·	xpress Roadw	_												
NB Express Lanes	City of Alexandria (	,	31000	G	92%	1%	1%	0%	6%	0%	F	0.077	В		30000	G
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	198000	G	92%	1%	1%	0%	6%	0%	F	NA			196000	G
φN	To: From:	US 1 I	Patrick St; Mi	ill Rd												
NB Express Lanes	City of Alexandria (	(Maint: 29) 0.87	50000	F	90%	1%	2%	1%	6%	0%	С	0.077	В		52000	F
	Combined Traffic Estimates for 4 Parallel	,		F	93%	1%	2%	0%	4%	0%	С	NA			226000	F
	To:	District of Colu		otomac												
xpS	From:	End F	Express Lanes	s SB												
95 SB Express Lanes	City of Alexandria (		37000	G	92%	0%	1%	0%	6%	0%	F	0.101	В		38000	G
	Combined Traffic Estimates for 4 Parallel	'		G	92%	1%	1%	0%	6%	0%	F	NA			196000	
	To:		Patrick St; Mi													-

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		7 tilligto	ii wanten	21100 71				Т.,	ol.			V		Div		
Route	Jurisdictio	on Lengt	h <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
F 0	From	TIC.	Patrick St; I	CH D.I			ZAXIE	3+Axle	TTTAII	21raii		Factor		Factor		
ExpS (95) SB Express Lanes	City of Alexandria			F	89%	1%	2%	1%	7%	0%	С	0.101	В		41000	F
93) 62 Exp. 666 Ed. 166	Combined Traffic Estimates for 4 Parallel	•		F	93%	1%	2%	0%	4%	0%	C	NA	_		226000	F
	To:	District of C				1 /0	<del></del> 1°	0 / 0	470	0 /0	Ü	1471			220000	•
EvnS	From		SB Express				i									
ExpS (95) Ramp	City of Alexandria			Lancs								NA			NA	
99	To:		Mill Rd													
North	From	F	irfax County	Line												
95 Capital Beltway	City of Alexandria			F	96%	0%	1%	0%	2%	0%	С	0.079	В		71000	F
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route	: 195000	G	95%	0%	1%	0%	3%	0%	F	0.072	F	0.504	201000	G
		Capital Beltw	ay is also	signed	as I-495	5										
	To:	TIS	1 Richmond	Hwv												
North	Prom.				000/	00/	40/	00/	00/	00/	_	0.070	Г		71000	_
95 Capital Beltway	City of Alexandria	'		F	96%	0%	1%	0%	2%	0%	С	0.079	В	0.504	71000	F
	Combined Traffic Estimates for 4 Parallel	•		. F	93%	1%	2%	0%	4%	0%	С	0.072	F	0.504	226000	F
	To:	Capital Beltw	<i>ay is also</i> olumbia Line,			)	1									
	Down	District of C		rotoma	Kivei											
North	City of Alexandria	(Maint: 29) 0.11	I-95 N <b>NA</b>									NA			NA	
95 Exit 177 A B	Oity of Alexandria	<u></u>	t 177 A; Exit	177 R								INA			INA	
North	From:	EX	Exit 177 A													
95) Exit 177 A	City of Alexandria											NA			NA	
	To:	US	1 Richmond	Hwy S												
North	From:	c .	I-95 N													
95 Ramp	City of Alexandria		NA									NA			NA	
	To:		JS 1 Patrick S													
South	From:		irfax County		2221			221		221			_			_
95 Capital Beltway	City of Alexandria	` '		F	96%	0%	1%	0%	2%	0%	C	0.092	В _		62000	F
•	Combined Traffic Estimates for 4 Parallel			G	95%	0%	1%	0%	3%	0%	F	0.072	F	0.504	201000	G
		Capital Beltw	ay is also	signed	as I-495	)										
South	To: From:		US 1 Patrick	St												
95 Capital Beltway	City of Alexandria	(Maint: 29) 1.17	60000	F	96%	0%	1%	0%	2%	0%	С	0.092	В		62000	F
	Combined Traffic Estimates for 4 Parallel		: 216000	F	93%	1%	2%	0%	4%	0%	С	0.072	F	0.504	226000	F
		Capital Beltw	ay is also	signed	as I-495	5										
	To	District of C	•	_												
South	From:	c	I-95 S													
95) I-95 S Exit 177 A	City of Alexandria	(Maint: 29) 0.17	NA									NA			NA	
$\overline{}$	To:	US	1 Richmond	Hwy S												
South	From		I-95 South													
95 I-95 S Exit 177 B C	City of Alexandria			F								0.132	В		14000	F
$\overline{}$	To	I-95 S Exi	t 177 B; I-95	S Exit 1'	77 C											

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Davida	luvia diatia a	Lameth AADT OA	4T:	Dura		Tru	ıck		-00	K	ΟK	Dir	A A \ A \ D T	01/
Route	Jurisdiction	Length AADT QA	4 i ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
outh	From:	I-95 S Exit 177 B C									_			
95) I-95 S Exit 177 B	City of Alexandria (Maint: 29)	0.09 <b>8000 F</b>								0.151	В		8200	F
~	100	US 1 Patrick St N												
outh	From:	I-95 S Exit 177 B C								0.400	_		0000	_
95) I-95 S Exit 177 C	City of Alexandria (Maint: 29)	0.10 <b>6100 F</b>								0.122	В		6200	F
~	10.	Church St												
	From:	Arlington Ridge Rd	070/	40/	101	40/	00/	00/	_	0.070	_	0.575	00000	
Richmond Hwy	Arlington County	1.29 <b>64000 F</b>	97%	1%	1%	1%	0%	0%	F	0.079	F	0.575	68000	F
	To: From:	SR 27 Washington Blvd												
Richmond Hwy	Arlington County	1.12 <b>57000 F</b>								0.081	F	0.578	NA	
	To:	US 1; 4US 01-P SR110 EAST &	BEGI											
ast	From:	SR 110 TO RT 395 NORT	Н											
10)Ramp	Arlington County	0.05 <b>12000 G</b>								0.081	F		12000	(
$\smile$	To:	TO ARMY NAVY DRIVI	E											
Barra	A dispates County	Ramp to Army Navy Dr								0.077	F		11000	,
10)Ramp	Arlington County	0.05 <b>11000 G</b>								0.077	г		11000	(
	10.	I-395 North												
Vest	From	SR 110 Richmond Hwy	2==/			4.57		221	_		_		0.4000	
10)Ramp	Arlington County	0.15 <b>22000 G</b>	97%	2%	1%	1%	0%	0%	F	0.087	F		24000	(
		I-66 West												
	From:	SR 123 Chain Bridge Rd	070/	00/	101	40/	00/	00/	_	0.407	_	0.005	4 4000	
Glebe Rd	Arlington County	2.49 <b>13000 F</b>	97%	2%	1%	1%	0%	0%	F	0.107	F	0.625	14000	F
	To: From:	SR 309 Old Dominion Driv												
Glebe Rd	Arlington County	0.55 <b>15000 F</b>	97%	2%	1%	1%	0%	0%	F	0.092	F	0.557	16000	F
<u> </u>	Too From:	US 29 Lee Highway			$\neg$ $\vdash$									
120)Glebe Rd	Arlington County	0.79 <b>18000 F</b>	97%	2%	1%	1%	0%	0%	F	0.091	F	0.502	19000	F
	Tα	I-66												
Glebe Rd	Arlington County	0.14 <b>30000</b> F								0.086	F	0.613	NA	
20) 5.1626 1.15	,g.c 20a,									0.000	•	0.0.0		
Cloba Bd	Adjustes County	SR 237 Washington Blvd 0.25 <b>27000 F</b>								0.00	F	0.600	NA	
120 237 Glebe Rd	Arlington County	0.25 <b>27000 F</b>			<u>-</u>					0.09	Г	0.633	INA	
	To: From:	SR 237 Fairfax Dr												
Glebe Rd	Arlington County	1.13 <b>26000 G</b>	97%	2%	1%	1%	0%	0%	С	0.081	В	0.615	29000	(
<u> </u>	To: From:	US 50 Arlington Blvd												
20 Glebe Rd	Arlington County	0.86 <b>32000 F</b>								0.079	F	0.588	NA	
	To	SR 244 Columbia Pike			<u> </u>									
Glebe Rd	Arlington County	1.24 <b>22000 F</b>	97%	2%	1%	1%	0%	0%	F	0.084	F	0.525	24000	F
120)	то		•		<del></del> 1									-
Cloba Pd	Adjustes County	I-395 0.92 <b>27000 F</b>	97%	2%	10/	10/	00/	0%	F	0.077	F	0.550	29000	F
Glebe Rd	Arlington County	0.92 <b>27000 F</b>	9/%	2%	1%	1%	0%	0%	г	0.077	г	0.559	29000	-

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		**		T	-1.			1/		D:-		
Route	Jurisdiction	Length <b>AADT QA</b> 4Tire		Truc 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q۱
	From	Arlington Ridge Rd										
120 Glebe Rd	Arlington County	0.73 <b>23000 F</b> 97%	2%	1% 1%	0%	0%	F	0.078	F	0.772	25000	F
<u> </u>	To:	US 1 Richmond Hwy										
	From	SR 120 Glebe Rd										
120 Ramp	Arlington County	0.12 <b>8400 G</b>						0.112	F		8400	
$\smile$	To:	I-66 East										
East	From	SR 120 Glebe Rd										
120 Ramp	Arlington County	0.13 <b>5100 G</b>						0.075	F		5100	
$\smile$	To:	I-395 South Collector Rd										
East	From	SR 120 Glebe Rd										
120)Ramp	Arlington County	0.15 <b>2900 G</b>						0.113	F		2900	
	To:	I-395 North										
West	From	SR 120 TO RT 395 NORTH & SOUTH										
120 Ramp	Arlington County	0.10 <b>NA</b>						NA			NA	
120)				_								
West	From	SR 120-W007B TO RT 395 NORTH										
120)Ramp	Arlington County	0.10 <b>NA</b>						NA			NA	
$\smile$	To: I-3	895-S007X FROM RT 120 WEST00- GLEBE RO	)									
West	From	SR 120-W007A TO RT 395 NORTH										
120 Ramp	Arlington County	0.10 <b>3200 G</b>						0.113	F		3200	
	To: I-	395-N FROM RT 120 WEST00- GLEBE ROAD	)									
	From	Fairfax County Line										
123)Chain Bridge Rd	Arlington County	0.40 <b>13000 F</b> 99%	0%	0% 0%	0%	0%	F	0.092	F	0.535	15000	
120)	To:	DC Line, Chain Bridge										
	From	US 29 Lee Hwy										_
124)Spout Run Pkwy	Arlington County	0.17 <b>18000 F</b> 99%	0%	0% 0%	0%	0%	С	0.089	F	0.586	19000	
124 Spour Hair Filmy	To:	Spout Run Parkway	0 70	70 070	0 70	0 70	Ü	0.000	·	0.000	10000	
	From	US 1 Richmond Hwy										
200	Arlington County	0.36 <b>34000 F</b>		_				0.070	F	0.618	NA	
233)	Ariington County	Reagan National Airport		$\neg$				0.070	'	0.010	INA	
												_
Duly 04	Other of Alexandria (Mainte OO)	Fairfax County Line 0.06 <b>33000 N</b> 99%	40/	00/	00/	00/		0.00		0.547	00000	
236 Duke St	City of Alexandria (Maint: 29)	0.06 <b>33000 N</b> 99%	1%	0% 0%	0%	0%	Ν	0.09	Α	0.517	36000	
	To: From:	WCL Alexandria										
236)Duke St	City of Alexandria (Maint: 29)	0.34 <b>55000 G</b> 99%	1%	0% 0%	0%	0%	F	0.071	F	0.502	60000	(
$\smile$	To	I-395										
236) Duke St	City of Alexandria	0.32 <b>53000 G</b> 98%	1%	1% 0%	0%	0%	F	0.074	F	0.551	58000	(
200)	5.ty 6.7.tona.taa						-		-			
Dula Ct	Chart Alexandria	SR 401 Van Dorn St	10/	10/ 00/	00/	00/		0.070		0.500	05000	_
236 Duke St	City of Alexandria	0.36 <b>33000 G</b> 98%	1%	1% 0%	0%	0%	F	0.076	F	0.533	35000	(
<u>_</u>	To: From:	N Pickett St							—			
236 Duke St	City of Alexandria	2.66 <b>31000 G</b> 98%	1%	1% 0%	0%	0%	F	0.084	F	0.606	33000	(
$\smile$	Tor	SR 241 Telegraph Rd										

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

							Tru	ok			K		Dir		
Route	Jurisdiction	n Length	AADT (	A 4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۱
236)Duke St	From: City of Alexan		41 Telegraph R <b>21000</b>	d 98%	1%	1%	0%	0%	0%	С	0.08	F	0.541	23000	G
236 Dane of	oity of Alexan				1 /0	170	0 70	0 70	0 70	O	0.00	•	0.541	20000	
236)Duke St	From City of Alexan		1 SB Henry St 8600	<b>G</b> 98%	1%	1%	0%	0%	0%	F	0.078	F	0.636	9100	(
236) 23113 31	Τα		00 Washington		.,,		0,0	0,0	0,70	•	0.07.0	•	0.000	0.00	
	From	SR 236-E0	010B; SR 236-V	W010B											
236)Ramp from Ramps fron	m SR 236 EB and WB to 163695olNBlexandria (N	Maint: 29) 0.14	8600	G							0.077	F		8600	(
$\overline{}$	To:		I-395 North												
East	From:		R 236 Duke St												
236 Ramp From SR 236 EE	B to I-395 NB and SB City of Alexandria (N	Maint: 29) 0.05	19000	<b>G</b> 99%	1%	0%	0%	0%	0%	F	NA			21000	(
East	To: From	S	R 236 E010B												
236) Ramp From SR 236 to	I-395 SB City of Alexandria (N	Maint: 29) 0.23	7100	<b>G</b> 99%	1%	0%	0%	0%	0%	F	0.073	F		7600	(
200)	Τα	,	I-395-S												
East	From:	SR 236-E010A TO	O RT 395 NOR	TH & SOUTI	I										
236)Ramp	City of Alexandria (		NA			-					NA			NA	
$\overline{}$	To:	SR 236-E010A TO	O RT 395 NOR	TH & SOUTI	I										
West	From:		TO RT 395 SO	UTH											
₂₃₆ )Ramp	City of Alexandria (			G							0.071	F		7700	
<u> </u>	Το:	SR 236	TO RT 395 SO	UTH											
West	From	SR 236 JB-29-10													
Ramp	City of Alexandria (N			G							0.068	F		11000	
<u> </u>	To:	SR 236 JB-29-10													
	From:		L Falls Church		00/	40/	00/	00/	00/	_	0.005	F	0.500	05000	
237 29 Lee Highway	Arlington Cou	ınty 0.11	23000	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.085	F	0.539	25000	
	To: From		S 29 Lee Hwy			<u> </u>									
237 Washington Blvd	Arlington Cou			<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.094	F		13000	
~	Combined Traffic Estimates for 2 Parallel F	•		F 98%	1%	1%	0%	0%	0%	С	0.084	F	0.524	27000	
	From:	SR 237	P, Washington 1SR 237-P	Blvd											
237) Washington Blvd	Arlington Cou	inty 2.31		<b>F</b> 97%	1%	1%	1%	0%	0%	С	0.102	F	0.512	13000	
	To	-	120 Glebe Rd												
237)(120)Glebe Rd	From:L Arlington Cou			F							0.09	F	0.633	NA	
2017 (120) 3300 1.10	,g.cm					<del></del> 1						-	2.200		
237) Fairfax Dr	Arlington Cou		Glebe Rd, Ball	F 98%	1%	1%	1%	0%	0%	С	0.078	F	0.58	21000	
237)1 41114 51	Annigton Cou	y 0.31	10th St	1 30/0	1 /0	1 /0	1 /0	U /0	U /0	J	0.070	•	0.50	21000	
	Fron		Fairfax Dr												
237)10th St	Arlington Cou	-		<b>F</b> 99%	1%	0%	0%	0%	0%	С	0.088	F	0.525	15000	
$\overline{}$	To	US 5	0 Arlington Blv	vd											
	From:		SR 237												
237) (29) Lee Highway	Arlington Cou	•		<b>N</b> 98%	0%	1%	0%	0%	0%	Ν	0.11	Α	0.507	24000	-
	Tα	U	S 29 Lee Hwy												

#### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

			Mannenai													
Route	Jurisdictio	n Lenath	AADT	QΔ	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:		S 29 Lee Hw	_							_		_			_
₂₃₇ )Washington Blvd	Arlington Co	•	13000	F	98%	1%	1%	0%	0%	0%	С	0.082	F		14000	F
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	F	98%	1%	1%	0%	0%	0%	С	0.084	F	0.524	27000	F
	To:	SR 237	7 Washingtor	n Blvd												
	From:	Fair	fax County L	Line												
(241) Telegraph Rd	City of Alexandria (	(Maint: 29) 0.39	62000	N	97%	1%	1%	0%	0%	0%	Ν	0.095	F	0.626	66000	Ν
$\bigcirc$	To:	Moi	intenance Bre	ool:												
241)Telegraph Rd	City of Alexa		66000	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.697	71000	G
241) relegiupii rid	To:		SR 236 WB	<u> </u>	01 70	1 /0	170	0 70	0 70	0 70	•	0.000	•	0.007	71000	G
	F															
Calumbia Biles	A ulin sets a Co		aintenance Bo			00/	10/	00/	00/	00/	N.I	0.100	_	0.007	0000	N.I.
244 Columbia Pike	Arlington Co		7800	N	97%	2%	1%	0%	0%	0%	N	0.128	F	0.697	8300	N
<u> </u>	10.	SR 2	27; Pentagon	ı Rd												
	From:		fax County L													
(309)Old Dominion Dr	Arlington Co	unty 1.18	15000	G	98%	1%	0%	0%	0%	0%	F	0.115	F	0.554	16000	G
<u> </u>	To	SR	120 Glebe F	Rd			<u> </u>									
309 Old Dominion Dr	Arlington Co	unty 0.59	14000	F	98%	1%	0%	0%	0%	0%	С	0.112	F	0.511	15000	F
	To		0.00 I II													
(309) (29) Old Dominion Dr	Arlington Co		S 29 Lee Hw 33000	F								0.103	F	0.634	NA	
309 29 Old Dominion Dr	Annigton Col	unity 0.03	33000	Г								0.103	'	0.034	INA	
	To: From:	US 29 Old De														
(309)Lee Highway	Arlington Co		6600	F	98%	1%	0%	0%	0%	0%	F	0.1	F	0.686	7000	F
$\overline{}$	Τα	US 29 I	Lee Hwy, Qu	iincy St												
ExpN	From:	Reve	ersible Lane S	Split												
(395) Northbound Express La	ane Arlington Co	unty 1.21	22000	G	97%	1%	0%	0%	0%	0%	F	0.127	F		29000	G
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	140000	G	97%	1%	1%	1%	1%	0%	F	NA			154000	G
	To:		t of Columbia													
ExpN	From:	I-395-1 TO PENTAG	GON & FAD	S ST-F	RUSES ON	JI .										
Ramp	Arlington Co		3900	G	JUDIED OF	·L						0.251	F		3900	G
(393)	To:	00-6723; 00-672		-	) RT 39							0.201	•		0000	ŭ
	From				, 1(1 0)											
ExpS 395 Southbound Express La	ane Arlington Co		ersible Lane S	Split <b>G</b>	97%	1%	0%	0%	0%	0%	_	0.124	F		19000	G
395 Southbound Express La		•									' -	-	'			
	Combined Traffic Estimates for 4 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA			154000	G
	10:		t of Columbia													
ExpS	From:		TO RT 395 S	SOUTH	[											
(395) Ramp	Arlington Co		NA									NA			NA	
$\overline{}$	Tα	I-395-S FRO	M RT 395 SC	O EXPI	RESS											
ExpS	From:	I-395-3 TO PENTA	GON & EAD	OS ST-I	BUSES ON	NL										
ExpS (395)Ramp	Arlington Co	unty 0.12	2600	G								0.121	F		2600	G
	To:	00-6723 PENTAGON	DOTABY D	OADW	JAV EDO	MD										

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
lorth	From:		rfax County													
395)	City of Alexandria (	•	82000	В	97%	1%	1%	1%	1%	0%	С	0.071	Α		83000	В
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	181000	G	97%	1%	1%	1%	1%	0%	С	NA			195000	G
lorth	To: From:	S	R 236 Duke	St												
395)	City of Alexandria (	(Maint: 29) 1.64	81000	G	97%	1%	1%	1%	1%	0%	F	0.074	F		83000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	G	97%	1%	1%	1%	1%	0%	F	NA			194000	G
lo who	To: From:		Seminary Ro	d			⊒⊢									
lorth 395)	City of Alexandria (	(Maint: 29) 1.11	84000	G	97%	1%	1%	1%	1%	0%	F	0.075	F		86000	G
933)	Combined Traffic Estimates for 3 Parallel	,		G	97%	1%	1%	1%	1%	0%	F	NA			206000	G
	Tac	SR 7 King S	St. Arlington	County	Line											
lorth 395)	Arlington Co		90000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		92000	G
395	Combined Traffic Estimates for 3 Parallel	•		G	97%	1%	1%	1%	1%	0%	F	NA	•		222000	-
	To:		ane, WCL A			. , 0		. , 0	. , 0	0,70						
orth	From		e, Arlington			10/		401	40/	00/	_	0.070	_		00000	
95	City of Alexandria (	'	90000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		92000	G
	Combined Traffic Estimates for 3 Parallel $_{\scriptscriptstyle {\rm To}}$		ngton County		97%	1%	1%	1%	1%	0%	Г	NA			216000	Ċ.
orth	From:	W	CL Alexand													
395)	Arlington Co	-	90000	G	97%	1%	1%	1%	1%	0%	F	0.073	F		92000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	G
orth	To:	SF	R 120 Glebe	Rd												
395)	Arlington Co	unty 1.20	89000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		91000	G
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	197000	G	97%	1%	1%	1%	1%	0%	F	NA			210000	G
lorth	To: From:	SR 27 W	Vashington B	Boulevar	d											—
395)	Arlington Co	unty 1.42	49000	G	97%	1%	1%	1%	1%	0%	F	0.08	F		50000	G
	Combined Traffic Estimates for 4 Parallel	=	140000	G	97%	1%	1%	1%	1%	0%	F	NA			154000	G
	To	US	1 Richmond	Hwy												
lorth 395) 1	Arlington Co		66000	G	97%	1%	1%	1%	1%	0%	F	0.066	F		67000	G
395/(1)	Combined Traffic Estimates for 4 Parallel	•		G	97%	1%	1%	1%	1%	0%	F	NA	•		202000	
	To:		Washington					.,.	.,.	*,*						
orth	From:					40/	40/	40/	40/	00/		0.000	F		07000	
95 (1)	Arlington Co Combined Traffic Estimates for 4 Parallel	,	66000	N N	97% 97%	1% 1%	1%	1%	1% 1%	0% 0%	N N	0.066 NA	Г		67000 202000	N N
	Combined Trainic Estimates for 4 Parallel		et of Columb		3170	I 70	1%	1%	I 70	0%	IN	INA			202000	IN
orth	From:	Jistik	I-395 North													
Ramp	City of Alexandria (	(Maint: 29) 0.20	8900	G								0.092	F		8900	G
	To:		236 E, Duk													

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		Annigion Maintenance Are	Ju						
Route	Jurisdiction	Length AADT QA	4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK	Dir Factor	AAWDT	QW
North 395 Ramp	City of Alexandria (Maint: 29)	I-395 North  0.13 <b>7500 G</b> SR 236 W, Duke St			0.082	F		7500	G
North 395 Ramp	City of Alexandria (Maint: 29)	I-395 North 0.18 <b>14000 G</b>			0.075	F		14000	G
North 395 Ramp	City of Alexandria (Maint: 29)	Seminary Rd 420-W000X RT 395 N & RT 420 WI 0.16 NA 395-N FROM RT 42000- SEMINAR		_	NA			NA	
North 395 Ramp	City of Alexandria (Maint: 00)	I-395 North 0.30 11000 G	I ROAD		0.088	F		11000	G
North 395 Ramp	City of Alexandria (Maint: 00)	Ramp Split  05-N005A TO RT EAST & WEST00- 0.27			0.083	F		5200	G
North (395) Ramp	City of Alexandria (Maint: 00)	I-395 North 0.07 <b>8600 G</b>	MINU ST		0.092	F		8600	G
North 395 Ramp	City of Alexandria (Maint: 00)	I-395 North Exit 6B Ramp  0.14 <b>2500 G</b> SR 402 Quaker Lane			0.121	F		2500	G
North 395 Ramp	City of Alexandria (Maint: 00)	I-395 North Exit 6A Ramp 0.30 <b>6100 G</b> SR 402 Ramp			0.09	F		6100	G
North 395 Ramp	From: Arlington County	I-395 North 0.12 <b>13000 G</b>			0.073	F		13000	G
North 395 Ramp	From Arlington County	SR 120 Glebe Rd  I-395 North  0.11 <b>5700 G</b>			0.099	F		5700	G
North (395) Ramp	From: Arlington County	SR 120 W, Glebe Rd  I-395 North  0.17 <b>17000 G</b>			0.094	F		17000	G
North 395 Ramp	Arlington County	Ramp from Arlington Ridge Ro 524-N000A FROM ARLINGTON RI 0.12 NA	OGE ROAD		NA			NA	
North 395 Ramp	Arlington County  To: SR 2	0.17 NA  V7-W FROM RT 395 NORTH & ARL			NA			NA	
North 395 Ramp	Arlington County	I-395 North  0.25 <b>23000 G</b> SR 27			0.124	F		23000	G

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
North	From:		I-395 North													
395 Ramp	Arlington Coun	nty 0.14	10000	G								0.108	F		10000	G
North	To: From	SR 27-E001	C FROM R	RT 27 E/	AST											
North 395 Ramp	Arlington Coun	nty 0.18	NA									NA			NA	
395)	To	00-6605; 00-6		505- 2A	FRO										1.0.1	
North	From:	I-395-N008A T														_
Ramp	Arlington Coun		4300	G	OKIVE							0.116	F		4300	G
393)	To:	SR 27-E001B FROM			& ARLINO	ĵΤ							-			
North	Front	I-395-N TO														_
Ramp	Arlington Coun	nty 0.11	19000	G	L55							0.084	F		19000	
393)	To:		ROM RT 39:		TH .											
North	From:		I-395 North													
Ramp	Arlington Coun		5400	G								0.102	F		5400	(
1	To:	•	orth Exit 10I	D Ramp												
North	From:	I-395-N010D B	US RAMPI	BARRIC	CADED											
Ramp	Arlington Coun	nty 0.01	NA									NA			NA	
<u> </u>	To: From:	I-395-N010B TO GEO	RGE WAS	HNGTN	MEM PK	WY	_									
lorth 395)Ramp	Arlington Coun	nty 0.09	NA									NA			NA	
395/Hallip	Anington Count	BOUNDARY CHANNEL I		IINDAI	Y CHAN	NFL CR						INA			INA	
lorth	From:	I-395-N010A TO GEO					1									_
North 395)Ramp	Arlington Coun		6400	G	MEMPK	W I						0.11	F		6400	(
393)	Ta:	GEO WASH MEM I			395 NORT	Ή						0.11	•		0.00	Ì
Vorth	Front		I-395 North													_
Ramp	Arlington Coun		3600	G								0.088	F		3600	(
595) Hamp	Ta:	SR 90005 Ge			kwv							0.000	•		0000	•
Vorth	From:	I-395-N010A B					1									
Ramp	Arlington Coun		NA	J/ HCC	ADLD							NA			NA	
393)	To	I-395-N; 00-99016		OM GF	O WASH											
Rev	From:		fax County I													
395)	City of Alexandria (Ma		17000	F	97%	1%	0%	0%	0%	0%	С	0.144	F	1	28000	F
333)	Combined Traffic Estimates for 3 Parallel Ro	,			97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	195000	(
					0.70	.,,		. , 0	. , 0	0 / 0	Ū	0.000	_	0.020	.00000	
Rev	Front		Seminary Rd													
395)	City of Alexandria (Ma			G	97%	1%	0%	0%	0%	0%	F	0.095	F		39000	(
	Combined Traffic Estimates for 3 Parallel Ro			G	97%	1%	1%	1%	1%	0%	F	NA			206000	(
n.	To:		rlington Cou	_	;											
Rev	Arlington Coun		; ECL Alexa 30000	andria <b>G</b>	97%	1%	0%	00/	0%	00/	_	0.095	F		39000	(
	Anington Coun	цу 0.77	30000	G	3170	1 70	0%	0%	U 70	0%		0.095	г		39000	(
395	Combined Traffic Estimates for 3 Parallel Ro	andways on this Davitar	200000	G	97%	1%	1%	1%	1%	0%	_	NA			222000	

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q'
Rev	From	Quaker Lan	e· Arlington	County	Line		27 0/10	OTTINIO	TTTUI	ZIIGII		1 40101		1 dotor		
95)	City of Alexandria (		24000	G	97%	1%	0%	0%	0%	0%	F	0.101	F	0.593	33000	(
33)	Combined Traffic Estimates for 3 Parallel	'		_	97%	1%	1%	1%	1%	0%	F	NA			216000	
	To:		gton Count		01 70	1 /0		1 /0	1 /0	0 70	•	14/1			210000	
ev	From		CL Alexand	_												
395)	Arlington Co	unty 2.13	24000	G	97%	1%	0%	0%	0%	0%	F	0.101	F	0.593	33000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	
	To:	Reversible Lane S			ngton Blvd	l										
uth	From:	Fair	rfax County	Line												
95)	City of Alexandria (		82000	G	98%	1%	0%	1%	1%	0%	С	0.074	В		84000	
193)	Combined Traffic Estimates for 3 Parallel		181000		97%	1%	1%	1%	1%	0%	С	0.083	В	0.626	195000	
					07.70	170		170	1 /0	070	Ū	0.000	_	0.020	100000	
outh	From:	S	R 236 Duke	St												
95)	City of Alexandria (	(Maint: 29) 1.44	80000	G	98%	1%	0%	1%	1%	0%	F	0.076	F		83000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	178000	G	97%	1%	1%	1%	1%	0%	F	NA			194000	
	Tec		Seminary R	d												
outh	From:										_		_			
95 <i>)</i>	City of Alexandria (	,	78000	G	98%	1%	0%	1%	1%	0%	F	0.077	F		81000	
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA			206000	
	To:	SR 7 King S	.,													
outh	Arlington Co		g St, WCL		1a 98%	1%	0%	1%	1%	0%	_	0.072	F		91000	
95)	9	•	90000	G							_		Г			
	Combined Traffic Estimates for 3 Parallel				97%	1%	1%	1%	1%	0%	F	NA			222000	
with	From:	Quaker L Quaker Lan	ane, WCL													
outh 95)	City of Alexandria (		90000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		91000	
95)	Combined Traffic Estimates for 3 Parallel	'			97%	1%	1%	1%	1%	0%	F	NA	•		216000	
	To:		gton Count		31 /6	1 /0	1 /8	1 /0	1 /0	0 /6	•	INA			210000	
outh	From		CL Alexand	_												
395)	Arlington Co	unty 0.52	90000	G	98%	1%	0%	1%	1%	0%	F	0.072	F		91000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	203000	G	97%	1%	1%	1%	1%	0%	F	NA			216000	
	To															
outh	From:		R 120 Glebe	: Ka												
95)	Arlington Co	unty 0.74	85000	G	98%	1%	0%	1%	1%	0%	F	0.074	F		87000	
	Combined Traffic Estimates for 3 Parallel	Roadways on this Route:	197000	G	97%	1%	1%	1%	1%	0%	F	NA			210000	
	To:	SR 22	7 Washingto	n Blvd												
outh	From:				000/	401		401	401	001	_	0.074	_		F0000	
95)	Arlington Co	•	55000	G	98%	1%	0%	1%	1%	0%	+	0.074	F		56000	
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	140000	G	97%	1%	1%	1%	1%	0%	F	NA			154000	
	To:		SR 110				<u> </u>									
outh	Aulinatan Ca	unty 0.50			98%	10/	00/	10/	10/	00/	_	0.075	F		87000	
95	Arlington Co	•	83000	G		1%	0%	1%	1%	0%	_	0.075	Г			
	Combined Traffic Estimates for 4 Parallel	Roadways on this Route:	186000	G	97%	1%	1%	1%	1%	0%	-	NA			202000	

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Route	Jurisdiction	Length <b>AADT QA</b> 4Tire Bus	Truck C 2Axle 3+Axle 1Trail 2Trail	QC K Factor	Dir Factor	AAWDT	QW
South Ramp	City of Alexandria (Maint: 29)	I-395 South 0.11 11000 G SR 236 E, Duke St		0.086	<b>=</b>	11000	G
South (395) Ramp	City of Alexandria (Maint: 29)	I-395 South  0.44 11000 G  SR 236 W, Duke St		0.085	=	11000	G
South (395) Ramp	City of Alexandria (Maint: 29)	I-395 South 0.42 <b>12000 G</b> Seminary Rd		0.079	=	12000	G
South Ramp	Arlington County	I-395 South  0.12 <b>16000 G</b> Ramp Split		0.097	=	16000	G
South (395) Ramp	City of Alexandria (Maint: 00)	Arlington County Line 0.29 16000 N -395-S005B JB-100 TO RT 07-WEST&EAST-KI		0.097	=	16000	N
South 395 Ramp	City of Alexandria (Maint: 00)	Ramp Split 0.13 <b>4800 G</b> SR 7 E, King St		0.129	=	4800	G
South Ramp	City of Alexandria (Maint: 00)	I-395 South Collector Rd 0.15 <b>7300 G</b> 1SR 402-P; 00-1250 JB100 FROM RT		0.122	=	7300	G
South 395 Ramp	City of Alexandria (Maint: 00)	I-395 South Collector Rd 0.16 <b>8400 G</b> Shirlington Rd		0.106	=	8400	G
South 395 Ramp	Arlington County	395-S007X TO RT 120 NORTH00- GLEBE ROA 0.10 NA SR 120 FROM RT 395 SOUTH		NA		NA	
South Ramp	Arlington County	I-395-S BEGIN COLLECTOR ROAD 0.10 NA 395-S007A TO RT 120 NORTH00- GLEBE ROA		NA		NA	
South Ramp	Arlington County	0.06 <b>14000 G</b> 120-W007A FROM RT 120 WEST00- GLEBE RO		0.105	=	14000	G
South 395 Ramp	Arlington County	0.13 <b>NA</b> 120-E007A FROM RT 120 EAST00- GLEBE RO		NA		NA	
South Ramp	City of Alexandria (Maint: 00)	JB100 WCL ALEXANDRIA 0.01 NA 395-S006B TO SHIRLINGTON CIRCLE00- NOR	<u> </u>	NA		NA	
South Ramp	City of Alexandria (Maint: 00)	0.09 23000 G  395-S006A TO SHIRLINGTON CIRCLE00- SOU		0.096	=	25000	G

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Route	Jurisdiction	Length AADT	QA 4Tire Bu	10	Truck Axle 1Trail		QC K Factor	QK	Dir Factor	AAWDT	QW
Gouth 395 Ramp	City of Alexandria (Maint:	I-395-S006A TO SHIRLINGTO 00) 0.01 <b>NA</b> I-395-S END COLL ROAD FF					NA			NA	
outh 1995 Ramp	From: Arlington County	I-395 South 0.13 <b>22000</b>					0.094	F		22000	G
outh 1995 Ramp	Arlington County	1-395-S008D TO PENTAGON 0.18 NA	N ROTARY ROAD				NA			NA	
outh 1955 Ramp	Arlington County	00-6605- 2B FROM ARMY NA 0.30 <b>NA</b>		<u> </u>			NA			NA	
outh 1950 Ramp	From: Arlington County	SR 27-W FROM RT 3  I-395 South  0.09 <b>16000</b>	ı				0.082	F		16000	G
<u> </u>	To: Front	SR 110 Jefferson D I-395-SB	avis Hwy								
Ramp	Arlington County  To  From	0.29 <b>21000</b> SR 110, US I-395-S008A TO PENTAGON					0.07	F		NA	
Ramp	Arlington County	0.11 <b>2600</b> PENTAGON ROTARY ROAD F	G				0.108	F		2600	G
outh 1995 Ramp	Arlington County	I-395 Soutt 0.08 <b>670</b> Boundary Channe	G				0.103	F		670	G
outh 1995 Ramp	Arlington County	I-395 South 0.08 <b>2100</b> Boundary Channe	G				0.208	F		2100	G
outh 1995 Ramp	Arlington County	I-395 South 0.08 17000 SR 90005 George Wasl	G G				0.088	F		17000	G
puth 95) Ramp	From: Arlington County	I-395 South	1 <b>G</b>				0.091	F		16000	G
puth 1950 Ramp	From Arlington County	SR 90005 George Wasl  I-395-S I-395-S010A TO  0.03 110  I-395-S; 00-99015-N000A R	BNDY CHAN <b>G</b>				0.106	F		120	G
100 90005 Washington St	City of Alexandria	George Washington Memorial Pa 0.91 <b>31000</b>		% 0% 0	% 0%	0%	F 0.106	F	0.795	NA	
400 90005 Washington St	City of Alexandria	SR 236 Duke 0.32 <b>32000</b> Queen St	F 97% 0°	% 1% 1	% 1%	0%	F 0.083	F	0.846	NA	

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

		Anington Mainte	nance A	ııea											
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	Queen S	St			ZAXIO	3 JTAXIC	TITAL	ZITAII		1 actor		1 actor		
400 (90005) Washington St	City of Alexandria	0.39 <b>3400</b> 0		98%	1%	1%	0%	0%	0%	С	0.085	F	0.801	NA	
	To- Prom-	Madison	St												
(400)(90005) Washington St	City of Alexandria	0.17 <b>35000</b>	) F	98%	1%	0%	0%	0%	0%	С	0.087	F	0.604	NA	
	To:	st Street; George Washingto	on Memor	ial Parkwa	у										
	From:	SCL Alexa													_
401 Van Dorn St	City of Alexandria	0.62 46000	) G	98%	1%	1%	0%	0%	0%	F	0.076	F	0.502	50000	G
	To: From:	Edsall R													
Van Dorn St	City of Alexandria	0.43 <b>32000</b>	) G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.552	34000	G
	To: From:	SR 236 Dul													
401 Van Dorn St	City of Alexandria	1.56 <b>2500</b> 0		98%	1%	1%	0%	0%	0%	С	0.082	F	0.661	27000	G
	Tα	Seminary													
Ovelor Lene	City of Alayandria	SR 420 Semir		98%	1%	10/	00/	00/	00/	F	0.000	F	0.500	01000	_
Quaker Lane	City of Alexandria	0.69 <b>20000</b>		90%	170	1%	0%	0%	0%	Г	0.080	Г	0.502	21000	G
	To: From:	SR 7 King		000/	40/	10/	00/	00/	00/	_	0.005	_	0.500	07000	
402 Quaker Lane	City of Alexandria	0.96 <b>2500</b> 0	) G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.583	27000	G
	From														
402)Ramp	City of Alexandria (Maint: 00)	SR 402 Ra 0.12 <b>1400</b> 0									0.108	F		14000	G
402) (402)	To:	I-395 No									0.100	•		14000	u
	From:	1SR 402-P TO RT	395 SOU	ГН											
(402)Ramp	City of Alexandria (Maint: 00)	0.16 <b>8800</b>									0.085	F		8800	G
	Tox	I-395 Sou	ıth												
North		SR 402; 00-6714 TO SHIR	LINGTO	N CIRCLE											
(402) Ramp	City of Alexandria (Maint: 00)	0.04 <b>NA</b>									NA			NA	
	100 00	0-1250 FROM SHIRLINGT			Ή										
Down.	From:	1SR 402-P Gap CONNE	ECTOR TO	O SHIR							NIA			NIA	
492 Ramp	City of Alexandria (Maint: 00)	0.07 NA SR 402 Gap FROM SHI	DI INGTO	ON CIP							NA			NA	
	From														
(420) Seminary Rd	City of Alexandria	I-395 Shirley Hwy 1.72 <b>1700</b> 0		97%	1%	1%	1%	0%	0%	С	0.092	F	0.668	18000	G
420) 3611111417 114	Only of Alloxandria			07 70	1 70	1 70	1 70	0 70	070	Ü	0.002	•	0.000	10000	u
(420) Janneys Lane	City of Alexandria	SR 402 Quake 1.03 <b>7300</b>	er Lane G	97%	1%	1%	1%	0%	0%	F	0.124	F	0.657	7800	G
420 Sameys Land	To:	SR 7 King		J1 /0	1 /0		1 /0	0 /0	0 /0	•	J. 124	'	0.007	7000	u
	From	SR 420				i									
(420)Ramp	City of Alexandria (Maint: 29)	0.17 <b>2200</b>									0.131	F		2200	G
· ·	To	I-395 R													
East		00420-E000X(B)/SPLIT OF	RAMP F	ROM RT	6706										
(420) Ramp	Arlington County	0.05 <b>16000</b>									0.12	F		16000	G
$\smile$	To: IS	-00395-S004X(L)/RAMP F	ROM RT	6706/SR4	20										

### Annual Average Daily Traffic Volume Estimates By Section of Route Arlington Maintenance Area

Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East 420 Ramp	City of Alexandria (Maint: 29)	SR 420; 100-6706; 0.12 N	SR 420-W000	X CO							NA			NA	
East 420 Ramp	City of Alexandria (Maint: 29)		IA								NA			NA	
East 420 Ramp	City of Alexandria (Maint: 29)	0.10 N SR 420 SR 420-W000X	IA			<del>_</del>					NA			NA	
West 420 Ramp	City of Alexandria (Maint: 29)		IA								NA			NA	
West 420 Ramp	City of Alexandria (Maint: 29)		IA								NA			NA	
West 420 Ramp	City of Alexandria (Maint: 29)		IA								NA			NA	
West 420 Ramp	City of Alexandria (Maint: 29)	0.11 N SR 420; 100-6706	IA								NA			NA	
(90005) (400) Washington St	City of Alexandria	0.91 <b>31</b> 0	exandria 000 F	98%	1%	0%	0%	0%	0%	F	0.106	F	0.795	NA	
90005 400 Washington St	City of Alexandria	0.32 <b>32</b> 0	Duke St  000 F	97%	0%	1%	1%	1%	0%	F	0.083	F	0.846	NA	
90005 400 Washington St	City of Alexandria	0.39 <b>34</b>	en St 000 F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.801	NA	
90005 400 Washington St	City of Alexandria	0.17 <b>35</b> 0	son St 000 F	98%	1%	0%	0%	0%	0%	С	0.087	F	0.604	NA	
90005 George Washington Memorial Parkway	City of Alexandria (Maint: US )	1.81 <b>49</b> 0	Street 000 O			<u> </u>					0.076	F	0.619	NA	
George Washington Memorial Parkway	Arlington County (Maint: US)	5.56 <b>62</b> 0	exandria 000 O			- 					0.076	F	0.619	NA	
George Washington Memorial Parkway	Arlington County (Maint: US)	00-6741 Spou 3.10 <b>71</b> 0		у		<u> </u> -					0.099	F	0.524	NA	

					Arlıı	ngton M	aintenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County																
244 23 Columbia Pike	1.67	24000	G	97%	2%	1%	County L 0%	0%	0%	С	0.082	F	0.517	26000	G	2019
244 23 Columbia Pike	1.03	26000	F	97%	2%	1%	0% Glebe R	0%	0%	F	0.085	F	0.610	27000	F	2019
244 23 Columbia Pike	0.60	7800 From:	F	97%	2%	1%	Washingto 0% tenance Bo	0%	0%	F	0.128	F	0.697	8300	F	2019
Adiantes Blad Freeton	- D0 54	From:		000/		N	Rolfe St		00/			_	0.00	0000		0040
F699 Arlington Blvd Frontage	e riolato	2800 To:	F	98%	1% 00-67	1% 747; 00-68	0% 52 RAMP	0% TO RT 5	0%	С	0.093	F	0.89	3000	F	2019
F700 Arlington Blvd Frontage	e 0.15	12000 To:	F				7 10th Stre				0.091	F		12000	F	2019
(F702)	0.31	From:	G				Filmore St				0.126	F	0.541	500	G	2019
		To				00-6700 V	Vashingtor	Blvd								
(F703) Arlington Blvd Frontage	======================================	From:	Di <b>G</b>			South	Fenwick S	St			0.107	F	0.563	520	G	2019
		To:				South C	Courthouse	Rd								
Authorators Black Form	- 0.00	From:				N	Irving St				0.000	_	0.005	00		0010
(F704) Arlington Blvd Frontage	e 0.03	30 To:	G	Th	ird Resid	lence East	of Irving	St; Arl Bl	vd Trail		0.333	F	0.625	30	G	2019
		From					th Irving St									
(F705) US 50 Arlington Blvd F	ron <b>ola@</b> F	Rd <b>130</b>	G								0.134	F	0.64	130	G	2019
$\overline{}$		To					Hudson S									
LIS 50 Arlington Blvd E	roman	430	G			End Stat	e Mainten	ance			0.136	F	0.767	430	G	2019
(F706) US 50 Arlington Blvd F	101 manye	43 <b>U</b> To:	<u> </u>			US 50 A	Arlington E	Blvd			0.130	Г	0.707	430	G	2013
		From:					ershing Dr									
F707) Arlington Blvd Frontage	e 0.19	<b>2600</b>	F	99%	1%	1%	0%	0%	0%	С	0.092	F	0.914	2800	F	2019
(F707) Arlington Blvd Frontage	e 0.24	1400	F	97%	2%	Georg 0%	ge Mason I 0%	0%	0%	С	0.092	F	0.914	1400	F	2019
		To				NΊ	Thomas St									
<u> </u>		From:				Е	dison St									
F708 Arlington Blvd Frontage	e 0.67	1400 To:	G		D 0 w 1	Erom IIO	50 to C	ma Mass	Dr.		0.194	F	0.984	1400	G	2019
		From:	l		ĸamp .		0 to Geor Park Dr	ge Mason	ו טד		1					
(F710) Arlington Blvd Frontage	e 0.17	240	G			IN	raik DT				0.184	F	0.855	240	G	2019
Arlington Divid Fronts	2 0 22	From:		000/	00/		nderson R		00/		0.138			210		2010
F710 Arlington Blvd Frontage	<del>.</del> 0.22	290 To:	F	99%	0%	1% N P	0% ershing Dr	0%	0%	С	0.138	F		310	F	2019
		From:					Edison St									
(F711) Arlington Blvd Frontage	e 0.09	340	G								0.117	F	0.805	340	G	2019
$\overline{}$		To					olumbus S									
Arlington Blud Fronts	0.50	1200				Fairfax	County L	ine			0.104	_	0.614	1000	G	2010
F712 Arlington Blvd Frontage	<del>.</del> 0.53	1200	G			SIE	exington St	:			0.104	F	0.614	1200	G	2019
		From:	<u> </u>				County L				<del></del>					
(F713) Arlington Blvd Frontage	e 0.18	1100	G								0.154	F	0.852	1100	G	2019
$\underline{\underline{\hspace{1cm}}}$		To:				N Man	chester Str	eet								
OD 100 0 01-1- D 15	********	From:		SR 1	20, S Gl	ebe Rd, W	Glebe Rd	, Four M	ile Run Dr		0.101	_	0.740	000		0010
F714 SR 120, S Glebe Rd Fr	rontage	380 To:	G			c	Troy St				0.124	F	0.743	380	G	2019
		From:					723 Eads S	lt .			1					
1 20th St	0.05	5300	F	96%	2%	2%	0%	0%	0%	F	0.086	F	0.676	5600	F	2019
$\cup$		To				US 1 R	ichmond F	lwy								

					Aiiii	ngton Maintenance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County														
20th St	0.15	4900	<u> </u>	069/	20/	US 1 Richmond Hwy	00/		0.095	F	0.77	E100	_	2010
1) 20th St	0.15	4800 _{те}	, <u> </u>	96%	2%	2% 0% 0% Crystal Dr	0%	С	0.085	Г	0.77	5100	F	2019
		From				•								
2 26th St	0.07	4200		95%	3%	00-6587 Clark St 1% 0% 0%	0%	С	0.12	F	0.949	4500	F	2019
2) 26th St	0.07	<b>4200</b>	_	95 /6	3 /0	00-6724 Crystal Dr	0 /0		-0.12	'	0.545	4300	ı	2019
		From												
3 27th St	0.09	4400	F	95%	3%	US 1 Richmond Hwy 2% 0% 0%	0%	F	0.118	F		4600	F	2019
(3) 27th St	0.00	<b>7700</b>		3376	0 70	00-6724 Crystal Dr	0 70		<del>-0.110</del>	•		4000	Ī	2013
		From				-								
Clarendon Blvd	0.78	9900	F	96%	2%	00-6700 Washington Blvd 1% 0% 0%	0%	С	0.106	F		11000	F	2019
4 Clarendon Blvd	0.70	To		0070		00-6812 Courthouse Rd	070			•		11000	•	2010
		From												
5 Courthouse Rd	0.58	5000		93%	3%	SR 244 Columbia Pike 3% 0% 0%	0%	С	0.104	F	0.695	5300	F	2019
5 Courthouse Rd	0.50	To		30 70	0 70	FR-703; Walter Reed Dr	0 70		0.104	•	0.000	3000	Ī	2013
		From	:											
7 Columbus St	0.12	1300	`	98%	0%	30th St 1% 1% 0%	0%	С	0.085	F	0.632	1400	F	2019
/ Ociumbus St	0.12	To	<u></u>	JU /0	U /0	31st St	U /0		0.000	1.	0.032	1400	ı	2013
		From												
8 Fairfax Dr	0.38		<u></u>	99%	1%	I-66 0% 0% 0%	0%	F	0.072	F	0.534	29000	F	2019
8 Fairfax Dr	0.30	27000 To		JJ 70		0% 0% 0% SR 120; SR 237 Fairfax Dr E	U 7/0		0.072	۲	0.554	29000	Г	2019
At						·	C/F		+					
West	0.36	18000	" <u>L</u>		00-8 I-	1-66-E071A FROM RT 66 EA	ST		0.093	F		18000	C	2010
8 Ramp	0.36	TOUUU			00.81	1 66 E071 A EDOM DT 66 EA	CT		0.093	Г		16000	G	2019
			<u> </u>			1-66-E071A FROM RT 66 EA	.51							
( )	0.00	From	ᆫ	000/		00-6809 Patrick Henry Dr	00/			_	0.570	0000	_	0040
(9) Harrison St	0.30	6400	F	99%	1%	0% 0% 0%	0%	F	0.103	F	0.578	6800	F	2019
<u> </u>		From				US 29 Lee Hwy								
9 Harrison St	0.30	8900	F	99%	1%	0% 0% 0%	0%	F	0.107	F	0.566	9500	F	2019
$\overline{}$		To	c v			27th St			$\neg$ —					
9 Harrison St	0.62	6600	F	99%	1%	0% 0% 0%	0%	С	0.11	F	0.629	7000	F	2019
		To				Williamsburg Blvd								
		From	ı:			00-6771 Yorktown Blvd								
10 Little Falls Rd	0.25	3400	F	99%	1%	0% 0% 0%	0%	С	0.118	F	0.657	3600	F	2019
		To	c.		00	0-6626, N George Mason Dr								
		From	c			Fairfax County Line								
11) S Manchester St	0.15	8900	F	99%	1%	1% 0% 0%	0%	С	0.092	F	0.669	9400	F	2019
···		To	d			US 50 Arlington Blvd								^
		From	c			SR 110			=				_	_
12) Memorial Dr	0.39	11000	F	99%	1%	1% 0% 0%	0%	F	0.084	F	0.68	12000	F	2019
		To	-			District of Columbia Line								
		From				00-6608 Wilson Blvd			$\equiv$					
13) Nash St	0.11	6500	F	97%	1%	1% 1% 1%	0%	F	0.1	F	0.689	6900	F	2019
10)	J.11	-550	<u> </u>						<u> </u>	•	2.000	3000	•	_0.0
Noch Ct	0.14	From	ᄂ	070/	10/	00-6744 Key Blvd	00/		0.000		0.510	0500		2010
13 Nash St	0.14	2300 To	F	97%	1%	1% 1% 1% US 29	0%	С	0.096	F	0.518	2500	F	2019
			<del></del>											
Pioros Ct	0.07	4600	누	069/	20/	00-6812 Clarendon Blvd	00/		0.001	_	0 FG4	4000	_	2010
14) Pierce St	0.07	4600 Ta	, F	96%	2%	1% 0% 0% 00-6608 Wilson Blvd	0%	F	0.091	F	0.564	4800	F	2019
			<del></del>											
Outre Ot	0.05	From		0701	101	00-6608 Wilson Blvd	001			_	0.000	4000	_	0010
15) Quinn St	0.25	3900 _{To}	G	97%	1%	1% 1% 1%	0%	F	0.089	F	0.630	4300	G	2019
<u> </u>		To	<u></u>			Key Blvd								
<u> </u>		From	ــــــــا			SR 120, N Glebe Rd								
(16) Randolph St	0.19	6800	F	90%	7%	2% 0% 0%	0%	С	0.086	F	0.640	7200	F	2019
$\sim$		To				00-6608 Wilson Blvd			$\neg$ —					
		From				00-0000 Wilson Divu								
16) Randolph St	0.18	6900	F	90%	7%	2% 0% 0%	0%	F	0.084	F	0.53	7300	F	2019

					Arlı	ngton Ma	aintenanc	e Area	3							
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County																
Church Ch	0.07	From		070/	10/		Wilson Bly		00/	F		_	0.510	0000	_	0010
17 Stuart St	0.07	3600 _{To}		97%	1%	1%	1% 3, 9 th Stree	1%	0%	Г	0.083	F	0.519	3800	F	2019
		From:	l								<u> </u>					
(19) Washington Blvd	0.42	1900	F	98%	1%	1%	estmorelar 0%	0%	0%	С	0.125	F		2000	F	2019
(19) Washington Blvd	0.42	To:	•	30 70			US 29 Lee		0 70		0.123	•		2000	'	2013
West		From					shington B									
19) Ramp	0.10	21000	G			00-19 W	ishington D	ivu			0.143	F		21000	G	2019
19)		To:	Ť			I-6	6 West								-	
		From:				00-6608	Wilson Bly	vđ								
20) Monroe St	0.10	2700	F	96%	1%	2%	1%	0%	0%	С	0.093	F	0.618	2800	F	2019
200		To				SR 237	7 Fairfax Di	r								
$\sim$		From:				S	R 237									
(20) Monroe St	0.20	2900	F	97%	1%	1%	1%	1%	0%	С	0.119	F	0.556	3100	F	2019
<u> </u>		To:				00-6700 W	ashington l	Blvd								
1046 04	0.45	From:	<u> </u>	000/	00/		Ft Myer D		001			_	0.047	0400	_	0010
21) 19th St	0.15	8400	G	96%	2%	1%	0%	0%	0%	F	0.103	F	0.647	9100	G	2019
_		10.					Cent St				<u> </u>					
Columbia Dilea	1.07	From:	<u> </u>	070/	00/		County Lin		00/		0.000	_	0 517	26000	^	0010
23 Columbia Pike	1.67	24000	G	97%	2%	1%	0%	0%	0%	С	0.082	F	0.517	26000	G	2019
<u> </u>		From:					0 Glebe Rd									
(23) Columbia Pike	1.03	26000	F	97%	2%	1%	0%	0%	0%	F	0.085	F	0.610	27000	F	2019
<u> </u>		To:				SR 27 W, V	Vashington	Blvd			_					
23) Columbia Pike	0.60	7800	F	97%	2%	1%	0%	0%	0%	F	0.128	F	0.697	8300	F	2019
$\bigcup$		To			S	State Mainte	enance Bou	ndary								
_		From				00-6710 G	eorge Maso	n Dr								
25) N Park Dr	0.17	2200	F	99%	1%	0%	0%	0%	0%	С	0.076	F	0.846	2300	F	2019
$\overline{}$		Tor				00-6811 C	arlin Spring	s Rd								
$\sim$		From:				Cui	l-de-Sac									
27) N Pollard St	0.33	1700	<u>_F</u>								0.097	F	0.611	1700	F	2019
<u> </u>		To:				Wil	son Blvd									
<u> </u>		From:					4th Rd									
₆₅₈₇ Old Jefferson Davis H	wy 1.73	5500	F	98%	1%	1%	1%	0%	0%	С	0.103	F	0.513	5900	F	2019
<u> </u>		To				De	ad End									
O 411 1 B1 B1	4.00	From:	<u> </u>	070/	00/		Alexandria	00/	00/			_	0.700	1 1000	_	0010
6591) Arlington Ridge Rd	1.20	13000	F	97%	2%	0%	0%	0%	0%	С	0.102	F	0.733	14000	F	2019
		From:					nn Street on Ridge R	d								
6591) S Lynn St	0.32	2100	F	98%	1%	0%	0%	1%	0%	С	0.104	F	0.533	2300	F	2019
,		To					Navy Dr									
		From:			1		NCL Alexa	ındria								
6602) West Glebe Rd	0.10	16000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.608	17000	F	2019
		To				SR 120.	, S Glebe R	.d								
		From:				26t	h Street									
6605) Adams St; Army Navy	Dr 0.42	4800	F	97%	1%	2%	0%	0%	0%	F	0.115	F	0.734	5100	F	2019
		To				281	h Street									
6605) Army Navy Dr	1.50	7200 From:	F	97%	1%	2%	0%	0%	0%	С	0.124	F	0.757	7600	F	2019
0003),			-	/0	. 70				3,0		<del></del>	•	<b></b>	. 550	•	_0.0
6605) Army Navy Dr	0.45	7800	F	97%	1%	I-395; 2%	S Hayes St	0%	0%	F	0 111	F	0.767	გვიი	F	2019
6605 Allily Navy DI	0.45	7800 To:		JI 70	1 70		0% 2th St	U 7/0	U70	٢	0.111	۲	0.767	8300	Г	2019
		From:	l		00.5			0000	0		<u> </u>					
Pama	0.17		<u></u>		00-66	005; 00-660	6 I-395-N0	IU8C FR	U		0.006	_		0100	C	2010
6605 Ramp	0.17	9100 To:	G		00	1 6605 2P	TO PT 27	WECT			0.086	F		9100	G	2019
		From:			UU		TO RT 27 6605 2B	W E9 I								
6605) Ramp	0.13	16000	G								0.089	F		16000	G	2019
·		To				I-39	95 South									
								_				_			_	

					AIIII	igion ivian	пепапсе	Alea							
Route	Length	AADT	QA	4Tire	Bus			Trail 2Tr	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
rlington County		From			00		O DE 27 W	FOR		-					
Ramp	0.03	7600	G		00	0-6605 2A TO	J K I 2/ W	251		0.117	F		7600	G	2019
, , , , , , , , , , , , , , , , , , ,		To		I-395-	S008A F	FROM ARM	Y NAVY I	RIVE & H.	AYE						
		From:				Crys	stal Dr								
6606) 18th St	0.37	8300	G	96%	2%	2%	0% (	0% 0%	6 F	0.108	F	0.771	8800	G	2019
<u> </u>		To: From:					es St								
6606) Hayes St	0.66	11000	F	96%	2%	2%	th St 0% (	0% 0%	6 C	0.1	F	0.720	12000	F	2019
5600)		To:					395				-			•	
		From:				Fairfax C	ounty Line								
Wilson Blvd	0.56	15000	F	93%	4%	2%		1% 0%	6 F	0.106	F	0.567	16000	F	2019
<u> </u>		To				Larrir	nore St								
6608) Wilson Blvd	0.89	13000	F	93%	4%	2%		1% 0%	6 F	0.115	F	0.567	14000	F	2019
		To				N George	Mason Dr								
6608) Wilson Blvd	0.41	12000	F	93%	4%	2%		1% 0%	6 F	0.105	F	0.702	13000	F	2019
9000		Tor													
Wilson Blvd	0.92	11000	F	93%	4%	2%	N Glebe Rd	1% 0%	6 C	0.083	F	0.571	11000	F	2019
5606	0.02	T	•	0070	1,70						•	0.07 1	11000	•	2010
G608) Wilson Blvd	0.14	10000	F	93%	4%	2%	7 10th St 0%	1% 0%	6 F	0.081	F	0.514	11000	F	2019
Wilson Blvd	0.14	10000		30 /6	4 /0			76 07		0.001	'	0.514	11000	'	2013
Wilson Dlvd	1 15	From	<u> </u>	020/	40/	,	gton Blvd	10/ 00		0.097			10000		2010
Wilson Blvd	1.45	9300	G	93%	4%	2%	0%	1% 0%	6 F	0.097	F		10000	G	2019
		From:	L	2221			sh St	1-1							
Wilson Blvd	0.28	13000	F	93%	4%	2%		1% 0%	6 F	0.110	F	0.628	14000	F	2019
		-					n Ridge Rd								
Walter Reed Dr	0.70	18000	F	98%	1%	1%	lexandria	0% 0%	6 C	0.095	F	0.651	20000	F	2019
Walter Reed Dr	0.70	10000		90 /6	1 /0	1 /0	0% (	7/6 0/	· C	0.093	'	0.051	20000	1	2013
Walter Bood Dr	0.60	From	┖—	000/	10/		le Run Dr	20/ 00	6 F	0.101	F	0.700	17000	F	2010
Walter Reed Dr	0.69	16000 To:	F	98%	1%	1%	0% ( S Glebe Rd	0% 0%	<u>ь г</u>	0.101	Г	0.789	17000	Г	2019
		From:					S Glebe Rd								
Walter Reed Dr	0.53	15000	F	98%	1%	1%	0% (	0% 0%	6 F	0.108	F	0.561	16000	F	2019
<u> </u>		To:				SR 244 Cc	olumbia Pike	<del></del>							
Walter Reed Dr	0.36	13000	F	98%	1%	1%		0%	6 F	0.093	F	0.55	14000	F	2019
		To					h St								
C:!! 0.4	0.40	From:		000/	10/		Reed Dr	20/ 00			_	0.001	0000	_	0010
6622) Fillmore St	0.40	9300 To:	F	98%	1%	1%	0% ( lington Blvd	0% 0%	6 F	0.089	F	0.621	9900	F	2019
Lu		From:	l		00.4										
North Ramp	0.06	5900	G		00-0	6624 TO RT	395 & 27	VEST		0.115	F		5900	G	2019
Ramp	0.00	To:	<u> </u>	I-395	5-N008A	FROM ARI	LINGTON	RIDGE RO	AD		•		0000	ŭ	2010
		From:					tle Falls Rd								
N George Mason Dr	0.35	2800	F	99%	0%	1%		0% 0%	6 C	0.102	F	0.685	2900	F	2019
3020)		To:	_			SR 309 Willi									
		From				NCL Fal	lls Church								
Sycamore St	0.26	21000	F	98%	0%	1%		0%	6 F	0.080	F	0.712	23000	F	2019
$\mathcal{L}$		To				N 17tl	h Street			<u> </u>					
Sycamore St	0.25	21000	F	98%	0%	1%		0% 0%	6 C	0.080	F	0.725	23000	F	2019
		To					-66								
Sycamore St	0.12	26000	G	96%	2%	2%		0% 0%	6 F	0.080	F	0.725	29000	G	2019
5002) - 7-2	<b>-</b>											<b>-</b> -			_0.0
		From:	F	96%	2%	SR 237 Was 2%		^{/d} 0% 0%	6 C	0.096	F	0.652	13000	F	2019
Sycamore St	0.20	12000								0.000		0.002	. 0000		2013
Sycamore St	0.20	12000		0070											
Sycamore St  6682) Sycamore St	0.20	12000 From:		96%	2%		Lee Hwy	0% 0%		0.099	F	0.627	12000	F	2019

					Arlı	ngton M	aıntenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	2010		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County																
MUST and a larger Dlank	0.47	From	<u> </u>	000/	00/		camore St	00/	00/			_	0.740	0000	_	0040
(6682) Williamsburg Blvd	0.47	8300	F	96%	2%	2%	0%	0%	0%	F	0.080	F	0.712	8800	F	2019
		From					Marshall I	)r								
(6682) Williamsburg Blvd	0.76	8200	F	96%	2%	2%	0%	0%	0%	F	0.115	F	0.709	8700	F	2019
$\overline{}$		To From				SR 309 O	ld Domini	on Dr								
(6682) Williamsburg Blvd	0.42	6700	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.632	7200	F	2019
$\cup$		To				SR 120, 1	North Gleb	e Rd								
		From:	:			Syc	camore St									-
(6682) Ramp	0.17	5400	G	98%	0%	1%	0%	0%	0%	F	0.114	F		5700	G	2019
$\overline{}$		To	:			I-	66 East									
		From:	:			Four l	Mile Run I	Or								-
(6686) 16th St	0.77	1900	F	97%	1%	1%	0%	0%	0%	С	0.12	F	0.58	2100	F	2019
<u> </u>		To				SR 120	), S Glebe	Rd								
_		From:	:		S	R 27; US	50 Arlingto	on Blvd							-	-
(6700) Washington Blvd	0.76	35000	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.583	38000	F	2019
$\overline{}$		То	-			SR 23	7 10th Stre	et								
(6700) Washington Blvd	0.41	21000	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.527	22000	F	2019
0,700		To				00 (741	IZ:.1	1.0.1			_					
(6700) Washington Blvd	0.92	16000	<u>.</u> . F	97%	1%	1%	Kirkwood	0%	0%	С	0.098	F	0.61	17000	F	2019
(6700) Washington Blvd	0.32	To	_	31 /6	1 /0		, N Glebe		0 /6		0.030	'	0.01	17000	ı	2013
		From:									<u>l</u>					
6708) 23rd St	0.29	3000	F	97%	1%	00-6605 A 1%	rmy Navy 1%	0%	0%	С	0.099	F	0.539	3200	F	2019
(6708) 23rd St	0.29	3000		31 /6	1 /0	1 /0	1 /0	0 /0	0 /6	0	0.033	'	0.555	3200	'	2019
O		From	L				ton Ridge				_	_				
6708) 23rd St	0.71	7600	F	97%	2%	1%	0%	0%	0%	С	0.092	F	0.669	8000	F	2019
		To From				]	Fern St									
(6708) 23rd St	0.15	8100	F	97%	2%	1%	0%	0%	0%	F	0.091	F	0.603	8600	F	2019
<u> </u>		To				US 1 R	ichmond F	Iwv								
(6708) S 23rd St	0.15	9900	F	97%	2%	1%	0%	0%	0%	F	0.078	F	0.553	11000	F	2019
		То	:			Cry	stal Drive									
		From:	1			Fairfax	County L	ine								
(6710) George Mason Dr	1.24	15000	F	98%	1%	1%	0%	0%	0%	F	0.11	F	0.652	16000	F	2019
<u> </u>		To				CD 244	Columbia	D:1								
(6710) George Mason Dr	0.78	25000	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.630	27000	F	2019
(6710) George Mason Dr	0.70	23000		30 70	1 /0			0 70	0 70		0.007		0.000	27000	•	2013
O M D.	0.07	From	<u> </u>	000/	40/		US 50	00/	00/		0.000	_	0.500	0.4000		0010
(6710) George Mason Dr	0.67	22000	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.563	24000	F	2019
		From					Springs R									
(6710) George Mason Dr	0.99	21000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.597	23000	F	2019
$\overline{}$		To				SR 237 V	Vashington	Blvd								
(6710) George Mason Dr	0.89	16000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.567	17000	F	2019
		To					Lee Highv	/av								
(6710) George Mason Dr	0.48	7800	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.613	8300	F	2019
0,10	0.10	To	-	/ 0	. 70		ctown Blvc		2,0	•		•	2.0.0	3000	•	_0.0
		From	· -				Carlin Sprir				i					
6712) Greenbrier St	0.61	2400	F	95%	2%	2%	20%	1%	0%	С	0.089	F	0.547	2500	F	2019
0/12/ 3/00/10/10/ 01	0.01	_ <del>100</del>		JU /0	2/0		Columbia		370		0.000	•	0.0-11	_000	•	_010
		From:	:								l I					
6714) Shirlington Rd	0.14	19000	F	97%	2%	SR 402	Quaker L 0%	ane 0%	0%	F	0.078	F	0.544	20000	F	2019
(6714) Shirlington Rd	0.14	To	Ė	3170	∠ 7/0		Mile Run I		U-76		0.076	1	0.544	20000	I T	2019
$\bigcirc$						r our l	vinc Kull I									
$\bigcup$		From:	:			Shir	lington Rd									
6714) Four Mile Run Dr	1.54	From:	F	97%	2%	Shir 1%	lington Rd 0%	0%	0%	С	0.087	F	0.524	17000	F	2019
6714 Four Mile Run Dr	1.54		F	97%	2%	1%		0%	0%	С	0.087	F	0.524	17000	F	2019
6714 Four Mile Run Dr	1.54	16000	F	97%	2%	1% SR 244	0% Columbia	0% Pike	0%	С	0.087	F	0.524	17000	F	2019
Four Mile Run Dr  6716 Jefferson Street South		16000	F	97%	2%	1% SR 244	0%	0% Pike	0%	C	0.087	F F	0.524	17000	F N	2019

				Arlır	ngton Maintenance Are	ea							
Length	AADT	QA	4Tire	Bus			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	ı			Dead End								
0.03	100	М						NA			NA		2010
0.60	4500	G	93%	5%	Columbus St 1% 0% 0%	0%	С	0.09	F	0.543	4900	G	2019
0.30	From:	F	93%	5%	1% 0% 0%	0%	F	0.085	F	0.515	7400	F	2019
		l											
0.69	12000 _{To:}	F	92%	5% 00-67	2% 0% 0%	0%	С	0.094	F	0.607	13000	F	2019
	From:			00 07		p							
0.25	1700 _{To:}	F	98%	1%	1% 0% 0%  SR 244 Columbia Pike	0%	С	0.114	F	0.752	1800	F	2019
	From:				00-6721 Shirlington Rd								
0.18	<b>7200</b>	F	97%	1%	2% 0% 0% SR 120 , S Glebe Rd	0%	F	0.092	F	0.73	7600	F	2019
	From:			(	00-6714 Four Mile Run Dr								
0.40	8200	F	91%	4%	3% 2% 0%	0%	С	0.105	F	0.754	8700	F	2019
	To:				Kenmore St Shirlington Rd								
0.47	<b>2500</b>	F	87%	9%	2% 1% 0% Walter Reed Dr	0%	С	0.118	F	0.526	2700	F	2019
	From:				Army Navy Drive								
0.55	9700	F	96%	2%	1% 1% 0%	0%	F	0.099	F	0.54	10000	F	2019
0.55	12000	F	96%	2%	1% 1% 0%	0%	С	0.078	F	0.556	12000	F	2019
	From:	l			•								
0.37	9500	G	95%	3%	2% 0% 0%	0%	F	0.092	F	0.734	10000	G	2019
0.53	13000	F	95%	3%	Fort Scott Dr 2% 0% 0%	0%	С	0.081	F	0.735	14000	F	2019
	To: From:				20th St								
0.77	7300 To:	F	95%	3%		0%	F	0.102	F	0.606	7700	F	2019
	From:	1											
0.10	9000	G			00 0723 Eddes St			0.110	F		9000	G	2019
	To				I-395 North								
	From:				US 1 Richmond Hwy			<u> </u>				_	
0.60	3300	F	93%	6%	1% 0% 0%	0%	С	0.142	F	0.984	3500	F	2019
0.70	From:	<u> </u>	050/	00/	26th St	00/	_	0.004			7000		0010
0.73	7300 To:	<u> </u>	95%	3%		0%	F	0.094	г		7800	Г	2019
	From:				Crystal Dr								
0.45	6100	F	95%	3%		0%	F	0.142	F	0.984	6400	F	2019
	10												
0.81	5800	F	97%	1%	23 rd Street S 2% 0% 0%	0%	С	0.123	F	0.839	6200	F	2019
• • • •	From:	<u> </u>	<b>~=</b>		Army Navy Drive	a - ·							
0.14	6200	F	97%	1%	2% 0% 0%	0%	F	0.091	F	0.515	6500	F	2019
	-			Hinfi	rance to Pentagon Parking L	π							
	To	<u> </u>		Line									
	From:	F	97%		SR 120, S Glebe Rd	0%	C	0.102	F	0.586	5300	F	2019
0.30	From: 5000	F	97%	2%		0%	С	0.102	F	0.586	5300	F	2019
		F	97%		SR 120, S Glebe Rd 1% 0% 0%	0%	C	0.102	F F	0.586	5300 7600	F	2019
	0.03 0.60 0.30 0.69 0.25 0.18 0.40 0.47 0.55 0.55 0.55 0.37 0.53 0.77 0.10 0.60 0.73 0.45	0.03 100  0.60 4500  0.30 6900  To From:  0.69 12000  To From:  0.18 7200  To T	0.03 100 M    100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M   100 M	0.03	Length   AADT   QA   4Tire   Bus   Bus	Company   Comp	Length AADT   QA	Length   AADT   QA   4Tire   Bus     Dead End   Trail   2Trail   2Trail   2   2   2	Length   AADT   QA   4Tire   Bus     Truck   Truck   Trail   2Trail   QC   K   Factor	Length   AADT   QA   4Tire   Bus     Calumbus St   Columbus St   Colum	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie   1Trail   2Trail   C   K   C   C   C   C   C   C   C   C	Company   Comp	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   2Trail   2Trail   C   Factor   QK   Dir   Factor   AAWDT   QW

							ce Area	•							
Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
					~~										
0.04		L	079/	20/				00/	NI	0.008	_	0.670	7600	N	2019
0.04	Tor		31 /6	2 /0				0 /6	14	0.030	'	0.073	7000	IN	2013
	From:														
0.55		F	97%	1%				0%	С	0.122	F	0.552	4100	F	2019
0.55	3000		37 76	1 /0			1 /0	0 70		0.122	'	0.552	4100	•	2013
0.05	From:	<u> </u>	070/	40/			40/	00/		0.405	_	0.04	0000	_	0040
0.25	3600	F	97%	1%	1%	1%	1%	0%	F	0.125	F	0.64	3800	F	2019
	To: From:				SR 237 V	Vashington	Blvd								
0.09	120	F	97%	2%	1%	1%	0%	0%	С	0.176	F		120	F	2019
	To:														
0.40		<u> </u>	000/	40/			00/	00/			_	0.540	040	_	0040
0.19	300	F	98%	1%	1%	1%	0%	0%	C	0.125	F	0.513	310	F	2019
	To:				US 29	Lee Highw	ay								
0.84	960	F	99%	0%	1%	0%	0%	0%	С	0.116	F	0.522	1000	F	2019
	To				Willia	msburg Blv	/d								
	From:			F	Fairfax Co	unty Line; 2	29-714								
0.14	4800	F	99%	1%	0%	0%	0%	0%	F	0.125	F	0.592	5100	F	2019
	To:														
	From:														
0.27		F	96%	2%				0%	F	0.09	F	0.556	14000	F	2019
J,	. 3000 To:	·	5570	_ /0				3 / 3	•		•	3.000	. 1000	•	_510
	From									_					
0.50		<u> </u>			rairtax	County Li	IIC .			0.088	F	0.619	NΙΛ		2019
0.59	31000	Г								0.000	۲	0.010	INA		2018
	From:					5th Rd									
0.36	33000	F								0.095	F	0.638	NA		2019
	To				US 50	Arlington B	lvd								
0.88	17000	F	98%	1%				0%	F	0.100	F	0.770	19000	F	2019
0.00	To:	Ė	0070	1 70				0 70	•		•	0.770	10000		
	From:														
0.22			08%	10/_				Nº/-	F	0.002	F	0.508	6700	F	2019
0.22	To:		30 /6	1 /0				0 /6	- 1	0.032	'	0.590	0700		2013
						N Glebe R	oaa			_					
	From:					) Glebe Ro	ad								
0.92		F	98%	1%	SR 120	0 Glebe Ro 0%		0%	F	0.096	F	0.631	8300		2019
0.92	7900	F	98%	1%	SR 120 1%	0%	0%	0%	F	0.096	F	0.631	8300	F	2019
	7900				SR 120 1% Wash	0% nington Blv	<b>0</b> %								
0.92		F	98%	1%	SR 120 1% Wash 1%	0% nington Blv 0%	0% d 0%	0%	F F	0.096 0.102	F	0.631	8300 5500	F	
	7900				SR 120 1% Wash 1%	0% nington Blv	0% d 0%								
0.34	7900 From: 5200 From:		98%	1%	SR 120 1% Wash 1% US 50 A	0%  nington Blve 0%  Arlington B  Washington	0% d 0%		F	0.102	F	0.637	5500	F	2019
	7900 From: 5200			1%	SR 120 1% Wash 1% US 50 A	0% nington Blve 0% Arlington B	0% d 0%								2019
0.34	7900 From: 5200 From: 8600	F	98%	1%	SR 120 1% Wash 1% US 50 A 00-6700 V 1% US 29	0% hington Blv 0% Arlington B Washington 0% Lee Highw	0% d 0% elvd Blvd 0% ray	0%	F	0.102	F	0.637	5500	F	2019
0.34	7900 From: 5200 From: 8600 To: From:	F	98%	1% 1% SR 1	SR 120 1% Wash 1% US 50 2 00-6700 V 1% US 29 24; 00-67-	0% hington Blve 0% Arlington B Washington 0% Lee Highw 42 Lorcom	0% d 0% elvd Blvd 0% ray Lane; Ga	0% 0%	F C	0.102	F	0.637	5500 9200	F	2019
0.34	7900 From: 5200 From: 8600	F	98%	1% 1% SR 1 1%	SR 12t 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1%	0% hington Blve 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0%	0% d 0% elvd Blvd 0% eay Lane; Ga	0% 0% p	F	0.102	F	0.637	5500	F	2019
0.34	7900 To From: 5200 To: From: 8600 To: 24000 To:	F	98%	1% 1% SR 1 1%	SR 12t 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1%	0% hington Blve 0% Arlington B Washington 0% Lee Highw 42 Lorcom	0% d 0% elvd Blvd 0% eay Lane; Ga	0% 0% p	F C	0.102	F	0.637	5500 9200	F	2019
0.34 0.80 0.89	7900 To From: 5200 To: From: 8600 To: To: From: 24000 To: From: Fr	F F	98% 98% 98% SR	1% 1% SR 1 1% 90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wash SR 309	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington V	0% d 0% olvd Blvd 0% ray Lane; Ga 0% demorial I	0% 0% p 0% Parkway	F C	0.102 0.094 0.098	F F	0.637 0.611 0.544	5500 9200 25000	F F	2019
0.34	7900 To From: 5200 To: From: 8600 To: 24000 To:	F	98%	1% 1% SR 1 1%	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa	0% hington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M	0% d 0% d lvd Blvd 0% ay Lane; Ga 0% demorial I	0% 0% p	F C	0.102	F	0.637	5500 9200	F	2019
0.34 0.80 0.89	7900 To From: 5200 To: From: 8600 To: To: From: 24000 To: From: Fr	F F	98% 98% 98% SR	1% 1% SR 1 1% 90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1%	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington V	0% d 0% olvd Blvd 0% ray Lane; Ga 0% demorial I	0% 0% p 0% Parkway	F C	0.102 0.094 0.098	F F	0.637 0.611 0.544	5500 9200 25000	F F	2019
0.34 0.80 0.89	7900 To From: 5200 To: From: 8600 To: To: From: 24000 To: From: Fr	F F F	98% 98% 98% SR	1% 1% SR 1 1% 90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1%	0% nington Blvt 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M Old Lee H 0%	0% d 0% olvd Blvd 0% ray Lane; Ga 0% demorial I	0% 0% p 0% Parkway	F C	0.102 0.094 0.098 0.105	F F	0.637 0.611 0.544 0.504	5500 9200 25000	F F	2019 2019 2019 2019
0.34 0.80 0.89	7900 To From: 8600 To From: 24000 To From: 8700	F F	98% 98% 98% SR	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1%	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ushington M Old Lee H 0% itary Road 0%	0% d 0% elvd Blvd 0% ay Lane; Ga 0% demorial I	0%  0%  p 0%  0%  Parkway  0%	F C F	0.102 0.094 0.098	F F F	0.637 0.611 0.544	5500 9200 25000 9200	F F F	2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38	7900 To From:  8600 To:  8600 To:  24000 To:  From:  8700  To:  8300	F F F	98% 98% 98% 99%	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1% Nellii	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ushington M Old Lee H 0% itary Road 0% ie Custis Di	0% d 0% elvd Blvd 0% eav Lane; Ga 0% demorial I	0%  0%  0%  0%  0%  2arkway  0%  0%	F C	0.102 0.094 0.098 0.105	F F F	0.637 0.611 0.544 0.504 0.512	5500 9200 25000 9200 8800	F F F	2019 2019 2019 2019
0.34 0.80 0.89	7900 To From: 8600 To From: 24000 To From: 8700	F F F	98% 98% 98% SR	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1% Nelli 1%	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ushington M Old Lee H 0% itary Road 0% ie Custis Di 0%	0% d 0% elvd Blvd 0% ay Lane; Ga 0% demorial I	0%  0%  p 0%  0%  Parkway  0%	F C F	0.102 0.094 0.098 0.105	F F F	0.637 0.611 0.544 0.504	5500 9200 25000 9200	F F F	2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38	7900 To From:  8600 To:  8600 To:  24000 To:  From:  8700  To:  8300	F F F	98% 98% 98% 99%	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1% Nelli 1% Spou	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M Old Lee H 0% itary Road 0% ie Custis Dr 0% t Run Pkw	0% d 0% elvd Blvd 0% ay Lane; Ga 0% femorial I (wy 0% 0%	0%  0%  0%  0%  0%  2arkway  0%  0%	F C	0.102 0.094 0.098 0.105	F F F	0.637 0.611 0.544 0.504 0.512	5500 9200 25000 9200 8800	F F F	2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38 0.49	7900 To From: 8600 To: 24000 To: 8700  From: 8700  To: From: 15000 To: From: F	F F F	98% 98% 98% SR 99%	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1% Nellii 1% Spou	nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M Old Lee H 0% itary Road 0% ie Custis Di 0% t Run Pkwy 8 Wilson B	0% d 0% divd Blvd 0% ay Lane; Ga 0% demorial I	0%  0%  p 0%  0%  own  own  own  own  own  own  own  ow	F C F	0.102 0.094 0.098 0.105 0.132	F F F	0.637 0.611 0.544 0.504 0.512 0.553	5500 9200 25000 9200 8800 16000	F F F	2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38	7900 To From: 8600 To From: 8700 8300 To From: 8700 To From: 8700 To T	F F F	98% 98% 98% 99%	1%  1%  SR 1  1%  90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mil 1% Nelli 1% Spou	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M Old Lee H 0% itary Road 0% ie Custis Dr 0% t Run Pkw	0% d 0% elvd Blvd 0% ay Lane; Ga 0% femorial I (wy 0% 0%	0%  0%  0%  0%  0%  2arkway  0%  0%	F C	0.102 0.094 0.098 0.105	F F F	0.637 0.611 0.544 0.504 0.512	5500 9200 25000 9200 8800	F F F	2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38 0.49	7900 To From: 8600 To: 24000 To: 8700  From: 8700  To: From: 15000 To: From: F	F F F	98% 98% 98% SR 99%	1%  1%  SR 1 1%  90005 C	SR 120 1% Wash 1% US 50 / 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Mill 1% Nellii 1% Spou	0% nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% sshington M Old Lee H 0% itary Road 0% ie Custis Dr 0% t Run Pkwy 8 Wilson B	0% d 0% elvd Blvd 0% ray Lane; Ga 0% demorial I	0%  0%  p 0%  0%  own  own  own  own  own  own  own  ow	F C F	0.102 0.094 0.098 0.105 0.132	F F F	0.637 0.611 0.544 0.504 0.512 0.553	5500 9200 25000 9200 8800 16000	F F F	2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38 0.49	7900 To From 8600 To From 8700 To From 8700 To From 8700 To From 9600	F F F F	98% 98% 98% 99% 99%	1%  1%  SR 1 1%  90005 C  0%  0%  0%	SR 120 1% Wash 1% US 50 A 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Nelli 1% Spou	0%  nington Blv 0%  Arlington B Washington 0%  Lee Highw 42 Lorcom 0%  ashington M Old Lee H 0%  itary Road 0% it Custis Dr 0%  t Run Pkwy 8 Wilson B 0% i7 Fairfax E	0% d 0% elvd Blvd 0% eav Lane; Ga 0% demorial I	0%  0%  0%  0%  0%  0%  0%  0%	F C F F	0.102 0.094 0.098 0.105 0.132 0.108	F F F F	0.637 0.611 0.544 0.504 0.512 0.553	5500 9200 25000 9200 8800 16000	F F F F	2019 2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38 0.49	7900 To From: 8600 To: 24000 To: 8700  From: 8700  To: From: 15000 To: From: F	F F F	98% 98% 98% SR 99%	1%  1%  SR 1 1%  90005 C	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Nelli 1% Spou 00-6600 1% SR 23 1%	nington Blv 0% Arlington B Washington 0% Lee Highw 42 Lorcom 0% ashington M Old Lee H 0% itary Road 0% it Run Pkw 8 Wilson B 0% 37 Fairfax E 0%	0% d 0% d 0% divid Blvd 0% ay Lane; Ga 0% demorial I ay V 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%	0%  0%  p 0%  0%  own  own  own  own  own  own  own  ow	F C F	0.102 0.094 0.098 0.105 0.132	F F F	0.637 0.611 0.544 0.504 0.512 0.553	5500 9200 25000 9200 8800 16000	F F F	2019 2019 2019 2019 2019 2019
0.34 0.80 0.89 0.60 0.38 0.49	7900 To From 8600 To From 8700 To From 8700 To From 8700 To From 9600	F F F F	98% 98% 98% 99% 99%	1%  1%  SR 1 1%  90005 C  0%  0%  0%	SR 120 1% Wash 1% US 50 4 00-6700 V 1% US 29 24; 00-67- 1% George Wa SR 309 1% Nelli 1% Spou 00-6600 1% SR 23 1%	0%  nington Blv 0%  Arlington B Washington 0%  Lee Highw 42 Lorcom 0%  ashington M Old Lee H 0%  itary Road 0% it Custis Dr 0%  t Run Pkwy 8 Wilson B 0% i7 Fairfax E	0% d 0% d 0% divid Blvd 0% ay Lane; Ga 0% demorial I ay V 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%  1 0%	0%  0%  0%  0%  0%  0%  0%  0%	F C F F	0.102 0.094 0.098 0.105 0.132 0.108	F F F F	0.637 0.611 0.544 0.504 0.512 0.553	5500 9200 25000 9200 8800 16000	F F F F	2019 2019 2019 2019
	0.19 0.84 0.14 0.27	0.55 3800  0.25 3600  0.09 120  0.19 300  0.19 300  0.14 4800  10 From  0.27 13000  10 0.36 33000  0.88 17000  10 From  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000  10 0.88 17000	0.04 7100 N    From:	0.04 7100 N 97%    Top   Top	0.04 7100 N 97% 2%    Tray	N   97%   2%   1%	10.04	N   97%   2%   1%   0%   0%	10.04	N	O.04	SR 27 Washington Blvd	SR 27 Washington Blvd	No.   100	N   97%   2%   1%   0%   0%   0%   N   0.098   F   0.679   7600   N

Route   Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   QC   Factor	QW Yea
Company   Comp	F 201
O.50   S300   F   98%   0%   1%   0%   0%   F   0.098   F   0.507   8900	F 201
Second Circle   Second Circl	
Nellie Custis Dr	
Military Rd   0.55   11000   F   98%   0%   1%   0%   0%   0%   F   0.126   F   0.576   12000	F 201
SR 120, N Glebe Rd   Seechwood Circle   Seechwood	F 201
Table   Quincy St   Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St     Quincy St       Quincy St     Quincy St     Quincy St     Quincy St     Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St   Quincy St	
Military Rd 0.78 <b>7900 F</b> 98% 0% 1% 0% 0% 0% F 0.129 F 0.507 8400 SR 120, N Glebe Rd	F 201
SK 120, IV GIEDE KU	F 201
From: TIG 20 I TE-L NID	
OS 29 ECC Highway ND	
(6744) Quinn St 0.12 <b>4300 F</b> 96% 2% 1% 0% 0% 0% F 0.148 F 0.911 4500 Kev Blvd	F 201
From: Quinn St	
(6744) Key Blvd 0.33 <b>4000 G</b> 96% 2% 1% 0% 0% F 0.144 F 0.753 4400	G 201
To: Fort Myer Dr	
From: George Mason Dr	
6745) Henderson Rd 0.24 <b>7900 F</b> 96% 3% 1% 0% 0% C 0.095 F 0.628 8400	F 201
SR 120, N Glebe Rd	
6745) N Quincy St 0.26 <b>11000 F</b> 96% 3% 1% 0% 0% F 0.086 F 0.569 12000	F 201
To: Wilson Blvd	
From: Troy St	
6746) Fairfax Dr 0.37 <b>440 G</b> 96% 2% 1% 0% 0% F 0.216 F 0.884 470	G 201
To 14th St	
6746) Fairfax Dr 0.35 <b>3800 F</b> 96% 2% 1% 0% 0% F 0.114 F 0.724 4000	F 201
Fort Myer Dr	
Fairfax Dr	
6746) Fort Myer Dr 0.34 <b>13000 F</b> 96% 2% 1% 0% 0% F 0.098 F 14000	F 201
US 29 Lee Highway NB	
From: US 50	
(6747) Lynn St 0.39 <b>17000 F</b> 97% 2% 1% 0% 0% 0% F 0.089 F 18000	F 201
US 29 Lee Hwy NB	
From: Lorcom Lane	
(6748) Nellie Custis Dr 0.44 <b>7200 F</b> 99% 1% 0% 0% 0% 0% F 0.101 F 0.657 7600	F 201
→ Military Rd	
Form: Fairfax County Line	
(6749) Williamsburg Blvd 0.95 <b>8100 F</b> 98% 0% 1% 0% 0% 0% C 0.111 F 0.7 8700	F 201
To: 00-6682 Sycamore St	
Patrick Henry Dr	E 001
6750 16th St 0.53 <b>1600 F</b> 99% 1% 0% 0% 0% 0 C 0.135 F 0.689 1700	F 201
George Mason Dr	
(6750) 16th St 0.50 <b>6700 F</b> 97% 0% 2% 0% 0% 0% C 0.110 F 0.62 7100	F 201
SR 120, N Glebe Rd	
From: 14th St	
6751) Rhodes St 0.51 <b>5400 F</b> 96% 2% 1% 0% 0% C 0.097 F 0.629 5800	F 201
To: Wilson Blvd	
SR 120, N Glebe Rd	_
(6752) 15th St 0.24 <b>2000 F</b> 98% 1% 0% 1% 0% 0% C 0.134 F 0.621 2100	F 201
Tac Utah St	
(6752) 15th St 0.16 <b>2700 F</b> 97% 1% 1% 0% 0% C 0.145 F 0.658 2900	F 201
N Stafford St	
From: SR 237 Fairfax Dr	
6753 Stuart St 0.07 <b>3100 G</b> 97% 2% 1% 0% 0% F 0.081 F 0.655 3300	G 201
Tα 9th St	

					Ariir	igion iviai	intenance Ar	<del>з</del> а							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County															
O 211 21		From	<u> </u>				art St				_	0 = 44	0.400	_	0010
(6753) 9th St	0.07	3000	F	97%	2%	1%	0% 0%	0%	F	0.085	F	0.541	3100	F	2019
		From	<del>                                     </del>				ford St th St			-					
6753) Stafford St	0.09	4400	G	97%	2%	1%	0% 0%	0%	F	0.083	F	0.583	4800	G	2019
(0733)		T-									-			-	
6753) Stafford St	0.43	From	F	97%	2%	1%	Fairfax Dr 0% 0%	0%	F	0.151	F	0.566	2400	F	2019
6753) Stafford St	0.43	3200 _{To:}	╌	9170	270			0%		0.131	Г	0.566	3400	Г	2019
			_				5th St								
O Himblered Ot	0.44	From:	ᄂ	070/	00/		lington Blvd	00/			_	0.500	1100	0	0010
(6755) Highland St	0.44	1000	G	97%	2%	1%	0% 0%	0%	F	0.096	F	0.529	1100	G	2019
		To: From:					hing Dr			$\Box$					-
₍₆₇₅₅₎ Highland St	0.38	1800	F	98%	0%	1%	0% 0%	0%	С	0.105	F	0.603	2000	F	2019
<u> </u>		To	-			SR 23	7 10th St			$\neg$ —					
(6755) Highland St	0.21	3400	F	97%	2%	1%	0% 0%	0%	F	0.107	F	0.619	3600	F	2019
		To				117:1	on Dlyd								
(6755) Highland St	0.24	3800 From:	F	99%	0%	1%	on Blvd 0% 0%	0%	С	0.094	F	0.519	4000	F	2019
(6755) Highland St	0.24	3000		33 76	0 70	1 /0	076 076	0 70		<u> </u>	•	0.515	4000	'	2013
	2.5=	From:	<u> </u>	0=:			y Blvd				_		105-		
(6755) Highland St	0.27	4600	F	97%	2%	1%	0% 0%	0%	F	0.101	F	0.52	4900	F	2019
		To:	<u></u>			US 29	Lee Hwy			<u> </u>					
	-	From:					ad End								
(6757) Barton St	0.53	2800	F	96%	2%	1%	0% 0%	0%	F	0.136	F	0.764	3000	F	2019
		To: From:	<u> </u>				10th Street								
O Danton Ot	0.01		<u> </u>	000/	00/		7, 10th St	00/		0.007	_	0.700	7000	_	0010
(6757) Barton St	0.31	7300	F	96%	2%	1%	0% 0%	0%	С	0.097	F	0.799	7800	F	2019
		From:	<del></del>				tth St rton St			+					
(6757) 14th St	0.26	4400	F	96%	2%	1%	0% 0%	0%	F	0.095	F	0.532	4700	F	2019
6757) 1 1111 01	0.20	To:					house Rd				•	0.002	1700	•	2010
		From	—												
(6759) N Veitch St	0.79	7600	F	96%	1%	2%	don Blvd 0% 1%	0%	С	0.092	F	0.511	8100	F	2019
(6759) N Veitch St	0.73	7 000 To:		30 /6	1 /0		S 29	0 /6		0.032	'	0.511	0100		2013
		From:													
Chaptarbraak Dd	0.00		<u> </u>	070/	2%		Glebe Rd 0% 0%	00/	F	0.150	_	0.616	4700	F	2010
6770 Chesterbrook Rd	0.28	4400 To:	F	97%		1%		0%		0.153	F	0.616	4700	Г	2019
			<u> </u>			9-689; Fairī	fax County Line								-
( ) 1 mi. 5 m 5 m		From:	<u> </u>	0761			more St	061			_		7000	^	0040
(6771) Little Falls Rd	0.44	6500	G	97%	2%	1%	0% 0%	0%	F	0.108	F		7000	G	2019
		To: From:	<u> </u>				Falls Rd			_					
(6771) Yorktown Blvd	0.60	7100	F	97%	2%	1%	0% 0%	0%	С	0.122	F	0.655	7600	F	2019
6771) TOIKIOWII BIVO	0.00	7 100		01/0	£ /0			0 /0		U. 122	'	0.000	, 500	•	2010
O v. II. 51 1	0.05	From:	<u> </u>				Sth St					0.610	0500		0010
(6771) Yorktown Blvd	0.65	6100	F	97%	2%	1%	0% 0%	0%	F	0.124	F	0.643	6500	F	2019
		To: From:	_				own Blvd			-					
(6771) 26th St	0.97	3300		97%	2%	1%	0% 0%	0%	F	0.121	F	0.656	3500	F	2019
(6771) 26th St	0.31	3300 To:	Ė	01/0	<u>-</u> /0		tary Rd	0 /0		0.121		0.000	3300	'	2013
		From													
(6773) Moore St	0.20	3000	F	96%	2%	1%	on Blvd 0% 0%	0%	F	0.099	F	0 601	3200	F	2019
6773 Moore St	0.20	JUUU		30%	۷%		Lee Hwy	0%		0.099	Г	0.601	3200	۲	2019
			<del></del>												
O Falidan B	0.45	From:	<u> </u>	070/	001		alls Church	001			_	0.710	40000	_	0010
(6774) Fairfax Dr	0.15	11000	F	97%	2%	1%	0% 0%	0%	F	0.114	F	0.716	12000	F	2019
		To: From				Little	Falls Rd								
(6774) Fairfax Dr		9500	F	97%	2%	1%	0% 0%	0%	F	0.108	F		10000	F	2019
(6774) Fairiax Di	0.43	9500	_				070 070								
6774) Fairiax Di	0.43	9300 To:	亡				ee Highway								
6774) Faillax Di	0.43					US 29 Le	ee Highway								
(6780) Westmoreland St	0.43	To:	F	98%	1%	US 29 Le		0%	F	0.092	F	0.602	7700	F	2019

					Arii	ngton ivia	aintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County															
		From					nsburg Blvd							_	
(6780) Westmoreland St	0.13	6200	F	98%	1%	0%	1% 0%	0%	F	0.113	F	0.567	6600	F	2019
		To	r			Fairfax	County Line								
O		From	·	2021			Glebe Road				_		0.400	_	2010
(6787) Woodstock St	0.35	2200	F	98%	1%	0%	1% 0%	0%	С	0.100	F	0.606	2400	F	2019
		10					y; 00-6742 Lorco	n Lane							
A Oth Observat N	0.44	From	<u> </u>	000/			ECL Falls Church	00/			_	0.550	0.400	_	0040
(6794) 16th Street N	0.14	3200 To	F	99%	0%	0%	0% 0%	0%	F	0.133	F	0.559	3400	F	2019
		***					sevelt St								
<u> </u>	0.40	From	<u> </u>	000/			ECL Falls Church	00/			_	0.050	0000	_	0010
₆₇₉₇ Little Falls Rd	0.12	3600	<u>_F</u>	99%	1%	0%	0% 0%	0%	F	0.094	F	0.653	3900	F	2019
		To				00-6774	4 Fairfax Dr								
O 1011 5		From	:				Sycamore St			<u> </u>	_			_	
₆₇₉₈ ) 19th St	0.17	3500	F	98%	1%	0%	1% 0%	0%	F	0.146	F	0.64	3700	F	2019
		To	1:				noreland St								
6798 Westmoreland St	0.27	2900	`L	98%	1%	0%	9th St 1% 0%	0%	С	0.148	F	0.685	3100	F	2019
westmoreland St	0.21	<b>_300</b>	00	JU /0	1 /0		9 Lee Hwy	0 /0		7.140		0.000	0100		2013
		From								<u> </u>					
(6801) 26th St	0.06	5500	`L	97%	1%	SR 309 OI	1% 1%	0%	F	0.105	F	0.617	5900	F	2019
(6801) 26th St	0.00	550 <b>0</b>	·	3170	1 70		Yorktown Blvd	U /o	15	0.105	1.	0.017	5900	1	2013
										<u> </u>					
1 Cth Ct	0.00	From		000/	10/		k Henry Dr	00/			_	0.500	0400	_	0010
6805) 16th St	0.03	2300	F	99%	1%	0%	0% 0%	0%	F	0.113	F	0.503	2400	F	2019
		From	1.				ington St 6th St			-					
(6805) Lexington St	0.43	2400	F	99%	1%	0%	0% 0%	0%	F	0.121	F	0.625	2500	F	2019
6805 Eckington of	0.40	2-100		0070	1 70			070				0.020	2000	•	2010
O Laudandon OL	0.00	From	<b>_</b>	000/	40/		2nd St	00/		0.100	_	0.500	0000		0010
(6805) Lexington St	0.28	2000	F	99%	1%	0%	0% 0%	0%	F	0.126	F	0.599	2200	F	2019
		From	Y.			US 29	Lee Hwy								
6805 Lexington St	0.56	1100	F	99%	1%	0%	0% 0%	0%	С	0.124	F	0.607	1200	F	2019
$\bigcirc$		To	0:				Falls Rd								
	0.00	From	<u> </u>	000/	40/		town Blvd	00/			_	0.500	1000	_	0010
(6805) Kensington St	0.26	940	F	99%	1%	0%	0% 0%	0%	F	0.136	F	0.599	1000	F	2019
		10				Willian	nsburg Blvd								
		From	ı:				59 Veitch St				_			_	
(6808) 15th St	0.08	5400	<u>_F</u>	96%	2%	1%	1% 0%	0%	F	0.083	F	0.617	5700	F	2019
<u> </u>		To	00			00-6812 0	Courthouse Rd								
		From					son Blvd								
(6809) Patrick Henry Dr	0.79	7700	F	98%	1%	1%	0% 0%	0%	F	0.1	F	0.549	8100	F	2019
$\overline{}$						SR 237 W	ashington Blvd			$\neg$ —					
(6809) Patrick Henry Dr	0.88	4000 From	F	98%	1%	1%	0% 0%	0%	С	0.108	F		4200	F	2019
,		To					e Mason Dr			$\neg$					
		From	ı:				e Mason Dr			i					
6811) Carlin Springs Rd	0.41	10000	F	98%	1%	1%	0% 0%	0%	F	0.091	F	0.661	11000	F	2019
Con Ti Con Tigo Tid	0.41	To		JU /0	1 /0		N Glebe Rd	0 /0	•		•	0.001	71000	•	_010
		From	1:							_					
6812) Courthouse Rd	0.44	8600	F	96%	2%	US 50 A	rlingdon Blvd 0% 0%	0%	F	0.081	F	0.543	9100	F	2019
(6812) Courthouse Rd	0.44	8000 To	. F	<i>3</i> 0%	۷%		ndon Blvd	U-76	ľ	0.061	٢	0.543	3100	Г	2019
		From	1:				thouse Rd			+					
(6812) Clarendon Blvd	0.37	8700	F	96%	2%	1%	0% 0%	0%	F	0.141	F		9200	F	2019
		To	0:				Oak St								
		From	n:				er Reed Dr			<u> </u>					
6813) Monroe St	0.58	2700	F	98%	1%	1%	1% 0%	0%	С	0.101	F	0.519	2900	F	2019
(6813) Monroe St	0.00	<b>2700</b>		JU /6	1 /0		Columbia Pike	0 /0	<u> </u>		'	0.010	2300	'	2013
		From								_					
MoKinley Dd	0.10		<u> </u>	000/	10/		ashington Blvd	00/			_	0.50	2400	_	2010
6817 McKinley Rd	0.10	<b>2200</b>	F	98%	1%	1%	0% 0%	0%	F	0.104	F	0.53	2400	F	2019
		To				Long	gfellow St								

					AIIII	IQLOTT IVIC	aıntenar	ice Area	2							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Arlington County		F					6.11 0									
6817) 18th St	0.14	910 To	F	98%	1%	1%	gfellow St 0% k Henry D	0%	0%	F	0.108	F	0.505	970	F	2019
		From:			S	R 110 Jeff										
Marshall Dr	0.30	<b>3800</b>	F	97%	1%	1%	1% Ieade St	1%	0%	F	0.124	F	0.554	4100	F	2019
6852 Meade St	0.24	4300 To:	F	97%	1%	1%	1%	1%	0%	F	0.108	F	0.573	4600	F	2019
		From:					p to US 50									
6915 Thomas Ave	1.36	43000 To:	F			George W					0.083	F	0.564	NA		2019
South		From:		GEORG		HINGTON			DT 66 W/I	CCT						
Ramp	0.26	13000 _{To:}	G			GEORGE					0.125	F		13000	G	2019
		From:		1 00 E	TROM		n Rotary R		1 5001							
99014 Ramp	0.15	<b>5600</b>	G				South HO				0.235	F		5600	G	2019
East		From:					n Rotary R									
99014)Ramp	0.24	690	G			1 Chagoi	. Actai y I				0.122	F		690	G	2019
		To:				I-39	95 North									
North		From:				Boundary	Channel 1	Drive								
99015 Ramp	0.08	560	G			I-30	95 South				0.135	F		560	G	2019
South		From:				Boundary	Channel I	Dr SB								
99015) Ramp at I-395 Exit 9	0.10	3600 To:	G			I-30	95 North				0.19	F		3600	G	2019
South		From				Boundary	Channel 1	Drive								
99015)Ramp	0.09	1100 To:	G			I-3'	95 South				0.162	F		1100	G	2019
North		From:			George	e Washingt		orial Parky	vav							
99016)Ramp	0.06	19000	G						<del>,</del>		0.101	F		19000	G	2019
		To:				I-39	95 North									
North		From:			George V	Washington	n Memoria	al Parkwa	y NB							
99016) Ramp	0.07	6900 _{To:}	G			I	-395-S				0.084	F		6900	G	2019
South		From:			George	e Washingt		rial Parky	way							
99016 Ramp	0.07	14000	G								0.114	F		14000	G	2019
		To:					95 North									
South	0.10	1700	G		George	e Washingt	ton Memo	rial Parky	vay		0.081	F		1700	G	2019
99016)Ramp	0.10	1700 To:	<u> </u>			I	-395-S				0.061	Г		1700	G	2019
City of Alexandria											•					
		From:					onwealth A					_			_	
Cameron St	1.00	4600 To:	G	98%	1%	1% Fa	0% airfax St	0%	0%	С	0.112	F		4900	G	2019
		From				SR 2	36 Duke S	St							-	
2 Daingerfield Rd	0.19	5400	G	96%	1%	2%	0%	0%	0%	С	0.090	F	0.596	5800	G	2019
<u> </u>		To					7 King St									
C Filmers A		From:	ب	010/	40/		ninary Rd	00/	00/		0.007	_	0.500	E000	_	0010
(3) Filmore Ave	$\sim$		G	91%	4%	4%	0%	0%	0%	С	0.087	F	0.596	5300	G	2019
(3) Filmore Ave	0.36	4900 To:				N D~	mragard C	24								
180	0.36	To:					auregard S									
Franklin St	0.36		G	96%	1%		auregard S Patrick S 1%		0%	С	0.098	F	0.888	3600	G	2019

					AIIII	igion iviaintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria		From													
Gibbon St	0.40	2000	G	98%	0%	US 1 Patrick St 1% 0%	0%	0%	С	0.09	F	0.832	2100	G	2019
(5) Gibbon St		Τα	,			Fairfax St									
		From	:			Eisenhower Ave	;								
6 Holland Lane	0.32	8900	G	98%	0%	1% 0%	0%	0%	С	0.124	F	0.846	9600	G	2019
		То				SR 236 Duke St									
7 King St	0.24	4400	G	87%	5%	SR 400 Washington	1%	0%	F	0.080	F	0.514	4700	G	2019
(7) King St	0.24	4400 To		07 /6	J /6	100-21 Fairfax Str		0 /6	'	0.000	'	0.514	4700	G	2019
_		From				Breckenridge Pl				i					
8 Lincolnia Rd	0.11	5300	G	93%	3%	3% 0%	0%	0%	С	0.074	F	0.63	5600	G	2019
100		To				Beauregard St									
O		From				W Eisenhower Av									
g Mill Rd	0.88	6500	G	99%	0%	0% 0%	0%	0%	С	0.138	F	0.891	6900	G	2019
<u> </u>		To From				E Eisenhower Av									
g Mill Rd	0.20	11000 _{To}	G	99%	0%	0% 0% Ramps To and From I	0%	0%	F	0.132	F	0.895	12000	G	2019
		From					-95 3								
East 9 Ramp	0.56	3300	G	99%	0%	Mill Rd 0% 0%	0%	0%	F	0.174	F		3500	G	2019
g Ramp	3.00	То				I-95 NB Express La							- 300		_5.5
		From				Fairfax St									
10 Montgomery St	0.48	2000	G	91%	3%	5% 0%	0%	0%	С	0.096	F		2200	G	2019
100/		То	:			US 1 Par, Henry S	St								
O 5 . II / . 5		From		0.7	4	West St					_				
Pendleton St	0.66	4100 _{To}	G	94%	4%	2% 0%	0%	0%	С	0.098	F	0.567	4500	G	2019
		From				Fairfax St									
12 Pershing Ave	0.16	5400	G	97%	1%	SR 241 Telegraph	0%	0%	С	0.118	F	0.594	5700	G	2019
(12) Pershing Ave	00	To		0.70	. , ,	Stoval St		- 0,0			•	0.00	0.00	<u>.</u>	_0.0
		From	:			Reinekers Lane									
13 Prince St	0.50	5900	G	98%	0%	1% 0%	1%	0%	F	0.105	F	0.71	6500	G	2019
100		To				US 1 Patrick St				$\neg$ —					
13 Prince St	0.18	4600	G	98%	0%	1% 0%	1%	0%	С	0.105	F	0.71	5000	G	2019
		To				SR 400 Washington	ı St			$\neg$ —					
13 Prince St	0.24	3400	G	98%	0%	1% 0%	1%	0%	F	0.105	F	0.71	3700	G	2019
100)		То	:			Fairfax St									
Ol-1 1	0.00	From		0001		US 1 Jefferson Davis		001	_	0.0=0	_	0.000	40000		0015
14 Slaters Lane	0.38	15000 _{To}	G	99%	0% Georg	1% 0% ge Washington Memo	0%	0%	С	0.072	F	0.660	16000	G	2019
		From	! :		Georg		niui i KW	<u></u>		<u>l</u>					
15 Stevenson Ave	0.16	14000	G	97%	1%	Walker St 1% 1%	1%	0%	F	0.082	F	0.584	15000	G	2019
(15) Stevenson Ave		To		/0	. , , ,	S Van Dorn St									
		From			1	100-6588; Eisenhowe	r Ave								
16 Stoval St	0.13	7900	G	87%	5%	7% 0%	1%	0%	F	0.139	F	0.793	8500	G	2019
100		To	:			100-9 Mill Rd									
O : -		From				Stevenson Ave									
(17) Walker St	0.10	19000	G	97%	1%	1% 1%	1%	0%	С	0.078	F	0.564	20000	G	2019
			<u> </u>			SR 236 Duke St									
(18) West St	0.63	5900	G	97%	1%	Duke St 1% 0%	0%	0%	С	0.113	F	0.729	6500	G	2019
(18) West St	0.00	5900 To		J1 /0	1 /0	Wythe St	0 /0	0 /0		0.110	'	0.723	0300	u	2013
		From	:			SR 400; Washingto	n St			i					
19 1st St	0.06	4500	F	99%	0%	0% 0%	0%	0%	F	0.115	F	0.748	4800	F	2019
100		Tα	_			Saint Asaph St									
		From	:			Dann Asapii St									
19 1st St	0.05	3100	F	99%	0%	0% 0%	0%	0%	F	0.122	F	0.715	3300	F	2019

					7 (1111	igion Mainten	ande Are	a							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
itv of Alexandria															
Wytho Ct	0.66	From	<u> </u>	000/	10/	West St	00/	00/		0.102	_	0.651	6000	0	2010
Wythe St	0.66	5700	G	98%	1%	1% 0% Fairfax St	0%	0%	С	0.103	F	0.651	6200	G	2019
		From	I							<u> </u>					
21 Fairfax St	1.12	4000	G	95%	2%	Franklin S	0%	0%	С	0.116	F	0.709	4300	G	2019
Fairfax St	1.12	<b>4000</b>		33 76	2 /0	Montgomery		0 70		-0.110	•	0.703	4000	ď	2010
		From	·			I-95 Ramp				i					
22 Church St	0.09	7000	G	87%	5%	7% 0%	1%	0%	F	0.106	F		7500	G	2019
Church St		To	:			SR 400 Washing	gton St								
		From	•			SR 400 Washing	gton St								
5500 Duke St	0.23	3700	G	95%	2%	3% 0%	0%	0%	F	0.081	F	0.503	4000	G	2019
1007		To	:			Fairfax St									
_		From				WCL Alexan	dria								
Edsall Rd	0.49	16000	G	97%	1%	1% 1%	0%	0%	С	0.084	F	0.514	17000	G	2019
		To				Van Dorn S	St								
Edsall Rd	0.24	11000	G	97%	1%	1% 1%	0%	0%	F	0.092	F	0.613	11000	G	2019
1007		То	:			S Pickett S	t								
_		From				Seminary R	.d								
Van Dorn St	1.08	6300	G	98%	1%	1% 0%	0%	0%	С	0.108	F	0.836	6700	G	201
<u> </u>		To				SR 7 King S	St								
O		From	:			Van Dorn S									
S Pickett St	0.36	13000	G	97%	1%	1% 0%	0%	0%	F	0.087	F	0.522	14000	G	201
		To From				Edsall Rd									
575 S Pickett St	0.57	16000	F							0.085	F	0.526	NA		201
1007		To				SR 236 Duke	St								
		From				I 95 Ramp									
Clermont Ave	0.13	17000	F	98%	1%	1% 0%	0%	0%	F	0.101	F	0.601	NA		201
<u> </u>		To	:			100-6588 Eisenho	wer Ave								
○ W.T. I. D. DI	0.50	From	<u> </u>	000/	40/	Duke St	00/	00/			_	0.500	0000	0	004
W Taylor Run Pkwy	0.52	5800	G	99%	1%	0% 0%	0%	0%	С	0.096	F	0.592	6200	G	2019
		-	<u> </u>			Janneys Lar									
9584) Pitt St	0.07	From		99%	0%	Montgomery 0% 0%	St 0%	0%	С	0.113	_	0.740	4300	F	2019
6584) Pitt St	0.07	4000 To		9976	076		0%	076	C	0.113	F	0.749	4300	Г	2013
		From				1st Street									
Commonwealth Ave	0.94		<u></u>	99%	1%	0% 0%	Nº/ ₂	0%	F	0.106	F	0.583	8100	G	201
Commonwealth Ave	0.94	7600	G	99%	1%	0% 0%		0%	'	0.100	•	0.505	0100	ч	201
Commonwoolth Ava	0.70	From	<u> </u>	000/	10/	Monroe Av		00/		0 104		0.576	7000		201
Commonwealth Ave	0.79	7400	G	99%	1%	0% 0%	0%	0%	С	0.104	F	0.576	7900	G	2019
		From				Mt Vernon A				<u> </u>	_				
Commonwealth Ave	0.41	4400	G	99%	1%	0% 0%		0%	F	0.105	F	0.710	4700	G	201
		To				Reed Ave									
Diagonal Dd	0.00	From		070/	E0/	SR 236 Duke		00/		0.110	_	0.500	E000	0	004
Diagonal Rd	0.30	5500 To	G	87%	5%	7% 0%		0%	С	0.113	F	0.503	5900	G	201
		From				SR 7 King S									
Eisenhower Ave	3.18	11000	G	97%	0%	SR 401 Van Do		0%	С	0.128	F	0.510	12000	G	2019
Eisenhower Ave	3.10	11000		J170	U 70	1% 1%		U 70	U	0.120	۲	0.519	12000	G	2013
<u> </u>	0.01	From	ــِــا	0051	0-1	SR 241 Telegra		000				0.67	10000		
\ Eiganhawar Aya	0.04	17000	G	99%	0%	1% 0%		0%	С	0.113	F	0.871	18000	G	2019
Eisenhower Ave	0.94					Holland Lar	ne								
Elseriflower Ave	0.94	То													
(100)		From		0==:	C - :	Braddock R		0.5.			_	0.755	6.15-		•
100/	1.21		G	95%	2%			0%	С	0.091	F	0.558	8400	G	201
6591 Mt Vernon Ave	1.21	7700 To From	G			Braddock R 2% 0% Commonwealth	0% n Ave			_					
		From	G G	95% 95%	2%	Braddock R 2% 0%	0% n Ave 0%	0%	C	0.091	F	0.558 0.624	8400 8700	G G	2019

Record   Factor   F						7 (1111	igion Maintenance	, , , , ,	4							
Braddock Rd	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
## Paraddock Rd	City of Alexandria															
Second Color   Seco	Duaddeels Dd	1 70		<u> </u>	070/	00/		00/	00/		0.110	_	0.700	1 1000	_	0010
Second Red   1.39   11000   G   98%   1%   1%   0%   0%   0%   0%   0 %   0 0	6592 Braddock Rd	1./2	13000	G	97%	2%	1% 0%	0%	0%	C	0.116	F	0.738	14000	G	2019
Recent Bid   Rec			From				SR 7 King St									
Braddock Rd	(6592) Braddock Rd	1.39	11000	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.503	12000	G	2019
Braddock Rd	(1011)		To				Rusell Rd									
Callahan Dr   0.22   16000   G   96%   29%   11%   07%   19%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   0	<u> </u>										<b></b>	_			_	
Callahan Dr 0.22 16000 G 96% 2% 1% 0% 0% 1% 0% C 0.088 F 0.641 17000 G 2015    SR 256 Dale St   SR 256 Dale	(6592) Braddock Rd	0.77	8000	G	98%	1%		0%	0%	<u> </u>	0.103	F	0.563	8600	G	2019
Cellahan Dr	<u> </u>		To				West St									
Second   Fig.   Second   Fig			From				SR 236 Duke St									
Russell Rd  0.89 7800 G  0.97% 1% 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	₆₅₉₃ Callahan Dr	0.22	16000	G	96%	2%	1% 0%	1%	0%	С	0.089	F	0.641	17000	G	2019
Russell Rd  0.89 7800	1007		To				SR 7 King St									
Russell Rd 0.31 5900 G 97% 1% 2% 0% 0% 0% 0% C 0.118 F 0.579 6300 G 2015    Window Ave	Russell Bd	0.89	7800	G	97%	1%		0%	0%	F	0.093	F	0.622	8400	G	2019
Russell Rd	100	0.00	1000		07.70	1 70	270 070	0 70	0 70	•		•	0.022	0.00	Ğ	2010
Russell Rd 1.06 6500 G 97% 1% 2% 0% 0% 0% F 0.115 F 0.553 7000 G 2015  Russell Rd 0.16 5000 G 97% 1% 2% 0% 0% 0% 0% F 0.115 F 0.553 7000 G 2015  Russell Rd 0.16 5000 G 97% 1% 2% 0% 0% 0% 0% F 0.113 F 0.669 5400 G 2015  M Vermon Ave	<u> </u>		From												_	
Russell Rd 1.06 6500 G 97% 1% 2% 0% 0% 0% F 0.115 F 0.553 7000 G 2015    Russell Rd	( ₆₅₉₃ ) Russell Rd	0.31	5900	G	97%	1%	2% 0%	0%	0%	С	0.118	F	0.579	6300	G	2019
Russell Rd			To				Windsor Ave				_					
Russell Rd	Russell Rd	1.06	6500 From	G	97%	1%		0%	0%	F	0.115	F	0.553	7000	G	2019
Russell Rd  0.16 5000 G 97% 1% 2% 0% 0% 0% F 0.113 F 0.669 5400 G 2018    William   Wi	100															
Miles   Mile	O Brossell Bri	0.40			070/	40/		00/	00/			_	0.000	F 400		0040
Solitor   Color   Co	6593) Russell Ra	0.16	5000	<u> </u>	97%	1%		0%	0%		0.113	F	0.669	5400	G	2019
Gunston Rd    0.26   2800			10				Mt Vernon Ave									
Valley Dr			From				Quaker Lane									
Commerce	₆₅₉₄ ) Gunston Rd	0.26	2800	G	96%	2%	1% 1%	0%	0%	С	0.099	F	0.856	3000	G	2019
Quaker Lane  0.62 25000 F  Seminary Rd  Nest Clicke Rd  Nest Clicke Rd  Nest Clicke Rd  Nonroe Ave  1.33 1200 G 98% 0% 1% 1% 1% 0% 0% C 0.108 F 0.559 1200 G 2015  Braddock Rd  Nonroe Ave  0.89 7100 G 99% 1% 0% 0% 0% 0% C 0.095 F 0.605 7500 G 2015  Nonroe Ave  0.89 7100 G 99% 1% 0% 0% 0% 0% C 0.095 F 0.605 7500 G 2015  Nonroe Ave  0.89 7100 G 99% 1% 0% 0% 0% 0% C 0.095 F 0.605 7500 G 2015  Nonroe Ave  0.10 Deminion Blvd  0.21 4000 G 96% 2% 1% 0% 0% 0% 0% F 0.124 F 0.565 4200 G 2015  Nonroe Ave  0.17 990 G 96% 2% 1% 0% 0% 0% C 0.142 F 0.646 1400 G 2015  Nonroe Ave  0.17 990 G 96% 2% 1% 0% 0% 0% C 0.121 F 0.622 1100 G 2015  Nonroe Ave  0.18	100		To				Valley Dr									
Quaker Lane			From				Duke St									
Seminary Rd   West Glebe Rd   Seminary Rd	Quaker Lane	0.62	25000	F							0.082	F	0.639	5900	G	2019
Valley Dr	100	****	To				Seminary Rd					-			-	
Monroe Ave   0.89   7100			From													
Nonroe Ave   0.89   7100   G   99%   1%   0%   0%   0%   0%   0%   0%   0	6595) Valley Dr	1.33	1200	G	98%	0%	1% 1%	0%	0%	С	0.108	F	0.559	1200	G	2019
Monroe Ave   0.89   7100   G   99%   1%   0%   0%   0%   0%   0%   0 0 0 0 0 0	100		To				Braddock Rd									
Monroe Ave   0.89   7100   G   99%   1%   0%   0%   0%   0%   0%   C   0.095   F   0.605   7500   G   2018			From				Russell Rd									
Substitution   Subs	Monroe Ave	0.89	7100	G	99%	1%		<b>0%</b>	0%	C	0.095	F	0.605	7500	G	2019
Nonticello Blvd   0.21   4000   G   96%   2%   1%   0%   0%   0%   F   0.124   F   0.565   4200   G   2015	6596 WOTH GE 7446	0.00	To	<u> </u>	0070				0 70		-0.000	•	0.000	7000	ď	2010
Monticello Blvd 0.21 4000 G 96% 2% 1% 0% 0% 0% F 0.124 F 0.565 4200 G 2019    Solution								lw y			_					
Transport   Tran	O 14 11 51										<u> </u>	_		4000	_	2010
Summit Ave   Summit Rule   Summit	(6597) Monticello Blvd	0.21	4000	G	96%	2%	1% 0%	0%	0%	F	0.124	F	0.565	4200	G	2019
Company   Comp	<u> </u>		To													
West Glebe Rd	Old Daminian Blad	0.71		Щ_	000/	00/		00/	00/			_	0.040	1 100	_	0010
Tennessee Ave   0.17   990   G   97%   1%   1%   0%   0%   0%   0%   C   0.121   F   0.622   1100   G   2015	6597) Old Dominion Biva	0.71		G	96%	2%		0%	0%	Ü	0.142	F	0.646	1400	G	2019
Tennessee Ave 0.17 990 G 97% 1% 1% 0% 0% 0% 0 C 0.121 F 0.622 1100 G 2018    Saprimor   From   Halcyon Dr																
Tennessee Ave 0.25 2600 G 96% 2% 1% 0% 0% 0% F 0.102 F 0.578 2800 G 2018    Sept	Toppossoo Avo	0.17		<u> </u>	070/	10/			<b>N</b> 9/		0 121	_	റ ഓ	1100	G	2010
Tennessee Ave 0.25 2600 G 96% 2% 1% 0% 0% 0% F 0.102 F 0.578 2800 G 2019    Valley Dr	6597 Tennessee Ave	0.17	990	G	31 /6	1 /0	1/6 0/6	0 /0	0 /6	U	0.121	'	0.022	1100	G	2019
Valley Dr   Vall			From				Halcyon Dr				_					
Valley Dr   Vall	₆₅₉₇ Tennessee Ave	0.25	2600	G	96%	2%	1% 0%	0%	0%	F	0.102	F	0.578	2800	G	2019
Martha Custis Dr 0.52 3900 G 96% 2% 1% 0% 0% 0% F 0.104 F 0.570 4100 G 2019    From   Braddock Rd   Summit Ave   Braddock Rd   Summit Ave   Summit A	100		To				Valley Dr									
To   Braddock Rd   Summit Ave   0.27   2100   G   98%   1%   1%   0%   0%   0%   C   0.124   F   0.526   2000   G   2019	Martha Custis Dr	0.52			96%	2%		<b>0%</b>	0%	F	0 104	F	0.570	4100	G	2019
Summit Ave   0.27   2100   G   98%   1%   1%   0%   0%   0%   C   0.124   F   0.526   2000   G   2019	100	0.52			30 /0	2 /0		0 70	0 70	-	0.104	'	0.570	4100	ч	2013
Cameron Mills Rd 0.39 1800 G 95% 1% 3% 3% 0% 0% C 0.121 F 0.526 2000 G 2019    Summit Ave																
Summit Ave   Sum	O a					4			•		<u></u>	_			_	
Summit Ave   Sum	(6599) Cameron Mills Rd	0.39			95%	1%		0%	0%	С	0.121	F	0.526	2000	G	2019
Crest St 0.27 2200 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.677 2300 G 2019    Company   Compa	$\smile$		To				Summit Ave									
Crest St 0.27 2200 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.677 2300 G 2019    Company   Compa			From				Braddock Rd									
Valley Dr   Valley Dr   Summit Ave   0.27   2100   G   98%   0%   1%   0%   0%   0%   C   0.124   F   0.555   2300   G   2019   C   0.600   Monticello Blvd   0.23   2700   G   98%   1%   1%   0%   0%   0%   F   0.119   F   0.661   2900   G   2019   C   0.660   C   0.6	6600 Crest St	0.27	2200	G	98%	1%		0%	0%	С	0.101	F	0.677	2300	G	2019
Summit Ave 0.27 <b>2100 G</b> 98% 0% 1% 0% 0% 0% C 0.124 F 0.555 2300 G 2019 C C C C C C C C C C C C C C C C C C C	100		-			-			-							
To Cameron Mills Rd    Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron M	Comments Acres	0.07	From	<u> </u>	000/	00/		00/	001		0.104		0.555	0000		0040
Cameron Mills Rd     Cameron Mills Rd     Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron Mills Rd   Cameron	Summit Ave	0.27	2100	G	98%	υ%	1% 0%	υ%	υ%	C	0.124	F	0.555	2300	G	2019
Monticello Blvd 0.23 <b>2700 G</b> 98% 1% 1% 0% 0% F 0.119 F 0.661 2900 G 2019	$\overline{}$		To				Cameron Mills Rd				$\neg$ —					
1007	Monticello Blvd	0.23			98%	1%		0%	0%	F	0.119	F	0.661	2900	G	2019
Old Dominion Rlvd	100		To		/ -	.,•	Old Dominion Blvd			-	<b>—</b>	-			-	

					AIIII	ngton wa	amtenan	CE AIE	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Alexandria		From														
Scroggins Rd	0.36	1900	G	98%	1%	1%	7 King St 0% ddock Rd	0%	0%	С	0.131	F	0.764	2000	G	2019
		From:					Alexandria	l								
W Glebe Rd	0.94	15000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.509	16000	G	2019
6602 100 E Glebe Rd	0.62	8800 From:	G	98%	0%	1%	0%	0%	0%	С	0.084	F	0.502	9400	G	2019
		From:					erson Davis Vernon Ave									
Reed Ave	0.54	3000 To:	G	94%	2%	2%	1% erson Davis	1%	0%	С	0.083	F	0.543	3200	G	2019
		From:					Alexandria									
Beauregard St	2.12	16000	G	97%	1%	1%	0%	0%	0%	С	0.084	F	0.598	17000	G	2019
Beauregard St	0.28	16000	G	98%	1%	Bra 1%	ddock Rd 0%	0%	0%	С	0.095	F	0.593	17000	G	2019
		To: From:				SR	7 King St									
Walter Reed Dr	0.07	15000 To:	G	98%	0%	1% NCL	0% Alexandria	0%	0%	С	0.100	F	0.745	16000	G	2019
		From:				SR 401	Van Dorn	St								
Taney Ave	1.04	3300	G	94%	4%	1%	1%	0%	0%	С	0.101	F	0.57	3500	G	2019
		To:					ordan St									
O B 01	0.70	From	Ļ	070/	00/		ney Ave	00/	00/	_		_	0.005	0000	0	0040
Pegram St	0.78	2400 _{то}	G	97%	2%	0% Pi	0% ickett St	0%	0%	С	0.152	F	0.635	2600	G	2019
		From					gram St									
Pickett St	0.15	2800	G	96%	2%	1%	0%	0%	0%	С	0.136	F	0.519	2900	G	2019
		From:					ninary Rd				<u> </u>					
Sanger Ave	0.37	14000	G	98%	1%	0%	uregard St 0%	0%	0%	С	0.093	F	0.673	16000	G	2019
Sanger Ave		To				SR 401	Van Dorn	St								
		From:				SR 2	36 Duke St									
Jordan St	0.94	7600	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.661	8100	G	2019
		To				SR 420	Seminary 1	Rd								
Seminary Rd	0.60	40000	G	98%	1%	Fairfax Cou 1%	1%	0%	0%	F	0.078	F	0.586	43000	G	2019
_		To:					uregard St									
Seminary Rd	0.22	47000	F	98%	1%	0%	0%	0%	0%	F	0.078	F	0.594	NA		2019
		To			]		ey Hwy; S	R 420								
Howard St	0.56	4600	G	97%	2%	1%	ordan St 0%	0%	0%	С	0.107	F	0.826	4900	G	2019
Howard St	0.50	4000		31 /6	2 /0				0 76	0	0.107	'	0.020	4300	ч	2013
Howard St	0.36	7300 From:	G	97%	2%	SR 420 1%	Seminary 1	0%	0%	F	0.144	F	0.748	7800	G	2019
Howard St	0.00	To:	Ĕ	31 /0	2 /0		2 Braddock		0 70		0.144		0.740	7000	u	2010
		From:					ddock Rd				i					
Hampton Dr N	0.43	6400	G	96%	2%	2%	0%	0%	0%	С	0.093	F	0.816	6800	G	2019
100/		To				SR	7 King St									
rlington County																
16th St		1800	F			SR 120 N	North Glebe	Rd			0.086	F	0 665	1800	F	2019
10111 31		1800 To	┌╴			Mor	roe Street				0.000	۲	0.665	1000	Г	2019
		From:					Kent St									
20th St		1200	F			3	ixiii St				0.116	F	0.564	1200	F	2019
		To:				Joy	ce Street									
		From:				Gra	ant Street									
24th St		310	F								0.089	F	0.667	310	F	2019
		To				Fe	rn Street									

				Ariin	gton ivia	aintenance	Area								
Route	Length AADT	QA	4Tire	Bus		Truck 3+Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ngton County	From	•			N Geor	ge Mason Dr									
26th Street North	1500	F			11 0001	ge muson Di				0.139	F	0.725	1500	F	2019
	To				N Co	olumbus St									
	From:				Oh	io Street									
27th St	620	F								0.135	F	0.62	620	F	2019
	To:					Marshall Dr									
31st St	870				Eac	ds Street				0.230	F	0.956	870	F	201
318131	O/U To:				Fe	rn Street				0.230	Г	0.936	670	Г	201
	From:					land Street									
9th St	420	F			Cicve	iand Street				0.14	F	0.695	420	F	201
	To:				Dany	ville Street									
	From:				Wil	son Blvd									
Arlington Ridge Rd	3000	G	98%	0%	1%	0% 0	%	0%	С	0.126	F	0.881	3000	G	201
	To:				k	Kent St									
	From:				Ches	terfield Rd									
Culpeper St	230	F				2 10				0.105	F	0.510	230	F	201
	To:					3 rd St									
Dittmor Dd	From:	ب			Alben	narle Street				0.000	_	0.500	1100	_	004
Dittmar Rd	1100 _{To:}	F			25	th Street				0.092	F	0.562	1100	F	201
	From:														
Fairfax Dr	1600	F			Cle	veland St				0.096	F	0.516	1600	F	201
Talliax Di	To:	Ė			Ва	arton St				0.000	•	0.510	1000	'	201
	From					ves St									
Fort Scott Dr	1200	F				ves st				0.092	F	0.583	1200	F	201
	Tor				2	6th Rd									
	From:				US 50 A	arlington Blvd									
Garfield St	180	F								0.145	F	0.698	180	F	201
	To:				2nd	Street N									
	From:				7	th Rd									
Greenbriar St	1800 _{To:}	F				)d <b>D</b> I				0.092	F	0.545	1800	F	201
	10.					8th Rd									
Henderson Rd	From: 10000	G			SR 120	, N Glebe Rd				0.102	F	0.696	10000	G	201
Henderson Hu	To:				Thor	nas Street				0.102	•	0.030	10000	G	201
	From:				11101	6th St									
Ivy St	360	F	96%	1%	2%		1%	0%	С	0.11	F	0.607	380	F	201
	To:					Oth St					· .				
	From:					lson Blvd									
Jefferson St	430	F								0.112	F	0.525	430	F	201
	To:				ç	th Rd									
	From:				2	2nd St									
Kensington St	570	F								0.117	F	0.633	570	F	201
	Tor					23th St									
	From:	L			Hart	ford Street					_		0.10	_	
Key Blvd	840	F			U	ock Street				0.145	F	0.566	840	F	201
	From									<del></del>					
Lebanon St	290				Wil	son Blvd				0.114	F	0.567	290	F	201
	290 To:	Ė			9t	h Street				0.114		0.507	230	'	۷۱ ک
	From:					th Street				<del>-  </del>					
Pollard St	310	F			10	ııı Jucci				0.129	F	0.556	310	F	201
	To:				18	th Street			_						
	From:					th Street				Ī					
Quincy St	1000	F			10					0.104	F	0.643	1000	F	201
						th Street						-			

				Arlır	ngton Maintenar	ice Are	a							
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
rlington County														
Randolph St	2100	F			SR 237 Washington	Blvd			0.105	F	0.529	2100	F	2019
nandoipii 3t	2100 To:				11th Street				0.103	•	0.529	2100	'	2013
	From:				2nd St S				i					
South Irving St	2900	F			2114 51 5				0.13	F	0.597	2900	F	2019
	To				US 50 Arlington E	Blvd								
	From				US 50									
SR 120 Ramp	3200	G	99%	0%	0% 0%	0%	0%	С	0.082	F		3200	G	2019
	To: From:				SR 120 US 50									
SR 120 Ramp	4800	G	98%	1%	1% 0%	0%	0%	С	0.090	F		4800	G	2019
'	To:				SR 120									
	From:				15th Street									
Stafford St	1300	F							0.103	F	0.563	1300	F	2019
	To				17th Street									
	From:				SR 309 Lee Hw	у					_			
Taylor St	560	F							0.115	F	0.629	560	F	2019
	To:				19th St									
Thomas Ct	From:	Ļ_			Four Mile Run Dr	rive			0.000	_	0.571	000	_	004
Thomas St	860 _{To:}	F			Melkin Street				0.089	F	0.571	860	F	201
	From:					D 1								
Troy St	180	F			SR 120, S Glebe	Rd			0.135	F	0.776	180	F	2019
noy or	To	•			27th Street				0.100	•	0.770	100	ı	201
	From:				SR 120									
US 50 Ramp	1100	G	99%	0%	1% 0%	0%	0%	С	0.107	F		1100	G	201
'	To				US 50 East									
110 TO D	From:		2021		SR 120					_				224
US 50 Ramp	5200 _{To:}	G	98%	0%	1% 0%	0%	0%	С	0.082	F		5200	G	201
	From:				US 50 West SR 120									
US 50 Ramp	2000	G	99%	1%	1% 0%	0%	0%	С	0.087	F		2000	G	201
	To:				US 50 East									
ty of Alexandria														
Duaddaal: Dd	From:	<u> </u>			Kenwood Ave				0.007	_	0.500	15000	_	001
Braddock Rd	14000 _{To:}	G			Crest St				0.097	F	0.533	15000	G	201
	From:													
Canterbury Lane	200	G			Chancel Pl				0.111	F	0.52	220	G	201
Carterbury Lane	<b>200</b>				Trinity Dr					•	0.52	220	ч	201
	From:				Turner Rd				1					
Clifford Ave	360	G			Turner Ru				0.092	F	0.622	390	G	201
	To:				Montross Ave									
	From:				Russell Rd									
Custis Ave	420	G							0.105	F	0.674	450	G	201
	To:				Rosecrest Ave									
	From				Newton St									
Glendale Ave	260	G		-					0.149	F	0.581	280	G	2019
	To				Wayne St				<u> </u>					
Green St	From:				Washington St							2555	_	
	2800 _{To:}	G			~				0.129	F	0.74	3000	G	201
	To:	<u> </u>			Asaph St									
Hickory St	From:	بِ			Kennedy St		_			_	0.070	0.40	_	003
	<b>220</b>	G			Dead End				0.119	F	0.672	240	G	2019
	From								<u> </u>					
Kentucky Ave	470	G			Old Dominion Bl	vd			0.135	F	0.583	500	G	201
	4/U				Russell Rd				0.133	•	0.505	300	u	2013
					Russell Ru									

					/\li	igion Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tr	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Alexandria												
		From				Francis Hammond Pkwy		_			_	
Key Dr		160	G				0.114	F	0.525	170	G	2019
						Roan Lane						
Manadan Du		From:	<u> </u>			Virginia Ave		_	0.000	070	_	0040
Mansion Dr		340 To:	G			Russell Rd	0.135	F	0.628	370	G	2019
		F	<u> </u>									
Mount Vernon Ave		6800	G			Monroe Ave	0.098	F	0.535	7400	G	2019
Would verilon Ave		To:				Nelson Ave	0.090	•	0.555	7400	G	2013
		From:										
N Owen St		140	G			Taney Ave	0.14	F	0.571	150	G	2019
TV OWOTI OT		To:				Polk Ave	J.14	•	0.07 1	100	u	2010
		From:				Kentucky Ave						
Old Dominion Blvd		1800	G			Kentucky Ave	0.139	F	0.670	1900	G	2019
		To:				Halcyon Dr	$\overline{}$					
Rayburn Ave		From:				Reading Ave						
		4300	G			rouning 1170	0.085	F	0.540	4500	G	2019
		To				N Beauregard St						
		From:				Summit Ave						
Ridge Rd Dr		300	G				0.11	F	0.603	320	G	2019
		To				Fordham Rd						
		From:				Russel Rd						
Rose Crest Ave		530	G				0.113	F	0.664	560	G	2019
		To				Custis Ave						
		From				Usher Ave						
S French St		690	G				0.102	F	0.731	740	G	2019
		Tor				SR 236 Duke St						
		From:				SR 401 Van Dorn St						
S Pickett St		5400	G				0.086	F	0.596	5700	G	201
		To				Dead End						
		From:				Mt Vernon Ave						
Stewart Ave		480	G				0.103	F	0.593	510	G	201
		To	<u> </u>			Dewitt Ave	 					
		From:				N Gladden St						
Uline Ave		450	G				0.084	F	0.549	480	G	2019
		To	<u> </u>			N Grayson St						
		From:				Edsall Rd						
Yoakum Pkwy		6000	G				0.092	F	0.534	6500	G	2019
		To:				Stevenson Rd						