

2002

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

where available

Special Locality Report

100

City of Alexandria

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route



Truck - Truck Route
ALT - Alternate Route
Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.




















The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Alexandria

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
1	0.51	69000	G	97%	1%	1%	0%	0%	0%	F	0.075	F	0.68	71000	G	2002
						From: SCL Alexandria, I-95, I-495										
1	0.15	69000	N	97%	1%	1%	0%	0%	0%	N	0.075	N	0.68	71000	N	2002
						To: Franklin St										
1	0.36	30000	G	97%	1%	1%	0%	0%	0%	F	0.092	F		30000	G	2002
						From: Wilkes St, US 1 Par										
1	0.72	29000	G	95%	1%	2%	1%	1%	0%	C	0.078	F		30000	G	2002
						To: King St										
		Combined Traffic:	62000	G	97%	1%	1%	0%	0%	F	0.076	F		64000	G	
1	0.44	60000	G	95%	1%	2%	1%	1%	0%	F	0.08	F	0.631	61000	G	2002
						From: 1st St										
1	1.35	51000	G	95%	1%	2%	1%	1%	0%	F	0.076	F	0.738	52000	G	2002
						From: Monroe Ave										
1	0.36	33000	G	97%	1%	1%	0%	0%	0%	F	0.103	F		33000	G	2002
						To: Wilkes St										
		Combined Traffic:	62000	G	97%	1%	1%	0%	0%	F	NA			64000	G	
1	0.72	28000	G	97%	1%	1%	0%	0%	0%	F	0.095	F		28000	G	2002
						From: SR 7 King St										
		Combined Traffic:	57000	G	96%	1%	2%	1%	0%	F	NA			58000	G	
						To: 1st Street										
7	1.09	42000	G	97%	1%	1%	0%	0%	0%	F	0.078	F	0.501	45000	G	2002
						From: WCL Alexandria										
7	0.65	20000	F	97%	1%	1%	0%	0%	0%	F	0.081	F	0.568	21000	F	2002
						To: I-395										
7	1.91	14000	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.541	15000	G	2002
						From: Braddock Rd										
7	0.38	13000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.520	14000	G	2002
						To: Russell Rd										
7	0.48	8800	G	97%	1%	1%	0%	0%	0%	F	0.074	F	0.514	9400	G	2002
						From: West St										
						To: Washington St										
North	0.37	66000	G	89%	1%	2%	1%	8%	0%	F	0.070	F		68000	G	2002
						From: Fairfax County Line										
		Combined Traffic:	139000	G	92%	1%	1%	5%	0%	F	0.068	F	0.508	142000	G	
North	0.95	69000	G	89%	1%	2%	1%	8%	0%	F	0.079	F		71000	G	2002
						From: US 1										
		Combined Traffic:	141000	G	92%	1%	1%	5%	0%	F	0.073	F	0.539	144000	G	
						To: District of Columbia Line, Potomac River										
South	0.71	73000	G	95%	0%	1%	1%	2%	0%	F	0.07	F		74000	G	2002
						From: Fairfax County Line										
		Combined Traffic:	139000	G	92%	1%	1%	5%	0%	F	0.068	F	0.508	142000	G	
South	0.61	72000	G	95%	0%	1%	1%	2%	0%	F	0.078	F		74000	G	2002
						From: US 1										
		Combined Traffic:	141000	G	92%	1%	1%	5%	0%	F	NA			144000	G	
						To: District of Columbia Line, Potomac River										
236	0.06	41000	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.539	43000	N	2002
						From: Fairfax County Line										
236	0.34	62000	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.543	65000	G	2002
						From: WCL Alexandria										
						To: I-395										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
 Duke St	0.68	34000	G	95%	1%	From: I-395				F	0.083	F	0.550	36000	G	2002
 Duke St	2.66	28000	G	95%	1%	To: N Pickett St				C	0.08	F	0.559	30000	G	2002
 Duke St	1.26	24000	G	97%	1%	From: SR 241				C	0.087	F	0.583	25000	G	2002
 Duke St	0.24	9700	G	95%	2%	To: US 1				C	0.074	F	0.524	10000	G	2002
	0.39	49000	N	97%	1%	From: Washington St				N	0.092	N	0.751	52000	N	2002
 Telegraph Rd	0.21	55000	G	97%	1%	To: Fairfax County Line				F	0.099	F	0.733	58000	G	2002
 North	0.21	75000	A	97%	0%	From: SCL Alexandria				B	0.079	A		77000	A	2002
Combined Traffic:		181000	B	97%	1%	To: SR 236 Duke St				C	0.080	A		190000	B	
 North	1.64	73000	F	97%	0%	From: Seminary Rd				F	0.075	F		75000	F	2002
Combined Traffic:		177000	F	97%	1%	To: SR 7 King St				F	0.069	F	0.592	186000	F	
 North	0.86	77000	F	97%	0%	From: SR 7 King St				F	0.074	F		79000	F	2002
Combined Traffic:		179000	F	97%	1%	To: Arlington County Line				F	0.074	F		189000	F	
 North	0.25	71000	G	97%	0%	From: Arlington County Line				F	0.087	F		72000	G	2002
Combined Traffic:		163000	G	97%	1%	To: Arlington County Line				F	0.087	F		172000	G	
 North	0.26	71000	G	97%	0%	From: Arlington County Line				F	0.087	F		72000	G	2002
Combined Traffic:		163000	G	97%	1%	To: Arlington County Line				F	0.087	F		173000	G	
 Rev	2.19	26000	B	97%	1%	From: Fairfax County Line				A	0.139	A		32000	B	2002
Combined Traffic:		181000	B	97%	1%	To: Seminary Rd				C	0.080	A		190000	B	
 Rev	0.71	29000	F	97%	2%	From: Seminary Rd				C	0.094	F		35000	F	2002
Combined Traffic:		179000	F	97%	1%	To: Arlington County Line				F	NA			189000	F	
 Rev	0.26	29000	G	97%	1%	From: Quaker Lane, Arlington County Line				F	0.107	F		36000	G	2002
Combined Traffic:		163000	G	97%	1%	To: Arlington County Line				F	0.087	N		173000	G	
 South	0.71	79000	A	97%	0%	From: Fairfax County Line				C	0.084	A		81000	A	2002
Combined Traffic:		181000	B	97%	1%	To: SR 236 Duke St				C	0.080	A		190000	B	
 South	1.44	77000	F	97%	0%	From: SR 236 Duke St				F	0.082	F		78000	F	2002
Combined Traffic:		177000	F	97%	1%	To: Seminary Rd				F	NA			186000	F	
 South	0.75	73000	F	97%	0%	From: Seminary Rd				F	0.088	F		75000	F	2002
Combined Traffic:		179000	F	97%	1%	To: Arlington County Line				F	NA			189000	F	

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						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
South 395	0.26	63000	G	97%	0%	From: WCL Alexandria S				F	0.082	F		64000	G	2002
Combined Traffic:		163000	G	97%	1%	1%	0%	1%	0%	F	0.087	F		173000	G	
						To: WCL Alexandria N										
400 Washington St	0.91	27000	G	98%	1%	From: SCL Alexandria				C	0.102	F	0.811	29000	G	2002
400 Washington St	0.32	30000	G	98%	1%	From: SR 236				F	0.082	F	0.844	32000	G	2002
400 Washington St	0.39	32000	G	98%	1%	From: Queen St				F	0.082	F	0.702	34000	G	2002
400 Washington St	0.17	36000	G	98%	1%	From: Madison St				F	0.084	F	0.62	38000	G	2002
						To: 1St Street										
401 Van Dorn St	0.62	39000	G	95%	1%	From: SCL Alexandria				F	0.077	F	0.544	41000	G	2002
401 Van Dorn St	0.43	30000	G	95%	1%	From: Edsall Rd				C	0.075	F	0.689	32000	G	2002
401 Van Dorn St	1.56	19000	G	97%	1%	From: SR 236 Duke St				C	0.111	F	0.870	20000	G	2002
						To: Seminary Ave										
402 Quaker Lane	0.69	19000	G	98%	1%	From: SR 420 Seminary Rd				F	0.081	F	0.558	20000	G	2002
402 Quaker Lane	0.96	20000	G	98%	1%	From: SR 7 King St				C	0.088	F	0.577	21000	G	2002
402 N Quaker La	0.09	21000	G	98%	1%	From: Arlington County Line, -6714				F	0.089	F	0.606	22000	G	2002
						To: 100-6595										
402 Shirlington La	0.21	8800	G	94%	2%	From: SR 402 I-395-N006A FROM I- 395 North				C	0.084	F		9200	G	2002
Combined Traffic:		0	G			To: ISR 402-P000A Gap Terminus Connector to					NA			0	G	
420 Seminary Rd	1.72	16000	G	97%	1%	From: I-395 Shirley Hwy, 100-6706				C	0.100	F	0.624	17000	G	2002
420 Janneys La	1.03	9900	G	97%	1%	From: SR 402 Quaker Lane				F	0.103	F	0.512	10000	G	2002
						To: SR 7										
1 Cameron St	1.00	4400	G	98%	0%	From: Commonwealth Ave				C	0.113	F		4600	G	2002
						To: Fairfax St										
2 Daingerfield Rd	0.19	4800	G	93%	1%	From: Duke St				C	0.113	F	0.833	5100	G	2002
						To: King St										
3 Filmore Ave	0.36	1500	G	86%	11%	From: Seminary Rd				C	0.09	F	0.621	1600	G	2002
						To: N Beaugard St										
4 Franklin St	0.40	3700	G	94%	1%	From: Patrick St				C	0.122	F	0.890	3800	G	2002
						To: Fairfax St										
5 Gibbon St	0.40	2600	G	96%	1%	From: Patrick St				C	0.093	F	0.817	2800	G	2002
						To: Fairfax St										
6 Holland La	0.32	7200	G	94%	2%	From: Eisenhower Ave				C	0.112	F	0.762	7600	G	2002
						To: Duke St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
7 King Street	0.24	NA				From: SR 400 To: 100-21 Fairfax Street					NA			NA		
8 Lincolnia Rd	0.11	5400	G	95%	3%	2%	0%	1%	0%	C	0.073	F	0.505	5700	G	2002
From: Breckenridge Pl To: Beauregard St																
9 Mill Rd	0.88	5800	G	97%	1%	1%	0%	1%	0%	C	0.140	F	0.923	6100	G	2002
From: W Eisenhower Ave To: E Eisenhower Ave																
10 Montgomery St	0.48	2600	G	90%	1%	4%	4%	1%	0%	C	0.084	F		2700	G	2002
From: Fairfax St To: Henry St																
11 Pendleton St	0.66	4600	G	92%	4%	3%	1%	1%	0%	C	0.096	F	0.537	4800	G	2002
From: West St To: Fairfax St																
12 Pershing Ave	0.16	9300	G	97%	0%	2%	1%	1%	0%	C	0.133	F	0.883	9800	G	2002
From: Telegraph Rd To: Stovall St																
13 Prince St	0.92	2300	G	96%	0%	1%	1%	1%	0%	C	0.096	F	0.856	2500	G	2002
From: Reinekers Ln To: Fairfax St																
14 Slaters La	0.38	12000	G	97%	0%	2%	0%	0%	0%	C	0.081	F	0.579	13000	G	2002
From: US 1 To: George Washington Memorial Pkwy																
15 Stevenson Ave	0.16	9900	G	96%	1%	2%	0%	0%	0%	C	0.098	F	0.657	10000	G	2002
From: Walker St To: S Van Dorn St																
16 Stoval Street	0.13	NA				From: 100-6588; Eisenhower Ave To: 100-9 Mill Rd					NA			NA		
17 Walker St	0.10	23000	G			From: Stevenson Rd To: Duke St SR236					0.08	F	0.513	24000	G	2002
18 West St	0.63	6100	G	96%	1%	3%	0%	0%	0%	C	0.125	F	0.766	6400	G	2002
From: Duke St To: Wythe St																
19 1st Street	0.06	6200	G	97%	1%	2%	0%	0%	0%	F	0.138	F	0.799	6500	G	2002
From: Washington St To: Asaph St																
19 1st Street	0.05	4400	G	97%	1%	2%	0%	0%	0%	C	0.121	F	0.809	4600	G	2002
From: Pitt St To: Pitt St																
20 Wythe St	0.66	4900	G	93%	2%	3%	2%	1%	0%	C	0.108	F	0.638	5200	G	2002
From: West St To: Fairfax St																
21 Fairfax St	1.12	5700	G	97%	0%	3%	0%	0%	0%	C	0.119	F	0.739	6000	G	2002
From: Franklin St To: Montgomery St																
22	0.09	NA				From: I-95 Ramp To: SR 400					NA			NA		
6500 Duke St	0.23	2900	G	97%	1%	1%	1%	1%	0%	C	0.085	F	0.513	3100	G	2002
From: Washington St To: Fairfax St																
6572 Edsall Rd	0.49	18000	G	96%	1%	2%	0%	1%	0%	C	0.084	F	0.662	19000	G	2002
From: WCL Alexandria To: Van Dorn St																

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						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
(6572) Edsall Rd	0.24	11000	G	96%	1%	2%	0%	1%	0%	F	0.089	F	0.527	12000	G	2002
				From:	Van Dom St											
				To:	S Pickett St											
(6573) Van Dom St	1.08	6000	G	98%	1%	1%	0%	0%	0%	C	0.14	F	0.835	6300	G	2002
				From:	Seminary Rd											
				To:	King St SR 7											
(6575) S Pickett St	0.36	12000	G								0.085	F	0.598	13000	G	2002
				From:	Van Dom St											
(6575) S Pickett St	0.57	19000	G								0.086	F	0.521	19000	G	2002
				From:	Edsall Rd											
				To:	Duke St SR 236											
(6579) Clermont Ave	0.12	14000	G	95%	0%	2%	1%	2%	0%	C	0.125	F		14000	G	2002
				From:	Dead End											
				To:	Ramp To I-95 Ramp Fr I-95											
(6579) Clermont Ave	0.09	13000	G	95%	0%	2%	1%	2%	0%	F	0.111	F		14000	G	2002
				From:	100-6588 Eisenhower Ave											
				To:	100-6588											
(6583) W Taylor Run Pkwy	0.52	4000	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.648	4200	G	2002
				From:	Duke St											
				To:	Janneys La											
(6584) Pitt St	0.07	6000	G	93%	2%	3%	1%	1%	0%	C	0.103	F	0.777	6300	G	2002
				From:	Montgomery St											
				To:	1St Street											
(6585) Commonwealth Ave	0.94	7900	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.659	8300	G	2002
				From:	King St											
(6585) Commonwealth Ave	0.79	6300	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.647	6600	G	2002
				From:	Monroe Ave											
(6585) Commonwealth Ave	0.41	4200	G	98%	0%	1%	0%	0%	0%	F	0.12	F	0.742	4400	G	2002
				From:	Mt Vernon Ave											
				To:	Reed St											
(6586) Diagonal Rd	0.30	6800	G	91%	3%	6%	0%	0%	0%	C	0.101	F	0.541	7200	G	2002
				From:	Duke St											
				To:	King St											
(6587) Powhatan St	0.45	2700	G	93%	4%	3%	0%	0%	0%	C	0.108	F	0.618	2800	G	2002
				From:	Washington St											
				To:	US 1 Jefferson Davis Hwy											
(6588) Eisenhower Ave	0.94	16000	G	93%	1%	3%	2%	2%	0%	C	0.093	F	0.666	17000	G	2002
				From:	Van Dom St											
				To:	Holland La											
(6591) Mt Vernon Ave	1.21	9800	G	96%	2%	2%	0%	0%	0%	C	0.089	F	0.561	10000	G	2002
				From:	Braddock Rd											
(6591) Mt Vernon Ave	1.00	12000	G	96%	2%	2%	0%	0%	0%	F	0.086	F	0.558	13000	G	2002
				From:	Commonwealth Ave											
				To:	NCL Alexandria											
(6592) Braddock Rd	1.72	13000	G	97%	1%	2%	0%	0%	0%	C	0.11	F	0.708	14000	G	2002
				From:	Beauregard St											
(6592) Braddock Rd	1.39	11000	G	97%	1%	1%	0%	0%	0%	C	0.097	F	0.547	12000	G	2002
				From:	King St											
				To:	Russell Rd											
(6592) Braddock Rd	0.77	7500	G	97%	1%	1%	0%	0%	0%	F	0.105	F	0.526	7800	G	2002
				From:	Russell Rd											
				To:	West St											
(6593) Callahan Dr	0.22	13000	G	98%	1%	1%	1%	0%	0%	C	0.089	F	0.646	13000	G	2002
				From:	Duke St SR 236											
				To:	King St SR 7											

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						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
(6593) Russell Rd	0.89	8800	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.635	9300	G	2002
				From:	SR 7 King St											
				To:	Monroe Ave											
(6593) Russell Rd	0.31	7000	G	97%	1%	2%	0%	0%	0%	C	0.102	F	0.564	7400	G	2002
				From:	Windsor Ave											
				To:	Glebe Rd											
(6593) Russell Rd	1.06	7300	G	97%	1%	2%	0%	0%	0%	F	0.115	F	0.601	7700	G	2002
				From:	Glebe Rd											
				To:	Mt Vernon Ave											
(6594) Gunston Rd	0.26	2300	G	94%	3%	2%	0%	1%	0%	C	0.15	F	0.880	2400	G	2002
				From:	Quaker Lane											
				To:	Valley Dr											
(6595) Quaker La	0.62	23000	G	97%	1%	2%	0%	0%	0%	C	0.084	F	0.659	24000	G	2002
				From:	Duke St											
				To:	Seminary Rd											
(6595) Valley Dr	1.33	990	G	98%	0%	1%	0%	0%	0%	C	0.109	F	0.509	1000	G	2002
				From:	Glebe Rd											
				To:	Braddock Rd											
(6596) Monroe Ave	0.79	13000	G	97%	0%	1%	1%	0%	0%	C	0.086	F	0.627	14000	G	2002
				From:	Russell Rd											
				To:	US 1											
(6597) Monticello Blvd	0.21	2800	G	95%	1%	3%	0%	0%	0%	F	0.102	F	0.588	3000	G	2002
				From:	Russell Rd											
				To:	Old Dominion Blvd											
(6597) Old Dominion Blvd	0.71	1100	G	95%	1%	3%	0%	0%	0%	C	0.106	F	0.563	1100	G	2002
				From:	Monticello Blvd											
				To:	Glebe Rd											
(6597) Tennessee Ave	0.17	1700	G	95%	1%	3%	0%	0%	0%	F	0.11	F	0.656	1800	G	2002
				From:	Old Dominion Blvd											
				To:	Halyon Dr											
(6597) Tennessee Ave	0.25	1700	N	95%	1%	3%	0%	0%	0%	N	0.11	N	0.656	1800	N	2002
				From:	Halyon Dr											
				To:	Valley Dr											
(6597) Martha Custis Dr	0.52	4500	G	95%	1%	3%	0%	0%	0%	F	0.094	F	0.505	4700	G	2002
				From:	Valley Dr											
				To:	Gunston Rd											
(6599) Cameron Mill Rd	0.39	2200	G	96%	1%	2%	1%	1%	0%	C	0.11	F	0.638	2300	G	2002
				From:	Braddock Rd											
				To:	Summit Ave											
(6600) Crest St	0.27	1500	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.543	1600	G	2002
				From:	Braddock Rd											
				To:	Valley Dr											
(6600) Summit Ave	0.27	2100	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.565	2200	G	2002
				From:	Valley Dr											
				To:	Cameron Mills Rd											
(6600) Monticello Blvd	0.23	2600	G	97%	1%	1%	0%	1%	0%	F	0.108	F	0.507	2800	G	2002
				From:	Cameron Mills Rd											
				To:	Old Dominion Blvd											
(6601) Scroggins Rd	0.36	2000	G	97%	1%	1%	0%	1%	0%	C	0.125	F	0.605	2100	G	2002
				From:	King St											
				To:	Braddock Rd											
(6602) W Glebe Rd	0.94	19000	G	97%	1%	2%	1%	1%	0%	F	0.079	F	0.52	19000	G	2002
				From:	NCL Alexandria											
				To:	Mount Vernon Ave											
(6602) W Glebe Rd	0.62	8600	G	97%	1%	2%	1%	1%	0%	C	0.072	F	0.540	9100	G	2002
				From:	Mount Vernon Ave											
				To:	US 1											
(6604) Reed Ave	0.54	4200	G	96%	1%	2%	1%	0%	0%	C	0.098	F	0.66	4400	G	2002
				From:	Mt Vernon Ave											
				To:	US 1											

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						2Axle	3+Axle	1Trail	2Trail							
City of Alexandria																
(6622) Beauregard St	2.34	21000	G	97%	1%	1%	1%	0%	0%	C	0.090	F	0.607	22000	G	2002
						From: WCL Alexandria										
						To: Braddock Rd										
(6622) Beauregard St	0.28	16000	G	97%	1%	1%	1%	0%	0%	C	0.086	F	0.607	16000	G	2002
						From: SR 7 King St										
						To: NCL Alexandria										
(6622) Walter Reed Dr	0.07	15000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.71	16000	G	2002
						From: Van Dorn St										
						To: Jordan St										
(6698) Taney Dr	1.04	3200	G	95%	3%	2%	0%	0%	0%	C	0.103	F	0.543	3400	G	2002
						From: Taney Ave										
						To: Pickett St										
(6701) Pegram St	0.78	1400	G	97%	2%	1%	0%	0%	0%	C	0.137	F	0.760	1500	G	2002
						From: Pegram St										
						To: Seminary Rd										
(6701) Pickett St	0.15	3000	G	98%	1%	1%	0%	0%	0%	C	0.109	F	0.662	3200	G	2002
						From: Beauregard St										
						To: Van Dorn St										
(6702) Sanger Ave	0.37	12000	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.632	13000	G	2002
						From: Duke St SR236										
						To: Seminary Rd SR 420										
(6703) Jordan St	0.94	9200	G	96%	2%	2%	1%	0%	0%	C	0.09	F	0.768	9600	G	2002
						From: Fairfax County Line, 29-716										
						To: Beauregard St										
(6706) Seminary Rd	0.60	38000	G	97%	1%	1%	0%	1%	0%	C	0.078	F	0.58	40000	G	2002
						From: Beauregard St										
						To: I-395 Shirley Hwy, SR 420										
(6706) Seminary Rd	0.22	43000	G	97%	1%	1%	0%	1%	0%	F	0.079	F	0.559	45000	G	2002
						From: Jordan St										
						To: Braddock Rd										
(6707) Howard St	0.92	5200	G	97%	1%	1%	0%	0%	0%	C	0.111	F	0.81	5400	G	2002
						From: Braddock Rd										
						To: King St										
S Picket St		6600	G								0.086	F		6900	G	2002
						From: Van Dorn										
						To: Dead End										
Braddock Rd.		16000	G								0.094	F		16000	G	2002
						From: Kenwood Ave										
						To: Crest St										
Canterbury La		220	G								0.109	F		230	G	2002
						From: Chancel Pl										
						To: Trinity Dr										
Clifford Ave.		530	G								0.084	F		560	G	2002
						From: Turner Rd										
						To: Montross Ave										
Curtis Ave.		310	G								0.095	F		330	G	2002
						From: Russell Rd										
						To: Rosecrest Ave										
Diagonal Rd		9200	G								0.122	F	0.568	9700	G	2002
						From: Reinekers La										
						To: SR 236 Duke St										
Glendale Ave.		720	G								0.107	F		760	G	2002
						From: Newton St.										
						To: Wayne St.										

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						2Axle	3+Axle	1Trail	2Trail							
Green St.		3600	G	From:	Washington St					0.153	F		3800	G	2002	
				To:	Asaph St.											
Hickory St.		300	G	From:	Kennedy St					0.098	F		310	G	2002	
				To:	Dead End											
Kentucky Ave		350	G	From:	Old Dominion Blvd					0.122	F	0.616	370	G	2002	
				To:	Russell Rd											
Key Dr.		160	G	From:	Roan La.					0.115	F		170	G	2002	
				To:	Francis Hammond Pkwy.											
Mansion Dr.		440	G	From:	Virginia Ave					0.105	F		460	G	2002	
				To:	Russell Rd											
Mount Vernon Ave.		8600	G	From:	Monroe Ave					0.099	F		9000	G	2002	
				To:	Nelson Ave											
N. Owen St.		140	G	From:	Taney Ave					0.087	F		150	G	2002	
				To:	Polk Ave											
Old Dominion Blvd.		1200	G	From:	Kentucky Ave					0.107	F		1300	G	2002	
				To:	Halcyon Dr											
Powhatan St.		2700	G	From:	1St Street					0.094	F		2900	G	2002	
				To:	US 1											
Rayburn Ave		1400	G	From:	Reading Ave					0.085	F		1400	G	2002	
				To:	N. Beaugard St											
Ridge Rd.		370	G	From:	Summit Ave					0.118	F		390	G	2002	
				To:	Fordham Rd											
Rose Crest Ave.		490	G	From:	Russel Rd					0.117	F		520	G	2002	
				To:	Custis Ave											
S. French St.		730	G	From:	Usher Ave					0.089	F		760	G	2002	
				To:	Duke St											
S. Yoakum St.		8700	G	From:	Edsall Rd					0.093	F		9100	G	2002	
				To:	Stevenson Rd											
Stewart Ave.		570	G	From:	Mt. Vernon Ave					0.093	F		600	G	2002	
				To:	Dewitt Ave											
Ulane Ave.		440	G	From:	N. Gladden St.					0.1	F		460	G	2002	
				To:	N. Grayson St.											
West St.		7200	G	From:	Pendleton St					0.122	F		7600	G	2002	
				To:	Oranoco St											