

**2011**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**155**

City of Manassas

Information in this report is included in Report

**76**

(Prince William County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



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



Frontage Road (F precedes frontage route number)



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  
Traffic Engineering Division  
2011  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Manassas

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
28 Nokesville Rd	From: SR 234, WCL Manassas City of Manassas	0.56	32000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.643	35000	G
28 Nokesville Rd	To: 155-5 Godwin Dr City of Manassas	1.22	18000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	0.573	20000	G
28 Center St	From: Wellington Rd City of Manassas	0.80	23000	G	97%	1%	1%	1%	1%	0%	F	0.084	F	0.632	25000	G
28 Center St	To: Church St City of Manassas	0.25	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	24000	G
28 Center St	To: Bus SR 234 City of Manassas	0.37	13000	G	97%	1%	1%	1%	1%	0%	F	0.072	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	28000	G
28 Center St / Prescott Ave	To: Zebedee St City of Manassas	0.33	4400	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.658	4900	G
28 Centreville Rd	From: ISR 28 P, Centreville Rd City of Manassas	0.86	29000	G	97%	1%	1%	1%	1%	0%	F	0.07	F	0.553	32000	G
	To: Prince William County Line															
28 Church St	From: SR 28 Center St City of Manassas	0.24	11000	G	97%	1%	1%	1%	1%	0%	F	0.081	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	0.515	24000	G
28 Church St	To: Bus SR 234 Grant Ave City of Manassas	0.38	12000	G	97%	1%	1%	1%	1%	0%	F	0.085	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	0.528	28000	G
Bus 234 Dumfries Rd	To: SR 28 Centreville Rd City of Manassas	0.46	10000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.633	11000	G
Bus 234 Dumfries Rd	From: SCL Manassas															
Bus 234 Dumfries Rd	To: 155-6 Hastings Dr City of Manassas	0.55	14000	G	97%	1%	1%	0%	1%	0%	F	0.081	F	0.639	15000	G
Bus 234 Grant Ave	From: 155-4352 Wellington Rd City of Manassas	0.63	16000	G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.651	17000	G
Bus 234 Grant Ave	To: Prince William St City of Manassas	0.12	20000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.618	21000	G
Bus 234 Grant Ave	From: SR 28 Church St City of Manassas	0.44	9300	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.571	9900	G
Bus 234 Grant Ave	To: Beauregard Ave City of Manassas	0.32	9300	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.574	9900	G
	To: Sudley Rd															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 234 Sudley Rd	From: Grant Ave City of Manassas To: NCL Manassas	1.18	29000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.538	31000	G



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>City of Manassas</b>																	
(9463/76)	0.15	110	R								NA		NA			1994	
(9528/76)	0.21	NA									NA		NA				
(1)	Ashton Ave	0.72	6400	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.586	6800	G	2011
(2)	Clover Hill Rd	0.05	4100	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.632	4400	G	2011
(2)	Clover Hill Rd	0.45	2600	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.524	2800	G	2011
(2)	Clover Hill Rd	0.78	3900	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.517	4200	G	2011
(3)	Cockrell Rd	0.27	6300	G	98%	0%	1%	0%	0%	0%	C	0.087	F	0.603	6700	G	2011
(4)	Euclid Ave	0.36	5600	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.548	6000	G	2011
(4)	Euclid Ave	0.34	12000	G	95%	1%	2%	1%	1%	0%	C	0.098	F	0.556	13000	G	2011
(5)	Godwin Dr	0.88	2400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.653	2600	G	2011
(5)	Godwin Dr	0.88	12000	G	93%	1%	1%	3%	1%	0%	C	0.099	F	0.523	12000	G	2011
(6)	Hastings Dr	1.50	4600	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.578	4900	G	2011
(6)	Hastings Dr	1.43	3700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.721	3900	G	2011
(7)	Quarry Rd	0.03	NA										NA		NA		
(7)	Quarry Rd	0.56	5800	G	97%	0%	1%	1%	0%	0%	F	0.093	F	0.580	6200	G	2011
(8)	Signal Hill Rd	0.13	6400	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.56	6900	G	2011
(9)	Richmond Ave	0.07	NA										NA		NA		
(9)	Richmond Ave	0.94	2900	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.536	3100	G	2011
(10)	Center St	0.23	NA										NA		NA		
(107)	Godwin Dr	2.01	16000	G	97%	0%	1%	1%	0%	0%	C	0.083	F	0.524	17000	G	2011

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Manassas</b>																	
(4350) Lucasville Rd	0.11	4900	G	97%	1%	1%	1%	0%	0%	F	0.096	F	0.617	5300	G	2011	
						From: 76-692, SCL Manassas											
						To: 155-6 Hastings Dr											
(4352) Wellington Rd	0.59	14000	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.502	15000	G	2011	
						From: Bus SR 234 Dumfries Rd											
						To: Fairview Ave											
(4353) Wellington Rd <old Fairview Ave>	0.74	15000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.540	16000	G	2011	
						From: ECL Manassas, 76-3000 Pr Wm Pkwy											
						To: Wellington Rd <old Richmond Rd>											
(4353) Fairview Ave	0.50	13000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.618	14000	G	2011	
						From: Wellington Rd <old Richmond Ave>											
						To: SR 28 Center St											
(4355) Main St	0.24	1400	G	99%	0%	1%	0%	0%	0%	C	0.090	F	0.544	1500	G	2011	
						From: Center St											
						To: Portner Ave											
(4356) Portner Ave	0.43	2000	G	96%	2%	2%	0%	0%	0%	F	0.088	F	0.561	2100	G	2011	
						From: Bus SR 234 Grant Ave											
						To: Sudley Rd											
(4356) Portner Ave	0.57	4200	G	96%	2%	2%	0%	0%	0%	C	0.094	F	0.617	4500	G	2011	
						From: Sudley Rd											
						To: Liberia Ave											
(4357) Prescott Ave	0.26	NA									NA			NA			
						From: Center St											
						To: SR 28 Centreville Rd											
(4357) Sudley Rd	0.76	20000	G	96%	2%	2%	0%	0%	0%	F	0.082	F		22000	G	2011	
						From: SR 28 Centreville Rd											
						To: Bus SR 234 Grant Ave, Sudley Rd											
(4358) Wellington Rd	0.78	13000	G								NA			14000	G	2011	
						From: WCL Manassas											
						To: SR 28 Nokesville Rd; Center St											
(4358) Wellington Rd	1.08	13000	G								0.088	F	0.600	14000	G	2011	
						From: SR 28 Nokesville Rd; Center St											
						To: Clover Hill Rd											
(4358) Wellington Rd	0.61	13000	G								0.095	F	0.507	14000	G	2011	
						From: Clover Hill Rd											
						To: Bus SR 234 Dumfries Rd											
(4359) Stonewall Rd	0.38	450	G	98%	0%	1%	0%	0%	0%	F	0.164	F	0.654	480	G	2011	
						From: Dead End											
						To: Center St											
(4359) Stonewall Rd	0.90	3900	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.578	4100	G	2011	
						From: Center St											
						To: Bus SR 234 Sudley Rd											
(4361) Liberia Ave	1.77	42000	G	96%	1%	1%	1%	1%	0%	C	0.076	F	0.571	45000	G	2011	
						From: 155-4353 Wellington Rd <old Fairview Ave>											
						To: SR 28 Centreville Rd											
(4361) Liberia Ave	1.18	12000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.527	13000	G	2011	
						From: SR 28 Centreville Rd											
						To: 155-4365 Stonewall Rd											
(4361) Liberia Ave	0.41	9400	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.537	10000	G	2011	
						From: 155-4365 Stonewall Rd											
						To: NCL Manassas, 76-1530 Lomond Dr South											
(4365) Stonewall Rd	0.49	2800	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.727	2900	G	2011	
						From: Bus SR 234 Sudley Rd											
						To: Stonewall Ct											
(4365) Stonewall Rd	0.26	3400	G	99%	0%	0%	0%	0%	0%	C	0.084	F	0.594	3700	G	2011	
						From: Stonewall Ct											
						To: Liberia Ave											
Greenleaf Dr		220	G								0.103	F	0.6	230	G	2011	
						From: Shannon Rd											
						To: Cedar Ridge Dr											
Karlo St		530	G								0.095	F	0.604	560	G	2011	
						From: Sarajevo Court											
						To: Tito Court											

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						2Axle	3+Axle	1Trail	2Trail								
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Longstreet Dr		300	G			From: Jackson Ave				0.102	F	0.563	300	G	2011		
						To: Weems Rd											
Meadowview Dr		270	G			From: Grant Ave				0.106	F	0.683	290	G	2011		
						To: Virginia Ave											
Oak Glen Rd		200	G			From: Bayberry Ave				0.101	F	0.532	220	G	2011		
						To: Thornwood Lane											
Peabody St		260	G			From: Stuart Ave				0.126	F	0.806	260	G	2011		
						To: Robson Dr											
Thornwood Lane		390	G			From: Oakglen Rd				0.103	F	0.521	410	G	2011		
						To: Bayberry Ave											
Zebedee St		11000	G	97%	1%	1%	1%	1%	0%	F	0.078	F	13000	G	2011		
																	Combined Traffic:
						<i>This link is signed SR 28</i>											
						From: Center St											
						To: Centreville Rd											