2019

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.

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	
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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.

Virginia Department of Transportation Traffic Engineering Division 2019

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

			JI Wanas	•				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	SR 234,	, WCL Man	nassas												
28 Nokesville Rd	City of Manassas	0.56	32000	F	97%	1%	1%	1%	1%	0%	F	0.082	F	0.504	35000	F
\smile	Tre- Front	155-	-5 Godwin I	Dr			\neg \vdash									
28 Nokesville Rd	City of Manassas	1.22	17000	F	97%	1%	1%	1%	1%	0%	F	0.082	F	0.504	18000	F
$\overline{}$	To- Econ-	We	ellington Rd	1			<u> </u>									
28 Center St	City of Manassas	0.80	21000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.57	23000	F
\smile	To	(Church St													
28 Center St	City of Manassas	0.25	9500	F	97%	1%	1%	1%	1%	0%	F	0.087	F		10000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	19000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.512	21000	F
	To.	Bus SR	R 234 Grant	Ave			<u> </u>									
28 Center St	City of Manassas		10000	F	97%	1%	1%	1%	1%	0%	F	0.077	F		11000	F
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	22000	F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	23000	I
	To:		Zebedee St													
Zebedee St	City of Manassas	0.09	Center St 9000	F	97%	1%	1%	1%	1%	0%	E	0.073	F		9600	
Zebedee St	Combined Traffic Estimates for 2 Parallel Roadways on the			F	97%	1%	1%	1%	1%	0%	F	0.073	F	0.572	22000	
	Combined Trainic Estimates for 2 Farallel Hoadways off the		is signed	-		1 /0	1 /0	1 /0	1 /0	0 /6	'	0.077	1	0.572	22000	
	-				0											
28 Centreville Rd	City of Manassas		P, Centrevil 27000	lle Rd	97%	1%	1%	1%	1%	0%	F	0.075	F	0.524	29000	
28 Centreville Rd	City of Manassas		illiam Coun		9170	I 70	176	170	1 70	0%	Г	0.075	Г	0.524	29000	
	From		28 Center S													
28 Church St	City of Manassas	0.24	9900	F	97%	1%	1%	1%	1%	0%	F	0.081	F		11000	
Za) Gridian St	Combined Traffic Estimates for 2 Parallel Roadways on the		19000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.512	21000	
	To-		R 234 Grant			. , ,		. , 0	. , 0	0,0	•	0.00	•	0.0.2		
28 Church St	City of Manassas		12000	F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.606	12000	
28 Church St	Combined Traffic Estimates for 2 Parallel Roadways on the		22000	F	97%	1%	1%	1%	1%	0%	F	0.078	F	0.696	23000	
	To:		Centreville		. , , ,	.,,	i.	.,.		- , ,	-					
Bus	From:	SC	L Manassas	s												
234 Dumfries Rd	City of Manassas		11000	F	97%	1%	1%	0%	0%	0%	F	0.085	F	0.602	11000	ı
\smile	Tov	155-	6 Hastings 1	Dr												
Bus Dumfriae Dd	City of Manager				97%	1%	10/	00/	00/	00/	F	0.091	F	0.50	15000	
Dumfries Rd	City of Manassas	0.55	14000	F	97%	1%	1%	0%	0%	0%	Г	0.091	Г	0.59	15000	
Bus	To: From:	155-435	52 Wellingto	on Rd												
Grant Ave	City of Manassas	0.63	16000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.63	17000	
<u> </u>	To r	Princ	ce William	St												
Bus 234)Grant Ave	City of Manassas		19000	F	97%	1%	1%	1%	1%	0%	F	0.080	F	0.628	21000	
234 Grant Ave	City Of Wallassas				J1 70	1 70	1 70	1 /0	1 /0	U 70	Г	0.000	ı-	0.020	Z 1000	
Bus	Toc. From	SR	28 Church S	St												
234)Grant Ave	City of Manassas	0.44	9400	F	97%	1%	1%	1%	1%	0%	F	0.087	F	0.555	9900	ı
\smile	To:	Bea	auregard Av	e e												

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Virginia Department of Transportation Traffic Engineering Division 2019

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

Doute	luvia di atia a	l amouth AAD		4T:	Dua		Truck			-00	K	QK	Dir	A A \ A \ D T	0)4/
Route	Jurisdiction	Length AAD	ΓQA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
Bus	From:	Beaurega	l Ave												
(234) Grant Ave	City of Manassas	0.32 820) F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.542	8700	F
	To:	Sudley	Rd												
Bus	From:	Grant A	.ve												
(234) Sudley Rd	City of Manassas	1.18 280 0	0 F	97%	1%	1%	1%	1%	0%	С	0.08	F	0.531	30000	F
	To:	NCL Mar	assas												

Virginia Department of Transportation Traffic Engineering Division 2019 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

						City of Manass	sas								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Manassas															
	0.15	110	R			Osborne and Ben	net			NA			NA		1994
9463	0.15	To	·			High School							INA		1334
		From				Osbourn High Sch	nool			i					
9528) Tudor Ln	0.21	2500	R			Oscouri High Sci	1001			NA			NA		12/11/201
76		To	:			Cul-de-Sac									
		From				Godwin Dr									
1 Ashton Ave	0.72	8800	F	99%	1%	0% 0%	0%	0%	С	0.097	F	0.551	9400	F	2019
		To				Cockrell Rd									
01 1111 111	0.05	From		000/	20/	SCL Manassas		00/	_	0.70	_	0.050	5000		0010
(2) Clover Hill Rd	0.05	4700	F	98%	0%	1% 1%	0%	0%	С	0.079	F	0.658	5000	F	2019
<u> </u>		To From				Godwin Dr									
(2) Clover Hill Rd	0.45	2200	F	98%	1%	1% 0%	0%	0%	С	0.087	F	0.566	2400	F	2019
<u> </u>		To From				Waterford Dr									
2 Clover Hill Rd	0.78	3800	F	97%	1%	1% 1%	0%	0%	С	0.088	F	0.522	4000	F	2019
		То	<u> </u>			Wellington Rd	<u> </u>								
<u> </u>		From				Ashton Ave		•							
(3) Cockrell Rd	0.27	6400 _{To}	F	97%	1%	1% 0%	0%	0%	С	0.095	F	0.677	6800	F	2019
			<u> </u>			SR 28 Center S	St								
C. Fuelid Ave	0.06	From	<u> </u>	OE9/	10/	Quarry Rd	10/	00/	F		_	0.577	E000	F	2010
4 Euclid Ave	0.36	5400	F	95%	1%	2% 1%	1%	0%	F	0.1	F	0.577	5800	Г	2019
<u> </u>		From			4.57	Liberia Ave		221					45000		2212
(4) Euclid Ave	0.34	14000	F	95%	1%	2% 1%	1%	0%	С	0.094	F	0.682	15000	F	2019
			1			Manassas NCI				_					
Godwin Dr	0.88	2100	F	97%	0%	155-2 Clover Hill 1% 2%	Rd 0%	0%	С	0.109	F	0.648	2300	F	2019
5 Godwin Dr	0.00	2100		97%	076			U76	C	0.109	Г	0.040	2300	Г	2019
On abooting Du	0.00	From	<u> </u>	000/	1%	155-6 Hastings I		00/	С	0.000		0.500	10000	F	0010
5 Godwin Dr	0.88	12000 _{To}	F	93%	1%	1% 3% SR 28 Nokesville	1%	0%	C	0.099	F	0.529	13000	Г	2019
		From					Ku								
6 Hastings Dr	1.50	5500	F	96%	1%	Godwin Dr 1% 1%	0%	0%	С	0.108	F	0.639	5900	F	2019
6 Hastings Dr	1.00	To	Ė	0070		Bus SR 234 Dumfri		070			·	0.000	0000	·	2010
		From)	Bus SR 234 Richmo	nd Rd								
(6) Hastings Dr	1.43	5900	F	96%	1%	1% 1%	0%	0%	F	0.087	F	0.665	6300	F	2019
<u> </u>		To				Liberia Ave									
O 0 51		From				SR 28 SB, Centrevi	lle Rd			ᆜ					
7 Quarry Rd	0.03	NA								NA			NA		
		To From				SR 28 NB, Zebede									
(7) Quarry Rd	0.56	5800	G	97%	0%	1% 1%	1%	0%	F	0.089	F	0.579	6300	G	2019
		To				Euclid Ave									
0: 11:11 0.1	0.40	From		070/	00/	Richmond Ave		00/			_	0.000	0000	_	0010
8 Signal Hill Rd	0.13	6100 To	G	97%	0%	1% 1%	1%	0%	F	0.097	F	0.632	6600	G	2019
			<u>1</u>		L	iberia Ave; ECL Ma	anassas								
9 Richmond Ave	0.07	220		98%	0%	Dead End 1% 1%	0%	0%	F	0.136	F	0.569	240	F	2019
9 Richmond Ave	0.07	220		JU 70	U 7/0			U 70	r	0.130	ı	0.568	240	Г	2019
Pichmend Ave	0.04	From		000/	00/	Fairview Ave		00/		0.100		0.550	2700		2010
9 Richmond Ave	0.94	3500 To	F	98%	0%	1% 1% Liberia Ave	0%	0%	С	0.103	F	0.553	3700	F	2019
		From	<u>. </u>				C.								
(10) Center St	0.23	3800	F	98%	1%	SR 28 Zebedee 1% 0%	St 0%	0%	С	0.092	F	0.771	4000	F	2019
(10) Center St	0.20	To	·	JU /0	1 /0	Prescott Ave	J /0	J /0		0.002	'	0.771	-+000		2010
		From				SR 28 Nokesville	Rd			\exists					
						DIX 20 INUNESVIILE	ıvu .								
(107) Godwin Dr	2.01	17000	F	97%	0%	1% 1%	1%	0%	С	0.085	F	0.525	18000	F	2019

Virginia Department of Transportation Traffic Engineering Division 2019 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

						Oity Oi	Manaoo	las								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Manassas			1													
4350) Lucasville Rd	0.11	5400		98%	0%	76-692, 3 1%	SCL Mana:		09/	F	0.101	_	0.660	E900	F	2019
Lucasville Rd	0.11	5400 To	┌╌	90%	0%		0% Hastings D	0%	0%	Г	0.101	F	0.662	5800	Г	2019
		From	! :								1					
Wellington Rd	0.59	18000	F	98%	1%	1%	34 Dumfrie 1%	0%	0%	С	0.095	F	0.525	19000	F	2019
4352) *** Olimigton i tu	0.00	То	Ė	0070	1 70		view Ave	070	0 70			•	0.020	10000	•	_0.0
		From			ECL N		76-3000 Pi	r Wm Pk	WW		l					
Wellington Rd <old< td=""><td>Fairview Ave</td><td>≥>17000</td><td>F</td><td>98%</td><td>1%</td><td>1%</td><td>0%</td><td>0%</td><td>0%</td><td>С</td><td>0.096</td><td>F</td><td>0.505</td><td>19000</td><td>F</td><td>2019</td></old<>	Fairview Ave	≥>17000	F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.505	19000	F	2019
4030)		То			Well	ington Rd	<old richi<="" td=""><td>mond Rd</td><td>></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></old>	mond Rd	>							
O		From	·				old Richn									
Fairview Ave	0.50	13000	<u>_F</u>	98%	1%	1%	0%	0%	0%	F	0.084	F	0.568	14000	F	2019
		10				SR 2	8 Center St	t								
	0.04	From	<u> </u>	0.40/	40/		enter St	00/	00/	_		_	0.040	1000	_	0010
Main St	0.24	1200	F	94%	4%	1%	1%	0%	0%	С	0.097	F	0.642	1300	F	2019
			1				tner Ave									
Portner Ave	0.43	2100	F	97%	1%	Bus SR 2	234 Grant 2 0%	Ave 0%	0%	С	0.095	F	0.523	2200	F	2019
Portner Ave	0.40	2100		31 /0	1 /0			U /0	U /0	0	0.033	'	0.323	2200	'	2018
Danta av A	0.57	From	<u> </u>	000/	00/		dley Rd	007	001		0.005		0.50	0000		0040
Portner Ave	0.57	3600 _{To}	. <u>F</u>	96%	2%	2%	0%	0%	0%	С	0.085	F	0.58	3900	F	2019
		-	<u>. </u>				eria Ave				<u> </u>					
Prescott Ave	0.26	11000		96%	2%	2%	enter St 0%	0%	0%	F	0.088	F	0.566	12000	F	2019
Prescott Ave	0.20	11000		JU 70	<i>L</i> /0				U /0	1,	0.000	1.	0.566	12000	1	2019
Cudley Dd	0.70	From	<u> </u>	000/	00/		Centreville		001		0.000		0.500	00000		0040
Sudley Rd	0.76	21000 _{To}	F	96%	2%	2%	0%	0%	0%	F	0.080	F	0.522	22000	F	2019
		-	1		Bus		rant Ave, S		1							
Wallington Dd	0.70	4 5 0 0 0		000/	00/		Manassas		00/		0.100	_	0.540	16000	_	2010
Wellington Rd	0.78	15000		98%	0%	1%	1%	0%	0%	С	0.100	F	0.549	16000	F	2019
		From	<u> </u>	2021			ville Rd; C		221				^	.=		2212
Wellington Rd	1.08	16000	F	98%	0%	1%	1%	0%	0%	F	0.097	F	0.577	17000	F	2019
		To From					er Hill Rd									
Wellington Rd	0.61	17000	_ <u>F</u> _	98%	0%	1%	1%	0%	0%	F	0.097	F	0.514	18000	F	2019
<u> </u>		10	1			Bus SR 2	34 Dumfrie	es Rd								
O 0: U.D.I	0.00	From	<u> </u>	000/	40/		ead End	00/	00/	_		_	0.70	000	_	0010
Stonewall Rd	0.38	190	F	90%	1%	2%	4%	2%	0%	С	0.165	F	0.73	200	F	2019
		From					enter St									
Stonewall Rd	0.90	4300	F	98%	0%	1%	0%	0%	0%	С	0.091	F	0.535	4500	F	2019
<u> </u>		То	<u> </u>				234 Sudley									
		From	<u> </u>	1	55-4353	Wellingto	n Rd <old< td=""><td>Fairview</td><td>Ave></td><td></td><td>0071</td><td>_</td><td>0.530</td><td>N 1 A</td><td></td><td>0010</td></old<>	Fairview	Ave>		0071	_	0.530	N 1 A		0010
Liberia Ave	1.77	41000	F								0.074	F	0.579	NA		2019
		From			_		Centreville									
4361) Liberia Ave	1.18	12000	F	98%	0%	1%	0%	0%	0%	С	0.080	F	0.52	13000	F	2019
		To From				155-4365	Stonewal	l Rd			\Box					
4361) Liberia Ave	0.41	11000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.535	11000	F	2019
$\overline{}$		То			NCL Ma	nassas, 76	-1530 Lon	nond Dr S	South							
		From					234 Sudley									
Stonewall Rd	0.49	2300	F	97%	1%	1%	1%	0%	0%	С	0.109	F	0.810	2500	F	2019
		To From				Sto	newall Ct									
Stonewall Rd	0.26	3500	F	98%	1%	1%	0%	0%	0%	С	0.088	F	0.63	3700	F	2019
$\overline{}$		То				Lit	eria Ave									
		From	·			Sha	nnon Rd									
Greenleaf Dr		140	F								0.114	F	0.561	150	F	2019
		To	1	-		Ceda	r Ridge Dr	-								
		From				Sara	jevo Court									
Karlo St		480	F								0.105	F	0.518	510	F	2019
		To				Ti	to Court									

Virginia Department of Transportation Traffic Engineering Division 2019 Annual Average Daily Traffic Volume Estimates By Section of Route City of Manassas

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Manassas													
		From				Jackson Ave							
Longstreet Dr		410	F					0.101	F	0.577	410	F	201
		Te				Weems Rd							
		From	1			Grant Ave							
Meadowview Dr		230	F					0.121	F	0.613	250	F	201
		To	:			Virginia Ave						F	
		From				Bayberry Ave							
Oak Glen Rd		260	F					0.116	F	0.614	280	F	201
		To	:			Thornwood Lane							
		From				Stuart Ave							
Peabody St		280	F					0.122	F	0.778	280	F	201
		To	:			Robson Dr						F F	
		From	:			Oakglen Rd							
Thornwood Lane		430	F					0.124	F	0.540	450	F	201
		To	:			Bayberry Ave							