

2005

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

where available

Jurisdiction Report

21

Clarke County
Town of Berryville
Town of Boyce

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour 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 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

- North
 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
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT
 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
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Clarke Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
7 Harry Flood Byrd Hwy	From: Frederick County Line															
	Clarke County	3.80	26000	A	94%	1%	1%	1%	4%	0%	C	0.098	A	0.710	28000	A
7 Harry Flood Byrd Hwy	To: BUS SR 7 West of Berryville															
	Clarke County	1.45	24000	G	94%	1%	1%	1%	4%	0%	F	0.088	F	0.724	26000	G
7 Harry Flood Byrd Hwy	To: US 340 North of Berryville															
	Clarke County	1.65	22000	G	94%	1%	1%	1%	4%	0%	F	0.098	F	0.926	23000	G
7 Harry Flood Byrd Hwy	To: Bus SR 7 East Main St															
	Clarke County	4.16	23000	G	96%	1%	1%	1%	2%	0%	F	0.102	F	0.834	26000	G
7 Harry Flood Byrd Hwy	To: 21-606															
	Clarke County	2.51	23000	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.925	26000	G
Bus 7 West Main St	To: Loudoun County Line															
	Clarke County	0.80	7400	G	96%	1%	1%	1%	2%	0%	C	0.089	F	0.511	7600	G
Bus 7 West Main St	To: WCL Berryville															
	Town of Berryville (Maint: 21)	0.86	7400	N	96%	1%	1%	1%	2%	0%	N	0.089	N	0.511	7600	N
Bus 7 East Main St	To: US 340 Berryville															
	Town of Berryville (Maint: 21)	1.12	4300	G	96%	0%	1%	1%	1%	0%	C	0.101	F	0.526	4400	G
Bus 7 East Main St	To: ECL Berryville															
	Clarke County	0.27	4300	N	96%	0%	1%	1%	1%	0%	N	0.101	N	0.526	4400	N
17 50 John S Mosby Hwy	To: Fauquier County Line															
	Clarke County	3.44	15000	G	95%	1%	1%	1%	2%	0%	F	0.095	F	0.699	16000	G
17 50 Millwood Pike	To: 21-723 East of Millwood															
	Clarke County	1.97	14000	G	95%	1%	1%	1%	2%	0%	C	0.097	F	0.710	14000	G
17 50 Millwood Pike	To: SR 255															
	Clarke County	2.83	14000	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.717	15000	G
17 50 Millwood Pike	To: US 340 South of Boyce															
	Clarke County	1.67	13000	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.68	13000	G
50 17 Millwood Pike	To: Frederick County Line															
	Clarke County	1.67	13000	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.68	13000	G
50 17 Millwood Pike	To: US 340 South of Boyce															
	Clarke County	2.83	14000	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.717	15000	G
50 17 Millwood Pike	To: SR 255															
	Clarke County	1.97	14000	G	95%	1%	1%	1%	2%	0%	C	0.097	F	0.710	14000	G
50 17 Millwood Pike	To: 21-723 East of Millwood															

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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						
50 17 John S Mosby Hwy	From: 21-723 East of Millwood															
	Clarke County	3.44	15000	G	95%	1%	1%	1%	2%	0%	F	0.095	F	0.699	16000	G
	To: Fauquier County Line															
255	From: US 50															
	Clarke County	0.79	1400	G	97%	1%	1%	0%	0%	0%	F	0.114	F	0.505	1400	G
	To: N 21-723															
255	From: N 21-723															
	Clarke County	3.05	1900	G	97%	1%	1%	0%	0%	0%	C	0.106	F	0.518	1900	G
	To: US 340															
	From: Warren County Line															
340 522 Front Royal Pike	Clarke County (Maint: 93)	1.79	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: US 522 Double Toll Gate															
340 Lord Fairfax Hwy	Clarke County	2.09	7700	G	92%	1%	1%	1%	6%	0%	C	0.094	F	0.733	7900	G
	To: 21-658 White Post															
340 Lord Fairfax Hwy	Clarke County	1.83	8100	G	92%	1%	1%	1%	6%	0%	F	0.086	F	0.725	8300	G
	To: US 50 South of Boyce															
340 Lord Fairfax Hwy	Clarke County	1.19	8700	G	91%	1%	1%	1%	6%	0%	C	0.09	F	0.626	8900	G
	To: SCL Boyce															
340 Lord Fairfax Hwy	Town of Boyce (Maint: 21)	0.81	8700	N	91%	1%	1%	1%	6%	0%	N	0.09	N	0.626	8900	N
	To: NCL Boyce															
340 Lord Fairfax Hwy	Clarke County	2.27	8700	N	91%	1%	1%	1%	6%	0%	N	0.09	N	0.626	8900	N
	To: SR 255 Old Chapel															
340 Lord Fairfax Hwy	Clarke County	2.99	10000	G	91%	1%	1%	1%	6%	0%	F	0.087	F	0.599	11000	G
	To: SCL Berryville															
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51	10000	N	91%	1%	1%	1%	6%	0%	N	0.087	N	0.599	11000	N
	To: Bus SR 7 Main St															
340 N Buckmarsh St	Town of Berryville (Maint: 21)	0.45	11000	F	91%	1%	1%	1%	6%	0%	C	0.092	F	0.516	11000	F
	To: NCL Berryville															
340	Clarke County	0.24	11000	N	91%	1%	1%	1%	6%	0%	N	0.092	N	0.516	11000	N
	To: SR 7															
340 Lord Fairfax Hwy	Clarke County	1.29	15000	F	85%	1%	3%	1%	10%	0%	C	0.08	F	0.565	14000	F
	To: 21-611															
340	Clarke County	2.82	12000	A	88%	1%	1%	1%	9%	0%	C	0.097	A	0.518	11000	A
	To: West Virginia State Line															
	From: Warren County Line															
522 340 Front Royal Pike	Clarke County (Maint: 93)	1.79	19000	F	83%	1%	1%	2%	14%	0%	C	0.082	F	0.508	19000	F
	To: US 340; SR 277 Double Toll Gate															
522 Front Royal Pike	Clarke County (Maint: 34)	0.32	14000	F	86%	1%	1%	1%	10%	0%	F	0.083	F	0.532	14000	F
	To: Frederick County Line															

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Clarke Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Clarke County																	
(F709)	0.12	NA					From: SR 7; 21-606					NA		NA			
							To: Dead End										
(F729)	1.74	NA					From: SR 7 C1SR 7					NA		NA			
							To: US 340										
(600)	0.65	10	R				From: Dead End					NA		NA		04/14/2003	
							To: US 50										
(601)	Blue Ridge Mountain Rd	6.29	1400	G	98%	0%	1%	1%	1%	0%	C	0.156	F	0.852	1500	G	2005
							From: US 50; Loudoun County Line										
							To: 21-605										
(601)	Blue Ridge Mountain Rd	1.52	1900	G	94%	2%	1%	2%	1%	0%	F	0.161	F	0.684	1900	G	2005
							From: 21-650 West										
(601)	Blue Ridge Mountain Rd	0.20	2100	G	94%	2%	1%	2%	1%	0%	F	0.126	F	0.879	2200	G	2005
							From: 21-650 Mid										
(601)	Blue Ridge Mountain Rd	0.15	2000	G	94%	2%	1%	2%	1%	0%	F	0.137	F	0.822	2000	G	2005
							From: 21-650 East										
(601)	Blue Ridge Mountain Rd	1.76	2100	G	94%	2%	1%	2%	1%	0%	F	0.137	F	0.796	2100	G	2005
							From: Loudoun County Line										
Loudoun County																	
(601)	Blue Ridge Mountain Rd	1.12	2300	G	94%	2%	1%	2%	1%	0%	C	0.123	F	0.852	2400	G	2005
							From: Loudoun County Line										
							To: SR 7 Harry F Byrd Hwy										
(601)	Raven Rocks Rd	0.11	410	N	94%	3%	3%	0%	0%	0%	N	0.106	N	0.523	420	N	2005
							From: Loudoun County Line										
Clarke County																	
(601)	Raven Rocks Rd	1.20	410	G	94%	3%	3%	0%	0%	0%	C	0.106	F	0.523	420	G	2005
							From: Loudoun County Line										
							To: West Virginia State Line										
(602)		0.89	50	R								NA		NA		04/14/2003	
							From: Dead End										
							To: 0.89 MN Dead End										
(602)		1.49	570	R								NA		NA		04/14/2003	
							From: US 50										
(603)		0.10	160	R								NA		NA		04/06/2000	
							From: 21-612										
							To: 0.10 ME 21-612										
(603)		0.70	120	R								NA		NA		04/17/2003	
							From: 21-663										
(603)		1.33	80	R								NA		NA		04/21/2003	
							From: 1.33 ME 21-663										
							To: SR 7										
(604)		1.90	110	R								NA		NA		06/09/2003	
							From: 21-605										
							To: 21-607										
(604)		3.17	160	R								NA		NA		04/14/2003	
							From: SR 7										
(604)		0.30	90	R								NA		NA		04/24/2000	
							From: 21-679										
(605)		0.50	150	R								NA		NA		04/14/2003	
							From: 21-649										
							To: 21-604										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(605)	2.11	40	R											NA		04/17/2003
(606)	2.94	570	R											NA		04/06/2000
(606)	1.70	60	R											NA		04/17/2003
(606)	0.70	290	R											NA		04/06/2000
(606)	2.78	710	R											NA		04/14/2003
(606) River Rd	1.82	970	G	98%	0%	1%	1%	1%	0%	C	0.107	F	0.696	1000	G	2005
(607)	0.70	130	R											NA		04/06/2000
(608)	3.20	330	R											NA		04/13/2000
(608)	1.81	360	R											NA		04/06/2000
(608)	0.85	400	R											NA		04/14/2003
(608)	0.70	360	R											NA		04/14/2003
(608)	0.73	350	R											NA		04/14/2003
(609)	0.60	20	R											NA		04/06/2000
(610)	1.30	120	R											NA		04/23/2003
(611) Summit Point Rd	2.87	1400	G	97%	0%	1%	1%	1%	0%	C	0.126	F	0.785	1500	G	2005
(612)	1.10	610	R											NA		04/14/2003
(612)	0.08	610	R											NA		04/14/2003
(612) Shepherds Mill Rd	2.10	1300	G	98%	0%	1%	0%	0%	0%	C	0.12	F	0.79	1400	G	2005
(612) Shepherds Mill Rd	2.63	1100	G	98%	0%	1%	0%	0%	0%	F	0.125	F	0.840	1100	G	2005
(613)	0.39	190	R											NA		04/17/2003
(613)	2.07	310	R											NA		04/17/2003
(613)	1.01	800	G	98%	1%	1%	0%	0%	0%	C	0.096	F	0.615	820	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
613	0.31	800	N	98%	1%	From: SCL Berryville				N	0.096	N	0.615	820	N	2005
613	0.17	2900	G	98%	1%	To: 21-673				F	0.119	F	0.506	3000	G	2005
						From: Bus SR 7										
614	0.48	830	R			To: Dead End					NA		NA			04/23/2003
						From: 21-616										
615	0.68	960	G	95%	1%	To: Bus SR 7				C	0.087	F	0.523	990	G	2005
						From: NCL Berryville										
Clarke County																
615	0.12	730	G	95%	1%	From: NCL Berryville				F	0.096	F	0.503	750	G	2005
615	1.85	650	R			To: SR 7 Bypass					NA		NA			04/23/2003
						From: Dead End										
616	0.22	1600	G	99%	0%	To: US 340 SOUTH				F	0.116	F	0.669	1600	G	2005
						From: SCL Berryville										
Town of Berryville																
616	0.48	2000	G	99%	0%	From: SCL Berryville				C	0.103	F	0.586	2100	G	2005
616	0.06	3500	G	99%	0%	To: 21-1011				F	0.099	F	0.521	3600	G	2005
616	0.13	1400	G	99%	0%	To: Bus SR 7				F	0.103	F	0.573	1500	G	2005
616	0.25	1100	G	99%	0%	To: 21-1005				F	0.096	F	0.729	1200	G	2005
						From: US 340 NORTH										
Town of Boyce																
617	0.20	270	R			From: 21-723					NA		NA			04/17/2003
617	0.18	200	R			To: 21-666					NA		NA			04/17/2003
						From: ECL Boyce										
Clarke County																
617	0.83	210	R			From: ECL Boyce					NA		NA			04/17/2003
617	1.48	200	R			To: 21-620					NA		NA			04/17/2003
617	0.70	650	R			To: SR 255					NA		NA			04/17/2003
617	0.20	440	R			To: 21-619					NA		NA			03/30/2000
617	1.20	80	R			To: 21-618					NA		NA			04/17/2003
						From: 21-621										
618	1.20	290	R			To: 21-617					NA		NA			03/30/2000
						From: 21-613										
619	0.20	50	R			To: 21-651					NA		NA			04/17/2003
						From: Dead End: Gap/Terminus										

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						2Axle	3+Axle	1Trail	2Trail								
Clarke County																	
619	0.75	160	R				From: Dead End; Gap Terminus							NA		04/17/2003	
							To: 21-617										
620	2.10	220	R				From: 21-655							NA		04/24/2000	
							To: 21-652										
620	1.00	390	R				From: US 340							NA		04/21/2003	
							To: 21-617										
620	0.20	360	R				From: 21-617							NA		04/23/2003	
							To: SR 255										
621	2.20	140	R				From: 21-723							NA		03/30/2000	
							To: 21-651										
621	2.00	60	R				From: 21-617							NA		04/17/2003	
							To: 21-617										
621	1.30	70	R				From: 21-613							NA		04/17/2003	
							To: 0.21 ME 21-613										
621	0.29	190	R				From: 0.50 ME 21-613							NA		04/17/2003	
							To: 21-608										
621	0.50	180	R				From: 2.09 ME 21-608							NA		04/13/2000	
							To: SR 7										
622	0.05	60	R				From: 21-658							NA		03/30/2000	
							To: 0.05 ME 21-658										
622	1.75	30	R				From: 21-627							NA		04/14/2003	
							To: 21-626										
622	0.60	100	R				From: 21-624							NA		04/14/2003	
							To: 21-625 EAST										
622	3.33	190	R				From: US 50							NA		03/30/2000	
							To: US 340 EAST										
623	0.05	30	R				From: Dead End; Gap Terminus							NA		04/13/2000	
							To: Dead End; Gap Terminus										
623	0.15	20	R				From: US 340 WEST							NA		04/13/2000	
							To: Warren County Line										
624	2.30	250	R				From: 21-622							NA		03/30/2000	
							To: 21-626										
624	1.26	330	R				From: 21-626							NA		03/30/2000	

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(624)	0.50	620	R											NA		04/14/2003
(625)	0.10	20	R											NA		04/14/2003
(625)	1.85	170	R											NA		04/14/2003
(625)	0.53	40	R											NA		04/14/2003
(626)	0.70	80	R											NA		03/30/2000
(626)	0.90	130	R											NA		03/30/2000
(627)	1.90	140	R											NA		04/14/2003
(628)	0.24	700	R											NA		04/14/2003
(628)	2.60	280	R											NA		04/14/2003
(629)	0.10	30	R											NA		04/14/2003
(630)	0.20	40	R											NA		04/17/2003
(631)	0.50	140	R											NA		04/17/2003
(632) Triple J Rd	2.35	2100	G	98%	0%	1%	1%	0%	0%	C	0.105	F	0.647	2200	G	2005
(632) Crums Church Rd	2.66	2300	G	97%	1%	1%	1%	1%	0%	C	0.118	F	0.562	2400	G	2005
(632) Crums Church Rd	1.56	1400	G	97%	1%	1%	1%	1%	0%	F	0.101	F	0.602	1500	G	2005
(633)	2.30	100	R											NA		03/30/2000
(634)	0.58	1300	R											NA		03/30/2000
(635)	1.15	570	R											NA		04/13/2000
(635)	1.50	210	R											NA		04/23/2003
(636)	1.50	1000	G	96%	3%	1%	0%	0%	0%	C	0.137	F	0.585	1100	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
637	0.15	30	R								NA			NA		04/21/2003
637	0.30	30	R								NA			NA		04/21/2003
638	3.41	2100	G	97%	0%	2%	0%	1%	0%	C	0.099	F	0.757	2200	G	2005
639	2.64	150	R								NA			NA		04/23/2003
639	0.80	80	R								NA			NA		04/13/2000
639	0.70	280	R								NA			NA		04/24/2000
640	2.20	310	R								NA			NA		04/21/2003
641	1.10	370	R								NA			NA		04/21/2003
641	0.20	290	R								NA			NA		04/21/2003
642	1.10	340	R								NA			NA		04/14/2003
643	1.30	1500	R								NA			NA		04/06/2000
644	1.15	60	R								NA			NA		04/17/2003
644	2.00	60	R								NA			NA		04/14/2003
644	0.60	310	R								NA			NA		04/24/2000
644	0.80	430	R								NA			NA		04/14/2003
644	1.30	490	R								NA			NA		03/30/2000
644	1.10	200	R								NA			NA		03/30/2000
645	0.20	320	R								NA			NA		04/13/2000
645	0.90	320	R								NA			NA		04/13/2000
645	0.70	130	R								NA			NA		04/13/2000
646	1.10	110	R								NA			NA		04/24/2000

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(647)	0.51	130	R								NA		NA			04/17/2003
(648)	0.08	40	R								NA		NA			04/17/2003
(649)	2.00	460	R								NA		NA			04/14/2003
(649)	1.07	470	R								NA		NA			04/14/2003
(650)	0.28	30	R								NA		NA			04/06/2000
(650)	0.32	10	R								NA		NA			04/14/2003
(651)	0.50	130	R								NA		NA			04/21/2003
(651)	1.00	260	R								NA		NA			03/30/2000
(652)	1.00	190	R								NA		NA			04/21/2003
(652)	1.40	170	R								NA		NA			04/21/2003
(653)	2.00	200	R								NA		NA			04/13/2000
(653)	1.40	470	R								NA		NA			04/21/2003
(654)	1.70	120	R								NA		NA			04/13/2000
(655)	0.60	210	R								NA		NA			03/30/2000
(655)	1.20	460	R								NA		NA			03/30/2000
(655)	1.26	580	R								NA		NA			03/30/2000
(655)	0.84	980	R								NA		NA			03/30/2000
(656)	0.80	380	R								NA		NA			04/21/2003
(656)	1.30	280	R								NA		NA			04/13/2000
(657)	1.02	2000	G	99%	0%	0%	0%	0%	0%	C	0.117	F	0.707	2000	G	2005
(657)	1.40	2800	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.63	2900	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(657) Senseny Rd	2.70	1000	G	99%	0%	From: 21-632				F	0.12	F	0.673	1000	G	2005
(657) Senseny Rd	1.20	1400	G	99%	0%	From: 21-636				F	0.114	F	0.524	1400	G	2005
						To: US 340										
(658)	0.49	320	G	97%	1%	From: Warren County Line				F	0.111	F	0.571	320	G	2005
(658)	0.10	350	G	97%	1%	From: 21-644 SOUTH				F	0.115	F	0.506	360	G	2005
(658)	2.40	450	G	97%	1%	From: 21-622				F	0.123	F	0.63	460	G	2005
(658)	0.40	720	G	97%	1%	From: 21-627				C	0.102	F	0.514	740	G	2005
(658)	0.25	810	G	97%	1%	From: 21-628				F	0.124	F	0.512	840	G	2005
						To: US 340										
(659)	1.40	130	R			From: 21-660					NA		NA		04/13/2000	
(659)	1.00	220	R			From: 21-656					NA		NA		04/13/2000	
						To: 21-761 Old Charles Town Road										
(660)	1.10	440	R			From: SR 7					NA		NA		04/24/2000	
(660)	1.20	180	R			From: 21-674					NA		NA		04/13/2000	
(660)	0.22	200	R			From: 21-635					NA		NA		04/13/2000	
(660)	0.26	150	R			From: 21-659					NA		NA		04/21/2003	
(660)	0.43	50	R			From: 21-645					NA		NA		04/24/2000	
						To: Dead End										
(661)	1.80	310	R			From: 21-761 Old Charles Town Road					NA		NA		04/21/2003	
						To: 21-672										
(662)	0.07	80	R			From: Dead End					NA		NA		05/15/2000	
						To: SR 255										
(663)	1.00	30	R			From: 21-603					NA		NA		04/14/2003	
						To: 21-608										
(664)	0.30	60	R			From: Frederick County Line					NA		NA		04/21/2003	
						To: 21-645										
(665)	0.03	90	R			From: US 50					NA		NA		04/17/2003	
(665)	0.17	20	R			From: 0.03 MN US 50					NA		NA		04/17/2003	
						To: Dead End										
Town of Boyce																
(666)	0.22	100	R			From: 21-617					NA		NA		03/30/2000	
						To: NCL Boyce										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(667)	0.31	45	R			From: US 340 WEST					NA			NA		03/30/2000
(667)	0.50	49	R			From: US 340 MID					NA			NA		03/30/2000
						To: US 340 EAST										
(668)	0.31	49	R			From: US 340 WEST; 21-667					NA			NA		03/30/2000
						To: US 340 EAST										
(669)	0.06	140	R			From: US 340					NA			NA		03/30/2000
(669)	0.18	140	R			From: 21-670					NA			NA		04/14/2003
						To: US 522										
(670)	0.26	60	R			From: 21-669					NA			NA		03/30/2000
						To: US 340										
Town of Berrville																
(671)	0.37	300	R			From: Dead End					NA			NA		04/06/2000
(671)	0.08	440	R			From: 21-1020					NA			NA		04/06/2000
						To: Bus SR 7										
Clarke County																
(672)	2.98	460	R			From: 21-761 Old Charles Town Road					NA			NA		04/13/2000
(672)	0.05	750	R			From: 21-661					NA			NA		04/21/2003
						To: Frederick County Line										
Town of Berrville																
(673)	0.11	100	R			From: 21-613					NA			NA		04/06/2000
						To: Dead End										
Clarke County																
(674)	0.80	230	R			From: 21-660					NA			NA		04/21/2003
						To: 21-656										
(675)	0.28	30	R			From: 21-632 EAST					NA			NA		04/13/2000
(675)	0.31	50	R			From: 21-632 MID					NA			NA		04/21/2003
						To: 21-632 NORTH										
(676)	0.09	180	R			From: 21-677					NA			NA		04/23/2003
						To: 21-615										
(677)	0.20	150	R			From: 21-676					NA			NA		04/23/2003
						To: Dead End										
(678)	0.13	40	R			From: Dead End					NA			NA		04/14/2003
						To: SR 255										
(679)	0.80	430	R			From: SR 7 WEST					NA			NA		04/14/2003
(679)	0.75	410	R			From: 21-604					NA			NA		04/06/2000
						To: SR 7 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(680)	0.34	70	R													04/21/2003
(680)	0.16	180	R													04/24/2000
Town of Berryville																
(681)	0.07	90	R													04/06/2000
Clarke County																
(690)	0.57	770	R													03/30/2000
(723)	2.16	1000	G	97%	1%	1%	1%	0%	0%	F	0.116	F	0.646	1000	G	2005
(723)	1.73	850	G	97%	1%	1%	1%	0%	0%	F	0.136	F	0.537	880	G	2005
Town of Boyce																
(723)	0.29	1300	G	97%	1%	1%	1%	0%	0%	C	0.186	F	0.595	1400	G	2005
(723)	0.47	1500	G	97%	1%	1%	1%	0%	0%	F	0.114	F	0.566	1500	G	2005
Clarke County																
(723)	2.00	1300	G	97%	1%	1%	1%	0%	0%	F	0.114	F	0.559	1400	G	2005
(723)	0.57	1100	G	97%	1%	1%	1%	0%	0%	F	0.111	F	0.527	1100	G	2005
(761)	3.00	890	G	96%	0%	1%	1%	1%	0%	C	0.116	F	0.592	920	G	2005
(761)	1.33	710	G	96%	0%	1%	1%	1%	0%	F	0.11	F	0.551	730	G	2005
Town of Berryville																
(1001)	0.08	2200	R													04/23/2003
(1001)	0.12	340	R													04/06/2000
(1001)	0.06	220	R													04/23/2003
(1001)	0.06	190	R													04/06/2000
(1002)	0.08	320	R													04/06/2000
(1002)	0.13	240	R													04/28/2003
(1002)	0.07	240	R													04/06/2000
(1002)	0.03	180	R													04/06/2000

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(1003)	0.21	850	R			From: 21-1031						NA		NA		04/23/2003
(1003)	0.09	290	R			To: Bus SR 7						NA		NA		04/23/2003
(1003)	0.07	150	R			From: 21-1001						NA		NA		04/28/2003
(1003)						To: 21-1002										
(1004)	0.09	310	R			From: Bus SR 7						NA		NA		04/06/2000
(1004)	0.08	220	R			To: 21-1001						NA		NA		04/28/2003
(1004)	0.11	130	R			From: 21-1002						NA		NA		04/06/2000
(1004)						To: 21-1010										
(1005)	0.19	1000	R			From: 21-615						NA		NA		04/23/2003
(1005)	0.01	2000	R			To: 21-1014 SOUTH						NA		NA		04/23/2003
(1005)	0.17	2100	R			From: 21-1014 NORTH						NA		NA		04/23/2003
(1005)						To: 21-616										
(1006)	0.14	330	R			From: Dead End						NA		NA		04/23/2003
(1006)	0.09	320	R			To: US 340						NA		NA		04/23/2003
(1006)						To: 21-616										
(1007)	0.16	930	R			From: Dead End						NA		NA		04/23/2003
(1007)						To: Bus SR 7										
(1008)	0.11	260	R			From: Dead End						NA		NA		04/28/2003
(1008)	0.15	470	R			To: 21-1013						NA		NA		04/23/2003
(1008)	0.09	190	R			From: US 340						NA		NA		04/28/2003
(1008)						To: 21-616										
(1009)	0.08	50	R			From: 21-1002						NA		NA		04/06/2000
(1009)						To: 21-1010										
(1010)	0.03	600	R			From: US 340						NA		NA		04/28/2003
(1010)	0.20	410	R			To: 21-1004						NA		NA		04/23/2003
(1010)	0.12	350	R			From: 21-1009						NA		NA		04/23/2003
(1010)	0.08	100	R			To: 21-1024						NA		NA		04/23/2003
(1010)						To: NWCL Berryville										
Clarke County																
(1010)	0.02	100	R			From: NWCL Berryville						NA		NA		04/23/2003
(1010)						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1011	0.08	1400	R				21-616				NA			NA		04/23/2003
							US 340									
1012	0.16	180	R				Dead End				NA			NA		04/28/2003
							21-616									
1013	0.21	180	R				US 340				NA			NA		04/23/2003
							21-1008									
1014	0.10	490	R				Dead End				NA			NA		04/23/2003
							21-1005 SOUTH									
1014	0.06	1400	R				21-1005 NORTH				NA			NA		04/23/2003
							21-1021									
1014	0.05	1000	R				21-1023				NA			NA		04/23/2003
							Dead End									
1015	0.06	160	R				21-1016				NA			NA		04/06/2000
							21-1017									
1015	0.08	300	R				US 340				NA			NA		04/23/2003
							21-1017									
1016	0.09	45	R				21-1015				NA			NA		04/06/2000
							21-1015									
1017	0.05	140	R				21-1016				NA			NA		04/06/2000
							21-1018									
1017	0.04	60	R				21-1018				NA			NA		04/23/2003
							Cul-de-Sac									
1018	0.05	70	R				21-1017				NA			NA		04/06/2000
Clarke County																
1019	0.47	800	R				Dead End				NA			NA		04/24/2000
							Bus SR 7									
Town of Berryville																
1020	0.15	190	R				Dead End				NA			NA		04/06/2000
							21-671									
1021	0.10	530	R				21-615				NA			NA		04/23/2003
							21-1014									
1021	0.06	280	R				21-1022				NA			NA		04/23/2003
							21-1021									
1022	0.04	230	R				21-1023				NA			NA		04/23/2003
							Cul-de-Sac									
1023	0.06	150	R				21-1014				NA			NA		04/23/2003
							21-1022									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berrville																
1024	0.20	430	R			From: Bus SR 7					NA			NA		04/23/2003
						To: 21-1010										
1025	0.05	50	R			From: 21-1001					NA			NA		04/06/2000
						To: Cul-de-Sac										
1026	0.06	240	R			From: Dead End					NA			NA		04/23/2003
						To: 21-1014										
1027	0.21	170	R			From: Cul-de-Sac					NA			NA		04/23/2003
						To: 21-1006										
1028	0.30	100	R			From: Dead End					NA			NA		04/23/2003
						To: 21-1027										
1029	0.97	NA				From: US 340 Lord Fairfax Hwy					NA			NA		
						To: SR 7										
1030	0.12	NA				From: Cul-de-Sac					NA			NA		
						To: 21-01028(B)/										
1031	0.07	NA				From: 21-1029					NA			NA		
						To: 21-1003										
1032	0.05	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1029										
1035	0.54	1400	R			From: Dead End					NA			NA		04/24/2000
						To: 21-1036										
1035	0.07	4200	R			From: 21-1036					NA			NA		04/24/2000
						To: US 340										
1036	0.05	70	R			From: Cul-de-Sac					NA			NA		04/06/2000
						To: 21-1035										
1037	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035										
1038	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035										
1039	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035										
1040	0.08	100	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035										
1041	0.33	NA				From: C1SR 7					NA			NA		
						To: 21-1035										
1042	0.11	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1041										
Clarke County																
1043	0.06	NA				From: Dead End					NA			NA		
						To: 21-01035(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
⑨1070	0.33	130	R	From: Dead End				NA	NA	NA	NA	NA	NA	NA	NA	04/14/2003
				To: US 340												
⑨103	0.08	400	R	From: 21-636				NA	NA	NA	NA	NA	NA	NA	NA	1995
				To: D G Cooley Elem School												
Town of Berryville																
⑨104	0.06	320	R	From: SR 7				NA	NA	NA	NA	NA	NA	NA	NA	1995
				To: Berryville High School												
Clarke County																
⑨105	0.12	430	R	From: 21-614				NA	NA	NA	NA	NA	NA	NA	NA	1986
				To: Josephine School												
⑨106	0.17	450	R	From: 21-636				NA	NA	NA	NA	NA	NA	NA	NA	1995
				To: Clarke Cty High Sch												
Town of Boyce																
⑨582	0.09	370	R	From: 21-723				NA	NA	NA	NA	NA	NA	NA	NA	1995
				To: Boyce School												