

2002

**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
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
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
7	3.80	23000	A	91%	1%	Frederick County Line				A	0.1	A	0.661	24000	A	2002
7	1.45	20000	G	91%	1%	BUS SR 7 West of Berryville				F	0.09	F	0.654	21000	G	2002
7	1.65	17000	G	91%	1%	US 340 North of Berryville				F	0.1	F	0.801	18000	G	2002
7	4.16	21000	G	95%	1%	Bus SR 7 East of Berryville				F	0.100	F	0.822	22000	G	2002
7	2.51	18000	G	95%	1%	21-606				F	0.104	F	0.86	20000	G	2002
Bus 7	0.80	6300	G	94%	1%	SR 7 West of Berryville				C	0.091	F	0.532	6400	G	2002
Town of Berryville																
Bus 7	0.86	6300	N	94%	1%	WCL Berryville				N	0.091	N	0.532	6400	N	2002
Bus 7	1.12	4100	G	94%	1%	US 340 Berryville				C	0.090	F	0.634	4100	G	2002
Clarke County																
Bus 7	0.27	4100	N	94%	1%	ECL Berryville				N	0.090	N	0.634	4100	N	2002
17 50	3.44	17000	G	80%	1%	Fauquier County Line				F	0.080	F	0.721	17000	G	2002
17 50	1.97	16000	G	80%	1%	21-723 East of Millwood				F	0.093	F	0.716	16000	G	2002
17 50	2.83	15000	G	80%	1%	SR 255				F	0.082	F	0.661	15000	G	2002
17 50	1.67	15000	G	80%	1%	US 340 South of Boyce				F	0.079	F	0.641	15000	G	2002
50	1.67	15000	G	80%	1%	Frederick County Line				F	0.079	F	0.641	15000	G	2002
50	2.83	15000	G	80%	1%	US 340 South of Boyce				F	0.082	F	0.661	15000	G	2002
50	1.97	16000	G	80%	1%	SR 255				F	0.093	F	0.716	16000	G	2002
50	3.44	17000	G	80%	1%	21-723 East of Millwood				F	0.080	F	0.721	17000	G	2002
255	0.79	1200	G	96%	1%	US 50				F	0.118	F	0.566	1300	G	2002
255	3.05	1600	G	96%	1%	N 21-723				F	0.099	F	0.554	1700	G	2002
340 522	1.79	17000	F	84%	1%	Warren County Line				C	0.082	F	0.532	17000	F	2002
340	2.09	6500	G	92%	1%	US 522 Double Toll Gate				F	0.084	F	0.718	6600	G	2002
340	1.83	6800	G	92%	1%	21-658 White Post				F	0.090	F	0.71	6900	G	2002
Clarke County																
340						US 50 South of Boyce										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
340	1.19	6800	G	From:	US 50 South of Boyce				F	0.085	F	0.568	6900	G	2002	
				To:	SCL Boyce											
Town of Boyce																
340	0.81	6800	N	From:	SCL Boyce				N	0.085	N	0.568	6900	N	2002	
				To:	NCL Boyce											
Clarke County																
340	2.27	6800	N	From:	NCL Boyce				N	0.085	N	0.568	6900	N	2002	
				To:	SR 255 Old Chapel											
340	2.99	8100	G	From:	SR 255 Old Chapel				F	0.081	F	0.578	8300	G	2002	
				To:	SCL Berryville											
Town of Berryville																
340	0.50	8100	N	From:	SCL Berryville				N	0.081	N	0.578	8300	N	2002	
				To:	SR 7 Bus											
340	0.45	9500	G	From:	SR 7 Bus				F	0.085	F	0.555	9700	G	2002	
				To:	NCL Berryville											
Clarke County																
340	0.24	9500	N	From:	NCL Berryville				N	0.085	N	0.555	9700	N	2002	
				To:	SR 7											
340	1.29	13000	G	From:	SR 7				F	0.082	F	0.517	12000	G	2002	
				To:	21-611											
340	2.82	10000	A	From:	21-611				B	0.099	A	0.509	9500	A	2002	
				To:	West Virginia State Line											
522	Front Royal Pike	1.79	17000	F	From:	Warren County Line				C	0.082	F	0.532	17000	F	2002
					To:	US 340; SR 277 Double Toll Gate										
522	Front Royal Pike	0.32	13000	F	From:	US 340; SR 277 Double Toll Gate				F	0.075	F	0.51	13000	F	2002
					To:	Frederick County Line										
600		0.65	40	R	From:	Dead End				NA			NA		04/06/2000	
					To:	US 50										
601		6.29	930	G	From:	US 50; Loudoun County Line				C	0.212	F	0.932	950	G	2002
					To:	21-605										
601		1.52	1400	G	From:	21-605				F	0.201	F	0.875	1400	G	2002
					To:	21-650 West										
601		0.20	1400	G	From:	21-650 West				F	0.192	F	0.876	1400	G	2002
					To:	21-650 Mid										
601		0.15	1500	G	From:	21-650 Mid				F	0.197	F	0.788	1500	G	2002
					To:	21-650 East										
601		1.76	1600	G	From:	21-650 East				F	0.182	F	0.849	1600	G	2002
					To:	Loudoun County Line										
Loudoun County																
601		1.12	1700	G	From:	Loudoun County Line				C	0.174	F	0.833	1700	G	2002
					To:	SR 7										
601		0.11	410	N	From:	SR 7				N	0.107	N	0.644	420	N	2002
					To:	Loudoun County Line										
Clarke County																
601		1.20	410	G	From:	Loudoun County Line				C	0.107	F	0.644	420	G	2002
					To:	West Virginia State Line										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
602	0.89	30	R			From: Dead End					NA			NA		04/06/2000
602	1.49	410	R			From: 0.89 MN Dead End					NA			NA		1997
						To: US 50										
603	0.10	160	R			From: 21-612					NA			NA		04/06/2000
603	0.70	100	R			From: 0.10 ME 21-612					NA			NA		04/06/2000
603	1.33	90	R			To: 21-663					NA			NA		04/06/2000
603	1.24	120	R			From: 1.33 ME 21-663					NA			NA		1997
						To: SR 7										
604	1.90	100	R			From: 21-605					NA			NA		05/15/2000
604	3.17	NA				To: 21-607					NA			NA		
604	0.30	90	R			From: SR 7					NA			NA		04/24/2000
						To: 21-679										
605	0.50	160	R			From: 21-649					NA			NA		04/06/2000
605	2.11	30	R			To: 21-604					NA			NA		04/06/2000
						From: 21-601										
606	2.94	570	R			From: US 50					NA			NA		04/06/2000
606	1.70	70	R			To: 21-649 SOUTH					NA			NA		04/06/2000
606	0.70	290	R			From: 1.70 MN 21-649					NA			NA		04/06/2000
606	2.78	560	R			To: 1.70 MN 21-649 S					NA			NA		04/06/2000
606	1.82	910	G			From: 21-649 NORTH					NA			NA		1997
606	0.70	130	R			To: 21-607					NA			NA		04/06/2000
606	0.85	270	R			From: SR 7 FR 709				C	0.113	F	0.867	930	G	2002
607	0.70	130	R			To: 21-604					NA			NA		04/06/2000
						From: 21-606										
608	3.20	330	R			From: 21-621					NA			NA		04/13/2000
608	1.81	360	R			To: SR 7 WEST					NA			NA		04/06/2000
608	0.85	270	R			From: SR 7 EAST					NA			NA		04/06/2000
608	0.70	290	R			To: 21-612					NA			NA		1997
608	0.70	290	R			From: 21-609					NA			NA		1997
608	0.73	250	R			To: 21-663					NA			NA		1997
						From: West Virginia State Line										

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						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
609	0.60	20	R			From: 21-608 To: 21-612					NA			NA		04/06/2000
610	1.30	70	R			From: US 340 To: 21-641					NA			NA		1997
611	2.87	930	G	95%	0%	4%	0%	0%	0%	C	0.117	F	0.766	950	G	2002
						From: US 340 To: West Virginia State Line										
612	1.10	430	R			From: Dead End To: 1.10 MN Dead End					NA			NA		04/06/2000
612	0.08	430	R			From: SR 7 EAST To: SR 7 WEST					NA			NA		04/06/2000
612	2.10	890	G	95%	0%	4%	1%	0%	0%	C	0.107	F	0.823	900	G	2002
612	2.63	660	G	95%	0%	4%	1%	0%	0%	F	0.122	F	0.687	670	G	2002
						From: 21-608 To: US 340										
613	0.39	170	R			From: 21-621 To: 21-618					NA			NA		1997
613	2.07	320	R			From: 21-618 To: 21-647					NA			NA		1997
613	1.01	540	G	98%	0%	2%	0%	0%	0%	C	0.095	F	0.612	550	G	2002
						From: CL Berryville To: CL Berryville										
Town of Berryville																
613	0.31	540	N	98%	0%	2%	0%	0%	0%	N	0.095	N	0.612	550	N	2002
613	0.17	2300	G	98%	0%	2%	0%	0%	0%	F	0.113	F	0.681	2400	G	2002
						From: SR 7 BUS To: Dead End										
614	0.48	670	R			From: Dead End To: 21-616					NA			NA		1997
615	0.68	1200	G	90%	1%	3%	2%	5%	0%	C	0.087	F	0.679	1200	G	2002
						From: SR 7 BUS To: NCL BERRYVILLE										
Clarke County																
615	0.12	590	G	90%	1%	3%	2%	5%	0%	F	0.098	F	0.504	600	G	2002
615	1.85	620	R			From: SR 7 BYPASS UP To: Dead End					NA			NA		1997
616	0.22	1700	G			From: US 340 SOUTH To: SCL BERRYVILLE					0.132	F	0.558	1800	G	2002
Town of Berryville																
616	0.48	1700	G			From: SCL BERRYVILLE To: 21-1011					0.104	F	0.617	1700	G	2002
616	0.06	2700	G			From: 21-1011 To: SR 7 BUS					0.101	F	0.519	2800	G	2002
616	0.13	1800	G			From: SR 7 BUS To: 21-1005					0.096	F	0.512	1800	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(616)	0.25	1200	G			From: 21-1005					0.097	F	0.775	1200	G	2002
						To: US 340 NORTH										
Town of Boyce																
(617)	0.20	240	R			From: 21-723					NA			NA		1997
						To: 21-666										
(617)	0.18	120	R			From: 21-666					NA			NA		1997
						To: ECL BOYCE										
Clarke County																
(617)	0.83	120	R			From: ECL BOYCE					NA			NA		1997
						To: 21-620										
(617)	1.48	180	R			From: 21-620					NA			NA		1997
						To: SR 255										
(617)	0.70	550	R			From: SR 255					NA			NA		1997
						To: 21-619										
(617)	0.20	440	R			From: 21-619					NA			NA		03/30/2000
						To: 21-618										
(617)	1.20	90	R			From: 21-618					NA			NA		1997
						To: 21-621										
(618)	1.20	290	R			From: 21-617					NA			NA		03/30/2000
						To: 21-613										
(619)	0.20	50	R			From: 21-651					NA			NA		03/30/2000
						To: Dead End Gap Terminus										
(619)	0.75	140	R			From: Dead End Gap Terminus					NA			NA		03/30/2000
						To: 21-617										
(620)	2.10	220	R			From: 21-655					NA			NA		04/24/2000
						To: 21-652										
(620)	1.00	310	R			From: 21-652					NA			NA		1997
						To: US 340										
(620)	0.20	280	R			From: US 340					NA			NA		1997
						To: 21-617										
(620)	1.20	300	R			From: 21-617					NA			NA		04/24/2000
						To: SR 255										
(621)	2.20	140	R			From: 21-723					NA			NA		03/30/2000
						To: 21-651										
(621)	2.00	70	R			From: 21-651					NA			NA		04/13/2000
						To: 21-617										
(621)	1.30	60	R			From: 21-617					NA			NA		04/13/2000
						To: 21-613										
(621)	0.21	180	R			From: 21-613					NA			NA		04/13/2000
						To: 0.21 ME 21-613										
(621)	0.29	170	R			From: 0.21 ME 21-613					NA			NA		04/13/2000
						To: 0.50 ME 21-613										
(621)	0.50	180	R			From: 0.50 ME 21-613					NA			NA		04/13/2000
						To: 21-608										
(621)	2.09	80	R			From: 21-608					NA			NA		04/13/2000
						To: 2.10 ME 21-608										

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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							
Clarke County																
621	2.31	240	R			From: 2.10 ME 21-608					NA			NA		04/13/2000
						To: SR 7										
622	0.05	60	R			From: 21-658					NA			NA		03/30/2000
						To: 0.05 ME 21-658										
622	1.75	30	R			From: 21-627					NA			NA		03/30/2000
						To: 21-626										
622	0.60	90	R			From: 21-624					NA			NA		1997
						To: 21-625 EAST										
622	0.90	50	R			From: US 50					NA			NA		03/30/2000
						To: US 340 EAST										
623	0.05	30	R			From: Dead End Gap Terminus					NA			NA		04/13/2000
						To: Dead End Gap Terminus										
623	0.15	20	R			From: US 340 WEST					NA			NA		04/13/2000
						To: Warren County Line										
624	2.30	250	R			From: 21-622					NA			NA		03/30/2000
						To: 21-626										
624	1.26	330	R			From: US 50					NA			NA		03/30/2000
						To: Dead End										
625	0.10	10	R			From: 21-622 WEST					NA			NA		03/30/2000
						To: 21-622 EAST										
625	1.85	140	R			From: US 50					NA			NA		1997
						To: 21-723										
625	0.53	40	R			From: 21-622					NA			NA		03/30/2000
						To: 21-628										
626	0.70	80	R			From: 21-624					NA			NA		03/30/2000
						To: 21-622										
626	0.90	130	R			From: 21-658					NA			NA		03/30/2000
						To: 21-658										
627	1.90	100	R			From: US 340					NA			NA		1997
						To: SR 255										
628	2.60	240	R			From: Dead End					NA			NA		1997
						To: 21-658										
628	0.24	440	R			From: US 340					NA			NA		1997
						To: SR 255										
629	0.10	60	R			From: Dead End					NA			NA		1997
						To: Dead End										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(630)	0.20	40	R			From: Dead End To: US 50					NA			NA		03/30/2000
(631)	0.50	46	R			From: 21-723 To: Dead End					NA			NA		1997
(632)	2.35	1600	G	95%	1%	3%	1%	1%	0%	F	0.107	F	0.683	1700	G	2002
(632)	2.66	1600	G	95%	1%	3%	1%	1%	0%	C	0.101	F	0.636	1600	G	2002
(632)	1.56	1200	G	95%	1%	3%	1%	1%	0%	F	0.093	F	0.644	1300	G	2002
(633)	2.30	100	R			From: 21-652 To: US 340					NA			NA		03/30/2000
(634)	0.58	1300	R			From: 21-655 To: 21-657					NA			NA		03/30/2000
(635)	1.15	570	R			From: Dead End To: SR 7					NA			NA		04/13/2000
(635)	1.50	230	R			From: SR 7 To: 21-660					NA			NA		1997
(636)	1.50	830	G	96%	3%	1%	0%	1%	0%	C	0.113	F	0.586	850	G	2002
(637)	0.15	30	R			From: Dead End To: 21-761 EAST					NA			NA		04/13/2000
(637)	0.30	30	R			From: 21-761 WEST To: Dead End					NA			NA		04/13/2000
(638)	3.41	2100	G	98%	0%	1%	1%	0%	0%	C	0.103	F	0.761	2100	G	2002
(639)	2.64	110	R			From: Warren County Line To: US 50					NA			NA		04/24/2000
(639)	0.80	80	R			From: 21-632 To: 21-611					NA			NA		04/13/2000
(639)	0.70	280	R			From: 21-641 To: West Virginia State Line					NA			NA		04/24/2000
(640)	2.20	180	R			From: 21-632 To: West Virginia State Line					NA			NA		1997
(641)	1.10	250	R			From: US 340 To: 21-610					NA			NA		1997
(641)	0.20	240	R			From: 21-639 To: 21-639					NA			NA		1997
(642)	1.10	230	R			From: Frederick County Line To: 21-644					NA			NA		1997

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
643	1.30	1500	R			From: SR 7					NA		NA			04/06/2000
						To: Dead End										
644	1.15	70	R			From: Warren County Line					NA		NA			03/30/2000
						To: 21-658 SOUTH										
644	2.00	60	R			From: 21-658 NORTH					NA		NA			03/30/2000
						To: US 340 WEST										
644	0.60	310	R			From: US 340 EAST					NA		NA			04/24/2000
						To: 21-646										
644	0.80	270	R			From: 21-642					NA		NA			1997
						To: US 50										
644	1.10	200	R			From: 21-655					NA		NA			03/30/2000
						To: Frederick County Line										
645	0.20	320	R			From: SR 7					NA		NA			04/13/2000
						To: 0.21 MN SR 7										
645	0.90	320	R			From: 21-664					NA		NA			04/13/2000
						To: 21-660										
646	1.10	110	R			From: Frederick County Line					NA		NA			04/24/2000
						To: 21-644										
647	0.51	100	R			From: Dead End					NA		NA			1997
						To: 21-613										
648	0.08	40	R			From: Dead End					NA		NA			1997
						To: SR 255										
649	2.00	380	R			From: 21-606 SOUTH					NA		NA			1997
						To: 21-605										
649	1.07	380	R			From: 21-606 NORTH					NA		NA			1997
						To: 21-601 SOUTH										
650	0.28	20	R			From: 21-601 MID					NA		NA			04/06/2000
						To: 21-601 NORTH										
650	0.32	20	R			From: 21-621					NA		NA			1997
						To: 21-619										
651	0.50	150	R			From: 21-619					NA		NA			1997
						To: SR 255										
651	1.00	260	R			From: 21-620					NA		NA			03/30/2000
						To: 21-633										
652	1.00	140	R			From: 21-620					NA		NA			1997
						To: 21-633										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(652)	1.40	160	R			From: 21-633 To: 21-657					NA			NA		03/30/2000
(653)	2.00	200	R			From: 21-632 To: 21-654					NA			NA		04/13/2000
(653)	1.40	460	R			From: 21-654 To: SR 7					NA			NA		1997
(654)	1.70	120	R			From: 21-653 To: 21-611					NA			NA		04/13/2000
(655)	0.60	200	R			From: 21-644 To: 21-723 SOUTH					NA			NA		03/30/2000
(655)	1.20	460	R			From: 21-723 NORTH To: 21-620					NA			NA		03/30/2000
(655)	1.26	580	R			From: 21-620 To: 21-634					NA			NA		03/30/2000
(655)	0.84	980	R			From: 21-634 To: Frederick County Line					NA			NA		03/30/2000
(656)	0.80	230	R			From: 21-659 To: 21-674					NA			NA		1997
(656)	1.30	280	R			From: 21-674 To: 21-632					NA			NA		04/13/2000
(657)	1.02	1600	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.735	1600	G	2002
(657)	1.40	2300	G	98%	0%	1%	0%	0%	0%	F	0.124	F	0.569	2300	G	2002
(657)	2.70	790	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.655	800	G	2002
(657)	1.20	1200	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.586	1200	G	2002
(658)	0.49	250	G	97%	1%	2%	0%	1%	0%	F	0.139	F	0.656	250	G	2002
(658)	0.10	340	G	97%	1%	2%	0%	1%	0%	F	0.115	F	0.533	340	G	2002
(658)	2.40	450	G	97%	1%	2%	0%	1%	0%	F	0.092	F	0.581	460	G	2002
(658)	0.40	670	G	97%	1%	2%	0%	1%	0%	C	0.092	F	0.567	680	G	2002
(658)	0.25	740	G	97%	1%	2%	0%	1%	0%	F	0.104	F	0.651	750	G	2002
(659)	1.40	130	R			From: 21-660 To: 21-656					NA			NA		04/13/2000
(659)	1.00	220	R			From: 21-656 To: 21-761					NA			NA		04/13/2000
(660)	1.10	440	R			From: SR 7 To: 21-674					NA			NA		04/24/2000

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(660)	1.20	180	R			From: 21-674					NA		NA			04/13/2000
(660)	0.22	200	R			To: 21-635					NA		NA			04/13/2000
(660)	0.26	80	R			To: 21-659					NA		NA			1997
(660)	0.60	50	R			To: 21-645					NA		NA			04/24/2000
						To: Frederick County Line										
(661)	1.80	200	R			From: 21-761					NA		NA			1997
						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			04/06/2000
						To: 21-608										
(664)	0.30	60	R			From: Frederick County Line					NA		NA			04/13/2000
						To: 21-645										
(665)	0.03	30	R			From: US 50					NA		NA			1997
(665)	0.17	9	R			To: 0.03 Mi N US 50					NA		NA			03/30/2000
						To: Dead End										
Town of Boyce																
(666)	0.22	100	R			From: 21-617					NA		NA			03/30/2000
						To: NCL BOYCE										
Clarke County																
(667)	0.31	45	R			From: US 340 WEST					NA		NA			03/30/2000
						To: US 340 MID										
(667)	0.50	49	R			From: US 340 EAST					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	160	R			To: 21-670					NA		NA			1997
						To: US 522										
(670)	0.26	60	R			From: 21-669					NA		NA			03/30/2000
						To: US 340										
Town of Berryville																
(671)	0.37	300	R			From: Dead End					NA		NA			04/06/2000
(671)	0.08	440	R			To: 21-1020					NA		NA			04/06/2000
						To: SR 7 BUS										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(672)	2.98	460	R			From: 21-761					NA			NA		04/13/2000
(672)	0.05	630	R			From: 21-661					NA			NA		1997
						To: Frederick County Line										
Town of Berryville																
(673)	0.11	100	R			From: 21-613					NA			NA		04/06/2000
						To: Dead End										
Clarke County																
(674)	0.80	200	R			From: 21-660					NA			NA		1997
						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		1997
						To: 21-632 NORTH										
(676)	0.09	180	R			From: 21-677					NA			NA		1997
						To: 21-615										
(677)	0.20	90	R			From: 21-676					NA			NA		1997
						To: Dead End										
(678)	0.13	30	R			From: Dead End					NA			NA		03/30/2000
						To: SR 255										
(679)	0.80	400	R			From: SR 7 WEST					NA			NA		1997
(679)	0.75	410	R			From: 21-604					NA			NA		04/06/2000
						To: SR 7 EAST										
(680)	0.34	90	R			From: Dead End					NA			NA		04/06/2000
(680)	0.16	180	R			From: 0.34 MW Dead End					NA			NA		04/24/2000
						To: US 340										
Town of Berryville																
(681)	0.07	90	R			From: Dead End					NA			NA		04/06/2000
						To: 21-616										
Clarke County																
(690)	0.57	770	R			From: Dead End					NA			NA		03/30/2000
						To: 21-638										
(723)	2.16	880	G	95%	1%	2%	0%	1%	0%	F	0.117	F	0.762	900	G	2002
						From: SR 255 SOUTH										
(723)	1.73	760	G	95%	1%	2%	0%	1%	0%	F	0.127	F	0.541	760	G	2002
						From: SR 255 NORTH										
						To: SCL BOYCE										
Town of Boyce																
(723)	0.29	1200	G	95%	1%	2%	0%	1%	0%	C	0.141	F	0.547	1200	G	2002
						From: SCL BOYCE										
(723)	0.47	2100	G	95%	1%	2%	0%	1%	0%	F	0.144	F	0.568	2100	G	2002
						From: US 340										
						To: NCL BOYCE										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Clarke County																
(723)	2.00	1200	G	95%	1%	2%	0%	1%	0%	F	0.108	F	0.574	1300	G	2002
				From:	NCL BOYCE											
				To:	21-655 WEST											
(723)	0.57	1000	G	95%	1%	2%	0%	1%	0%	F	0.118	F	0.597	1000	G	2002
				From:	Frederick County Line											
(761)	3.00	730	G	96%	0%	3%	0%	1%	0%	C	0.113	F	0.68	740	G	2002
				From:	Frederick County Line; 34-761											
(761)	1.33	680	G	96%	0%	3%	0%	1%	0%	F	0.099	F	0.627	690	G	2002
				From:	21-632											
				To:	West Virginia State Line											
Town of Berryville																
(1001)	0.08	1600	R								NA		NA			1996
				From:	21-616											
				To:	US 340 SOUTH											
(1001)	0.12	340	R								NA		NA			04/06/2000
				From:	US 340 NORTH											
(1001)	0.06	230	R								NA		NA			1996
				From:	21-1004											
(1001)	0.06	190	R								NA		NA			04/06/2000
				From:	21-1025											
				To:	21-1003											
(1002)	0.08	320	R								NA		NA			04/06/2000
				From:	US 340											
(1002)	0.13	320	R								NA		NA			1996
				From:	21-1004											
(1002)	0.07	240	R								NA		NA			04/06/2000
				From:	21-1003											
(1002)	0.03	180	R								NA		NA			04/06/2000
				From:	21-1009											
				To:	Dead End											
(1003)	0.18	1300	R								NA		NA			1996
				From:	Dead End											
(1003)	0.09	520	R								NA		NA			1996
				From:	SR 7 BUS											
(1003)	0.07	210	R								NA		NA			1997
				From:	21-1001											
				To:	21-1002											
(1004)	0.09	310	R								NA		NA			04/06/2000
				From:	SR 7 BUS											
(1004)	0.08	260	R								NA		NA			1996
				From:	21-1001											
(1004)	0.11	130	R								NA		NA			04/06/2000
				From:	21-1002											
				To:	21-1010											
(1005)	0.19	1200	R								NA		NA			1996
				From:	21-615											
(1005)	0.01	1700	R								NA		NA			1995
				From:	21-1014 SOUTH											
(1005)	0.17	1900	R								NA		NA			1997
				From:	21-1014 NORTH											
				To:	21-616											
(1006)	0.14	140	R								NA		NA			1997
				From:	Dead End											
				To:	US 340											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1006	0.09	220	R			From: US 340					NA		NA			1997
						To: 21-616										
1007	0.16	870	R			From: Dead End					NA		NA			1996
						To: SR 7 BUS										
1008	0.11	420	R			From: Dead End					NA		NA			1997
						To: 21-1013										
1008	0.15	570	R			From: US 340					NA		NA			1997
						To: 21-616										
1008	0.09	310	R			From: 21-1002					NA		NA			1996
						To: 21-1010										
1009	0.08	50	R			From: US 340					NA		NA			04/06/2000
						To: 21-1004										
1010	0.03	700	R			From: 21-1009					NA		NA			1996
						To: 21-1024										
1010	0.20	380	R			From: 21-1024					NA		NA			1997
						To: NWCL BERRYVILLE										
1010	0.12	390	R			From: NWCL BERRYVILLE					NA		NA			1996
						To: Dead End										
1010	0.08	200	R			From: Dead End					NA		NA			1995
						To: 21-1009										
Clarke County																
1010	0.02	80	R			From: NWCL BERRYVILLE					NA		NA			1997
						To: Dead End										
Town of Berryville																
1011	0.08	1300	R			From: 21-616					NA		NA			1997
						To: US 340										
1012	0.16	940	R			From: Dead End					NA		NA			1996
						To: 21-616										
1013	0.21	160	R			From: US 340					NA		NA			1997
						To: 21-1008										
1014	0.10	560	R			From: Dead End					NA		NA			1996
						To: 21-1005 SOUTH										
1014	0.06	1200	R			From: 21-1005 NORTH					NA		NA			1996
						To: 21-1021										
1014	0.05	890	R			From: 21-1021					NA		NA			1997
						To: 21-1023										
1014	0.05	500	R			From: 21-1023					NA		NA			1997
						To: Dead End										
1015	0.06	160	R			From: 21-1016					NA		NA			04/06/2000
						To: 21-1017										
1015	0.08	600	R			From: 21-1017					NA		NA			1996
						To: US 340										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1016	0.09	45	R			From: 21-1017					NA		NA			04/06/2000
						To: 21-1015										
1017	0.05	140	R			From: 21-1015					NA		NA			04/06/2000
						To: 21-1016										
1017	0.04	160	R			From: 21-1016					NA		NA			1996
						To: 21-1018										
1018	0.05	70	R			From: Cul-de-Sac					NA		NA			04/06/2000
						To: 21-1017										
Clarke County																
1019	0.47	800	R			From: Dead End					NA		NA			04/24/2000
						To: SR 7 BUS										
Town of Berryville																
1020	0.15	190	R			From: Dead End					NA		NA			04/06/2000
						To: 21-671										
1021	0.10	390	R			From: 21-615					NA		NA			1997
						To: 21-1014										
1021	0.06	260	R			From: 21-1014					NA		NA			1997
						To: 21-1022										
1022	0.04	210	R			From: 21-1021					NA		NA			1996
						To: 21-1023										
1023	0.06	150	R			From: Cul-de-Sac					NA		NA			1997
						To: 21-1014										
1023	0.04	120	R			From: 21-1014					NA		NA			1997
						To: 21-1022										
1024	0.20	450	R			From: SR 7 BUS					NA		NA			1996
						To: 21-1010										
1025	0.05	50	R			From: 21-1001					NA		NA			04/06/2000
						To: Cul-de-Sac										
1026	0.06	NA				From: Dead End					NA		NA			
						To: 21-1014										
1027	0.21	NA				From: Cul-de-Sac/					NA		NA			
						To: 21-01006(B)/										
1028	0.08	NA				From: Dead End/					NA		NA			
						To: 21-01027(B)/										
1035	0.45	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										

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1037	0.09	NA				From: Cul-de-Sac/					NA			NA		
						To: 21-01035(B)/										
1038	0.09	NA				From: Cul-de-Sac/					NA			NA		
						To: 21-01035(B)/										
1039	0.09	NA				From: Cul-de-Sac/					NA			NA		
						To: 21-01035(B)/										
1040	0.08	NA				From: Cul-de-Sac/					NA			NA		
						To: 21-01035(B)/										
1041	0.33	NA				From: C1SR-00007(B)/					NA			NA		
						To: 21-01035(B)/										
1042	0.11	NA				From: Cul-de-Sac/					NA			NA		
						To: 21-01041(B)/										
Clarke County																
1070	0.33	NA				From: Dead End/					NA			NA		
						To: US-00340(B)/										
9103	0.08	400	R			From: 21-636					NA			NA		1995
						To: D G COOLEY ELEM SCH										
Town of Berryville																
9104	0.06	320	R			From: SR 7					NA			NA		1995
						To: BERRYVILLE HIGH SCH										
Clarke County																
9105	0.12	430	R			From: 21-614					NA			NA		1986
						To: JOSEPHINE SCHOOL										
9106	0.17	450	R			From: 21-636					NA			NA		1995
						To: CLARKE CO HIGH SCH										
Town of Boyce																
9582	0.09	360	R			From: 21-723					NA			NA		1995
						To: BOYCE SCHOOL										