

2009

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

where available

Special Locality Report

168

Town of Berryville

Information in this report is included in Report

21

(Clarke 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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- 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
-  Bypas - 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
 2009
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Berryville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 7 West Main St	From: WCL Berryville Town of Berryville (Maint: 21)	0.86	5800	N	98%	1%	1%	0%	0%	0%	N	0.102	N	0.519	6100	N
Bus 7 East Main St	From: US 340 Berryville Town of Berryville (Maint: 21) To: ECL Berryville	1.12	4200	F	96%	0%	1%	0%	2%	0%	C	0.102	F	0.65	4500	F
340 S Buckmarsh St	From: SCL Berryville Town of Berryville (Maint: 21) To: Bus SR 7 Main St	0.51	9200	N	92%	1%	1%	1%	5%	0%	N	0.096	N	0.63	9800	N
340 N Buckmarsh St	From: Bus SR 7 Main St Town of Berryville (Maint: 21) To: NCL Berryville	0.45	8600	F	92%	1%	1%	1%	5%	0%	F	0.086	F	0.549	9300	F

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(613) 71																
	0.03	480	N	99%	0%	0%	0%	0%	0%	N	0.132	N	0.623	520	N	2009
(614) 21	Josephine St	0.48	850	R							NA		NA			04/09/2009
(615) 71	1st St; Boom Rd	0.68	970	F	98%	1%	1%	0%	0%	C	0.096	F	0.642	1100	F	2009
(616) 21	S Church St	0.48	1900	F	99%	0%	1%	0%	0%	C	0.098	F	0.522	2100	F	2009
(616) 21	S Church St	0.06	2600	F	99%	0%	1%	0%	0%	F	0.093	F	0.548	2800	F	2009
(616) 21	N Church St	0.13	1600	F	99%	0%	1%	0%	0%	F	0.103	F	0.585	1700	F	2009
(616) 71	N Church St	0.25	570	F	99%	0%	1%	0%	0%	F	0.104	F	0.924	620	F	2009
(671) 21	Battletown Dr	0.37	300	R							NA		NA			04/06/2000
(671) 21	Battletown Dr	0.08	440	R							NA		NA			04/06/2000
(673) 71	Blue Ridge St	0.11	80	R							NA		NA			10/24/2006
(681) 71	Osborne St	0.07	120	R							NA		NA			10/24/2006
(700) 21	Jack Enders Blvd	0.41	NA								NA		NA			
(700) 71	Jack Enders Blvd	0.17	2300	F	99%	0%	0%	0%	0%	F	0.111	F	0.515	2500	F	2009
(1001) 21	Academy St	0.08	2200	R							NA		NA			04/09/2009
(1001) 21	Academy St	0.12	390	R							NA		NA			10/24/2006
(1001) 71	Academy St	0.06	180	R							NA		NA			04/14/2009
(1001) 21	Academy St	0.06	180	R							NA		NA			10/24/2006
(1002) 21	Treadwell St	0.08	310	R							NA		NA			10/24/2006
(1002) 21	Treadwell St	0.13	250	R							NA		NA			04/14/2009
(1002) 71	Treadwell St	0.07	200	R							NA		NA			10/24/2006
(1002) 21	Treadwell St	0.03	170	R							NA		NA			10/24/2006

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(1003/21)	0.21	500	R			From: 21-1031					NA			NA		04/14/2009
(1003/21)	0.09	210	R			From: Bus SR 7					NA			NA		04/14/2009
(1003/21)	0.07	150	R			From: 21-1001 Academy St					NA			NA		04/14/2009
(1003/21)						To: 21-1002 Treadwell St										
(1004/21)	0.09	260	R			From: Bus SR 7					NA			NA		10/24/2006
(1004/21)	0.08	210	R			From: 21-1001 Academy St					NA			NA		04/14/2009
(1004/21)	0.11	150	R			From: 21-1002 Treadwell St					NA			NA		10/24/2006
(1004/21)						To: 21-1010 Walnut St										
(1005/21)	0.19	850	R			From: 21-615 Boom Rd					NA			NA		04/09/2009
(1005/21)	0.01	2000	R			From: 21-1014 S, Page St					NA			NA		04/23/2003
(1005/21)	0.17	2100	R			From: 21-1014 N, Page St					NA			NA		04/09/2009
(1005/21)						To: 21-616, N Church St										
(1006/21)	0.14	230	R			From: Dead End					NA			NA		04/09/2009
(1006/21)	0.09	180	R			From: US 340, S Buckmarsh St					NA			NA		04/09/2009
(1006/21)						To: US 340, S Buckmarsh St										
(1006/21)						To: 21-616, S Church St										
(1007/21)	0.16	1400	R			From: Dead End					NA			NA		04/09/2009
(1007/21)						To: Bus SR 7										
(1008/21)	0.11	120	R			From: Dead End					NA			NA		04/09/2009
(1008/21)	0.15	210	R			From: 21-1013 Rosemont Circle					NA			NA		04/09/2009
(1008/21)	0.09	150	R			From: US 340, S Buckmarsh St					NA			NA		04/09/2009
(1008/21)						To: 21-616, S Church St										
(1009/21)	0.08	40	R			From: 21-1002 Treadwell St					NA			NA		10/24/2006
(1009/21)						To: 21-1010 Walnut St										
(1010/21)	0.03	700	R			From: US 340, N Buckmarsh St					NA			NA		04/14/2009
(1010/21)	0.20	280	R			From: 21-1004 Rice St					NA			NA		04/14/2009
(1010/21)	0.12	310	R			From: 21-1009 Crown St					NA			NA		04/14/2009
(1010/21)	0.08	70	R			From: 21-1024 Dorsey St					NA			NA		04/14/2009
(1010/21)						To: NWCL Berryville										
(1011/21)	0.08	1300	R			From: 21-616, S Church St					NA			NA		04/09/2009
(1011/21)						To: US 340, S Buckmarsh St										
(1012/21)	0.16	200	R			From: Dead End					NA			NA		04/09/2009
(1012/21)						To: 21-616, S Church St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(1013/21) Rosemont Circle	0.21	100	R			From: US 340, S Buckmarsh St					NA		NA			04/09/2009
						To: 21-1008 Swan Ave										
(1014/21) Page St	0.10	460	R			From: Dead End					NA		NA			04/09/2009
						To: 21-1005 S, Liberty St										
(1014/21) Page St	0.06	1700	R			From: 21-1005 N, Liberty St					NA		NA			04/09/2009
						To: 21-1021 Cameron St										
(1014/21) Page St	0.05	1200	R			From: 21-1021 Cameron St					NA		NA			04/09/2009
						To: 21-1023 Moore Dr										
(1014/21) Page St	0.05	810	R			From: 21-1023 Moore Dr					NA		NA			04/09/2009
						To: 21-1026 East Fairfax St										
(1014/21) Page St	0.33	NA				From: 21-1026 East Fairfax St					NA		NA			
						To: Cul-de-Sac										
(1015/21) West Fairfax St	0.06	180	R			From: 21-1016 Rockcroft Dr					NA		NA			10/24/2006
						To: 21-1017 Ridge Rd										
(1015/21) West Fairfax St	0.08	320	R			From: 21-1017 Ridge Rd					NA		NA			04/09/2009
						To: US 340, N Buckmarsh St										
(1016/21) Rockcroft Dr	0.09	60	R			From: 21-1017 Ridge Rd					NA		NA			10/24/2006
						To: 21-1015 West Fairfax St										
(1017/21) Ridge Rd	0.05	150	R			From: 21-1015 West Fairfax St					NA		NA			10/24/2006
						To: 21-1016 Rockcroft Dr										
(1017/21) Ridge Rd	0.04	50	R			From: 21-1016 Rockcroft Dr					NA		NA			04/14/2009
						To: 21-1018 Circle Dr										
(1018/21) Circle Dr	0.05	70	R			From: Cul-de-Sac					NA		NA			10/24/2006
						To: 21-1017 Ridge Rd										
(1020/21) Bel Voi Dr	0.15	180	R			From: Dead End					NA		NA			10/24/2006
						To: 21-671 Battletown Dr										
(1021/21) Cameron St	0.10	300	R			From: Dead End					NA		NA			04/09/2009
						To: 21-1014 Page St										
(1021/21) Cameron St	0.06	280	R			From: 21-1014 Page St					NA		NA			04/23/2003
						To: 21-1022										
(1022/21)	0.04	230	R			From: 21-1021 Cameron St					NA		NA			04/23/2003
						To: 21-1023 Moore Dr										
(1023/21) Moore Dr	0.06	200	R			From: Cul-de-Sac					NA		NA			04/09/2009
						To: 21-1014 Page St										
(1023/21) Moore Dr	0.04	130	R			From: 21-1014 Page St					NA		NA			04/23/2003
						To: 21-1022										
(1024/21) Dorsey St	0.20	400	R			From: Bus SR 7					NA		NA			04/14/2009
						To: 21-1010 Walnut St										
(1025/21) Academy Court	0.05	48	R			From: 21-1001 Academy St					NA		NA			10/24/2006
						To: Cul-de-Sac										
(1026/21) East Fairfax St	0.22	240	R			From: 21-1014 Page St					NA		NA			04/23/2003
						To: 21-615 Boom Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(1027) 21 Henderson Court	0.21	190	R								NA			NA		04/09/2009
			From: Cul-de-Sac													
			To: 21-1006 Taylor St													
(1028) 21 Dunlap Dr	0.30	180	R								NA			NA		04/09/2009
			From: Dead End													
			To: 21-1027 Henderson Court													
(1029) 21 Hermitage Blvd	0.97	980	G	98%	0%	1%	0%	0%	0%	C	0.114	F	0.588	980	G	2009
			From: US 340 Lord Fairfax Hwy													
			To: SR 7													
(1030) 21 Craigs Run Circle	0.12	NA									NA			NA		
			From: Cul-de-Sac													
			To: 21-1028 Dunlap Dr													
(1031) 21	0.36	NA									NA			NA		
			From: Dead End													
			To: 21-1029 Hermitage Blvd													
(1031) 21	0.07	NA									NA			NA		
			From: 21-1003													
			To: Cul-de-Sac													
(1032) 21	0.05	NA									NA			NA		
			From: Cul-de-Sac													
			To: 21-1029 Hermitage Blvd													
(1033) 21	0.09	NA									NA			NA		
			From: 21-1031													
			To: Cul-de-Sac													
(1034) 21	0.12	NA									NA			NA		
			From: 21-1031													
			To: Cul-de-Sac													
(1035) 21 Mosby Blvd	0.62	1200	G	99%	0%	0%	1%	0%	0%	C	0.109	F	0.636	1200	G	2009
			From: Cul-de-Sac													
			To: 21-1036 Pickett Court													
(1035) 21 Mosby Blvd	0.07	4400	R								NA			NA		10/24/2006
			From: 21-1036 Pickett Court													
			To: US 340, N Buckmarsh St													
(1036) 21 Pickett Court	0.05	70	R								NA			NA		04/06/2000
			From: Cul-de-Sac													
			To: 21-1035 Mosby Blvd													
(1037) 21 Breckinridge Court	0.09	120	R								NA			NA		04/28/2003
			From: Cul-de-Sac													
			To: 21-1035 Mosby Blvd													
(1038) 21 Ashby Court	0.09	120	R								NA			NA		04/28/2003
			From: Cul-de-Sac													
			To: 21-1035 Mosby Blvd													
(1039) 21 Archer Court	0.09	120	R								NA			NA		04/28/2003
			From: Cul-de-Sac													
			To: 21-1035 Mosby Blvd													
(1040) 21 Stuart Court	0.08	100	R								NA			NA		04/28/2003
			From: Cul-de-Sac													
			To: 21-1035 Mosby Blvd													
(1041) 21 Jackson Dr	0.33	1200	G	100%	0%	0%	0%	0%	0%	C	0.111	F	0.558	1200	G	2009
			From: Bus SR 7													
			To: 21-1035 Mosby Blvd													
(1042) 21 Ewell Court	0.11	NA									NA			NA		
			From: Cul-de-Sac													
			To: 21-1041 Jackson Dr													
(1044) 21	0.14	NA									NA			NA		
			From: 21-1035; 21-1041													
			To: Cul-de-Sac													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1045 21	0.14	NA				From: 21-1035 Mosby Blvd					NA			NA		
						To: Cul-de-Sac										
1046 21	0.14	NA				From: 21-1035 Mosby Blvd					NA			NA		
						To: Cul-de-Sac										
1047 21	0.14	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1035 Mosby Blvd										
1048 21	0.10	NA				From: 21-1047					NA			NA		
						To: Cul-de-Sac										
1050 21	0.14	NA				From: 21-1031					NA			NA		
						To: 21-1029 Hermitage Blvd										
1051 21	0.13	NA				From: 21-1031					NA			NA		
						To: Cul-de-Sac										
1055 21	0.20	NA				From: 21-1026 East Fairfax St					NA			NA		
						To: Cul-de-Sac										
1056 21	0.23	NA				From: 21-1026 East Fairfax St					NA			NA		
						To: Cul-de-Sac										
1058 21	0.13	NA				From: 21-1014					NA			NA		
						To: 21-1055										
1059 21	0.03	NA				From: Dead End					NA			NA		
						To: 21-1014										
9104 21	0.06	320	R			From: SR 7					NA			NA		1995
						To: Berryville High School										