

2011
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



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Traffic Engineering Division
 2011
 Annual Average Daily Traffic Volume Estimates By Section of Route
 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	5700	N	98%	1%	1%	0%	0%	0%	N	0.102	N	0.519	6000	N
Bus 7 East Main St	From: US 340 Berryville Town of Berryville (Maint: 21) To: ECL Berryville	1.12	4100	G	96%	0%	1%	0%	2%	0%	C	0.102	F	0.65	4400	G
340 S Buckmarsh St	From: SCL Berryville Town of Berryville (Maint: 21) To: Bus SR 7 Main St	0.51	9000	N	92%	1%	1%	1%	5%	0%	N	0.096	N	0.63	9600	N
340 N Buckmarsh St	From: Bus SR 7 Main St Town of Berryville (Maint: 21) To: NCL Berryville	0.45	8400	G	92%	1%	1%	1%	5%	0%	F	0.086	F	0.549	9100	G

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(613) 21						From: SCL Berryville										
	0.03	470	N	99%	0%	0%	0%	0%	0%	N	0.132	N	0.623	510	N	2011
						To: 21-700 Jack Enders Blvd										
(614) 21	Josephine St	0.48	850	R							NA			NA		04/09/2009
						From: Dead End										
						To: 21-616, S Church St										
(615) 21	1st St; Boom Rd	0.68	950	G	98%	1%	1%	0%	0%	C	0.096	F	0.642	1000	G	2011
						From: Bus US 7										
						To: NCL Berryville										
(616) 21	S Church St	0.48	1900	G	99%	0%	1%	0%	0%	C	0.098	F	0.522	2000	G	2011
						From: SCL Berryville										
						To: 21-1011 Crow St										
(616) 21	S Church St	0.06	2600	G	99%	0%	1%	0%	0%	F	0.093	F	0.548	2800	G	2011
						From: Bus SR 7										
(616) 21	N Church St	0.13	1500	G	99%	0%	1%	0%	0%	F	0.103	F	0.585	1700	G	2011
						From: 21-1005 Liberty St										
(616) 21	N Church St	0.25	560	G	99%	0%	1%	0%	0%	F	0.104	F	0.924	610	G	2011
						From: US 340 N, N Buckmarsh St										
						To: Dead End										
(671) 21	Battletown Dr	0.37	300	R							NA			NA		04/06/2000
						From: 21-1020 Bel Voi Dr										
(671) 21	Battletown Dr	0.08	440	R							NA			NA		04/06/2000
						From: Bus SR 7										
(673) 21	Blue Ridge St	0.11	80	R							NA			NA		10/24/2006
						From: 21-700 Jack Enders Blvd										
						To: Dead End										
(681) 21	Osborne St	0.07	120	R							NA			NA		10/24/2006
						From: Dead End										
						To: 21-616, N Church St										
(700) 21	Jack Enders Blvd	0.41	NA								NA			NA		
						From: SCL Berryville										
						To: 21-673 Blue Ridge St										
(700) 21	Jack Enders Blvd	0.17	2300	G	99%	0%	0%	0%	0%	F	0.111	F	0.515	2500	G	2011
						From: Bus SR 7										
(1001) 21	Academy St	0.08	2200	R							NA			NA		04/09/2009
						From: 21-616, N Church St										
						To: US 340 S, N Buckmarsh St										
(1001) 21	Academy St	0.12	390	R							NA			NA		10/24/2006
						From: US 340 N, N Buckmarsh St										
						To: 21-1004 Rice St										
(1001) 21	Academy St	0.06	180	R							NA			NA		04/14/2009
						From: 21-1025 Academy Court										
(1001) 21	Academy St	0.06	180	R							NA			NA		10/24/2006
						From: 21-1003										
(1002) 21	Treadwell St	0.08	310	R							NA			NA		10/24/2006
						From: US 340, Buckmarsh St										
						To: 21-1004 Rice St										
(1002) 21	Treadwell St	0.13	250	R							NA			NA		04/14/2009
						From: 21-1003										
(1002) 21	Treadwell St	0.07	200	R							NA			NA		10/24/2006
						From: 21-1009 Crown St										
(1002) 21	Treadwell St	0.03	170	R							NA			NA		10/24/2006
						From: Dead End										

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2011
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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			To: 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)	Rice St	0.09	260	R		From: Bus SR 7					NA			NA		10/24/2006
(1004/21)	Rice St	0.08	210	R		To: 21-1001 Academy St					NA			NA		04/14/2009
(1004/21)	Rice St	0.11	150	R		From: 21-1002 Treadwell St					NA			NA		10/24/2006
(1004/21)						To: 21-1010 Walnut St										
(1005/21)	Liberty St	0.19	850	R		From: 21-615 Boom Rd					NA			NA		04/09/2009
(1005/21)	Liberty St	0.01	2000	R		To: 21-1014 S, Page St					NA			NA		04/23/2003
(1005/21)	Liberty St	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)	Taylor St	0.14	230	R		From: Dead End					NA			NA		04/09/2009
(1006/21)	Taylor St	0.09	180	R		To: US 340, S Buckmarsh St					NA			NA		04/09/2009
(1006/21)						From: US 340, S Buckmarsh St										
(1006/21)						To: 21-616, S Church St										
(1007/21)	Chalmers Court	0.16	1400	R		From: Dead End					NA			NA		04/09/2009
(1007/21)						To: Bus SR 7										
(1008/21)	Swan Ave	0.11	120	R		From: Dead End					NA			NA		04/09/2009
(1008/21)	Swan Ave	0.15	210	R		To: 21-1013 Rosemont Circle					NA			NA		04/09/2009
(1008/21)	Swan Ave	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)	Crown St	0.08	40	R		From: 21-1002 Treadwell St					NA			NA		10/24/2006
(1009/21)						To: 21-1010 Walnut St										
(1010/21)	Walnut St	0.03	700	R		From: US 340, N Buckmarsh St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.20	280	R		To: 21-1004 Rice St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.12	310	R		From: 21-1009 Crown St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.08	70	R		To: 21-1024 Dorsey St					NA			NA		04/14/2009
(1010/21)						From: NWCL Berryville										
(1011/21)	Crow St	0.08	1300	R		To: 21-616, S Church St					NA			NA		04/09/2009
(1011/21)						From: US 340, S Buckmarsh St										
(1012/21)	Byrd Ave	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									NA		NA		04/09/2009
(1014/21) Page St	0.10	460	R									NA		NA		04/09/2009
(1014/21) Page St	0.06	1700	R									NA		NA		04/09/2009
(1014/21) Page St	0.05	1200	R									NA		NA		04/09/2009
(1014/21) Page St	0.05	810	R									NA		NA		04/09/2009
(1014/21) Page St	0.33	NA										NA		NA		
(1015/21) West Fairfax St	0.06	180	R									NA		NA		10/24/2006
(1015/21) West Fairfax St	0.08	320	R									NA		NA		04/09/2009
(1016/21) Rockcroft Dr	0.09	60	R									NA		NA		10/24/2006
(1017/21) Ridge Rd	0.05	150	R									NA		NA		10/24/2006
(1017/21) Ridge Rd	0.04	50	R									NA		NA		04/14/2009
(1018/21) Circle Dr	0.05	70	R									NA		NA		10/24/2006
(1020/21) Bel Voi Dr	0.15	180	R									NA		NA		10/24/2006
(1021/21) Cameron St	0.10	300	R									NA		NA		04/09/2009
(1021/21) Cameron St	0.06	280	R									NA		NA		04/23/2003
(1022/21)	0.04	230	R									NA		NA		04/23/2003
(1023/21) Moore Dr	0.06	200	R									NA		NA		04/09/2009
(1023/21) Moore Dr	0.04	130	R									NA		NA		04/23/2003
(1024/21) Dorsey St	0.20	400	R									NA		NA		04/14/2009
(1025/21) Academy Court	0.05	48	R									NA		NA		10/24/2006
(1026/21) East Fairfax St	0.22	240	R									NA		NA		04/23/2003

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
(1027) 21 Henderson Court	0.21	190	R			From: Cul-de-Sac					NA			NA		04/09/2009
						To: 21-1006 Taylor St										
(1028) 21 Dunlap Dr	0.30	180	R			From: Dead End					NA			NA		04/09/2009
						To: 21-1027 Henderson Court										
(1029) 21	0.09	NA				From: 21-616, S Church St					NA			NA		
(1029) 21 Hermitage Blvd	0.97	980	G			From: US 340 Lord Fairfax Hwy					NA			980	G	2011
						To: SR 7										
(1030) 21 Craigs Run Circle	0.12	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1028 Dunlap Dr										
(1031) 21	0.36	NA				From: Dead End					NA			NA		
(1031) 21	0.07	NA				From: 21-1029 Hermitage Blvd					NA			NA		
						To: 21-1003										
(1032) 21	0.05	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1029 Hermitage Blvd										
(1033) 21	0.09	NA				From: 21-1031					NA			NA		
						To: Cul-de-Sac										
(1034) 21	0.12	NA				From: 21-1031					NA			NA		
						To: Cul-de-Sac										
(1035) 21 Mosby Blvd	0.22	1200	G			From: Cul-de-Sac					NA			1200	G	2011
						To: 21-1041 Jackson Dr; 21-1044										
(1035) 21 Mosby Blvd	0.47	4400	R			From: 21-1041 Jackson Dr; 21-1044					NA			NA		10/24/2006
						To: US 340, N Buckmarsh St										
(1036) 21 Pickett Court	0.05	70	R			From: Cul-de-Sac					NA			NA		04/06/2000
						To: 21-1035 Mosby Blvd										
(1037) 21 Breckinridge Court	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035 Mosby Blvd										
(1038) 21 Ashby Court	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035 Mosby Blvd										
(1039) 21 Archer Court	0.09	120	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035 Mosby Blvd										
(1040) 21 Stuart Court	0.08	100	R			From: Cul-de-Sac					NA			NA		04/28/2003
						To: 21-1035 Mosby Blvd										
(1041) 21 Jackson Dr	0.33	1200	G			From: Bus SR 7					NA			1200	G	2011
						To: 21-1035 Mosby Blvd										
(1042) 21 Ewell Court	0.11	NA				From: Cul-de-Sac					NA			NA		
						To: 21-1041 Jackson Dr										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Berryville																
1044 21	0.14	NA					From: 21-1035; 21-1041					NA		NA		
							To: Cul-de-Sac									
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 Page St					NA		NA		
							To: 21-1055									
1059 21	0.03	NA					From: Dead End					NA		NA		
							To: 21-1014 Page St									
1065 21	0.05	NA					From: Cul-de-Sac					NA		NA		
							To: 21-616, S Church St									
1066 21	0.04	NA					From: 21-616, S Church St					NA		NA		
							To: Cul-de-Sac									
9104 21	0.06	320	R				From: SR 7					NA		NA		1995
							To: Berryville High School									