

2001

Virginia Department of Transportation  
Daily Traffic Volumes  
Including Vehicle Classification Estimates  
where available

Jurisdiction Report

21

Clarke County  
Town of Berrville  
Town of Boyce

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

## 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.

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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 Traffic Engineering 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

**Design Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period.

**QK: Quality of the Design Hour estimate:**

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

**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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

## 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  
Wye - Wye 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  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
7	3.80	21000	A	93%	0%	3%	1%	4%	0%	A	2200	A	23000	A	2001
					From:	Frederick County Line									
7	1.45	18000	G	93%	0%	3%	1%	4%	0%	F	1700	G	19000	G	2001
					To:	BUS SR 7 West of Berryville									
7	1.65	15000	G	93%	0%	3%	1%	4%	0%	F	1700	G	16000	G	2001
					From:	US 340 North of Berryville									
7	4.16	17000	G	95%	0%	2%	1%	2%	0%	F	2000	G	19000	G	2001
					To:	Bus SR 7 East of Berryville									
7	2.51	15000	G	95%	0%	2%	1%	2%	0%	F	1900	G	17000	G	2001
					From:	21-606									
					To:	Loudoun County Line									
Bus 7	0.80	6000	G	94%	1%	2%	1%	2%	0%	C	580	G	6100	G	2001
					From:	SR 7 West of Berryville									
					To:	WCL Berryville									
<b>Town of Berryville</b>															
Bus 7	0.86	6000	N	94%	1%	2%	1%	2%	0%	N	580	N	6100	N	2001
					From:	WCL Berryville									
Bus 7	1.12	3800	G	94%	1%	3%	1%	2%	0%	C	380	G	3900	G	2001
					From:	US 340 Berryville									
					To:	ECL Berryville									
<b>Clarke County</b>															
Bus 7	0.27	3800	N	94%	1%	3%	1%	2%	0%	N	380	N	3900	N	2001
					From:	ECL Berryville									
					To:	SR 7 East of Berryville									
17 50	3.44	16000	G	80%	1%	3%	3%	12%	1%	F	1400	G	16000	G	2001
					From:	Fauquier County Line									
17 50	1.97	15000	G	80%	1%	3%	3%	12%	1%	F	1300	G	15000	G	2001
					To:	21-723 East of Millwood									
17 50	2.83	14000	G	80%	1%	3%	3%	12%	1%	F	1200	G	14000	G	2001
					From:	SR 255									
17 50	1.67	14000	G	80%	1%	3%	3%	12%	1%	F	1300	G	14000	G	2001
					To:	US 340 South of Boyce									
					From:	Frederick County Line									
50	1.67	14000	G	80%	1%	3%	3%	12%	1%	F	1300	G	14000	G	2001
					To:	Frederick County Line									
50	2.83	14000	G	80%	1%	3%	3%	12%	1%	F	1200	G	14000	G	2001
					From:	US 340 South of Boyce									
50	1.97	15000	G	80%	1%	3%	3%	12%	1%	F	1300	G	15000	G	2001
					To:	SR 255									
50	3.44	16000	G	80%	1%	3%	3%	12%	1%	F	1400	G	16000	G	2001
					From:	21-723 East of Millwood									
					To:	Fauquier County Line									
255	0.79	1200	G	96%	1%	2%	0%	1%	0%	F	140	G	1200	G	2001
					From:	US 50									
255	3.05	1500	G	96%	1%	2%	0%	1%	0%	F	160	G	1600	G	2001
					To:	N 21-723									
					From:	US 340									
340 522	1.79	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001
					From:	Warren County Line									
340	2.09	6100	G	92%	1%	2%	1%	4%	0%	F	600	G	6300	G	2001
					To:	US 522 DOUBLE TOLL GATE									
340	1.83	6500	G	92%	1%	2%	1%	4%	0%	F	580	G	6600	G	2001
					From:	21-658 White Post									
					To:	US 50 South of Boyce									

Virginia Department of Transportation  
Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Clarke County</b>																
340	1.19	6400	G	90%	1%	2%	1%	5%	0%	F	570	G	6500	G	2001	
				From:	US 50 South of Boyce											
				To:	SCL Boyce											
<b>Town of Boyce</b>																
340	0.81	6400	N	90%	1%	2%	1%	5%	0%	N	570	N	6500	N	2001	
				From:	SCL Boyce											
				To:	NCL Boyce											
<b>Clarke County</b>																
340	2.27	6400	N	90%	1%	2%	1%	5%	0%	N	570	N	6500	N	2001	
				From:	NCL Boyce											
				To:	SR 255 Old Chapel											
340	2.99	7700	G	90%	1%	2%	1%	5%	0%	F	670	G	7800	G	2001	
				To:	SCL Berryville											
<b>Town of Berryville</b>																
340	0.50	7700	N	90%	1%	2%	1%	5%	0%	N	670	N	7800	N	2001	
				From:	SCL Berryville											
				To:	SR 7 Bus											
340	0.45	9000	G	90%	1%	2%	1%	5%	0%	F	790	G	9200	G	2001	
				To:	NCL Berryville											
<b>Clarke County</b>																
340	0.24	9000	N	90%	1%	2%	1%	5%	0%	N	790	N	9200	N	2001	
				From:	NCL Berryville											
				To:	SR 7											
340	1.29	11000	G	88%	1%	2%	1%	8%	0%	F	910	G	10000	G	2001	
				From:	21-611											
				To:	West Virginia State Line											
340	2.82	9500	A	88%	1%	2%	1%	8%	0%	B	950	A	8700	A	2001	
				From:	Warren County Line											
				To:	US 340, SR 277 Double Toll Gate											
522	1.79	13000	G	89%	1%	2%	2%	7%	0%	F	1200	G	13000	G	2001	
				From:	Frederick County Line											
				To:	Dead End											
600	0.65	40	R								NA		NA		04/06/2000	
				From:	US 50											
				To:	US 50: Loudoun County Line											
601	6.29	880	G	95%	2%	2%	1%	0%	0%	C	210	G	900	G	2001	
				From:	21-605											
601	1.52	1300	G	95%	1%	2%	2%	1%	0%	F	280	G	1300	G	2001	
				From:	21-650 West											
601	0.20	1300	G	95%	1%	2%	2%	1%	0%	F	260	G	1400	G	2001	
				From:	21-650 Mid											
601	0.15	1400	G	95%	1%	2%	2%	1%	0%	F	300	G	1400	G	2001	
				From:	21-650 East											
				To:	Loudoun County Line											
<b>Loudoun County</b>																
601	1.12	1600	G	95%	1%	2%	2%	1%	0%	C	290	G	1600	G	2001	
				From:	Loudoun County Line											
				To:	SR 7											
601	0.11	390	N	90%	2%	6%	1%	1%	0%	N	45	N	400	N	2001	
				From:	Loudoun County Line											
				To:	Loudoun County Line											
<b>Clarke County</b>																
601	1.20	390	G	90%	2%	6%	1%	1%	0%	C	45	G	400	G	2001	
				From:	Loudoun County Line											
				To:	West Virginia State Line											



Virginia Department of Transportation  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
602	0.89	30	R								NA		NA		04/06/2000
						From: Dead End									
602	1.49	410	R								NA		NA		1997
						From: 0.89 MN Dead End									
						To: US 50									
603	0.10	160	R								NA		NA		04/06/2000
						From: 21-612									
603	0.70	100	R								NA		NA		04/06/2000
						From: 0.10 ME 21-612									
						To: 21-663									
603	1.33	90	R								NA		NA		04/06/2000
						From: 1.33 ME 21-663									
						To: SR 7									
604	1.90	100	R								NA		NA		05/15/2000
						From: 21-605									
604	3.17	NA									NA		NA		
						From: 21-607									
						To: SR 7									
604	0.30	90	R								NA		NA		04/24/2000
						From: 21-679									
						To: 21-649									
605	0.50	160	R								NA		NA		04/06/2000
						From: 21-604									
605	2.11	30	R								NA		NA		04/06/2000
						From: 21-601									
						To: US 50									
606	2.94	570	R								NA		NA		04/06/2000
						From: 21-649 SOUTH									
606	1.70	70	R								NA		NA		04/06/2000
						From: 1.70 MN 21-649									
						To: 1.70 MN 21-649 S									
606	0.70	290	R								NA		NA		04/06/2000
						From: 21-649 NORTH									
606	2.78	560	R								NA		NA		1997
						From: 21-607									
606	1.82	860	G	94%	1%	4%	2%	0%	0%	C	100	G	880	G	2001
						To: SR 7 FR 709									
607	0.70	130	R								NA		NA		04/06/2000
						From: 21-604									
						To: 21-606									
608	3.20	330	R								NA		NA		04/13/2000
						From: 21-621									
						To: SR 7 WEST									
608	1.81	360	R								NA		NA		04/06/2000
						From: SR 7 EAST									
						To: 21-612									
608	0.85	270	R								NA		NA		1997
						From: 21-609									
608	0.70	290	R								NA		NA		1997
						From: 21-663									
608	0.73	250	R								NA		NA		1997
						To: West Virginia State Line									

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2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
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	880	G	95%	0%	4%	0%	0%	0%	C	110	G	900	G	2001
						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	840	G	95%	0%	4%	1%	0%	0%	C	100	G	850	G	2001
						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: 21-647 To: CL Berryville					NA		NA		1997
613	1.01	510	G	98%	0%	2%	0%	0%	0%	C	49	G	520	G	2001
<b>Town of Berryville</b>															
613	0.31	510	N	98%	0%	2%	0%	0%	0%	N	49	N	520	N	2001
						From: CL Berryville To: 21-673									
613	0.17	2200	G	98%	0%	2%	0%	0%	0%	F	270	G	2300	G	2001
						From: SR 7 BUS To: Dead End									
614	0.48	670	R			From: Dead End To: 21-616					NA		NA		1997
615	0.68	1100	G	90%	1%	3%	2%	5%	0%	C	110	G	1200	G	2001
						From: SR 7 BUS To: NCL BERRYVILLE									
<b>Clarke County</b>															
615	0.12	560	G	90%	1%	3%	2%	5%	0%	F	60	G	570	G	2001
						From: NCL BERRYVILLE To: SR 7 BYPASS UP									
615	1.85	620	R			From: SR 7 BYPASS UP To: Dead End					NA		NA		1997
616	0.22	1600	G			From: US 340 SOUTH To: SCL BERRYVILLE					230	G	1700	G	2001
<b>Town of Berryville</b>															
616	0.48	1600	G			From: SCL BERRYVILLE To: 21-1011					180	G	1600	G	2001
616	0.06	2600	G			From: 21-1011 To: SR 7 BUS					270	G	2600	G	2001
616	0.13	1700	G			From: SR 7 BUS To: 21-1005					170	G	1700	G	2001

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Traffic Engineering Division  
2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Berryville</b>															
616	0.25	1100	G								120	G	1100	G	2001
						From:	21-1005								
						To:	US 340 NORTH								
<b>Town of Boyce</b>															
617	0.20	240	R								NA		NA		1997
						From:	21-723								
						To:	21-666								
617	0.18	120	R								NA		NA		1997
						From:	21-666								
						To:	ECL BOYCE								
<b>Clarke County</b>															
617	0.83	120	R								NA		NA		1997
						From:	ECL BOYCE								
						To:	21-620								
617	1.48	180	R								NA		NA		1997
						From:	21-620								
						To:	SR 255								
617	0.70	550	R								NA		NA		1997
						From:	SR 255								
						To:	21-619								
617	0.20	440	R								NA		NA		03/30/2000
						From:	21-619								
						To:	21-618								
617	1.20	90	R								NA		NA		1997
						From:	21-618								
						To:	21-621								
618	1.20	290	R								NA		NA		03/30/2000
						From:	21-617								
						To:	21-613								
619	0.20	50	R								NA		NA		03/30/2000
						From:	21-651								
						To:	Dead End Gap Terminus								
619	0.75	140	R								NA		NA		03/30/2000
						From:	Dead End Gap Terminus								
						To:	21-617								
620	2.10	220	R								NA		NA		04/24/2000
						From:	21-655								
						To:	21-652								
620	1.00	310	R								NA		NA		1997
						From:	21-652								
						To:	US 340								
620	0.20	280	R								NA		NA		1997
						From:	US 340								
						To:	21-617								
620	1.20	300	R								NA		NA		04/24/2000
						From:	21-617								
						To:	SR 255								
621	2.20	140	R								NA		NA		03/30/2000
						From:	21-723								
						To:	21-651								
621	2.00	70	R								NA		NA		04/13/2000
						From:	21-651								
						To:	21-617								
621	1.30	60	R								NA		NA		04/13/2000
						From:	21-617								
						To:	21-613								
621	0.21	180	R								NA		NA		04/13/2000
						From:	21-613								
						To:	0.21 ME 21-613								
621	0.29	170	R								NA		NA		04/13/2000
						From:	0.21 ME 21-613								
						To:	0.50 ME 21-613								
621	0.50	180	R								NA		NA		04/13/2000
						From:	0.50 ME 21-613								
						To:	21-608								
621	2.09	80	R								NA		NA		04/13/2000
						From:	21-608								
						To:	2.10 ME 21-608								

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 Traffic Engineering Division  
 2001  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
621	2.31	240	R			From: 2.10 ME 21-608 To: SR 7					NA		NA		04/13/2000
622	0.05	60	R			From: 21-658 To: 0.05 ME 21-658					NA		NA		03/30/2000
622	1.75	30	R			From: 21-627 To: 21-626					NA		NA		03/30/2000
622	0.60	90	R			From: 21-624 To: 21-625 EAST					NA		NA		1997
622	0.90	50	R			From: US 50 To: US 340 EAST					NA		NA		03/30/2000
623	0.05	30	R			From: Dead End Gap Terminus To: Dead End Gap Terminus					NA		NA		04/13/2000
623	0.15	20	R			From: US 340 WEST To: Warren County Line					NA		NA		04/13/2000
624	2.30	250	R			From: 21-622 To: 21-626					NA		NA		03/30/2000
624	1.26	330	R			From: US 50 To: Dead End					NA		NA		1997
625	0.10	10	R			From: 21-622 WEST To: 21-622 EAST					NA		NA		03/30/2000
625	1.85	140	R			From: US 50 To: 21-723					NA		NA		1997
625	0.53	40	R			From: 21-622 To: 21-628					NA		NA		03/30/2000
626	0.70	80	R			From: 21-624 To: 21-622					NA		NA		03/30/2000
626	0.90	130	R			From: 21-658 To: 21-624					NA		NA		03/30/2000
627	1.90	100	R			From: 21-622 To: 21-658					NA		NA		1997
628	2.60	240	R			From: 21-626 To: 21-658					NA		NA		1997
628	0.24	440	R			From: US 340 To: SR 255					NA		NA		1997
629	0.10	60	R			From: Dead End To: Dead End					NA		NA		1997

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
630	0.20	40	R			From: Dead End					NA		NA		03/30/2000
						To: US 50									
631	0.50	46	R			From: 21-723					NA		NA		1997
						To: Dead End									
632	2.35	1600	G	94%	1%	3%	1%	1%	0%	F	180	G	1600	G	2001
						From: 21-657									
						To: SR 7									
632	2.66	1500	G	94%	1%	3%	1%	1%	0%	C	150	G	1500	G	2001
						From: 21-639									
						To: 21-761									
632	1.56	1200	G	95%	1%	3%	1%	1%	0%	F	120	G	1200	G	2001
						From: 21-652									
						To: US 340					NA		NA		03/30/2000
633	2.30	100	R			From: 21-655					NA		NA		03/30/2000
						To: 21-657									
634	0.58	1300	R			From: Dead End					NA		NA		04/13/2000
						To: SR 7									
635	1.15	570	R			From: Dead End					NA		NA		04/13/2000
						To: SR 7									
635	1.50	230	R			From: Dead End					NA		NA		1997
						To: 21-660									
636	1.50	790	G	96%	3%	1%	0%	1%	0%	C	100	G	800	G	2001
						From: 21-657									
						To: SR 7 BUS									
637	0.15	30	R			From: Dead End					NA		NA		04/13/2000
						To: 21-761 EAST									
						From: 21-761 WEST									
637	0.30	30	R			From: Dead End					NA		NA		04/13/2000
						To: Dead End									
638	3.41	2000	G	98%	0%	1%	1%	0%	0%	C	220	G	2000	G	2001
						From: Warren County Line									
						To: US 50									
639	2.64	110	R			From: 21-632					NA		NA		04/24/2000
						To: 21-611									
639	0.80	80	R			From: 21-641					NA		NA		04/13/2000
						To: West Virginia State Line									
639	0.70	280	R			From: 21-632					NA		NA		04/24/2000
						To: West Virginia State Line									
640	2.20	180	R			From: US 340					NA		NA		1997
						To: West Virginia State Line									
641	1.10	250	R			From: 21-610					NA		NA		1997
						To: 21-639									
641	0.20	240	R			From: 21-639					NA		NA		1997
						To: 21-639									
642	1.10	230	R			From: Frederick County Line					NA		NA		1997
						To: 21-644									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
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									
651	0.50	150	R			From: 21-621					NA	NA		1997	
						To: 21-619									
651	1.00	260	R			From: SR 255					NA	NA		03/30/2000	
						To: 21-620									
652	1.00	140	R			From: 21-633					NA	NA		1997	
						To: 21-633									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
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	1500	G	98%	0%	1%	0%	0%	0%	C	150	G	1600	G	2001
657	1.40	2100	G	98%	0%	1%	0%	0%	0%	F	280	G	2200	G	2001
657	2.70	740	G	98%	0%	1%	0%	0%	0%	F	90	G	760	G	2001
657	1.20	1100	G	98%	0%	1%	0%	0%	0%	F	120	G	1100	G	2001
658	0.49	230	G	97%	0%	2%	0%	1%	0%	F	30	G	240	G	2001
658	0.10	320	G	97%	1%	2%	0%	1%	0%	F	40	G	320	G	2001
658	2.40	420	G	97%	0%	2%	0%	1%	0%	F	40	G	430	G	2001
658	0.40	640	G	97%	0%	2%	0%	1%	0%	C	60	G	640	G	2001
658	0.25	700	G	97%	1%	2%	0%	1%	0%	F	80	G	710	G	2001
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

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						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
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			From: 21-659					NA	NA			1997
660	0.60	50	R			To: 21-645					NA	NA			04/24/2000
						From: Frederick County Line									
661	1.80	200	R			To: 21-761					NA	NA			1997
						From: 21-672									
662	0.07	80	R			To: Dead End					NA	NA			05/15/2000
						From: SR 255									
663	1.00	30	R			To: 21-603					NA	NA			04/06/2000
						From: 21-608									
664	0.30	60	R			To: Frederick County Line					NA	NA			04/13/2000
						From: 21-645									
665	0.03	30	R			To: US 50					NA	NA			1997
						From: 0.03 Mi N US 50									
665	0.17	9	R			To: Dead End					NA	NA			03/30/2000
<b>Town of Boyce</b>															
666	0.22	100	R			To: 21-617					NA	NA			03/30/2000
						From: NCL BOYCE									
<b>Clarke County</b>															
667	0.31	45	R			To: US 340 WEST					NA	NA			03/30/2000
						From: US 340 MID									
667	0.50	49	R			To: US 340 EAST					NA	NA			03/30/2000
						From: US 340 WEST; 21-667									
668	0.31	49	R			To: US 340 EAST					NA	NA			03/30/2000
						From: US 340									
669	0.06	140	R			To: 21-670					NA	NA			03/30/2000
						From: US 522									
670	0.26	60	R			To: 21-669					NA	NA			03/30/2000
						From: US 340									
<b>Town of Berryville</b>															
671	0.37	300	R			To: Dead End					NA	NA			04/06/2000
						From: 21-1020									
671	0.08	440	R			To: SR 7 BUS					NA	NA			04/06/2000



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Clarke County</b>																	
(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											
<b>Town of Berryville</b>																	
(673)	0.11	100	R			From: 21-613					NA		NA		04/06/2000		
						To: Dead End											
<b>Clarke County</b>																	
(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											
<b>Town of Berryville</b>																	
(681)	0.07	90	R			From: Dead End					NA		NA		04/06/2000		
						To: 21-616											
<b>Clarke County</b>																	
(690)	0.57	770	R			From: Dead End					NA		NA		03/30/2000		
						To: 21-638											
(723)	2.16	840	G	95%	1%	US 50		2%	0%	1%	0%	F	110	G	850	G	2001
						To: SR 255 SOUTH											
(723)	1.73	710	G	95%	1%	SR 255 NORTH		2%	0%	1%	0%	F	100	G	720	G	2001
						To: SCL BOYCE											
<b>Town of Boyce</b>																	
(723)	0.29	1100	G	95%	1%	SCL BOYCE		2%	0%	1%	0%	C	170	G	1200	G	2001
						To: US 340											
(723)	0.47	2000	G	95%	1%	US 340		2%	0%	1%	0%	F	320	G	2000	G	2001
						To: NCL BOYCE											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Clarke County</b>															
(723)	2.00	1200	G	95%	1%	2%	0%	1%	0%	F	140	G	1200	G	2001
				From:	NCL BOYCE										
				To:	21-655 WEST										
(723)	0.57	950	G	95%	1%	2%	0%	1%	0%	F	120	G	970	G	2001
				From:	Frederick County Line										
				To:	Frederick County Line; 34-761										
(761) Old Charles Town Ro	3.00	690	G	96%	0%	3%	0%	1%	0%	C	80	G	700	G	2001
				From:	21-632										
(761) Old Charles Town Ro	1.33	640	G	96%	0%	3%	0%	1%	0%	F	70	G	650	G	2001
				From:	West Virginia State Line										
				To:											
<b>Town of Berryville</b>															
(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										
				To:	21-1004										
(1001)	0.06	230	R								NA		NA		1996
				From:	21-1004										
				To:	21-1025										
(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										
				To:	21-1004										
(1002)	0.13	320	R								NA		NA		1996
				From:	21-1004										
				To:	21-1003										
(1002)	0.07	240	R								NA		NA		04/06/2000
				From:	21-1003										
				To:	21-1009										
(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										
				To:	SR 7 BUS										
(1003)	0.09	520	R								NA		NA		1996
				From:	SR 7 BUS										
				To:	21-1001										
(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										
				To:	21-1001										
(1004)	0.08	260	R								NA		NA		1996
				From:	21-1001										
				To:	21-1002										
(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										
				To:	21-1014 SOUTH										
(1005)	0.01	1700	R								NA		NA		1995
				From:	21-1014 SOUTH										
				To:	21-1014 NORTH										
(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										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Berryville</b>															
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: 21-1010									
1010	0.03	700	R			From: 21-1004					NA	NA			1996
						To: 21-1004									
1010	0.20	380	R			From: 21-1009					NA	NA			1997
						To: 21-1009									
1010	0.12	390	R			From: 21-1024					NA	NA			1996
						To: 21-1024									
1010	0.08	200	R			From: NWCL BERRYVILLE					NA	NA			1995
						To: NWCL BERRYVILLE									
<b>Clarke County</b>															
1010	0.02	80	R			From: NWCL BERRYVILLE					NA	NA			1997
						To: Dead End									
<b>Town of Berryville</b>															
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: Dead End					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									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Berryville</b>															
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									
<b>Clarke County</b>															
1019	0.47	800	R			From: Dead End					NA		NA		04/24/2000
						To: SR 7 BUS									
<b>Town of Berryville</b>															
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  
 Traffic Engineering Division  
 2001  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Clarke Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Berryville</b>															
(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)/									
<b>Clarke County</b>															
(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									
<b>Town of Berryville</b>															
(9104)	0.06	320	R			From: SR 7					NA		NA		1995
						To: BERRYVILLE HIGH SCH									
<b>Clarke County</b>															
(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									
<b>Town of Boyce</b>															
(9582)	0.09	360	R			From: 21-723					NA		NA		1995
						To: BOYCE SCHOOL									