

**2016**  
**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.

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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 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  
Bypass - 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  
 2016  
 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	Town of Berryville (Maint: 21)	0.86	6100	N	98%	1%	1%	0%	0%	0%	N	0.095	0.615	6400	N	
Bus 7 East Main St	Town of Berryville (Maint: 21)	1.12	4700	G	95%	0%	1%	1%	3%	0%	C	0.094	0.685	4900	G	
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51	9900	N	91%	1%	1%	1%	6%	0%	N	0.096	0.58	10000	N	
340 N Buckmarsh St	Town of Berryville (Maint: 21)	0.45	9700	G	91%	1%	1%	1%	6%	0%	F	0.090	0.538	10000	G	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Berryville</b>																
613 21	Springsbury Rd	0.03	550	N	98%	1%	1%	0%	0%	N	0.100		0.603	580	N	2016
						From: SCL Berryville										
						To: 21-700 Jack Enders Blvd										
614 21	Josephine St	0.48	760	R							NA			NA		07/23/2015
						From: Dead End										
						To: 21-616, S Church St										
615 21	1st St	0.68	970	G	97%	1%	1%	0%	0%	C	0.103		0.703	1000	G	2016
						From: Bus US 7 Main St										
						To: NCL Berryville										
616 21	S Church St	0.48	2100	G	99%	0%	0%	0%	0%	C	0.101		0.602	2200	G	2016
						From: SCL Berryville										
						To: 21-1011 Crow St										
616 21	S Church St	0.06	3000	G	99%	0%	0%	0%	0%	F	0.106		0.521	3200	G	2016
						From: Bus SR 7										
616 21	N Church St	0.13	1600	G	99%	0%	0%	0%	0%	F	0.106		0.640	1600	G	2016
						From: 21-1005 Liberty St										
616 21	N Church St	0.25	1500	G	99%	0%	0%	0%	0%	F	0.113		0.978	1600	G	2016
						From: US 340 N, N Buckmarsh St										
						To: Dead End										
671 21	Battletown Dr	0.37	230	R							NA			NA		04/25/2012
						From: 21-1020 Bel Voi Dr										
671 21	Battletown Dr	0.08	460	R							NA			NA		04/25/2012
						From: Bus SR 7										
						To: 21-700 Jack Enders Blvd										
673 21	Blue Ridge St	0.11	60	R							NA			NA		04/25/2012
						From: Dead End										
						To: Dead End										
681 21	Osborne St	0.07	48	R							NA			NA		04/25/2012
						From: 21-616, N Church St										
700 21	Jack Enders Blvd	0.41	950	N	98%	1%	1%	0%	0%	N	0.119		0.777	1000	N	2016
						From: SCL Berryville										
						To: 21-673 Blue Ridge St										
700 21	Jack Enders Blvd	0.17	3000	G	98%	1%	1%	0%	0%	F	0.105		0.576	3200	G	2016
						From: Bus SR 7										
						To: 21-616, N Church St										
1001 21	Academy St	0.08	2200	R							NA			NA		04/09/2009
						From: US 340 S, N Buckmarsh St										
						To: US 340 N, N Buckmarsh St										
1001 21	Academy St	0.12	300	R							NA			NA		05/03/2012
						From: 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	170	R							NA			NA		05/03/2012
						From: 21-1003										
1002 21	Treadwell St	0.08	60	R							NA			NA		05/02/2012
						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	180	R							NA			NA		05/03/2012
						From: 21-1009 Crown St										
1002 21	Treadwell St	0.03	170	R							NA			NA		05/03/2012
						From: Dead End										



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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							
<b>Town of Berryville</b>																
(1003/21)	0.21	500	R			21-1031					NA			NA		04/14/2009
(1003/21)	0.09	210	R			Bus SR 7					NA			NA		04/14/2009
(1003/21)	0.07	150	R			21-1001 Academy St					NA			NA		04/14/2009
(1003/21)						21-1002 Treadwell St										
(1004/21)	Rice St	0.09	260	R		Bus SR 7					NA			NA		05/03/2012
(1004/21)	Rice St	0.08	210	R		21-1001 Academy St					NA			NA		04/14/2009
(1004/21)	Rice St	0.11	120	R		21-1002 Treadwell St					NA			NA		05/03/2012
(1004/21)						21-1010 Walnut St										
(1005/21)	Liberty St	0.19	690	G	99%	0%	1%	0%	0%	C	0.106		0.603	730	G	2016
(1005/21)	Liberty St	0.01	2000	R							0.098		0.547	NA		05/03/2012
(1005/21)	Liberty St	0.17	1900	G	99%	0%	1%	0%	0%	F	0.098		0.547	2000	G	2016
(1005/21)						21-616, N Church St										
(1006/21)	Taylor St	0.14	230	R		Dead End					NA			NA		04/09/2009
(1006/21)	Taylor St	0.09	180	R		US 340, S Buckmarsh St					NA			NA		04/09/2009
(1006/21)						21-616, S Church St										
(1007/21)	Chalmers Court	0.16	1400	R		Dead End					NA			NA		04/09/2009
(1007/21)						Bus SR 7										
(1008/21)	Swan Ave	0.11	120	R		Dead End					NA			NA		04/09/2009
(1008/21)	Swan Ave	0.15	210	R		21-1013 Rosemont Circle					NA			NA		04/09/2009
(1008/21)	Swan Ave	0.09	150	R		US 340, S Buckmarsh St					NA			NA		04/09/2009
(1008/21)						21-616, S Church St										
(1009/21)	Crown St	0.08	49	R		21-1002 Treadwell St					NA			NA		05/03/2012
(1009/21)						21-1010 Walnut St										
(1010/21)	Walnut St	0.03	700	R		US 340, N Buckmarsh St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.20	280	R		21-1004 Rice St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.12	310	R		21-1009 Crown St					NA			NA		04/14/2009
(1010/21)	Walnut St	0.08	70	R		21-1024 Dorsey St					NA			NA		04/14/2009
(1010/21)						NWCL Berryville										
(1011/21)	Crow St	0.08	1300	R		21-616, S Church St					NA			NA		04/09/2009
(1011/21)						US 340, S Buckmarsh St										
(1012/21)	Byrd Ave	0.16	200	R		Dead End					NA			NA		04/09/2009
(1012/21)						21-616, S Church St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Berryville</b>																
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	450	R								NA			NA		05/02/2012
1015 21 West Fairfax St	0.06	290	R								NA			NA		05/03/2012
1015 21 West Fairfax St	0.08	320	R								NA			NA		04/09/2009
1016 21 Rockcroft Dr	0.09	30	R								NA			NA		05/04/2012
1017 21 Ridge Rd	0.05	130	R								NA			NA		05/04/2012
1017 21 Ridge Rd	0.04	50	R								NA			NA		04/14/2009
1018 21 Circle Dr	0.05	70	R								NA			NA		05/03/2012
1020 21 Bel Voi Dr	0.15	190	R								NA			NA		05/03/2012
1021 21 Cameron St	0.10	300	R								NA			NA		04/09/2009
1021 21 Cameron St	0.06	340	R								NA			NA		04/13/2015
1022 21 Ritter Pl	0.04	260	R								NA			NA		04/13/2015
1023 21 Moore Dr	0.06	200	R								NA			NA		04/09/2009
1023 21 Moore Dr	0.04	170	R								NA			NA		04/13/2015
1024 21 Dorsey St	0.20	400	R								NA			NA		04/14/2009
1025 21 Academy Court	0.05	60	R								NA			NA		05/03/2012
1026 21 East Fairfax St	0.22	390	R								NA			NA		04/13/2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Berryville</b>																
1027 21 Henderson Court	0.21	190	R								NA			NA		04/09/2009
1028 21 Dunlap Dr	0.30	180	R								NA			NA		04/09/2009
1029 21 Hermitage Blvd	0.09	430	R								NA			NA		04/25/2012
1029 21 Hermitage Blvd	0.97	1400	R								0.114		0.588	NA		05/02/2012
1030 21 Craigs Run Circle	0.12	100	R								NA			NA		05/02/2012
1031 21 Tyson Dr	0.36	610	R								NA			NA		05/02/2012
1031 21	0.07	420	R								NA			NA		05/02/2012
1032 21	0.05	60	R								NA			NA		05/01/2012
1033 21	0.09	150	R								NA			NA		05/02/2012
1034 21	0.12	100	R								NA			NA		05/02/2012
1035 21 Mosby Blvd	0.22	480	R								0.109		0.636	NA		04/25/2012
1035 21 Mosby Blvd	0.47	1800	G	98%	1%	0%	0%	0%	0%	C	0.157		0.563	1900	G	2016
1036 21 Pickett Court	0.05	70	R								NA			NA		04/24/2012
1037 21 Breckinridge Court	0.09	130	R								NA			NA		07/23/2015
1038 21 Ashby Court	0.09	130	R								NA			NA		07/23/2015
1039 21 Archer Court	0.09	130	R								NA			NA		07/23/2015
1040 21 Stuart Court	0.08	110	R								NA			NA		07/23/2015
1041 21 Jackson Dr	0.33	840	G	98%	2%	0%	0%	0%	0%	C	0.161		0.535	880	G	2016
1042 21 Ewell Court	0.11	110	R								NA			NA		04/24/2012

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Berryville</b>																
1044 21	0.14	140	R				21-1035; 21-1041				NA			NA		04/25/2012
							Cul-de-Sac									
1045 21	0.14	140	R				21-1035 Mosby Blvd				NA			NA		04/25/2012
							Cul-de-Sac									
1046 21	0.14	100	R				21-1035 Mosby Blvd				NA			NA		04/25/2012
							Cul-de-Sac									
1047 21	0.14	130	R				Cul-de-Sac				NA			NA		04/25/2012
							21-1035 Mosby Blvd									
1048 21	0.10	70	R				21-1047				NA			NA		04/25/2012
							Cul-de-Sac									
1050 21	0.14	140	R				21-1031 Tyson Dr				NA			NA		05/02/2012
							21-1029 Hermitage Blvd									
1051 21	0.13	120	R				21-1031 Tyson Dr				NA			NA		05/02/2012
							Cul-de-Sac									
1055 21	0.20	310	R				21-1026, East Fairfax St				NA			NA		05/02/2012
							Cul-de-Sac									
1056 21	0.23	230	R				21-1026, East Fairfax St				NA			NA		05/02/2012
							Cul-de-Sac									
1058 21	0.13	150	R				21-1014 Page St				NA			NA		05/02/2012
							21-1055									
1059 21	0.03	0	R				Dead End				NA			NA		05/01/2012
							21-1014 Page St									
1065 21	0.05	50	R				Cul-de-Sac				NA			NA		04/24/2012
							21-616, S Church St									
1066 21	0.04	70	R				21-616, S Church St				NA			NA		05/03/2012
							Cul-de-Sac									
9104 21	0.06	110	R				SR 7				NA			NA		04/13/2015
							Berryville High School									