2008

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

where available

Jurisdiction Report

21

Clarke County Town of Berryville Town of Boyce

Prepared By

Virginia Department of Transportation 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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	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 Maintainenance 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

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Clarke Maintenance Area

		Clarke Maintena					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	Frederick Coun	ty Line				0.7.5.0				. 4010.		. 4010.		
7 Harry Flood Byrd Hwy	Clarke County	3.80 25000	Α	95%	0%	1%	1%	3%	0%	С	0.098	Α		26000	
<u> </u>	To	Bus SR 7 West of	Berryville			<u> </u>									
7 Harry Flood Byrd Hwy	Clarke County	1.45 24000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.731	25000	
<u> </u>	To:	US 340 North of I	Berryville			<u> </u>									
7 Harry Flood Byrd Hwy	Clarke County	1.65 21000		95%	0%	1%	1%	3%	0%	F	0.093	F	0.911	23000	
<u> </u>	To:	Bus SR 7 East of 1	Berrvville			<u> </u>									
7 Harry Flood Byrd Hwy	Clarke County	4.16 21000	-	97%	1%	1%	0%	1%	0%	F	0.095	F	0.897	24000	
9	To:	21-606 Rive	r Rd			<u> </u>									
7 Harry Flood Byrd Hwy	Clarke County	2.51 23000		97%	1%	1%	0%	1%	0%	F	0.099	F	0.912	26000	
.)	To	Loudoun Count	y Line												
sus	From:	SR 7 West of Be	erryville												
7 West Main St	Clarke County	0.80 6600	G	96%	1%	1%	0%	1%	0%	С	0.091	F	0.503	6800	
<u></u>	To: From:	WCL Berryy	ille			\neg \vdash									
Bus 7 West Main St	Town of Berryville (Maint: 21)	0.86 6600	N	96%	1%	1%	0%	1%	0%	N	0.091	N	0.503	6800	
7)	To:				.,,		0,0	.,,	0,0	•	0.00		0.000	0000	
Bus	From:	US 340 Berry													
7 East Main St	Town of Berryville (Maint: 21)	1.12 4500	G	95%	1%	1%	1%	2%	0%	С	0.097	F	0.501	4600	
us	To- From	ECL Berryv	ille												
7) East Main St	Clarke County	0.27 4500	N	95%	1%	1%	1%	2%	0%	Ν	0.097	Ν	0.501	4600	
<u> </u>	To:	SR 7 East of Be	rryville												
	From:	Fauquier Count	y Line												
17 (50) John S Mosby Hwy	Clarke County	3.44 15000		96%	1%	1%	1%	2%	0%	F	0.09	F	0.692	15000	
	To: From:	21-723 East of M 21-723 East of M													
17 50 Millwood Pike	Clarke County	1.97 15000		96%	1%	1%	1%	2%	0%	С	0.089	F	0.695	15000	
17) (30)	To	SR 255													
17 50 Millwood Pike	Clarke County	2.83 14000	G	95%	1%	1%	1%	2%	0%	С	0.095	F	0.726	14000	
17) (30)	Tal	US 340 South o		00,0	.,,		.,,	_,0	0,70		0.000	•	020		
17) (50) Millwood Pike	Clarke County	1.67 13000		94%	1%	1%	1%	3%	0%	С	0.098	F	0.688	13000	
(17) (30)	To	Frederick Coun		0.70	.,,		.,,	0,0	0,0	Ū	0.000	•	0.000	.0000	
	From:	Frederick Coun	tv Line												
60 17 Millwood Pike	Clarke County	1.67 13000	-	94%	1%	1%	1%	3%	0%	С	0.098	F	0.688	13000	
	To	US 340 South of	f Boyce												
60) (17) Millwood Pike	Clarke County	2.83 14000		95%	1%	1%	1%	2%	0%	С	0.095	F	0.726	14000	
	To	SR 255 Bishop M													
Millwood Pike	Clarke County	1.97 15000		96%	1%	1%	1%	2%	0%	С	0.089	F	0.695	15000	
	To	21-723 East of M													
50 17 John S Mosby Hwy	Clarke County	3.44 15000		96%	1%	1%	1%	2%	0%	F	0.09	F	0.692	15000	
00) (17) 33 3330, 1,	T.S. T.	Fauquier Count		2370	. 70	. /0	. 70	_,,	2 / 0	•	0.00	•	5.502	.5555	

Virginia Department of Transportation Traffic Engineering Division

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Clarke Maintenance Area

		Clarke						Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
	From:	US 5	0 Millwood	Pike												
55) Bishop Meade Rd	Clarke County	0.79	1500	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.558	1500	(
	To		N 21-723				_									
Bishop Meade Highway	Clarke County	3.05	1900	G	97%	1%	2%	0%	0%	0%	С	0.104	F	0.586	1900	(
<u> </u>	To:	US 340	Lord Fairfa	x Hwy												
	From:	War	ren County I	Line												
340 (522 Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	17000	F	84%	1%	1%	2%	12%	0%	С	0.082	F		18000	- 1
~~~	To:	US 522	2 Double Tol	ll Gate			$\neg$ $\vdash$									
0340 Lord Fairfax Hwy	Clarke County	2.09	8600	G	91%	1%	1%	0%	7%	0%	С	0.092	F	0.713	8900	(
	Too	21-	658 White P	net												
A40 Lord Fairfax Hwy	Clarke County	1.83	8900	G	88%	1%	1%	3%	7%	0%	С	0.091	F	0.692	9100	(
,	Toc	TIC 5	0 C41 - C D													
Lord Fairfax Hwy	Clarke County	1.19	9400	oyce <b>G</b>	89%	1%	2%	2%	7%	0%	С	0.087	F	0.634	9700	(
2340 Lord Famax Tiwy	Clarke Gounty				0070	170	270	270	7 70	070	O	0.007	'	0.004	3700	•
Land Fairfay Llung	Town of Boyce (Maint: 21)		SCL Boyce	N	89%	1%	2%	2%	7%	0%	N	0.087	N	0.634	9700	
Lord Fairfax Hwy	Town of Boyce (Maint. 21)	0.81	9400	IN	69%	170	2%	2%	170	0%	IN	0.067	IN	0.634	9700	
~	To- From:		NCL Boyce													
Lord Fairfax Hwy	Clarke County	2.27	9400	N	89%	1%	2%	2%	7%	0%	N	0.087	Ν	0.634	9700	ı
~	To- From:	SR	255 Old Cha	•												
Lord Fairfax Hwy	Clarke County	2.99	10000	G	89%	1%	2%	2%	7%	0%	F	0.087	F	0.605	11000	(
~	To: From:	S	CL Berryvill	e			$\Box$ $\vdash$									
340 S Buckmarsh St	Town of Berryville (Maint: 21)	0.51	10000	N	89%	1%	2%	2%	7%	0%	Ν	0.087	Ν	0.605	11000	ı
~	Toc	Bu	SR 7 Main	St			$\neg$ $\vdash$									
N Buckmarsh St	Town of Berryville (Maint: 21)	0.45	11000	G	91%	1%	1%	1%	6%	0%	С	0.088	F	0.516	11000	(
	To:	N	CL Berryvill	ام												
Sado Lord Fairfax Highway	Clarke County	0.24	11000	N	91%	1%	1%	1%	6%	0%	N	0.088	Ν	0.516	11000	ı
340)	To.					.,.		.,,	-,-	-,-						
Lord Fairfax Hwy	From: Clarke County	1.29	SR 7	G	85%	1%	3%	1%	10%	0%	С	0.078	F	0.57	13000	(
2340 Lord Famax Tiwy	Clarke County				0070	1 70	370	170	10 /0	070	O	0.070	'	0.57	13000	•
~	From		Summit Po		000/	407		40/	00/	201	_	0.000	_		10000	
Lord Fairfax Highway	Clarke County	2.82	11000 Virginia State	A	90%	1%	1%	1%	8%	0%	С	0.098	Α		10000	
-	-															
Stangwall Jackson Huse	Clarka County (Maint: 02)		ren County I	Line <b>F</b>	84%	1%	1%	2%	12%	0%	C	0.082	F		18000	
Stonewall Jackson Hwy	Clarke County (Maint: 93)	1.79	17000			170	170	<b>2</b> %	1270	U%	С	0.062	Г		18000	
~	To- From:		277 Double										_			
Stonewall Jackson Hwy	Clarke County (Maint: 34)	0.32	13000	F	86%	1%	1%	1%	11%	0%	F	0.077	F		14000	I

					O.	iai ke iviai	intenand	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	1			SR '	7; 21-606				-					
F709) Parker Lane	0.12	160	R			511	7,21 000				NA			NA		10/03/200
$\bigcup$		To				De	ead End									
Trong Hill Dd	1 71	From				SR 7	; Bus SR ′	7						NΙΔ		10/24/20
F729 Trapp Hill Rd	1.74	120 To	R			US 340 Lo	ord Fairfa	x Hwv			NA T			NA		10/24/200
		From					ead End									
600) Liberty Hall Lane	0.65	8	R								NA			NA		10/03/200
<u> </u>		To				US 50 Joh	n S Mosb	y Hwy								
601) Blue Ridge Mountain Rd	6 20	1500	G	98%	1%	IS 50; Loud 1%	doun Cour 0%	nty Line 0%	0%	С	0.161	F	0.936	1500	G	2008
(601) Blue Ridge Mountain Rd	0.29	1300		90 /0					0 70		0.101	r	0.930	1300	G	2006
601) Blue Ridge Mountain Rd	1 52	1700	G	98%	1%	21-605 Mo 1%	rgan's Mil	Il Road 0%	0%	F	0.158	F	0.837	1700	G	2008
601) Blac Mage Wouldin Na	1.02	To To		0070					070				0.007	1700		2000
601) Blue Ridge Mountain Rd	0.20	1700 From	G	98%	1%	1-650 W, N 1%	0%	0%	0%	F	0.155	F	0.842	1700	G	2008
001)		To				21-	650 Mid									
601) Blue Ridge Mountain Rd	0.15	1800 From	G	98%	1%	1%	0%	0%	0%	F	0.147	F	0.832	1900	G	2008
		To	-		2	1-650 E, M	Iount Wea	ather Rd								
(601) Blue Ridge Mountain Rd	1.76	1900	G	98%	1%	1%	0%	0%	0%	F	0.146	F	0.829	1900	G	2008
<u> </u>		То				Loudou	n County I	Line								
Loudoun County		From				Loudour	n County I	Lina			-					
601) Blue Ridge Mountain Rd	1.12	2100	G	98%	1%	1%	0%	0%	0%	С	0.144	F	0.793	2200	G	2008
		To				SR 7 Har	ry F Byrd	Hwv								
601) Raven Rocks Rd	0.11	390 From	N	94%	3%	2%	0%	0%	0%	N	0.104	Ν	0.564	400	Ν	2008
$\overline{}$		То				Loudour	n County I	Line								
Clarke County		From				Loudour	n County I	Lina			-					
(601) Raven Rocks Rd	1.20	390	G	94%	3%	2%	0%	0%	0%	С	0.104	F	0.564	400	G	2008
(60.)		To				West Virg	ginia State	Line								
		From				De	ead End									
602) Wildcat Hollow Rd	0.89	80	R								NA			NA		10/30/200
<u> </u>		From				0.89 M	N Dead E	End			$\supset$					
602) Wildcat Hollow Rd	1.49	570	R			US 50 Joh	n S Moch	x, Hxx,			NA			NA		04/14/200
		From				21-612 Sh										
603) Castleman Rd	0.10	170	R			21-012 310	epherus iv	IIII Ku			NA			NA		11/01/200
000)		To			0.10	ME 21-61	2 Shenher	rds Mill R	1							
603) Castleman Rd	0.70	120 From	R		0.10		2 Bitepite				NA			NA		04/17/200
<u> </u>		To From				21-663	Auburn R	oad			<u> </u>					
(603) Castleman Rd	1.33	80	R								NA			NA		11/01/200
		To From			1.	33 ME 21-	663 Aubu	ırn Road			$\exists$ —					
603) Castleman Rd	1.24	230	R								NA			NA		04/21/200
		То				SR 7 Harry										
	1.90	100	R			21-605 Mo	rgan's Mil	ll Road			 NA			NA		10/03/200
(604)	1.50	100				01 207 3	3 7 11 -				11/7			11/7		10/03/200
604	3.17	160	R			21-607 S	Saw Mill F	<b>Koad</b>			NA			NA		04/14/200
(604)	0.17	_{To}				D 7 Ham-	Elocal D-	and Urene						. 47 (		31/1-1/200
604)	0.30	60 From	R			SR 7 Harry	r1000 By	iu Hwy			NA			NA		10/03/20
004)		То				21-679 Pi	ne Grove	Road			<u> </u>					
		From				21-649 F	rogtown I	Road								
605) Morgan's Mill Rd	0.50	130	R								NA			NA		10/03/200
$\sim$		To				2	21-604									

					Cic	ai ke iviali	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		Fron	•			2	1-604				1					
(605) Morgan's Mill Rd	2.11	30	R				1 00 .				NA			NA		10/03/200
<u> </u>		Tr	·			501 Blue R										
	2.94	580			Ţ	JS 50 Johr	ı S Mosby	Hwy						NA		10/02/200
(606)	2.94	360	R								NA			INA		10/03/2006
(coc)	1.70	70 From	R			21-649 S,	Frogtown	Rd			NA			NA		10/03/2006
606)	0	To	:		1.7	0 MN 21-	649 Frogto	own Rd								. 0, 00, 200
	0.70	190	R		1.70	) MN 21-6	49 S Frog	town Rd						NA		10/02/200
(606)	0.70	190				** ***					NA			INA		10/03/2006
606	2.78	710	R			21-649 N,	, Frogtowr	ı Kd			NA			NA		04/14/2003
(606)		ъ	-			21 607 \$	aw Mill R	oad								
(606) River Rd	1.82	980 From	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.78	1000	G	2008
000		To					; FR 709									
		Fron	-			2	1-604									
(607) Saw Mill Rd	0.70	160	R								NA			NA		10/03/2006
		To					6 River Ro	l								
	2.20	Prom 240	R			2	1-621							NIA		11/01/2006
(608)	3.20	310 To	- K		SR	7 W, Harry	v Flood By	vrd Hwv			NA T			NA		11/01/2006
		From				7 E, Harry										
(608)	1.81	390	R								NA			NA		11/01/2006
<u> </u>		Fron			2	21-612 She	pherds M	ill Rd								
608)	0.85	400	R								NA			NA		04/14/2003
		From	:		2	21-609 Car	nnon Ball	Road								
608	0.70	360	R								NA			NA		04/14/2003
		Fron				21-663 A	Auburn Ro	ad								
608	0.73	350	R			W4 W:	:-:- C+-+-	Y 1			NA			NA		04/14/2003
		Fron	] :			West Virg		Line								
(609) Cannon Ball Rd	0.60	20	R			2	1-608				NA			NA		11/01/2006
(609) Garinon Bair ta	0.00	To			2	21-612 She	pherds Mi	ill Rd						100		1 1/0 1/2000
		Fron	-		US	340 Lord	Fairfax H	ighway								
(610) Clifton Rd	1.30	120	R								NA			NA		04/23/2003
		To	-			21-641 Le	ewisville R	Road								
		Fron		2221		US 340 Lo						_				
611) Summit Point Rd	2.87	2000 To	G	98%	0%	1% West Virg	0%	0%	0%	С	0.121	F	0.878	2000	G	2008
		Fron	:				ad End	Line								
<b>612</b> )	1.10	610	R			De	au Enu				NA			NA		04/14/2003
012		Tic	-			1 10 M	N Dead Er	nd								
(612)	0.08	610 From	R			1.10 141	V Deua El	ıa			NA			NA		04/14/2003
		To	:			7 E, Harry										
612) Shepherds Mill Rd	2.10	From <b>2000</b>	G	97%	SR 0%	7 W, Harry 1%	y Flood By 0%	yrd Hwy 1%	0%	С	0.122	F	0.906	2100	G	2008
(612) Shepherds Mill Rd	2.10	2000		91 /0	0 /0			1 /0	0 /0	U	0.122	-	0.900	2100	G	2000
(612) Shepherds Mill Rd	2.63	1700	G	97%	0%	2 1%	1-608 0%	1%	0%	F	0.125	F	0.907	1700	G	2008
(612) Snepnerds Willi Rd	2.00	Tr	$\check{}$	31 /0		340 Lord			070		7	'	0.507	1700	J	2000
		Fron	:				1-621									
(613)	0.39	190	R								NA			NA		04/17/2003
$\overline{}$		Tr.	<del>.</del>			21-618 Loc	ckes Mill	Road								
613)	2.07	310 From	R								NA			NA		04/17/2003
$\overline{}$			-		21	-647 Possi	um Hollov	v Lane								
(613) Springsbury Rd	1.02	550 From	G	98%	1%	1%	0%	0%	0%	С	0.11	F	0.726	560	G	2008
$\bigcirc$		To	:			SCL	Berryville									

					CI	arke Ma	iintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville  (613)	0.03	From <b>550</b>	N	98%	1%	1%	Berryville 0% 21-700	0%	0%	N	0.11	N	0.726	560	N	2008
614) Josephine St	0.48	From <b>830</b>	R				ead End	St			NA			NA		04/23/2003
615) Boom Rd	0.68	1300 To	G	94%	2%	1%	Sus SR 7 2% L Berryville	1%	0%	С	0.096	F	0.611	1300	G	2008
Clarke County																
615) Boom Rd	0.12	630	G	94%	2%	1%	Berryville 2%	1%	0%	F	0.113	F	0.604	640	G	2008
615) Boom Rd	1.85	650 From	R				7 Bypass lead End				NA			NA		04/23/2003
616) S Church St	0.22	1800 To	G	99%	0%	1%	Lord Fairfa 0% Berryville	0%	0%	F	0.124	F	0.741	1900	G	2008
Town of Berryville		From				a car	ъ									
616 S Church St	0.48	2000	G	99%	0%	1%	. Berryville 0% 1 Crow Str	0%	0%	С	0.103	F	0.586	2000	G	2008
616 S Church St	0.06	3700 From	G	99%	0%	1%	0% Sus SR 7	0%	0%	F	0.107	F	0.503	3800	G	2008
616) N Church St	0.13	2300 From	G	99%	0%	1%	0% Liberty St	0%	0%	F	0.088	F	0.594	2300	G	2008
616) N Church St	0.25	<b>790</b>	G	99%	0% I	1%	0% N Buckma	0%	0%	F	0.133	F	0.977	820	G	2008
Town of Bovce		From	, I			21.7	22 M-: C				-					
617) Old Chapel Ave	0.20	270	R				23 Main St Virginia A				NA			NA		04/17/2003
617) Old Chapel Ave	0.18	200 From	R				CL Boyce	ive			NA			NA		04/17/2003
Clarke County																
617)	0.83	210	R				CL Boyce				NA			NA		04/17/2003
617)	1.48	200 From	R				21-620	***			NA			NA		04/17/2003
(617)	0.70	650 From	R				shop Mead	le Hwy			NA			NA		04/17/2003
617)	0.20	520 From	R				21-619 ockes Mill	Poad			NA			NA		10/03/2006
617)	1.20	<b>80</b> From	R				21-621	rodu			NA			NA		04/17/2003
618) Lockes Mill Rd	1.20	320 To	R				21-617				NA			NA		10/03/2006
619	0.20	From <b>45</b>	R			21-651	Clay Hill R				NA			NA		10/03/2006
619	0.75	160	R				d End; Gap 21-617	)			NA			NA		04/17/2003
			-								•					

Route	Length	AADT	QA	4Tire				Truck		- QC	K	QK	Dir	AAWDT	QW	Year
Clarke County	Ü					2Ax	le 3+A	xle 1Trai	2Trail		Factor		Factor			
	2.10	220	R				21-655				NA			NA		10/19/2006
(620)	2.10	<b>220</b>					21.652							INA		10/19/2000
620	1.00	390 From	R				21-652				NA			NA		04/21/2003
		To From				US 340	Lord Fai	rfax Hwy			_					
620	0.20	360	R								NA			NA		04/23/2003
	4.00	From	⊏				21-617				$\supset$			NIA		40/40/000
620	1.20	<b>250</b>	R			SR 255	Bishop M	eade Hwy			NA			NA		10/19/2006
		From	:			21-72	23 Millwo	ood Rd								
621)	2.20	170	R								NA			NA		10/03/2006
		To From				21-65	1 Clay Hi	ll Road								
621	2.00	50	R								NA			NA		10/03/2006
	1 20	From					21-617							NΙΔ		40/02/2006
621)	1.30	50	R								NA			NA		10/03/2006
	0.21	180	R				21-613				NA			NA		10/03/2006
621)	0.21	100 To				0.2	01 ME 21	612						IVA		10/03/2000
621)	0.29	180 From	R			0.2	21 ME 21-	-015			NA			NA		10/03/2006
		To				0.5	50 ME 21-	-613								
621)	0.50	170 From	R								NA			NA		10/03/2006
		To From					21-608									
621)	2.09	110	R								NA			NA		10/03/2006
		From				2.0	9 ME 21	-608			⇉┈					
621)	2.31	240 To	R			SD 7 Ha	rry Flood	Byrd Hwy			NA			NA		10/03/2006
		From						Sugar Hill	D.A							
622)	0.05	90	R		21-0.	36 WIII	c i ost Ku,	, Sugai IIII	Ku		NA			NA		10/03/2006
		To From		(	0.05 ME	21-658 V	White Pos	t Rd; Sugar	Hill Rd		$\neg$ —					
622	1.75	30	R								NA			NA		04/14/2003
		To From				21-627	Carters L	ine Road			$\supset$					
(622)	0.60	100	R								NA			NA		04/14/2003
	2.22	From				21-6	26 Nelsor	n Road			⇉┈					40/00/000
622	0.90	60	R								NA			NA		10/03/2006
(22)	0.60	190 From	R			21-62	4 Red Ga	te Road			NA			NA		04/14/2003
(622)	0.00	100 To				2	1-625 EA	CT						1471		04/14/2000
(622)	3.33	150 From	R				1-023 EA	51			NA			NA		10/03/2006
		To				US 50 J	John S Mo	osby Hwy								
$\bigcirc$		From			US	S 340 E,	Lord Fair	fax Highwa	1							
623) Gaylord Rd	0.05	30	R								NA 			NA		11/01/2006
623) Gaylord Rd	0.15	10	R			D	ead End;	Gap			NA			NA		11/01/2006
(623) Gaylord Rd	0.15	To			US	340 W,	Lord Fair	fax Highwa	V					INA		1 1/0 1/2000
		From					ren Count				i					
(624) Red Gate Rd	2.30	270	R								NA			NA		10/03/2006
		To From					21-622				$\supset$					
624) Red Gate Rd	1.26	420	R								NA			NA		10/03/2006
<u> </u>		From				21-6	26 Nelsor	n Road			<u> </u>					0.4/4.//00==
624) Red Gate Rd	0.50	620	R			TIC E	0 Millwoo	nd Diba			NA			NA		04/14/2003
		-				033	O MIIII MOO	JU I IVC								

					CI	arke Mainter	nance Area								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From:				D 15									
625)	0.10	20	R			Dead E	ena			NA			NA		10/03/2006
(625)		To				21-622 W	/EST								
$\bigcirc$		From				21-622 E	AST			<u> </u>					
625)	1.85	170	R							NA			NA		04/14/2003
		From				US 50 Millw	ood Pike			<u> </u>					
625	0.53	40 To:	R			21-723 Mills	wood Pd			NA			NA		10/03/2006
		From:	l							-					
(626) Nelson Rd	0.70	100	R			21-62	.2			NA			NA		10/03/2006
020)		To:				21 (20 D	7 D 4								
(626) Nelson Rd	0.90	190 From:	R			21-628 Berry F	чету Коаа			NA			NA		10/03/2006
(626) 110/00/1110	0.00	To:				21-624 Red C	Gate Road			T)					10/00/2000
		From:				21-62									
(627) Carters Line Rd	1.90	140	R							NA			NA		04/14/2003
		To				21-658 White	e Post Rd								
		From:				US 340 Lord F	airfax Hwy								
(628) Berry Ferry Rd	0.24	700	R							NA			NA		04/14/2003
<u> </u>		To:				21-658 White	e Post Rd								
(628) Berry Ferry Rd	2.60	280	R							NA NA			NA		04/14/2003
		To:				21-626 Nels									
C Linday Dd	0.40	From:			S	SR 255 Bishop	Meade Hwy						NIA		04/44/0000
629 Linden Rd	0.10	30 To:	R			Dead E	and .			NA			NA		04/14/2003
		From:								<u> </u>					
(630) Iron Rail Rd	0.20	40	R			Dead F	ena			NA			NA		10/19/2006
(630)	0.20	To:				US 50 Millw	ood Pike								. 0, . 0, 2000
		From				21-723 Old Wii	nchester Rd								
(631) Page Brook Lane	0.50	140	R							NA			NA		04/17/2003
		To				Dead F	End								
		From:				21-657 Sens									
(632) Triple J Rd	2.35	2400	G	97%	0%	1% 1	% 1%	0%	С	0.115	F	0.671	2500	G	2008
<u> </u>		To- From:			5	SR 7 Harry Floo	d Byrd Hwy								
(632) Crums Church Rd	2.66	2200	G	95%	1%	1% 1	% 1%	0%	С	0.108	F	0.723	2300	G	2008
		To- From:				21-639 Alle				ightharpoons					
632) Crums Church Rd	1.56	1700	G	95%	1%		% 1%	0%	F	0.100	F	0.618	1800	G	2008
		To:			2	1-761 Old Char									
Applied Dd	2.20	From:	Ļ_			21-65	52						NΙΔ		10/10/2006
633) Annfield Rd	2.30	110 To:	R			US 340 Lord F	airfay Huay			NA			NA		10/19/2006
		From:				21-65									
634) Salem Church Rd	0.58	1900	R			21-03	13			NA			NA		10/19/2006
634) Galorii Gilaroii ita	0.00	To:				21-657 Sens	seny Rd			٦ï`			10.		10/10/2000
		From:				Dead E	End			i					
(635)	1.15	410	R							NA			NA		11/01/2006
		To				SR 7 Harry Floo	d Byrd Hwy								
(635)	1.50	210 From:	R			1100	, <u>,</u>			NA			NA		04/23/2003
$\overline{}$		To				21-66	60								
		From				21-657 Sens	seny Rd								
(636) Westwood Rd	1.50	560	G	98%	0%		% 0%	0%	С	0.1	F	0.535	590	G	2008
		To:				Bus SF									
		From:				Dead E	End		_						/ /
(637)	0.15	30 To:	R		2.	701 F 011 @	1 77 77:			NA			NA		11/01/2006
		10:	<u> </u>		21-	-761 E, Old Cha	iries Town Rd								

						ianc ivic	aintenanc	e Alea								
Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	:		21	761 W O	ld Charles	Town Dd			-					
(637)	0.30	30	R		21	-701 W, O	id Charles	TOWII Ku			NA			NA		11/01/200
		To				Ε	Dead End									
O Havvellavilla Dd	2.44	From	Ĺ	070/	40/		n County L		00/		0.404	_	0.700	2000	•	2000
(638) Howellsville Rd	3.41	2600 To	G	97%	1%	1% US 50 Jol	0% hn S Mosb	1% y Hwy	0%	С	0.104	F	0.786	2600	G	2008
		From				21-632 C	rums Chur	ch Rd								
639 Allen Rd	2.64	170	R								NA			NA		11/01/200
639) Allen Rd	0.80	170	R			21-611 S	ummit Poi	nt Rd			 NA			NA		11/01/200
(639) Allen Rd	0.00	To	·`			21-641 I	Lewisville l	Road			— <u> </u>			1471		11/01/200
(639) Allen Rd	0.70	360 From	R			21-0411	Lewisvine 1	Road			NA			NA		11/01/200
		To				West Vii	rginia State	Line								
640) Withers Larue Rd	2.20	310	R			21-632 C	rums Chur	rch Rd			 NA			NA		04/21/200
(640) Withers Larue Rd	2.20	To	:			West Vii	rginia State	Line						INA		04/21/200
		From			I	JS 340 Loi	rd Fairfax I	Highway								
641) Lewisville Rd	1.10	370	R								NA			NA		04/21/200
(641) Lewisville Rd	0.20	290	R			21-610	Clifton Ro	oad			NA			NA		04/21/200
(641) Lewisville Rd	0.20	<b>290</b> To				21-63	9 Allen Ro	ad						INA		04/21/200
_		From	:			Frederic	ck County l	Line								
642 Chrismore Rd	1.10	340 _{To}	R				21.644				NA			NA		04/14/200
		From	] :I				21-644 y Flood By	rd Hwy			1					
(643) Retreat Rd	1.30	1400	R			SK / Hairy	y Plood By	iu riwy			NA			NA		10/03/200
		То				Ε	Dead End									
	1.15	60 From	R			Warre	n County L	ine						NA		10/03/200
(644)	1.15	To	r -			21-658 \$	S, Sugar Hi	ll Rd			NA T			NA		10/03/200
$\bigcirc$	0.00	From					I, White Po							NIA		40/00/000
(644)	2.00	<b>90</b>	R		Ţ	JS 340 W.	Lord Fairf	fax Hwv			NA T			NA		10/03/200
$\bigcirc$	0.00	From	Ļ				Lord Fairfa				<u> </u>					10/00/000
(644)	0.60	400	R								NA			NA		10/03/200
(644)	0.80	430 From	R			21-646 N	ations Spri	ng Rd			NA			NA		04/14/200
044)		To	-			21-642 (	Chrismore 1	Road								
644)	1.30	<b>590</b> From	R								NA			NA		10/03/200
		To From				US 50	Millwood I	Pike								
644)	1.10	260 _{To}	R				21-655				NA			NA		10/03/200
		From	<u> </u> :				y Flood By	rd Hwy								
(645) Wrights Mill Rd	0.20	330	R		-	SIC / Hally	y 1 100 <b>d D</b> y.	iu iiw y			NA			NA		11/01/200
		To From			0.20	MN SR 7	Harry Floo	d Byrd Hw	vy		_					
645) Wrights Mill Rd	0.90	330	R								NA			NA		11/01/200
Majorkan MAJU D. J	0.70	From				21-66	64 Neil Roa	ad						NIA		04/40/000
(645) Wrights Mill Rd	0.70	130 To	R				21-660				NA T			NA		04/13/200
		From	· 				ck County l	Line			i					
(646) Nations Spring Rd	1.10	90	R								NA			NA		10/03/200
		To					21-644									
(647) Possum Hollow Lane	0.51	130	R				Dead End				 NA			NA		04/17/200
047 . GOOGHT FIGHOW Laile	0.01	To				21-613	Springsbur	y Rd						1 1/7		5.,11/200

							aintenanc									
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	:[			Г	Pead End				1					
(648) Lanham Lane	0.08	40	R				cua Ena				NA			NA		04/17/200
		To			Š	SR 255 Bi	shop Mead	le Hwy								
^		From				21-6	06 SOUTH	ł								
(649) Frogtown Rd	2.00	460	R								NA			NA		04/14/200
<u> </u>		To From			,	21-605 M	organ's Mil	1 Road								
(649) Frogtown Rd	1.07	470	R					_			NA			NA		04/14/200
		10	1				06 NORTH									
Mount Weather Pd	0.20	From <b>40</b>	R		21-6	601 S, Blu	e Ridge Mo	ountain Ro			NΙΛ			NA		10/02/200
650 Mount Weather Rd	0.28	40									NA —			INA		10/03/200
Mount Weather Pd	0.22	From				21	-601 MID							NΙΛ		04/44/200
650 Mount Weather Rd	0.32	10 _{To}	R		21-6	01 N Blu	e Ridge Mo	ountain R	1		NA			NA		04/14/200
		From			21-0			ountain ix								
651) Clay Hill Rd	0.50	130	R				21-621				NA			NA		04/21/200
651) 6.4)	0.00	To	. —				21 (10				—"·					0 1/2 1/200
651) Clay Hill Rd	1.00	310 From	R				21-619				NA			NA		10/03/200
(651) Clay Hill Rd	1.00	To				SR 255 Bi	shop Mead	le Hwy			-i''			101		10/00/200
		From	:				21-620	*								
652)	1.00	190	R								NA			NA		04/21/200
		To				21-633	Annfield R	head								
652)	1.40	160 From	R			21-033	7 tillificia iv	toau			NA			NA		10/19/200
002)		To	:			21-65	7 Senseny I	Rd								
		From	:			21-632 C	rums Churc	ch Rd			Ī					
653) Kimble Rd	2.00	250	R								NA			NA		11/01/200
		To				21-654 S	Stringtown l	Road								
653) Kimble Rd	1.40	470 From	R								NA			NA		04/21/200
		To	:		Ş	SR 7 Harry	y Flood Byı	rd Hwy								
		From				21-653	Kimble Ro	oad								
654) Stringtown Rd	1.70	190	R								NA			NA		11/01/200
<u> </u>		То				21-611 S	ummit Poi	nt Rd								
	0.00	From	<u> </u>				21-644							NIA		40/40/000
(655)	0.60	290 To	R		2	1 723 \$ (	Old Winche	etar Pd			NA			NA		10/19/200
		From	:				Old Winche									
655	1.20	630	R								NA			NA		10/19/200
$\bigcirc$		To From	-				21-620									
655	1.26	750	R								NA			NA		10/19/200
<u> </u>		To From				21-634 Sa	lem Church	h Road								
655	0.84	1500	R								NA			NA		10/19/200
		To	-			Frederic	ck County I	Line								
		From					21-659									
(656) Longmarsh Rd	0.80	380	R								NA			NA		04/21/200
<u> </u>		To From				21-674	4 Cather Ro	oad								
(656) Longmarsh Rd	1.30	340	R								NA			NA		11/01/200
<u> </u>		То				21-632 C	rums Churc	ch Rd								
		From					ck County I					_				
657) Senseny Rd	1.02	2300	G	99%	0%	1%	0%	0%	0%	С	0.123	F	0.698	2400	G	2008
<u> </u>		From					lem Church				<u> </u>					
657) Senseny Rd	1.40	3300	G	99%	0%	1%	0%	0%	0%	F	0.121	F	0.676	3400	G	2008
<u> </u>		To From					2 Triple J F									
(657) Senseny Rd	2.70	1000	G	99%	0%	1%	0%	0%	0%	F	0.127	F	0.725	1000	G	2008
<u> </u>		To From					Westwood				$\Box$					
(657) Senseny Rd	1.20	1300	G	99%	0%	1%	0%	0%	0%	F	0.151	F	0.574	1300	G	2008
$\overline{}$		To	1			US 340 L	ord Fairfax	Hwy								

					C	larke Main	itenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle :			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		Fron	:			Warren C	County I	ina			1					
658) Sugar Hill Rd	0.49	330	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.616	340	G	2008
		Tr Fron				21-644	SOUTH	ł								
658) Sugar Hill Rd	0.10	370	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.605	380	G	2008
<u> </u>		To Fron					-622									
(658) White Post Rd	2.40	490	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.582	500	G	2008
658) White Post Rd	0.40	720	G	98%	1%	21-627 Cart 1%	ers Line 0%	Road 0%	0%	С	0.100	F	0.605	740	G	2008
(658) White Post Rd	0.40	720		90%	170				0%		0.100	Г	0.605	740	G	2006
658) White Post Rd	0.25	710 From	G	98%	1%	21-628 Ber 1%	7y Ferry 1	Road 0%	0%	F	0.106	F	0.528	730	G	2008
030) *******		To	:		.,,	US 340 Lor				-		-				
$\overline{}$		Fron	:			21	-660									
659	1.40	140	R								NA			NA		11/01/200
$\bigcirc$	4.00	From				21-656 Lor	ngmarsh l	Road			$\exists$			NIA		44/04/00/
(659)	1.00	310	R		2	21-761 Old C	harles To	own Rd			NA			NA		11/01/20
		Fron	:			SR 7 Harry F										
(660)	1.10	520	R			-					NA			NA		11/01/20
-		To Fron				21-674 C	Cather Ro	oad								
660	1.20	180	R								NA			NA		11/01/20
		From				21	-635				⊒					
660	0.22	200	R								NA —			NA		11/01/200
200	0.26	150	 R			21	-659				NA			NA		04/21/20
(660)	0.20	1 <b>30</b>				21 645 Wei	ahta Mill	Dood						INA		04/21/200
(660)	0.43	50 From	R			21-645 Wrig	gnts Min	Koau			NA			NA		11/01/200
		To	:			Dea	nd End									
<u> </u>		Fron			2	21-761 Old C	harles To	own Rd								
661) Wadesville Rd	1.80	310	R			21-672 Sv	vimley R	oad			NA			NA		04/21/20
		Fron	:				nd End	oud								
662) Tannery Lane	0.07	70	R			Dea	id Liid				NA			NA		10/03/200
		To	:			SR 255 Bish	nop Mea	de Rd								
Automo Bul	4.00	Fron				21-603 Cas	stleman I	Road						NIA		44/04/00
663) Auburn Rd	1.00	<b>40</b>	R			21	-608				NA T			NA		11/01/20
		Fron	:			Frederick		Line								
664) Neil Rd	0.30	60	R								NA			NA		11/01/20
<u> </u>		Te				21-645 Wrig										
665) Trenary Lane	0.03	90	 R			US 50 Mi	illwood F	Pike			 NA			NA		04/17/200
(665) Trenary Lane	0.03	<b>30</b>			0	O2 MANITIE 5	O M:11	1 Dil						INA		04/17/200
(665) Trenary Lane	0.17	10 From	R		0.	03 MN US 5	O MIIIWO	bod Pike			NA			NA		11/01/200
,		Te				Dea	nd End									
Town of Boyce		Fron	.11													
666) Virginia Ave	0.22	90	 R			21-617 Old	d Chapel	Ave			NA			NA		10/19/200
(666) Virginia Ave	V.22	To	:			NCL	Boyce							. 17.1		10, 10,20
Clarke County																
O	U 34	From <b>50</b>	R		Ţ	JS 340 W, L	ord Fairfa	ax Hwy			NIA			NIA		10/10/20
667) Old Waterloo Rd	0.31	50				<u> </u>	10.7.5=				NA			NA		10/19/200
667) Old Waterloo Rd	0.50	48 From	R			US 34	40 MID				NA			NA		10/19/200
OUT SIG TAGING TO	J.00	То			1	US 340 E, Lo	ord Fairfa	ax Hwy								10,10,200

					C	larke Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County														
668) Old Waterloo Rd	0.31	From <b>48</b>	·L			US 340 WEST; 21-667			NA			NA		10/19/200
(668) Old Waterloo Rd	0.51	<b>40</b>	· 🗀		Ţ	US 340 E, Lord Fairfax Hwy	,					INA		10/19/2000
		From	n:			US 340 Lord Fairfax Hwy			i					
(669) Highland Corners Rd	0.06	130	R			•			NA			NA		10/19/200
		To From	1:		2	1-670 Double Tollgate Road	i							
(669) Highland Corners Rd	0.18	140	R						NA			NA		04/14/2003
		To	:			US 522 Front Royal Pike								
670) Double Tollgate Rd	0.26	From 120	R		2.	1-669 Highland Corners Roa	d		NA			NA		10/03/200
(670) Double Tollgate Rd	0.20	To				US 340 Lord Fairfax Hwy						14/ (		10/00/200
Town of Berryville														
	0.07	From				Dead End						NIA		0.4/0.0/0.00
671) Battletown Dr	0.37	300	R						NA			NA		04/06/2000
Pottletown Dr	0.00	440	┺_			21-1020						NA		04/06/200
(671) Battletown Dr	0.08	440 To	R			Bus SR 7			NA T			INA		04/06/2000
Clarke County			•											
		From	n:		2	21-761 Old Charles Town Ro								
(672) Swimley Rd	2.98	530	R						NA			NA		11/01/200
<u> </u>		From				21-661 Wadesville Road								
672) Swimley Rd	0.05	750 To	R			Frederick County Line			NA			NA		04/21/2003
T CD			ı			Frederick County Line			<u> </u>					
Town of Berryville		From	h:			21-700 Jack Enders Blvd								
673) Blue Rdige St	0.11	80	R						NA			NA		10/24/2006
		To	): 			Dead End								
Clarke County		From	1:			21-660								
674) Cather Rd	0.80	230	R			21 000			NA			NA		04/21/2003
		To	00			21-656 Longmarsh Road								
O		From	n:		2	21-632 E, Crums Church Rd								
675) Garden Rd	0.28	30	R						NA 			NA		11/01/2006
O 0 1 D1	0.04	From				21-632 MID			_					0.4/0.4/0.004
675) Garden Rd	0.31	<b>50</b>	R		-	21-632 N, Crums Church Rd			NA			NA		04/21/2003
		From	1:			21-677 Clarke Lane								
676) Donn Lane	0.09	180	R			21-0// Clarke Lane			NA			NA		04/23/2003
		То	_			21-615 Boom Road								
		From	1:			21-676 Donn Lane								
677) Clarke Lane	0.20	150 To	R			B 15 1			NA			NA		04/23/2003
		From				Dead End								
678) Rocky Bank Lane	0.13	40	R			Dead End			NA			NA		10/03/2006
(678) Rocky Bank Lane	0.10	То	:			SR 255 Bishop Meade Rd								10/00/2000
		From	1:		SF	R 7 W, Harry Flood Byrd Hv	/у							
(679) Pine Grove Rd	0.80	430	R						NA			NA		04/14/2003
<u> </u>		To From	1			21-604								
679 Pine Grove Rd	0.75	310	R						NA			NA		10/03/2006
$\overline{}$		To			Sl	R 7 E, Harry Flood Byrd Hw	У							
Smallwood I and	0.24	From				Dead End			NIA			NI A		10/02/2004
(680) Smallwood Lane	0.34	60	R			0.04.5 5====			NA			NA		10/03/2006
		To From	1			0.34 MW Dead End								
(680) Smallwood Lane	0.16	190	R						NA			NA		10/19/2006

				CI	arke Ma	intenanc	e Area								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From				D	and End				1					
0.07	120 To	R					St			NA			NA		10/24/2006
		1					151			1					
0.57	1100	L			D	ead End				NA			NA		10/03/2006
	То				21-638 H	Iowellsvill	le Rd								
0.40	From				D	ead End							NIA		
0.43	NA To				SCL	Berryville	e			NA			NA		
	P				G GY	<i>p</i> :::									
0.41	NA				SCL	Berryville	2			NA			NA		
	To. From				21-673	Blue Rdig	e St								
0.17	3700	G	98%	1%	1%	0%	0%	0%	F	0.113	F	0.56	3800	G	2008
	10				В	us SR 7									
	From														
2.16	1200 To	G	98%					0%	F	0.116	F	0.617	1200	G	2008
	From			55 N, Bis	shop Mead	le Highway	y; Bishop								
1.73	880 To	G	98%	1%			0%	0%	F	0.124	F	0.502	900	G	2008
					50	E Bojec									
0.20	From		000/	10/			00/	00/		0111	_	0.567	1500		2000
0.29	1400 To		90%	170			0%	0%	C	0.144	Г	0.567	1500	G	2008
0.47	1400		000/	10/				09/	_	0.110	_	0.632	1500	G	2008
0.47	1 <b>400</b>		90 /0	1 /0			0 76	0 76	Г	0.119		0.032	1300	G	2000
		1								•					
2.00	1200	G	98%	1%	1%	CL Boyce 0%	0%	0%	F	0.117	F	0.56	1300	G	2008
	To From				21-6	55 WEST	,			$\exists$ —					
0.57	1000	G	98%	1%	1%	0%	0%	0%	F	0.130	F	0.542	1000	G	2008
	From														
3.00	1300	G	96%	0%	2%	1%	1%	0%	С	0.118	F	0.636	1300	G	2008
	To From				21-632 Cı	ums Chur	ch Rd								
1.33	980 To	G	96%	0%				0%	F	0.107	F	0.54	1000	G	2008
					West VII	giiia State	LIIIC			<u> </u>					
	From	_			21-616	, N Church	ı St			Щ.,					
0.08	2200 To	R		1	US 340 S.	N Buckma	arsh St			NA T			NA		04/23/2003
0.40	From	Ļ													40/04/000
0.12	390	R								NA			NA		10/24/2006
0.06	220 From	R			2	1-1004				NA			NA		04/23/2003
-	To	-			2	1-1025				<b>—</b> —					
0.06	180	R								NA			NA		10/24/2006
		<u> </u>					1. C:			<u> </u>					
0.08	310				US 340,	Buckmars	sn St			NA			NA		10/24/2006
										14/1					
	To Cre				2	21-1004									
	0.07  0.57  0.43  0.41  0.17  2.16  1.73  0.29  0.47  2.00  1.33  0.08  0.12  0.06  0.06	0.07 120 From 0.43 NA To From 0.41 NA O.41 NA From 0.47 1400 To	0.07	0.07	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus     Caxie   3+Axie   Caxie   3+Axie   Caxie   3+Axie   Caxie   3+Axie   Caxie   3+Axie   Caxie   C	AADT	Length   AADT	Company   Comp	Company   Comp	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Ayle 3+Ayle   1Trail   2Trail   C   Factor   C   Factor	Length   AADT   QA   4Tire   Bus

Taylor St						C	larke Main	tenance Area					 		
Treadwell St		Length	AADT	QA	4Tire	Bus			2Trail	QC		QK	AAWDT	QW	Year
Treadwell St	Town of Berryville		Fron	n:			21-	1003			1				
Treadwell St	Treadwell St	0.07	200	R							NA		NA		10/24/2006
Deat End	Treadwell St	0.03		R			21-	1009			NA		NA		10/24/2006
NA	1002) 1134411311 31	0.00					Dea	d End							10/2 1/2000
Bus SR 7			Fron	1:			21-	1031							
1000   1000   1000   R	1003	0.21	850	R							NA		NA		04/23/2003
21-1001	1003	0.09	290 From	R			Bus	SR 7			NA		NA		04/23/2003
1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000	1003)		т				21-	1001			$\overline{}$				
1000   Rice St	1003)	0.07	150	R							NA		NA		04/28/2003
NA	$\bigcirc$			:			21-	1002							
1000   Rice St   0.08   220   R	O 21 . 21						Bus	SR 7			<u> </u>				
Rice St	(1004) Rice St	0.09	260	R							NA —		NA		10/24/2006
1004   Rice St	Diag 01	0.00					21-	1001					NIA		0.4/0.0/0.000
Rice St	(1004) RICE St	0.08	220								NA		NA		04/28/2003
1006   Liberty St   0.19   1000   R   21-615   Boom Rd   NA   NA   0.4/23	Diag Ct	0.11	Fron				21-	1002					NIA		10/24/2006
1005   Liberty St   0.19   1000   R	(1004) RICE ST	0.11					21-	1010			NA		NA		10/24/2006
1006   Liberty St   0.19   1000   R															
1005   Liberty St   0.01   2000   R	1005) Liberty St	0.19					21-015	Boom Ku			NA		NA		04/23/2003
Coop   Liberty St   Coop   C	(1000)		Tr				21 1014	SOUTH							
1005   Liberty St   0.17   2100   R	1005 Liberty St	0.01					21-1014	3001n			NA		NA		04/23/2003
1006   Liberty St	,		To				21 1014	NOPTH							
1006   Taylor St	1005 Liberty St	0.17	2100 From				21-1014	NORTH			NA		NA		04/23/2003
1006   Taylor St   0.14   330   R							21-616, N	Church St							
US 340, S Buckmarsh St   US 340, S Buckmarsh			Fron	n:			Dea	d End							
US 340, S Buckmarch St	1006) Taylor St	0.14	330	R							NA		NA		04/23/2003
Taylor St   0.09   320   R	<u> </u>														
1007   Chalmers Court   0.16   930   R	Taylor St	0.09					US 340, S E	suckmarch St			NΑ		NΔ		04/23/2003
Dead End	1006) 1 dylor Ot	0.00					21-616, S	Church St			— <u>`</u> ``		14/1		0-1/20/2000
1000   Chalmers Court   0.16   930   R			Fron	1:											
Bus SR 7   Dead End   NA NA 04/28/1008   Swan Avenue   0.11   260   R	(1007) Chalmers Court	0.16	930	R							NA		NA		04/23/2003
1008   Swan Avenue   0.11   260   R			To	):			Bus	SR 7							
1008   Swan Avenue   0.15   470   R			Fron	1:			Dea	d End							
1008   Swan Avenue   0.15   470   R	(1008) Swan Avenue	0.11	260	R							NA		NA		04/28/2003
1008   Swan Avenue   0.15   470   R			To Fron	1			21-	1013			$\Box$				
1008   Swan Avenue   0.09   190   R	(1008) Swan Avenue	0.15		R							NA		NA		04/23/2003
1008   Swan Avenue   0.09   190   R			To From	2			US 340, S E	Buckmarsh St							
1009 Crown St   0.08   40   R   NA   NA   10/24/1009   NA   NA   NA   10/24/1010   NA   NA   NA   NA   NA   NA   NA   N	(1008) Swan Avenue	0.09	190	R							NA		NA		04/28/2003
Crown St 0.08 40 R NA NA 10/24/    1009   Crown St	$\bigcirc$		To	00			21-616, S	Church St							
To: 21-1010    1010   Walnut St   0.03   600   R	<u> </u>						21-	1002							
1010   Walnut St   0.03   600   R     US 340, N Buckmarsh St   NA   NA   04/28/1010   Walnut St   0.20   410   R   NA   NA   04/23/1010   NA   NA   04/23/1010   NA   NA   04/23/1010   NA   NA   NA   04/23/1010   NA   NA   NA   04/23/1010   NA   NA   NA   NA   NA   NA   04/23/1010   NA   NA   NA   NA   NA   NA   NA   N	(1009) Crown St	0.08						1010			NA		NA		10/24/2006
Walnut St 0.03 <b>600</b> R NA NA 04/28/  1010) Walnut St 0.20 <b>410</b> R NA NA 04/23/															
To Trom 21-1004  1010) Walnut St 0.20 410 R NA NA 04/23/	Wolnut St	0.03					US 340, N I	Buckmarsh St			NIA		NΙΔ		04/29/2002
1010) Walnut St 0.20 410 R NA NA 04/23/	1010) Wallut St	0.03	000								INA		INA		04/20/2003
7 21-1009	Malaut Ct	0.00					21-	1004					NIA		04/02/0002
	(1010) vvainut St	0.20	410	<u> </u>							NA —		NA		04/23/2003
(1010) Wainut St 0.12 <b>350 K</b> NA NA 04/23/	/ Walant Or	0.10					21-	1009			<u> </u>		N 1 A		04/00/000
	(1010) vvalnut St	0.12	350	R							NA		NA		04/23/2003
21-1024		<u> </u>					21-	1024			<u> </u>				0.4/0.2/= = :
	(1010) Walnut St	0.08					NINT OF T	D:11			NA		NA		04/23/2003
To: NWCL Berryville	<u>~</u>		To	"]			NWCL !	Berryville							

					CI	larke Ma	aintenance	Area								
Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County		From	,ī			N11177	CI D :11									
(1010) Walnut St	0.02	100 To	R				CL Berryville Dead End				NA			NA		04/23/2003
Town of Berryville		From														
(1011) Crow St	0.08	1400 To	R				6, S Church S				NA			NA		04/23/2003
		From					Dead End	i St								
(1012) Byrd Avenue	0.16	180	R			21-61	6, S Church S	St			NA			NA		04/28/2003
		From					, S Buckmars									
(1013) Rosemont Circle	0.21	180 To	R				21 1000				NA			NA		04/23/2003
		From					21-1008 Dead End									
(1014) Page St	0.10	490	R			1	Dead Elid				NA			NA		04/23/2003
$\bigcup$		To From					005 SOUTH 005 NORTH									
(1014) Page St	0.06	1400	R			21-1	.003 NOK111				NA			NA		04/23/2003
<u> </u>		To From					21-1021				$\supset$ —					
1014) Page St	0.05	1000	R								NA			NA		04/23/2003
(1014) Page St	0.05	660 From	R				21-1023				NA			NA		04/23/2003
(1014) Page St	0.03	То	•			I	Dead End							INA		04/23/2000
		From	:				21-1016									
(1015) West Fairfax St	0.06	180	R								NA			NA		10/24/2006
(1015) West Fairfax St	0.08	300 From	R				21-1017				NA			NA		04/23/2003
(1015) West Fairfax St	0.00	To				US 340,	N Buckmars	h St						INA		04/23/2000
		From					21-1017									
(1016) Rockcroft Dr	0.09	60 To	R				21-1015				NA			NA		10/24/2006
		From	ı				21-1015									
(1017) Ridge Rd	0.05	150	R				21 1010				NA			NA		10/24/2006
<u> </u>		To From					21-1016				$\supset$					
1017 Ridge Rd	0.04	60 To	R				21-1018				NA			NA		04/23/2003
		From					Cul-de-Sac				1					
(1018) Circle Dr	0.05	70	R								NA			NA		10/24/2006
		To					21-1017				Ţ					
Clarke County		From				I	Dead End									
(1019) Al Smith Circle	0.47	660	R								NA			NA		11/01/2006
		То	C.			]	Bus SR 7									
Town of Berryville		From	:			I	Dead End									
(1020) Bel Voi Dr	0.15	180	R				21.671				NA			NA		10/24/2006
											+					
(1021) Cameron St	0.10	530	R			1	Deau Eliū				NA			NA		04/23/2003
(1021) Cameron St	0.06	280	R				21-1014				NA			NA		04/23/2003
1021)	3.00	To					21-1022									
		From					21-1021									
(1022)	0.04	230 To					21 1022				NA			NA		04/23/2003
(1021) Cameron St (1021) Cameron St		530 530 70 From 280 To From From 280	R R			I	21-671 Dead End 21-1014 21-1022				NA NA					04/2

				01											
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.06		L			Cu	ıl-de-Sac				 NA			NΑ		04/23/2003
0.00	To	·`			2	1 1014							1471		0-1/20/2000
0.04	130 From:	R				1-1014				NA			NA		04/23/2003
	To				2	1-1022									
	From				В	us SR 7									
0.20		_			2	1 1010				NA —			NA		04/23/200
		:Ī								<u> </u>					
0.05		R				1-1001				NA			NA		10/24/200
	To	:			Cu	ıl-de-Sac									
	From:				D	ead End									
0.06					2	1 1014				NA			NA		04/23/200
		!								<del></del>					
0.21		R			Cu	ıl-de-Sac				 NA			NA		04/23/200
0.21	To:				2	1-1006				<u> </u>			10.		0 1/20/200
	From:	:			D	ead End									
0.30	100	R								NA			NA		04/23/200
0.07		<u> </u>	000/					00/		0 114	_	0.500	000	_	2009
0.97	900 To:		90%	0%			0%	076		0.114	Г	0.566	900	G	2008
	From	:													
0.12	NA									NA			NA		
	To	:			2	1-1028									
	From:	:			D	ead End									
0.36	NA									NA 			NA		
0.07	From:				21-1029 I	Hermitage 1	Blvd						NIA		
0.07	NA To:	:			2	1-1003				NA T			NA		
	From:	:								1					
0.05	NA					ir de Bue				NA			NA		
	To	:			2	1-1029									
	From:				2	1-1031									
0.09					C.	1 1- 0				NA			NA		
		:I								<u> </u>					
0.12					2	1-1031				NA			NA		
	To	:			Cu	ıl-de-Sac									
	From				Cu										
0.62	1200	G	99%	0%	0%	1%	0%	0%	С	0.109	F	0.636	1200	G	2008
	From				21-1036	Pickett Co	ourt								
0.07		R			*** * * * *					NA			NA		10/24/200
		1					sh St			1					
0.05					Cu	ıı-de-Sac				 NA			NA		04/06/200
0.50	To:	:			2	1-1035									3 ., 33, 200
		:				ıl-de-Sac									
	From:														
0.09	120	R								NA			NA		04/28/200
0.09	120	R			2	1-1035				NA			NA		04/28/200
0.09	120	R			2					NA I NA			NA NA		04/28/2003
	0.06 0.04 0.20 0.05 0.06 0.21 0.30 0.97 0.12 0.36 0.07 0.05 0.09 0.12	0.06 150  0.04 130  0.04 130  From  0.20 430  To  0.05 48  To  0.06 240  To  0.30 100  To  0.97 980  To  0.12 NA  To  0.07 NA  To  0.09 NA  To  0.09 NA  To  0.12 NA  To  0.09 NA  To  0.07 4400  To  To  To  To  To  To  To  To  To	0.06	0.06	Company   Comp	Column	Length   AADT   QA	Cul-de-Sac	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Cul-de-Sac   Cul-d	Length   AADT   QA   4Tire   Bus     Cul-de-Sac   Cul-de-Sac   NA	Length   AADT   QA   4Tire   Bus	Length AADT   QA   4Tire   Bus	Cull de-Sac	Length   AADT   QA   4Tire   Bus   2Axide 3+Avide   1Trail   2Trail   2Tr

					CI	arke Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville		From:	i			Cul-de-Sac				-					
(1039) Archer Court	0.09	120	R			Cui-uc-sac				NA			NA		04/28/2003
		To				21-1035									
(1040) Stuart Court	0.08	100	R			Cul-de-Sac				NA			NA		04/28/2003
(1040) Stuart Court	0.00	To:				21-1035							14/4		04/20/2000
$\overline{}$		From:				Bus SR 7									
(1041) Jackson Dr	0.33	1200 _{To:}	G	100%	0%	0% 0% 21-1035	0%	0%	С	0.111	F	0.558	1200	G	2008
		From	l			Cul-de-Sac									
(1042) Ewell Court	0.11	NA								NA			NA		
		To:				21-1041									
Clarke County		From	1			Dead End									
(1043) Edgar Court	0.06	NA								NA			NA		
		To:				21-1035 Mosby E	Blvd								
Town of Berryville		From	<u> </u>			21-1035; 21-10-	41								
(1044)	0.14	NA								NA			NA		
		To				Cul-de-Sac									
4045	0.14	NA From:				21-1035 Mosby E	Blvd			NA			NA		
1045	0.11	To				Cul-de-Sac									
		From:				21-1035 Mosby E	Blvd								
(1046)	0.14	NA To:				Cul-de-Sac				NA			NA		
		From:	l			Cul-de-Sac									
(1047)	0.14	NA				our de sue				NA			NA		
<u> </u>		To:				21-1035 Mosby E	Blvd								
	0.10	NA From:				21-1047				NA			NA		
1048	0.10	To:				Cul-de-Sac							14/4		
		From				21-1031									
(1050)	0.14	NA				21 1020 Hit	D11			NA			NA		
		From:	l			21-1029 Hermitage 21-1031	BIVU								
(1051)	0.13	NA				21-1031				NA			NA		
$\bigcirc$		To:				Cul-de-Sac									
Clarke County		From:				Dead End									
(1070) Vista Lane	0.33	130	R							NA			NA		04/14/2003
<u> </u>		To:				US 340 Lord Fairfa									
	0.08	400	R			21-636 Westwood	1 Rd			NA			NA		1995
(9103)	0.00	To				D G Cooley Elem S	School			<u> </u>					1000
Town of Berryville															
9104)	0.06	320	R			SR 7				NA			NA		1995
<u></u>		To				Berryville High So	chool						•		
Clarke County		From	1			I 1: 0:	-1								
9105) Josephine School	0.12	430	R			Josephine Scho	ol			NA			NA		1986
(3,03)	J <u>-</u>	To:				21-614 Josephine S	Street								. 300
		From:				21-636 Westwood	l Rd								
9106	0.17	450	R			Clarka Ctv II: -1-	Sah			NA			NA		1995
		10.	<u> </u>			Clarke Cty High	SCII								

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK Dir Factor	AAWDT QW	Year
Town of Bovce		From:				21-723					
(9582)	0.09	370	R			21-725		NA		NA	1995
		To-				Boyce School					