



**BERRYVILLE PLANNING COMMISSION**

**MEETING AGENDA**

**Berryville-Clarke County Government Center**

**101 Chalmers Court, Second Floor**

**Berryville, VA**

**Main Meeting Room**

**Called Meeting**

**Wednesday, December 18, 2019**

**6:00 p.m.**

**Item**

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**1. Call to Order**

**2. Approval of Agenda**

**3. Approval of Minutes**

November 19, 2019 Minutes

**4. Citizens' Forum**

**5. Discussion of Final Plat Fellowship Square**

Final Plat Fellowship Square

Fellowship Square Foundation, Owner (Patrick J. Williams, D.R. Horton, Inc., Agent) is requesting final subdivision plat approval for the creation of 50 single-family residential lots on the property identified as Tax Map Parcel numbers 14A2-((A))-17 and 14A2-((A))-17A consisting of 8.1287 acres and 11.4963 acres, respectively, zoned DR-4 Detached Residential. MASD 02-19

**6. New Business**

**7. Planning and Zoning Update Discussion**

**8. Adjourn**

**PLANNING COMMISSION**  
**Berryville-Clarke County Government Center**  
**MINUTES OF REGULAR MEETING**  
**November 19, 2019**

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A meeting of the Berryville Planning Commission was held on Tuesday, November 19, 2019 at 7:30 p.m. at the Berryville-Clarke County Government Center in Berryville.

**ATTENDANCE:** Members of the Planning Commission present: Doug Shaffer, Chair; Dale Barton; Gwen Malone; Krish Mathur; Sheryl Reid; William Steinmetz; Deb Zimmerman

Absent: Kim Kemp, Michelle Marino

Staff present: Christy Dunkle, Assistant Town Manager/Planner

Others present: Dave Boeing, Dewberry; Griffin Burns, D.R. Horton; Christy Zeitz, Fellowship Square Foundation; Brian Prater, Walsh Collucci.

Press present: None

**CALL TO ORDER**

Chair Shaffer called the meeting to order at 7:30pm.

**APPROVAL OF AGENDA**

Ms. Malone made the motion to approve the agenda as presented, seconded by Ms. Reid, the agenda was approved by voice vote.

**APPROVAL OF MINUTES**

Ms. Zimmerman moved to approve the minutes of the October 22, 2019 Planning Commission meeting as presented, seconded by Ms. Malone. The motion passed by voice vote.

**PUBLIC HEARING**

Fellowship Square Foundation, Owner (Patrick J. Williams, D.R. Horton, Inc., Agent) is requesting final subdivision plat approval for the creation of 50 single-family residential lots on the property identified as Tax Map Parcel numbers 14A2-((A))-17 and 14A2-((A))-17A consisting of 8.1287 acres and 11.4963 acres, respectively, zoned DR-4 Detached Residential. MASD 02-19

Chair Shaffer called the public hearing to order informing speakers that they would be given three minutes to speak on the matter. He asked staff to give an overview of the request. Ms. Dunkle said the 50-lot subdivision is proposed for the Fellowship Square property. She said the cluster layout will

permit a minimum lot size of 7,500 square feet under DR-4 Detached Residential zoning. She added that review of the second submission of construction plans was underway.

Chair Shaffer recognized Brian Prater with Walsh Collucci who said he was representing D.R. Horton on this matter. He said the subdivision was a use by right in the Town of Berryville and requested approval at the meeting.

Chair Shaffer recognized Sharon Painter, Town resident. Ms. Painter said she had concerns about the subdivision and the lack of a start date. She asked about the entrance to the property and mobilization of construction equipment. She said there is no real speed limit on Fairfax Street and was concerned about traffic and speeding.

Chair Shaffer recognized Barbara Caylor who owns investment properties on East Fairfax Street. She said she had a number of questions about the subdivision design and the timing of the construction in order to inform her tenants of the development schedule.

Chair Shaffer recognized Kevin Healey, County resident. Mr. Healey said he was party to an easement from Liberty Street through the Soldiers Rest property and asked how the disposition of the easement was portrayed on the final plat and construction documents.

Chair Shaffer recognized Patrick Whitson who is a Town resident. He said he is a resident of West Fairfax Street and asked what the Town's plan was to handle increased traffic on Fairfax Street. He said he has kids and animals and was concerned about their safety. He said it is difficult to get out of his driveway and something needs to be done before final approval.

Chair Shaffer recognized Jeremy Tipton, Town resident. He said he is concerned about safety in the Rockcroft subdivision and young families. He wanted to know how the children were supposed to access the bus and if the installation of sidewalks and road widening would occur. He suggested a traffic signal be installed on 340 at Fairfax Street.

Chair Shaffer recognized Harry Sunderland, Town resident. Mr. Sunderland said he has safety concerns and requested that approval be delayed.

Chair Shaffer recognized Scott Koysh, Town resident. Mr. Koysh said he was at the BADA meeting when the Shenandoah Crossing subdivision was approved. He said tractor trailers go into their neighborhood and cannot turn around. He said he is concerned that there are no plans for improvements onto 340 and asked what the developer was going to do in good faith for the community.

Chair Shaffer recognized Shannon Tipton, Town resident. Ms. Tipton gave a nursing analogy of the new subdivision.

Chair Shaffer recognized Maryann Casey, Town resident. Ms. Casey said that road safety had not been thought out and was concerned about emergency services accessing the neighborhood. She added that she was concerned about storm water and questioned the quality of the proposed new homes due to the smaller lot sizes.

Chair Shaffer asked if anyone who had not signed up to speak would like to do so.

Chair Shaffer recognized Robert Martin, Town resident. Mr. Martin was concerned about traffic and safety.

Chair Shaffer recognized Phillip Butterfass, County resident. Mr. Butterfass said he is part of the easement disposition and was concerned about traffic in the Town.

Chair Shaffer recognized Kyle Fehr, Town resident. Mr. Fehr said he was concerned about any road widening which would not allow on-street parking.

Chair Shaffer recognized Robin Broy, Town resident. Ms. Broy voiced concern about adding development in the Town stating there is nothing to do and no jobs for residents. She referenced concerns about shopping in Town and having to go to Leesburg or Winchester; school capacity; storm water runoff in an easement next to her home; trash removal; crosswalks and sidewalks.

Chair Shaffer recognized Jason McCarty, Town resident. Mr. McCarty asked for clarification on the connection of east and west Fairfax Street. He discussed the need for a traffic signal and concerns about flooding.

There being no further comments, Ms. Malone made the motion to close the public hearing, seconded by Mr. Steinmetz, the motion passed by voice vote.

#### **DISCUSSION – Public Hearing**

Chair Shaffer asked for any comments from Commissioners. Mr. Mathur said he was excited for the new subdivision and voiced concerns about traffic and storm water. Mr. Boeing addressed storm water subdivision design and regulations. He described the public area proposed for active recreation.

Mr. Mathur said that this was a by-right subdivision. There was a discussion about what traffic information could be required by the Town. There was a discussion about traffic signals, buffers, off-site improvements. Mr. Steinmetz discussed the unwillingness of the developer to engage the community and build off-site improvements. Mr. Prater addressed requirements for by-right subdivisions by the Commonwealth.

Ms. Dunkle discussed requirements that are needed prior to issuing a Land Disturbance Permit. There was a request by Planning Commissioners for additional traffic information. Staff indicated that she

would ask Chief White for updated traffic counts on West Fairfax Street and look into other transportation-related efforts.

Chair Shaffer encouraged Planning Commissioners to visit the area. It was determined that staff would look into the meeting room schedule and confirm a date in December with Planning Commissioners.

#### **Citizen's Forum**

Mr. Butterfass asked that the map being shown at the meeting be made available on the web site. Ms. Dunkle said that this was an outdated map and did not want to post misinformation on the web site. She gave Mr. Butterfass a paper copy of the map.

Chair Shaffer recognized Kevin Healey, County resident. Mr. Healey said that the images shown at the meeting were not legible and asked for improved visual projection. Staff said the projector is being repaired and will be back in service in the coming weeks.

Chair Shaffer recognized Barbara Caylor. Ms. Caylor voiced concerns about the signal at Mosby Boulevard and traffic generated in this area.

#### **New Business**

There was no new business.

#### **Planning and Zoning Update**

There was no additional update.

#### **Other**

There was no other business.

#### **Adjourn**

There being no further business, Ms. Reid made a motion to adjourn the meeting, seconded by Ms. Malone, the motion passed by voice vote at 8:50pm.

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Doug Shaffer, Chair

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Christy Dunkle, Recording Secretary

**Fellowship Square Foundation, Owner (Patrick J. Williams, D.R. Horton, Inc., Agent) is requesting final subdivision plat approval for the creation of 50 single-family residential lots on the property identified as Tax Map Parcel numbers 14A2-((A))-17 and 14A2-((A))-17A consisting of 8.1287 acres and 11.4963 acres, respectively, zoned DR-4 Detached Residential. MASD 02-19**

At the November meeting, Planning Commissioners requested additional information about transportation-related conditions with the development of the subdivision referenced above. Because the development of the property is a use by right (DR-4 zoning with cluster design as regulated under Section 604 of the Town of Berryville Zoning Ordinance), a Traffic Impact Analysis (TIA) cannot be required by the locality. Below is additional transportation information and possible future options for transportation-related activities:

1. Chief White collected traffic data on West Fairfax Street for seven days in October and November of 2019 (10/30/19 through 11/6/19) with the following results:
  - Average Daily Trips in 24-hour periods range from 245 to 1313 vehicles.
  - 85 percentile speed is a figure used to determine general speed conditions and identifies the speed at or below which 85 percent of all vehicles observed to travel under free-flowing conditions past a monitored point. The 85 percentile speed on Fairfax Street is 20 mph.
  - Peak travel hours are generally mid-day.
  - Staff identified 36 houses in this area. This number does not include northbound vehicles from North Church Street.
  - The Town's Vehicle Speed and Volume Study and VDOT's 2018 Daily Traffic Volume Estimates Special Locality Report for Berryville follow this report.
2. Staff has identified proposed improvements at the intersection of US 340 (North Buckmarsh Street) and West Fairfax Street at the last several meetings to include northbound and southbound turn lanes on Fairfax; hydrant and utility pole relocation; and parking restrictions along the north side of Fairfax Street. The costs for such improvements would likely be through VDOT Revenue Sharing and Town funds. Please note that VDOT maintains the primary roads (US 340 and Business 7) in Berryville and will be party to any modifications to this intersection.
3. Town staff will discuss turn lanes and signalization on 340 with VDOT representatives and warrants that would enable these facilities.
4. § 46.2-878.2 of the Code of Virginia enables localities to establish an additional fine of \$200 for speeding on certain roads in residential districts. Several streets

in Town have this designation (Liberty, Mosby, Hermitage) which was implemented prior to 2012 when VDOT maintained the Town's roads. Please note that criteria must be met for this to occur.

The submission of the 50-lot Fellowship Square subdivision conforms to regulations as set forth in the Berryville Zoning Ordinance and the Berryville Subdivision Ordinance. All agency reviews shall be satisfied prior to final approval. Bonds shall be reviewed and approved by Town Council and an executed Construction and Bonding Agreement must be received prior to land disturbance.

The Berryville Area Development Authority is designated as the Administrative Body of the Town Council for the subdivision of land in Annexation Area B. The Berryville Planning Commission is designated as the Administrative Body of the Town Council for the subdivision of all other land subject to regulations in the Subdivision Ordinance.

The responsibility of the BADA and the Planning Commission as administrative bodies is to conduct ministerial acts which are those that carry out mandates of statutes and existing ordinances which include established procedures without exercising any individual discretion or judgment.

#### **Recommendation**

Approve as submitted. A sample motion follows this report.

#### **November 19, 2019 Staff Report**

*Public hearing notices were published in the Winchester Star on Tuesday, November 5 and Tuesday, November 12, 2019. Adjacent property owners were notified via first class mail on October 31, 2019. Staff spoke with several adjacent property owners and one renter who saw the public hearing sign posted on the property. The discussions included the history of the project and explanation of the current proposal.*

#### **General Information**

*The 50-lot subdivision, zoned DR-4 Detached Residential, will be developed by D.R. Horton, Inc. who is the contract purchaser. The proposed plat meets requirements established in the Town of Berryville Subdivision Ordinance and Zoning Ordinance.*

*Section 604.7 of the Berryville Zoning Ordinance regulates cluster development. Minimum lot size for this district is 7,500 square feet. Public utilities and street design are established in the Town's Construction Standards and Specifications Manual. All utility and street requirements have been met with the proposed design.*

*Fairfax Street will be completed first as the Shenandoah Crossing project to the north is required to complete this link prior to the issuance of Certificates of Occupancy. North Church Street between Bundy and Fairfax streets will not be developed as a through road. An existing easement from Fairfax south will allow one property owner to access*



*their garage and the Town to access a sanitary sewer pump station. The owner/developer will allow access to the rear of the property located on Bundy Street where there is an existing driveway.*

*Storm water management areas have been redesigned to be contained within a storm water facility on Fairfax Street. This eliminates the need for a conservation area which would have been cut only twice a year per DEQ requirements.*

*An active recreation area will be located south of Fairfax Street. A homeowners' association will maintain this area as well as the open space and storm water management facilities.*

*Several items will be required prior to the issuance of a Land Disturbance Permit by the Town including:*

- DEQ approval and permitting*
- Bonds set by Council*
- Construction and Bonding Agreement from the developer*
- Final construction plan review and approval by the Town's consulting engineer*

*The following items are included in this packet:*

- Public Hearing Notice published in the Winchester Star on Tuesday, November 5 and Tuesday, November 12, 2019;*
- Vicinity map;*
- Section 604, DR-4 Detached Residential, of the Town of Berryville Zoning Ordinance;*
- A portion of the Construction Plans and Profiles that includes the grading plan and the landscape plan;*
- Final Plat; and*
- Sample Motion.*

### **October 22, 2019 Staff Report**

#### **Background**

*In 2005, an application for this subdivision was submitted for review. At that time, 63 houses were proposed for this property. Developers of this property, and the Shenandoah Crossing property immediately to the north, ceased activity due to the economic downturn. At that time, two property owners and two developers were applicants on the respective projects. The Fellowship Square property is under contract by D.R. Horton, Inc. The final plat for the Shenandoah Crossing project, owned by D.R. Horton, Inc., was approved by the Berryville Area Development Authority at their September meeting.*

#### **General Information**

*The 50-lot subdivision is a medium density single-family development. Cluster design is being implemented by the developer which requires minimum areas of open space that*

*will be maintained by a homeowners' association. The cluster design allows for smaller lots (minimum of 7,500 square feet in the DR-4 zoning district), promotes flexibility in layout design, and allows for green space in the neighborhood.*

### **Transportation**

*The subdivision streets will be brought into VDOT's Urban Highway System and Maintenance Inventory and be maintained by the Town after final completion. The rights of way and pavement widths are based on VDOT standards for secondary streets.*

*Sidewalks are required by regulation in the Town of Berryville Subdivision Ordinance. Current standards require a five-foot width and handicapped accessible ramps at each corner.*

### **Zoning**

*The property under consideration is zoned DR-4 Detached Residential-4 which is regulated under Section 604 of the Berryville Zoning Ordinance. Adjacent parcels are zoned as follows:*

- DR-2 Detached Residential to the north (Shenandoah Crossing);*
- R-2 Residential to the south*
- DR-4 and Institutional to the west (Rockcroft subdivision and Green Hill Cemetery, respectively) and*
- AR Attached Residential to the east.*

*A common thread between the Shenandoah Crossing and Fellowship Square properties is the development of Fairfax Street. A requirement at the time of the original application (and continuing with the current application) for Shenandoah Crossing was that Fairfax Street be designed, bonded, and built prior to the issuance of the first Certificate of Occupancy on the Shenandoah Crossing parcel resulting in additional access from the parcel rather than one point (through the Darbybrook Subdivision on Petal Drive).*

### **Storm Water Management**

*In 2017, the Town of Berryville repealed the local Storm Water Management Ordinance. The Virginia Department of Environmental Quality (DEQ) now oversees Berryville's storm water regulations and permitting. Changes to their regulations specifically concerning storm water quality now require conservation areas. These areas include best management practices for detention (e.g., rain gardens) and larger conservation areas identified as open space. Please note these areas will be maintained by a Homeowners Association.*

### **Process**

*The Berryville Subdivision Ordinance regulates final subdivision plat approvals within the Town of Berryville. Article V item C. of the Subdivision Ordinance states that a public hearing shall be held by the Administrative Body with action taken within 60 days of the date of the application.*

*Staff, engineering, and other agencies are currently reviewing the second submission of the construction plans and anticipate satisfaction of those reviews within the next few weeks.*

*The deed of dedication and HOA documents will be reviewed by Town staff and, if applicable, the Town's legal counsel.*

*Once the final plat has been approved, staff will address final details and assure that all agency comments have been satisfied.*

*Bond amounts for public improvements (e.g., streets, water and sewer) and erosion and sediment controls will be reviewed by the Town's consulting engineer and approved by Town Council. These bonds must be in place prior to land disturbance.*

*Pre-construction meetings are held prior to land disturbance and include Town public works and planning staff; state agencies (e.g., Department of Environmental Quality) and utilities (cable, phone, electric, and gas).*

**BERRYVILLE PLANNING COMMISSION**

**MOTION FOR APPROVAL  
FELLOWSHIP SQUARE FINAL PLAT**

Date: December 18, 2019

Motion By:

Second By:

I move that the Planning Commission of the Town of Berryville approve the final plat for the Fellowship Square subdivision (MASD 02-19), creating 50 lots and zoned DR-4 Detached Residential, allowing staff to finalize the application with any outstanding items including DEQ approvals and bonding requirements.

VOTE:

Aye:

Nay:

Absent:

Abstain:

ATTEST:

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Doug Shaffer, Chair

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

Page 1

Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | East<br>Total |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---------------|
| 10/30/2019       | 0   | 2    | 8     | 14    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 28            |
| 17:00            | 0   | 0    | 7     | 20    | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 35            |
| 18:00            | 0   | 1    | 15    | 12    | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 34            |
| 19:00            | 0   | 0    | 1     | 10    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15            |
| 20:00            | 0   | 0    | 7     | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15            |
| 21:00            | 0   | 0    | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3             |
| 22:00            | 0   | 0    | 2     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6             |
| 23:00            | 0   | 0    | 3     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7             |
| Day Total        | 0   | 3    | 44    | 68    | 25    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 143           |

|            |   |    |     |     |    |   |   |   |   |   |   |   |   |   |     |
|------------|---|----|-----|-----|----|---|---|---|---|---|---|---|---|---|-----|
| 10/31/2019 | 0 | 0  | 1   | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| 01:00      | 0 | 0  | 1   | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| 02:00      | 0 | 0  | 4   | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| 03:00      | 0 | 0  | 0   | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| 04:00      | 0 | 0  | 3   | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13  |
| 05:00      | 0 | 0  | 0   | 2   | 4  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |
| 06:00      | 0 | 0  | 5   | 10  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15  |
| 07:00      | 0 | 5  | 7   | 14  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28  |
| 08:00      | 0 | 0  | 9   | 18  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31  |
| 09:00      | 0 | 2  | 16  | 22  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43  |
| 10:00      | 0 | 0  | 19  | 14  | 4  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38  |
| 11:00      | 0 | 1  | 13  | 21  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41  |
| 12:00      | 0 | 1  | 17  | 24  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51  |
| 13:00      | 0 | 0  | 9   | 7   | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21  |
| 14:00      | 0 | 0  | 21  | 15  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40  |
| 15:00      | 0 | 2  | 22  | 16  | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53  |
| 16:00      | 0 | 0  | 19  | 22  | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48  |
| 17:00      | 0 | 1  | 14  | 14  | 5  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36  |
| 18:00      | 0 | 4  | 17  | 8   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30  |
| 19:00      | 0 | 6  | 16  | 11  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37  |
| 20:00      | 0 | 1  | 14  | 4   | 3  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23  |
| 21:00      | 0 | 0  | 2   | 4   | 2  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9   |
| 22:00      | 0 | 0  | 3   | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| 23:00      | 0 | 0  | 2   | 6   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9   |
| Day Total  | 0 | 23 | 234 | 249 | 76 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 592 |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

Page 2

Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed<br>(MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | East<br>Total |
|---------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---------------|
| 11/1/2019           | 0   | 0    | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2             |
| 01:00               | 0   | 0    | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3             |
| 02:00               | 0   | 0    | 2     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6             |
| 03:00               | 0   | 0    | 3     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 04:00               | 0   | 0    | 4     | 4     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12            |
| 05:00               | 0   | 0    | 6     | 7     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 16            |
| 06:00               | 0   | 0    | 7     | 6     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 16            |
| 07:00               | 0   | 1    | 13    | 11    | 4     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 32            |
| 08:00               | 0   | 1    | 15    | 24    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 44            |
| 09:00               | 0   | 1    | 17    | 19    | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 43            |
| 10:00               | 0   | 1    | 23    | 19    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 46            |
| 11:00               | 0   | 4    | 17    | 14    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 38            |
| 12:00               | 0   | 2    | 16    | 18    | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49            |
| 13:00               | 0   | 2    | 20    | 11    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 44            |
| 14:00               | 0   | 0    | 19    | 13    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 36            |
| 15:00               | 0   | 0    | 21    | 15    | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 43            |
| 16:00               | 0   | 0    | 17    | 22    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 43            |
| 17:00               | 0   | 2    | 21    | 13    | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 40            |
| 18:00               | 0   | 2    | 12    | 8     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26            |
| 19:00               | 0   | 0    | 7     | 13    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 23            |
| 20:00               | 0   | 0    | 7     | 9     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 20            |
| 21:00               | 0   | 0    | 3     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10            |
| 22:00               | 0   | 0    | 6     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10            |
| 23:00               | 0   | 0    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1             |
| Day Total           | 0   | 16   | 258   | 245   | 78    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 608           |
| 11/2/2019           | 0   | 0    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2             |
| 01:00               | 0   | 0    | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4             |
| 02:00               | 0   | 0    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1             |
| 03:00               | 0   | 0    | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3             |
| 04:00               | 0   | 0    | 4     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 9             |
| 05:00               | 0   | 1    | 1     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6             |
| 06:00               | 0   | 0    | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 07:00               | 0   | 2    | 5     | 7     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 16            |
| 08:00               | 0   | 0    | 7     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11            |
| 09:00               | 0   | 0    | 10    | 10    | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 25            |
| 10:00               | 0   | 1    | 12    | 10    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26            |
| 11:00               | 0   | 1    | 8     | 15    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 27            |
| 12:00               | 0   | 0    | 12    | 7     | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26            |
| 13:00               | 0   | 0    | 8     | 9     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 14:00               | 0   | 3    | 9     | 8     | 4     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 26            |
| 15:00               | 0   | 0    | 10    | 13    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 25            |
| 16:00               | 0   | 0    | 5     | 7     | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 21            |
| 17:00               | 0   | 0    | 2     | 11    | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 17            |
| 18:00               | 0   | 0    | 8     | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 16            |
| 19:00               | 0   | 0    | 4     | 13    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 21            |
| 20:00               | 0   | 0    | 5     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11            |
| 21:00               | 0   | 0    | 1     | 11    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15            |
| 22:00               | 0   | 0    | 3     | 1     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 8             |
| 23:00               | 0   | 0    | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4             |
| Day Total           | 0   | 8    | 119   | 157   | 56    | 7     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 349           |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.  
November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | East<br>Total |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---------------|
| 11/3/2019        | 0   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0             |
| 01:00            | 0   | 0    | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3             |
| 02:00            | 0   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0             |
| 03:00            | 0   | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2             |
| 04:00            | 0   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0             |
| 05:00            | 0   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0             |
| 06:00            | 0   | 2    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 07:00            | 0   | 0    | 1     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 08:00            | 0   | 1    | 2     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 9             |
| 09:00            | 0   | 0    | 2     | 7     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11            |
| 10:00            | 0   | 0    | 5     | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 13            |
| 11:00            | 0   | 0    | 12    | 7     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 12:00            | 0   | 0    | 10    | 6     | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 13:00            | 0   | 1    | 10    | 8     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26            |
| 14:00            | 0   | 1    | 7     | 15    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 15:00            | 0   | 0    | 9     | 10    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 16:00            | 0   | 0    | 4     | 5     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 14            |
| 17:00            | 0   | 0    | 6     | 10    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 18            |
| 18:00            | 0   | 2    | 2     | 9     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 17            |
| 19:00            | 0   | 0    | 7     | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 16            |
| 20:00            | 0   | 0    | 3     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10            |
| 21:00            | 0   | 0    | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6             |
| 22:00            | 0   | 0    | 1     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7             |
| 23:00            | 0   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0             |
| Day Total        | 0   | 7    | 89    | 114   | 41    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 258           |

|           |   |    |     |     |    |   |   |   |   |   |   |   |   |   |     |
|-----------|---|----|-----|-----|----|---|---|---|---|---|---|---|---|---|-----|
| 11/4/2019 | 0 | 0  | 0   | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4   |
| 01:00     | 0 | 0  | 0   | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0   |
| 02:00     | 0 | 0  | 0   | 3   | 1  | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| 03:00     | 0 | 0  | 0   | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| 04:00     | 0 | 0  | 0   | 1   | 0  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3   |
| 05:00     | 0 | 0  | 1   | 4   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8   |
| 06:00     | 0 | 0  | 3   | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |
| 07:00     | 0 | 0  | 2   | 15  | 2  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20  |
| 08:00     | 0 | 2  | 11  | 11  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28  |
| 09:00     | 0 | 3  | 20  | 17  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44  |
| 10:00     | 0 | 1  | 26  | 13  | 9  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50  |
| 11:00     | 0 | 1  | 23  | 19  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50  |
| 12:00     | 0 | 0  | 35  | 11  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52  |
| 13:00     | 0 | 1  | 37  | 19  | 7  | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66  |
| 14:00     | 0 | 1  | 25  | 11  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43  |
| 15:00     | 0 | 1  | 18  | 23  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50  |
| 16:00     | 0 | 3  | 30  | 6   | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44  |
| 17:00     | 0 | 2  | 23  | 14  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43  |
| 18:00     | 0 | 3  | 17  | 14  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37  |
| 19:00     | 0 | 1  | 30  | 10  | 5  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47  |
| 20:00     | 0 | 0  | 4   | 8   | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17  |
| 21:00     | 0 | 0  | 11  | 7   | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22  |
| 22:00     | 0 | 0  | 2   | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| 23:00     | 0 | 1  | 2   | 4   | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8   |
| Day Total | 0 | 20 | 320 | 219 | 87 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | East Total |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|------------|
| 11/5/2019        | 0   | 0    | 5     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 8          |
| 01:00            | 0   | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2          |
| 02:00            | 0   | 0    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1          |
| 03:00            | 0   | 0    | 1     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3          |
| 04:00            | 0   | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2          |
| 05:00            | 0   | 0    | 7     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10         |
| 06:00            | 0   | 1    | 4     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10         |
| 07:00            | 0   | 1    | 9     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15         |
| 08:00            | 0   | 2    | 28    | 19    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 53         |
| 09:00            | 0   | 0    | 28    | 18    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49         |
| 10:00            | 0   | 0    | 30    | 16    | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 53         |
| 11:00            | 0   | 3    | 24    | 18    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49         |
| 12:00            | 0   | 1    | 32    | 25    | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 64         |
| 13:00            | 0   | 0    | 26    | 25    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 58         |
| 14:00            | 0   | 0    | 19    | 22    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 46         |
| 15:00            | 0   | 2    | 26    | 18    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 47         |
| 16:00            | 0   | 2    | 24    | 21    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 50         |
| 17:00            | 0   | 0    | 14    | 22    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 43         |
| 18:00            | 0   | 3    | 14    | 14    | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 39         |
| 19:00            | 0   | 1    | 10    | 8     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24         |
| 20:00            | 0   | 1    | 10    | 5     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 21         |
| 21:00            | 0   | 0    | 8     | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 18         |
| 22:00            | 0   | 0    | 3     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7          |
| 23:00            | 0   | 0    | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5          |
| Day Total        | 0   | 17   | 325   | 262   | 66    | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 677        |
| 11/6/2019        | 0   | 0    | 1     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6          |
| 01:00            | 0   | 0    | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3          |
| 02:00            | 0   | 0    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1          |
| 03:00            | 0   | 0    | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6          |
| 04:00            | 0   | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2          |
| 05:00            | 0   | 0    | 3     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10         |
| 06:00            | 0   | 0    | 9     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12         |
| 07:00            | 0   | 0    | 9     | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 20         |
| 08:00            | 0   | 2    | 19    | 13    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 36         |
| 09:00            | 0   | 2    | 13    | 6     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24         |
| East Total       | 0   | 98   | 1446  | 1358  | 444   | 49    | 5     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 3402       |

85 percentile = 20



W. Fairfax St.  
November 2019

Latitude: 0' 0.0000 South

[illegible][illegible]

## November 2019

Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| West             |     |      |       |       |       |       |       |       |       |       |       |       |       |     |       |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|
| Date/Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | Total |
| 11/1/2019        | 0   | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2     |
| 01:00            | 0   | 0    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3     |
| 02:00            | 0   | 0    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3     |
| 03:00            | 0   | 0    | 9     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 14    |
| 04:00            | 0   | 0    | 7     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12    |
| 05:00            | 0   | 0    | 5     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10    |
| 06:00            | 0   | 0    | 17    | 17    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 40    |
| 07:00            | 0   | 2    | 13    | 24    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 46    |
| 08:00            | 0   | 3    | 23    | 24    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 54    |
| 09:00            | 0   | 0    | 17    | 22    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 44    |
| 10:00            | 0   | 0    | 17    | 19    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 38    |
| 11:00            | 0   | 0    | 13    | 15    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 39    |
| 12:00            | 0   | 1    | 13    | 10    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 31    |
| 13:00            | 0   | 2    | 11    | 15    | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 36    |
| 14:00            | 0   | 1    | 13    | 19    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 35    |
| 15:00            | 0   | 1    | 20    | 21    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49    |
| 16:00            | 0   | 2    | 9     | 17    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 34    |
| 17:00            | 0   | 1    | 14    | 16    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 38    |
| 18:00            | 0   | 0    | 6     | 8     | 10    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26    |
| 19:00            | 0   | 0    | 2     | 12    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 19    |
| 20:00            | 0   | 0    | 4     | 9     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 14    |
| 21:00            | 0   | 0    | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10    |
| 22:00            | 0   | 0    | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| 23:00            | 0   | 0    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| Day Total        | 0   | 13   | 230   | 271   | 88    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 605   |

[illegible]

W. Fairfax St.  
November 2019

Station ID:

Latitude: 0' 0.0000 South

[illegible]

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.  
November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed<br>(MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | West<br>Total |
|---------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---------------|
| 11/5/2019           | 0   | 0    | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 01:00               | 0   | 0    | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6             |
| 02:00               | 0   | 0    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3             |
| 03:00               | 0   | 0    | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5             |
| 04:00               | 0   | 0    | 4     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 10            |
| 05:00               | 0   | 0    | 6     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11            |
| 06:00               | 0   | 0    | 15    | 8     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 25            |
| 07:00               | 0   | 1    | 14    | 13    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 34            |
| 08:00               | 0   | 3    | 24    | 36    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 74            |
| 09:00               | 0   | 0    | 21    | 25    | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 59            |
| 10:00               | 0   | 0    | 27    | 18    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 46            |
| 11:00               | 0   | 3    | 34    | 20    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 58            |
| 12:00               | 0   | 0    | 24    | 21    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 47            |
| 13:00               | 0   | 1    | 15    | 20    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 47            |
| 14:00               | 0   | 1    | 23    | 14    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 44            |
| 15:00               | 0   | 1    | 19    | 16    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 45            |
| 16:00               | 0   | 2    | 21    | 24    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 57            |
| 17:00               | 0   | 1    | 17    | 17    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 37            |
| 18:00               | 0   | 1    | 14    | 6     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 27            |
| 19:00               | 0   | 0    | 15    | 5     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24            |
| 20:00               | 0   | 0    | 10    | 4     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 17            |
| 21:00               | 0   | 0    | 3     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 8             |
| 22:00               | 0   | 0    | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4             |
| 23:00               | 0   | 0    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2             |
| Day Total           | 0   | 14   | 322   | 270   | 86    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 695           |

|            |   |    |      |      |     |    |   |   |   |   |   |   |   |   |      |
|------------|---|----|------|------|-----|----|---|---|---|---|---|---|---|---|------|
| 11/6/2019  | 0 | 0  | 3    | 2    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5    |
| 01:00      | 0 | 0  | 2    | 2    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4    |
| 02:00      | 0 | 0  | 1    | 3    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4    |
| 03:00      | 0 | 0  | 4    | 3    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7    |
| 04:00      | 0 | 0  | 9    | 0    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9    |
| 05:00      | 0 | 0  | 9    | 4    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13   |
| 06:00      | 0 | 0  | 9    | 4    | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13   |
| 07:00      | 0 | 0  | 22   | 9    | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39   |
| 08:00      | 0 | 0  | 11   | 20   | 7   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40   |
| 09:00      | 0 | 2  | 14   | 3    | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21   |
| West Total | 0 | 83 | 1389 | 1510 | 536 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3567 |

85 percentile = 20

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 | Combined Total |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|----------------|
| 10/30/2019       | 0   | 2    | 20    | 21    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49             |
| 17:00            | 0   | 1    | 17    | 34    | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 63             |
| 18:00            | 0   | 2    | 24    | 23    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 60             |
| 19:00            | 0   | 0    | 7     | 20    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 31             |
| 20:00            | 0   | 0    | 14    | 13    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 32             |
| 21:00            | 0   | 0    | 4     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7              |
| 22:00            | 0   | 0    | 6     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12             |
| 23:00            | 0   | 0    | 8     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 14             |
| Day Total        | 0   | 7    | 184   | 172   | 55    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 423            |

|            |   |    |     |     |     |    |   |   |   |   |   |   |   |   |      |
|------------|---|----|-----|-----|-----|----|---|---|---|---|---|---|---|---|------|
| 10/31/2019 | 0 | 0  | 4   | 3   | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9    |
| 01:00      | 0 | 0  | 3   | 3   | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6    |
| 02:00      | 0 | 0  | 6   | 1   | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8    |
| 03:00      | 0 | 0  | 5   | 4   | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9    |
| 04:00      | 0 | 0  | 12  | 16  | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29   |
| 05:00      | 0 | 1  | 9   | 14  | 4   | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29   |
| 06:00      | 0 | 2  | 16  | 22  | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48   |
| 07:00      | 0 | 10 | 25  | 31  | 10  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80   |
| 08:00      | 0 | 1  | 24  | 38  | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68   |
| 09:00      | 0 | 2  | 31  | 32  | 7   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73   |
| 10:00      | 0 | 0  | 31  | 30  | 13  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75   |
| 11:00      | 0 | 1  | 24  | 29  | 10  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65   |
| 12:00      | 0 | 2  | 30  | 37  | 8   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79   |
| 13:00      | 0 | 0  | 29  | 30  | 6   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65   |
| 14:00      | 0 | 1  | 39  | 33  | 9   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82   |
| 15:00      | 0 | 5  | 34  | 32  | 21  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93   |
| 16:00      | 0 | 0  | 33  | 32  | 12  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79   |
| 17:00      | 0 | 1  | 31  | 22  | 12  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68   |
| 18:00      | 0 | 10 | 28  | 17  | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58   |
| 19:00      | 0 | 7  | 19  | 20  | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53   |
| 20:00      | 0 | 1  | 19  | 14  | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38   |
| 21:00      | 0 | 0  | 9   | 7   | 5   | 0  | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22   |
| 22:00      | 0 | 0  | 5   | 5   | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10   |
| 23:00      | 0 | 0  | 6   | 9   | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16   |
| Day Total  | 0 | 44 | 472 | 481 | 148 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1162 |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed<br>(MPH) | Combined |      |       |       |       |       |       |       |       |       |       |       |       |     | Total |
|---------------------|----------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|
|                     | 1-5      | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |       |
| 11/1/2019           | 0        | 0    | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| 01:00               | 0        | 0    | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6     |
| 02:00               | 0        | 0    | 4     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 9     |
| 03:00               | 0        | 0    | 12    | 5     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 19    |
| 04:00               | 0        | 0    | 11    | 9     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 24    |
| 05:00               | 0        | 0    | 11    | 12    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26    |
| 06:00               | 0        | 0    | 24    | 23    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 56    |
| 07:00               | 0        | 3    | 26    | 35    | 11    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 78    |
| 08:00               | 0        | 4    | 38    | 48    | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 98    |
| 09:00               | 0        | 1    | 34    | 41    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 87    |
| 10:00               | 0        | 1    | 40    | 38    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 84    |
| 11:00               | 0        | 4    | 30    | 29    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 77    |
| 12:00               | 0        | 3    | 29    | 28    | 20    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 80    |
| 13:00               | 0        | 4    | 31    | 26    | 17    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 80    |
| 14:00               | 0        | 1    | 32    | 32    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 71    |
| 15:00               | 0        | 1    | 41    | 36    | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 92    |
| 16:00               | 0        | 2    | 26    | 39    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 77    |
| 17:00               | 0        | 3    | 35    | 29    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 78    |
| 18:00               | 0        | 2    | 18    | 16    | 13    | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 52    |
| 19:00               | 0        | 0    | 9     | 25    | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 42    |
| 20:00               | 0        | 0    | 11    | 18    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 34    |
| 21:00               | 0        | 0    | 11    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 20    |
| 22:00               | 0        | 0    | 6     | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 14    |
| 23:00               | 0        | 0    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5     |
| Day Total           | 0        | 29   | 488   | 516   | 166   | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1213  |
| 11/2/2019           | 0        | 0    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2     |
| 01:00               | 0        | 0    | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| 02:00               | 0        | 0    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2     |
| 03:00               | 0        | 0    | 1     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6     |
| 04:00               | 0        | 0    | 6     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11    |
| 05:00               | 0        | 2    | 5     | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 17    |
| 06:00               | 0        | 1    | 6     | 10    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 22    |
| 07:00               | 0        | 2    | 7     | 14    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 30    |
| 08:00               | 0        | 0    | 14    | 19    | 13    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 48    |
| 09:00               | 0        | 0    | 17    | 22    | 9     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 51    |
| 10:00               | 0        | 2    | 25    | 17    | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 54    |
| 11:00               | 0        | 4    | 13    | 28    | 9     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 58    |
| 12:00               | 0        | 0    | 20    | 20    | 13    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 55    |
| 13:00               | 0        | 0    | 21    | 31    | 15    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 67    |
| 14:00               | 0        | 5    | 16    | 26    | 5     | 2     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 56    |
| 15:00               | 0        | 0    | 14    | 27    | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49    |
| 16:00               | 0        | 0    | 11    | 25    | 17    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 53    |
| 17:00               | 0        | 1    | 10    | 24    | 14    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 50    |
| 18:00               | 0        | 0    | 16    | 17    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 35    |
| 19:00               | 0        | 1    | 7     | 19    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 38    |
| 20:00               | 0        | 0    | 6     | 10    | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 22    |
| 21:00               | 0        | 0    | 1     | 16    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 23    |
| 22:00               | 0        | 0    | 5     | 1     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12    |
| 23:00               | 0        | 0    | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| Day Total           | 0        | 18   | 223   | 353   | 154   | 19    | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 769   |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.  
November 2019

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Site Code: 00000009

Station ID:

Latitude: 0' 0.0000 South

| Date\Speed<br>(MPH) | Combined |      |       |       |       |       |       |       |       |       |       |       |       |     | Total |
|---------------------|----------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|
|                     | 1-5      | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |       |
| 11/3/2019           | 0        | 0    | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3     |
| 01:00               | 0        | 0    | 1     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 02:00               | 0        | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 0     |
| 03:00               | 0        | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2     |
| 04:00               | 0        | 0    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1     |
| 05:00               | 0        | 0    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 2     |
| 06:00               | 0        | 2    | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 07:00               | 0        | 0    | 4     | 16    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 22    |
| 08:00               | 0        | 1    | 4     | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 19    |
| 09:00               | 0        | 2    | 6     | 20    | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 42    |
| 10:00               | 0        | 0    | 12    | 9     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 28    |
| 11:00               | 0        | 2    | 17    | 15    | 10    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 46    |
| 12:00               | 0        | 0    | 13    | 18    | 16    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 48    |
| 13:00               | 0        | 1    | 17    | 14    | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 41    |
| 14:00               | 0        | 1    | 14    | 36    | 9     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 63    |
| 15:00               | 0        | 1    | 18    | 30    | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 59    |
| 16:00               | 0        | 1    | 5     | 13    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 28    |
| 17:00               | 0        | 0    | 9     | 24    | 8     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 44    |
| 18:00               | 0        | 2    | 17    | 20    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 50    |
| 19:00               | 0        | 0    | 13    | 17    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 34    |
| 20:00               | 0        | 0    | 6     | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15    |
| 21:00               | 0        | 0    | 7     | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 18    |
| 22:00               | 0        | 0    | 3     | 10    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 15    |
| 23:00               | 0        | 0    | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3     |
| Day Total           | 0        | 13   | 171   | 287   | 111   | 15    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 597   |
| 11/4/2019           | 0        | 0    | 1     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 01:00               | 0        | 0    | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| 02:00               | 0        | 0    | 0     | 4     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 6     |
| 03:00               | 0        | 0    | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 3     |
| 04:00               | 0        | 0    | 1     | 3     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 05:00               | 0        | 0    | 9     | 7     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 19    |
| 06:00               | 0        | 0    | 13    | 12    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26    |
| 07:00               | 0        | 1    | 14    | 38    | 7     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 62    |
| 08:00               | 0        | 3    | 26    | 29    | 13    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 75    |
| 09:00               | 0        | 5    | 58    | 47    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 124   |
| 10:00               | 0        | 2    | 53    | 30    | 17    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 104   |
| 11:00               | 0        | 2    | 39    | 41    | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 93    |
| 12:00               | 0        | 1    | 59    | 33    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 107   |
| 13:00               | 0        | 1    | 59    | 35    | 11    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 108   |
| 14:00               | 0        | 4    | 46    | 37    | 12    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 100   |
| 15:00               | 0        | 2    | 43    | 35    | 16    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 96    |
| 16:00               | 0        | 5    | 46    | 21    | 19    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 96    |
| 17:00               | 0        | 2    | 36    | 26    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 73    |
| 18:00               | 0        | 3    | 26    | 26    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 60    |
| 19:00               | 0        | 2    | 35    | 18    | 11    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 67    |
| 20:00               | 0        | 1    | 5     | 13    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26    |
| 21:00               | 0        | 0    | 13    | 12    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 31    |
| 22:00               | 0        | 0    | 2     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 23:00               | 0        | 1    | 6     | 4     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12    |
| Day Total           | 0        | 35   | 593   | 483   | 179   | 22    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1313  |

# Berryville Police Department

Vehicle Speed & Volume Study

W. Fairfax St.

November 2019

Page 12

Site Code: 00000009

Station ID:

Latitude: 0° 0.0000 South

| Combined         |     |      |       |       |       |       |       |       |       |       |       |       |       |     | Total |
|------------------|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|
| Date\Speed (MPH) | 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |       |
| 11/5/2019        | 0   | 0    | 7     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 13    |
| 01:00            | 0   | 0    | 4     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 8     |
| 02:00            | 0   | 0    | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 4     |
| 03:00            | 0   | 0    | 4     | 3     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 8     |
| 04:00            | 0   | 0    | 4     | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 12    |
| 05:00            | 0   | 0    | 13    | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 21    |
| 06:00            | 0   | 1    | 19    | 13    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 35    |
| 07:00            | 0   | 2    | 23    | 16    | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 49    |
| 08:00            | 0   | 5    | 52    | 55    | 14    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 127   |
| 09:00            | 0   | 0    | 49    | 43    | 15    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 108   |
| 10:00            | 0   | 0    | 57    | 34    | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 99    |
| 11:00            | 0   | 6    | 58    | 38    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 107   |
| 12:00            | 0   | 1    | 56    | 46    | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 111   |
| 13:00            | 0   | 1    | 41    | 45    | 18    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 105   |
| 14:00            | 0   | 1    | 42    | 36    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 90    |
| 15:00            | 0   | 3    | 45    | 34    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 92    |
| 16:00            | 0   | 4    | 45    | 45    | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 107   |
| 17:00            | 0   | 1    | 31    | 39    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 80    |
| 18:00            | 0   | 4    | 28    | 20    | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 66    |
| 19:00            | 0   | 1    | 25    | 13    | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 48    |
| 20:00            | 0   | 1    | 20    | 9     | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 38    |
| 21:00            | 0   | 0    | 11    | 11    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 26    |
| 22:00            | 0   | 0    | 6     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11    |
| 23:00            | 0   | 0    | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| Day Total        | 0   | 31   | 647   | 532   | 152   | 9     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 1372  |
| 11/6/2019        | 0   | 0    | 4     | 4     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11    |
| 01:00            | 0   | 0    | 3     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 7     |
| 02:00            | 0   | 0    | 1     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 5     |
| 03:00            | 0   | 0    | 6     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 13    |
| 04:00            | 0   | 0    | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 11    |
| 05:00            | 0   | 0    | 12    | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 23    |
| 06:00            | 0   | 0    | 18    | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 25    |
| 07:00            | 0   | 0    | 31    | 18    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 59    |
| 08:00            | 0   | 2    | 30    | 33    | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 76    |
| 09:00            | 0   | 4    | 27    | 9     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0   | 45    |
| Combined Total   | 0   | 181  | 2835  | 2868  | 980   | 97    | 6     | 0     | 2     | 0     | 0     | 0     | 0     | 0   | 6969  |

85 percentile = 20



**2018**  
**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

|                                                                                            |                                                  |                                                                                                                            |
|--------------------------------------------------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| North<br> | 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<br>  | Bus - Business Route                                                                                                                                                                  |  |
|          | Bypas - Bypass Route                                                                                                                                                                  |  |
|          | Truck - Truck Route                                                                                                                                                                   |  |
| ALT<br> | 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

2018

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

| Route                 | Jurisdiction                   | Length | AAVT  | QA | 4Tire | Bus | 2Axle 3+Axle | 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------|--------------------------------|--------|-------|----|-------|-----|--------------|--------|--------|----|----------|----|------------|-------|----|
| Bus<br>7 West Main St | Town of Berryville (Maint: 21) | 0.86   | 6300  | N  | 98%   | 1%  | 1%           | 0%     | 0%     | N  | 0.106    | F  | 0.548      | 6200  | N  |
|                       | WCL Berryville                 |        |       |    |       |     |              |        |        |    |          |    |            |       |    |
| Bus<br>7 East Main St | Town of Berryville (Maint: 21) | 1.12   | 5200  | F  | 96%   | 1%  | 1%           | 0%     | 2%     | C  | 0.102    | F  | 0.676      | 5200  | F  |
|                       | US 340 Berryville              |        |       |    |       |     |              |        |        |    |          |    |            |       |    |
|                       | ECL Berryville                 |        |       |    |       |     |              |        |        |    |          |    |            |       |    |
| 340 S Buckmarsh St    | Town of Berryville (Maint: 21) | 0.51   | 10000 | N  | 91%   | 1%  | 1%           | 1%     | 6%     | N  | 0.092    | F  | 0.592      | 10000 | N  |
|                       | SCL Berryville                 |        |       |    |       |     |              |        |        |    |          |    |            |       |    |
|                       | Bus SR 7 Main St               |        |       |    |       |     |              |        |        |    |          |    |            |       |    |
| 340 N Buckmarsh St    | Town of Berryville (Maint: 21) | 0.45   | 9600  | F  | 91%   | 1%  | 1%           | 1%     | 6%     | F  | 0.09     | F  | 0.55       | 9500  | F  |
|                       | NCL Berryville                 |        |       |    |       |     |              |        |        |    |          |    |            |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2018  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Berryville

| Route                     | Length           | AADT | QA   | 4Tire                    | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------------|------------------|------|------|--------------------------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|----|------------|
|                           |                  |      |      |                          |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |    |            |
| <b>Town of Berryville</b> |                  |      |      |                          |     |                 |        |        |        |    |             |       |               |       |    |            |
| 613<br>21                 | Springsbury Rd   | 0.03 | 570  | SCL Berryville           |     |                 |        |        |        |    |             |       |               | 570   | N  | 2018       |
|                           |                  |      |      | N                        | 98% | 1%              | 1%     | 0%     | 0%     | 0% | N           | 0.126 | F             | 0.564 |    |            |
| 614<br>21                 | Josephine St     | 0.48 | 760  | 21-700 Jack Enders Blvd  |     |                 |        |        |        |    |             |       |               | NA    |    | 07/23/2015 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 615<br>21                 | 1st St           | 0.68 | 980  | Dead End                 |     |                 |        |        |        |    |             |       |               | 970   | F  | 2018       |
|                           |                  |      |      | F                        | 95% | 1%              | 2%     | 1%     | 1%     | 0% | C           | 0.088 | F             | 0.720 |    |            |
| 616<br>21                 | S Church St      | 0.48 | 2400 | Bus US 7 Main St         |     |                 |        |        |        |    |             |       |               | 2400  | F  | 2018       |
|                           |                  |      |      | F                        | 99% | 0%              | 1%     | 0%     | 0%     | 0% | C           | 0.092 | F             | 0.586 |    |            |
| 616<br>21                 | S Church St      | 0.06 | 3300 | NCL Berryville           |     |                 |        |        |        |    |             |       |               | 3300  | F  | 2018       |
|                           |                  |      |      | F                        | 99% | 0%              | 1%     | 0%     | 0%     | 0% | F           | 0.097 | F             | 0.52  |    |            |
| 616<br>21                 | N Church St      | 0.13 | 1500 | 21-1011 Crow St          |     |                 |        |        |        |    |             |       |               | 1500  | F  | 2018       |
|                           |                  |      |      | F                        | 99% | 0%              | 1%     | 0%     | 0%     | 0% | F           | 0.103 | F             | 0.663 |    |            |
| 616<br>21                 | N Church St      | 0.25 | 710  | Bus SR 7                 |     |                 |        |        |        |    |             |       |               | 710   | F  | 2018       |
|                           |                  |      |      | F                        | 99% | 1%              | 0%     | 0%     | 0%     | 0% | C           | 0.106 | F             | 0.963 |    |            |
| 671<br>21                 | Battletown Dr    | 0.37 | 230  | 21-1005 Liberty St       |     |                 |        |        |        |    |             |       |               | NA    |    | 04/25/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 671<br>21                 | Battletown Dr    | 0.08 | 460  | US 340 N, N Buckmarsh St |     |                 |        |        |        |    |             |       |               | NA    |    | 04/25/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 673<br>21                 | Blue Ridge St    | 0.11 | 60   | Dead End                 |     |                 |        |        |        |    |             |       |               | NA    |    | 07/17/2018 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 681<br>21                 | Osborne St       | 0.07 | 49   | Dead End                 |     |                 |        |        |        |    |             |       |               | NA    |    | 07/17/2018 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 700<br>21                 | Jack Enders Blvd | 0.41 | 910  | 21-616, N Church St      |     |                 |        |        |        |    |             |       |               | 910   | N  | 2018       |
|                           |                  |      |      | N                        | 91% | 1%              | 4%     | 2%     | 2%     | 0% | N           | 0.154 | F             | 0.785 |    |            |
| 700<br>21                 | Jack Enders Blvd | 0.17 | 3000 | SCL Berryville           |     |                 |        |        |        |    |             |       |               | 3000  | F  | 2018       |
|                           |                  |      |      | F                        | 98% | 1%              | 1%     | 0%     | 0%     | 0% | F           | 0.118 | F             | 0.558 |    |            |
| 1001<br>21                | Academy St       | 0.08 | 2200 | 21-673 Blue Ridge St     |     |                 |        |        |        |    |             |       |               | NA    |    | 04/09/2009 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1001<br>21                | Academy St       | 0.12 | 300  | US 340 S, N Buckmarsh St |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1001<br>21                | Academy St       | 0.06 | 180  | US 340 N, N Buckmarsh St |     |                 |        |        |        |    |             |       |               | NA    |    | 04/14/2009 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1001<br>21                | Academy St       | 0.06 | 170  | 21-1004 Rice St          |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.08 | 60   | 21-1025 Academy Court    |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.13 | 250  | 21-1003                  |     |                 |        |        |        |    |             |       |               | NA    |    | 05/02/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.07 | 180  | US 340, Buckmarsh St     |     |                 |        |        |        |    |             |       |               | NA    |    | 04/14/2009 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.03 | 170  | 21-1004 Rice St          |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.03 | 170  | 21-1009 Crown St         |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |
| 1002<br>21                | Treadwell St     | 0.03 | 170  | Dead End                 |     |                 |        |        |        |    |             |       |               | NA    |    | 05/03/2012 |
|                           |                  |      |      | R                        |     |                 |        |        |        |    | NA          |       |               |       |    |            |



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| Route                     | Length | AADT | QA | 4Tire | Bus | -----Truck-----               |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle                         | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>Town of Berryville</b> |        |      |    |       |     |                               |        |        |        |    |             |    |               |       |    |            |
| (1003)<br>21              | 0.21   | 500  | R  |       |     | From 21-1031                  |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1003)<br>21              | 0.09   | 210  | R  |       |     | To Bus SR 7                   |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1003)<br>21              | 0.07   | 150  | R  |       |     | From 21-1001 Academy St       |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
|                           |        |      |    |       |     | To 21-1002 Treadwell St       |        |        |        |    |             |    |               |       |    |            |
| (1004)<br>21              | 0.09   | 260  | R  |       |     | From Bus SR 7                 |        |        |        |    | NA          |    |               | NA    |    | 05/03/2012 |
| (1004)<br>21              | 0.08   | 210  | R  |       |     | To 21-1001 Academy St         |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1004)<br>21              | 0.11   | 120  | R  |       |     | To 21-1002 Treadwell St       |        |        |        |    | NA          |    |               | NA    |    | 05/03/2012 |
|                           |        |      |    |       |     | From 21-1010 Walnut St        |        |        |        |    |             |    |               |       |    |            |
| (1005)<br>21              | 0.19   | 670  | F  | 98%   | 1%  | 1%                            | 0%     | 0%     | 0%     | C  | 0.103       | F  | 0.507         | 660   | F  | 2018       |
| (1005)<br>21              | 0.01   | 2000 | R  |       |     | From 21-615 First St, Boom Rd |        |        |        |    | 0.095       | F  | 0.529         | NA    |    | 05/03/2012 |
| (1005)<br>21              | 0.17   | 1800 | F  | 98%   | 1%  | 1%                            | 0%     | 0%     | 0%     | C  | 0.095       | F  | 0.529         | 1800  | F  | 2018       |
|                           |        |      |    |       |     | To 21-1014 S, Page St         |        |        |        |    |             |    |               |       |    |            |
|                           |        |      |    |       |     | From 21-1014 N, Page St       |        |        |        |    |             |    |               |       |    |            |
|                           |        |      |    |       |     | To 21-616, N Church St        |        |        |        |    |             |    |               |       |    |            |
| (1006)<br>21              | 0.14   | 230  | R  |       |     | From Dead End                 |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
| (1006)<br>21              | 0.09   | 180  | R  |       |     | To US 340, S Buckmarsh St     |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                           |        |      |    |       |     | From US 340, S Buckmarsh St   |        |        |        |    |             |    |               |       |    |            |
|                           |        |      |    |       |     | To 21-616, S Church St        |        |        |        |    |             |    |               |       |    |            |
| (1007)<br>21              | 0.16   | 1400 | R  |       |     | From Dead End                 |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                           |        |      |    |       |     | To Bus SR 7                   |        |        |        |    |             |    |               |       |    |            |
| (1008)<br>21              | 0.11   | 120  | R  |       |     | From Dead End                 |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
| (1008)<br>21              | 0.15   | 210  | R  |       |     | To 21-1013 Rosemont Circle    |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
| (1008)<br>21              | 0.09   | 150  | R  |       |     | To US 340, S Buckmarsh St     |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                           |        |      |    |       |     | From 21-616, S Church St      |        |        |        |    |             |    |               |       |    |            |
| (1009)<br>21              | 0.08   | 49   | R  |       |     | From 21-1002 Treadwell St     |        |        |        |    | NA          |    |               | NA    |    | 05/03/2012 |
|                           |        |      |    |       |     | To 21-1010 Walnut St          |        |        |        |    |             |    |               |       |    |            |
| (1010)<br>21              | 0.03   | 700  | R  |       |     | From US 340, N Buckmarsh St   |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1010)<br>21              | 0.20   | 280  | R  |       |     | To 21-1004 Rice St            |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1010)<br>21              | 0.12   | 310  | R  |       |     | To 21-1009 Crown St           |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
| (1010)<br>21              | 0.08   | 70   | R  |       |     | To 21-1024 Dorsey St          |        |        |        |    | NA          |    |               | NA    |    | 04/14/2009 |
|                           |        |      |    |       |     | From NWCL Berryville          |        |        |        |    |             |    |               |       |    |            |
| (1011)<br>21              | 0.08   | 1300 | R  |       |     | From 21-616, S Church St      |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                           |        |      |    |       |     | To US 340, S Buckmarsh St     |        |        |        |    |             |    |               |       |    |            |
| (1012)<br>21              | 0.16   | 200  | R  |       |     | From Dead End                 |        |        |        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                           |        |      |    |       |     | To 21-616, S Church St        |        |        |        |    |             |    |               |       |    |            |

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| Route                        | Length | AADT | QA | 4Tire | Bus | Truck                        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|------------------------------|--------|------|----|-------|-----|------------------------------|----|-------------|----|---------------|-------|----|------------|
| Town of Berryville           |        |      |    |       |     |                              |    |             |    |               |       |    |            |
| (1013)<br>21 Rosemont Circle | 0.21   | 100  | R  |       |     | From US 340, S Buckmarsh St  |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1008 Swan Ave          |    |             |    |               |       |    |            |
| (1014)<br>21 Page St         | 0.10   | 460  | R  |       |     | From Dead End                |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1005 S, Liberty St     |    |             |    |               |       |    |            |
| (1014)<br>21 Page St         | 0.06   | 1700 | R  |       |     | From 21-1005 N, Liberty St   |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1021 Cameron St        |    |             |    |               |       |    |            |
| (1014)<br>21 Page St         | 0.05   | 1200 | R  |       |     | From 21-1023 Moore Dr        |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1026 East Fairfax St   |    |             |    |               |       |    |            |
| (1014)<br>21 Page St         | 0.33   | 450  | R  |       |     | From Cul-de-Sac              |    | NA          |    |               | NA    |    | 05/02/2012 |
|                              |        |      |    |       |     | To 21-1016 Rockcroft Dr      |    |             |    |               |       |    |            |
| (1015)<br>21 West Fairfax St | 0.06   | 290  | R  |       |     | From 21-1017 Ridge Rd        |    | NA          |    |               | NA    |    | 05/03/2012 |
|                              |        |      |    |       |     | To 21-1017 Ridge Rd          |    |             |    |               |       |    |            |
| (1015)<br>21 West Fairfax St | 0.08   | 320  | R  |       |     | From US 340, N Buckmarsh St  |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1017 Ridge Rd          |    |             |    |               |       |    |            |
| (1016)<br>21 Rockcroft Dr    | 0.09   | 30   | R  |       |     | From 21-1015 West Fairfax St |    | NA          |    |               | NA    |    | 05/04/2012 |
|                              |        |      |    |       |     | To 21-1015 West Fairfax St   |    |             |    |               |       |    |            |
| (1017)<br>21 Ridge Rd        | 0.05   | 130  | R  |       |     | From 21-1016 Rockcroft Dr    |    | NA          |    |               | NA    |    | 05/04/2012 |
|                              |        |      |    |       |     | To 21-1016 Rockcroft Dr      |    |             |    |               |       |    |            |
| (1017)<br>21 Ridge Rd        | 0.04   | 50   | R  |       |     | From 21-1018 Circle Dr       |    | NA          |    |               | NA    |    | 04/14/2009 |
|                              |        |      |    |       |     | To 21-1018 Circle Dr         |    |             |    |               |       |    |            |
| (1018)<br>21 Circle Dr       | 0.05   | 70   | R  |       |     | From Cul-de-Sac              |    | NA          |    |               | NA    |    | 05/03/2012 |
|                              |        |      |    |       |     | To 21-1017 Ridge Rd          |    |             |    |               |       |    |            |
| (1020)<br>21 Bel Voi Dr      | 0.15   | 190  | R  |       |     | From Dead End                |    | NA          |    |               | NA    |    | 05/03/2012 |
|                              |        |      |    |       |     | To 21-671 Battletown Dr      |    |             |    |               |       |    |            |
| (1021)<br>21 Cameron St      | 0.10   | 300  | R  |       |     | From Dead End                |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1014 Page St           |    |             |    |               |       |    |            |
| (1021)<br>21 Cameron St      | 0.06   | 340  | R  |       |     | From 21-1022 Ritter Pl       |    | NA          |    |               | NA    |    | 04/13/2015 |
|                              |        |      |    |       |     | To 21-1021 Cameron St        |    |             |    |               |       |    |            |
| (1022)<br>21 Ritter Pl       | 0.04   | 260  | R  |       |     | From 21-1023 Moore Dr        |    | NA          |    |               | NA    |    | 04/13/2015 |
|                              |        |      |    |       |     | To 21-1023 Moore Dr          |    |             |    |               |       |    |            |
| (1023)<br>21 Moore Dr        | 0.06   | 200  | R  |       |     | From Cul-de-Sac              |    | NA          |    |               | NA    |    | 04/09/2009 |
|                              |        |      |    |       |     | To 21-1014 Page St           |    |             |    |               |       |    |            |
| (1023)<br>21 Moore Dr        | 0.04   | 170  | R  |       |     | From 21-1022 Ritter Pl       |    | NA          |    |               | NA    |    | 04/13/2015 |
|                              |        |      |    |       |     | To 21-1022 Ritter Pl         |    |             |    |               |       |    |            |
| (1024)<br>21 Dorsey St       | 0.20   | 400  | R  |       |     | From Bus SR 7                |    | NA          |    |               | NA    |    | 04/14/2009 |
|                              |        |      |    |       |     | To 21-1010 Walnut St         |    |             |    |               |       |    |            |
| (1025)<br>21 Academy Court   | 0.05   | 60   | R  |       |     | From 21-1001 Academy St      |    | NA          |    |               | NA    |    | 05/03/2012 |
|                              |        |      |    |       |     | To Cul-de-Sac                |    |             |    |               |       |    |            |
| (1026)<br>21 East Fairfax St | 0.22   | 390  | R  |       |     | From 21-1014 Page St         |    | NA          |    |               | NA    |    | 04/13/2015 |
|                              |        |      |    |       |     | To 21-615 Boom Rd            |    |             |    |               |       |    |            |

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| Route              | Length             | AADT | QA   | 4Tire                          | Bus | Truck |    |    |    | QC | K Factor | QK    | Dir Factor | AAWDT | QW   | Year  |            |            |
|--------------------|--------------------|------|------|--------------------------------|-----|-------|----|----|----|----|----------|-------|------------|-------|------|-------|------------|------------|
| Town of Berryville |                    |      |      |                                |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1027<br>21)       | Henderson Court    | 0.21 | 190  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 04/09/2009 |            |
|                    |                    |      |      | To 21-1006 Taylor St           |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1028<br>21)       | Dunlap Dr          | 0.30 | 180  | From Dead End                  |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 04/09/2009 |            |
|                    |                    |      |      | To 21-1027 Henderson Court     |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1029<br>21)       | Hermitage Blvd     | 0.09 | 430  | From 21-616, S Church St       |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 04/25/2012 |            |
|                    |                    |      |      | To US 340 Lord Fairfax Hwy     |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1029<br>21)       | Hermitage Blvd     | 0.97 | 1400 | From SR 7                      |     |       |    |    |    |    |          |       |            | 0.114 | F    | 0.588 | NA         | 05/02/2012 |
|                    |                    |      |      | To Cul-de-Sac                  |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1030<br>21)       | Craigs Run Circle  | 0.12 | 100  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/02/2012 |            |
|                    |                    |      |      | To 21-1028 Dunlap Dr           |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1031<br>21)       | Tyson Dr           | 0.36 | 610  | From Dead End                  |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/02/2012 |            |
|                    |                    |      |      | To 21-1029 Hermitage Blvd      |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1031<br>21)       |                    | 0.07 | 420  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/02/2012 |            |
|                    |                    |      |      | To 21-1003                     |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1032<br>21)       |                    | 0.05 | 60   | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/01/2012 |            |
|                    |                    |      |      | To 21-1029 Hermitage Blvd      |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1033<br>21)       |                    | 0.09 | 150  | From 21-1031 Tyson Dr          |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/02/2012 |            |
|                    |                    |      |      | To Cul-de-Sac                  |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1034<br>21)       |                    | 0.12 | 100  | From 21-1031 Tyson Dr          |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 05/02/2012 |            |
|                    |                    |      |      | To Cul-de-Sac                  |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1035<br>21)       | Mosby Blvd         | 0.22 | 480  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | 0.109 | F    | 0.636 | NA         | 04/25/2012 |
|                    |                    |      |      | To 21-1041 Jackson Dr; 21-1044 |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1035<br>21)       | Mosby Blvd         | 0.47 | 1900 | F                              | 98% | 1%    | 0% | 1% | 0% | 0% | C        | 0.143 | F          | 0.557 | 1900 | F     | 2018       |            |
|                    |                    |      |      | To US 340, N Buckmarsh St      |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1036<br>21)       | Pickett Court      | 0.05 | 70   | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 04/24/2012 |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1037<br>21)       | Breckinridge Court | 0.09 | 130  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 07/23/2015 |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1038<br>21)       | Ashby Court        | 0.09 | 130  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 07/23/2015 |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1039<br>21)       | Archer Court       | 0.09 | 130  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 07/23/2015 |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1040<br>21)       | Stuart Court       | 0.08 | 110  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 07/23/2015 |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1041<br>21)       | Jackson Dr         | 0.33 | 740  | F                              | 98% | 1%    | 0% | 0% | 0% | 0% | C        | 0.142 | F          | 0.622 | 740  | F     | 2018       |            |
|                    |                    |      |      | To 21-1035 Mosby Blvd          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |
| (1042<br>21)       | Ewell Court        | 0.11 | 110  | From Cul-de-Sac                |     |       |    |    |    |    |          |       |            | NA    |      | NA    | 04/24/2012 |            |
|                    |                    |      |      | To 21-1041 Jackson Dr          |     |       |    |    |    |    |          |       |            |       |      |       |            |            |

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| Route              | Length | AADT | QA | 4Tire                         | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT      | QW | Year |
|--------------------|--------|------|----|-------------------------------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|------------|----|------|
|                    |        |      |    |                               |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |            |    |      |
| Town of Berryville |        |      |    |                               |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1044<br>21         | 0.14   | 140  | R  | From 21-1035; 21-1041         |     |                 |        |        |        |    |             | NA | NA            | 04/25/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1045<br>21         | 0.14   | 140  | R  | From 21-1035 Mosby Blvd       |     |                 |        |        |        |    |             | NA | NA            | 04/25/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1046<br>21         | 0.14   | 100  | R  | From 21-1035 Mosby Blvd       |     |                 |        |        |        |    |             | NA | NA            | 04/25/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1047<br>21         | 0.14   | 130  | R  | From Cul-de-Sac               |     |                 |        |        |        |    |             | NA | NA            | 04/25/2012 |    |      |
|                    |        |      |    | To 21-1035 Mosby Blvd         |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1048<br>21         | 0.10   | 70   | R  | From 21-1047                  |     |                 |        |        |        |    |             | NA | NA            | 04/25/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1050<br>21         | 0.14   | 140  | R  | From 21-1031 Tyson Dr         |     |                 |        |        |        |    |             | NA | NA            | 05/02/2012 |    |      |
|                    |        |      |    | To 21-1029 Hermitage Blvd     |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1051<br>21         | 0.13   | 120  | R  | From 21-1031 Tyson Dr         |     |                 |        |        |        |    |             | NA | NA            | 05/02/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1055<br>21         | 0.20   | 310  | R  | From 21-1026, East Fairfax St |     |                 |        |        |        |    |             | NA | NA            | 05/02/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1056<br>21         | 0.23   | 230  | R  | From 21-1026, East Fairfax St |     |                 |        |        |        |    |             | NA | NA            | 05/02/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1058<br>21         | 0.13   | 150  | R  | From 21-1014 Page St          |     |                 |        |        |        |    |             | NA | NA            | 05/02/2012 |    |      |
|                    |        |      |    | To 21-1055                    |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1059<br>21         | 0.03   | 0    | R  | From Dead End                 |     |                 |        |        |        |    |             | NA | NA            | 05/01/2012 |    |      |
|                    |        |      |    | To 21-1014 Page St            |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1065<br>21         | 0.05   | 50   | R  | From Cul-de-Sac               |     |                 |        |        |        |    |             | NA | NA            | 04/24/2012 |    |      |
|                    |        |      |    | To 21-616, S Church St        |     |                 |        |        |        |    |             |    |               |            |    |      |
| 1066<br>21         | 0.04   | 70   | R  | From 21-616, S Church St      |     |                 |        |        |        |    |             | NA | NA            | 05/03/2012 |    |      |
|                    |        |      |    | To Cul-de-Sac                 |     |                 |        |        |        |    |             |    |               |            |    |      |
| 9104<br>21         | 0.06   | 110  | R  | From SR 7                     |     |                 |        |        |        |    |             | NA | NA            | 04/13/2015 |    |      |
|                    |        |      |    | To Berryville High School     |     |                 |        |        |        |    |             |    |               |            |    |      |



FELLOWSHIP SQUARE  
CONSTRUCTION PLANS & PROFILES  
TOWN OF BERRYVILLE  
BATTLETON MAGISTERIAL DISTRICT  
CLAYKE COUNTY



**GENERAL**

[illegible]

SOILS MAP  
SCALE: 1"=200'

## TOWN OF BERRYVILLE CONSTRUCTION NOTES

- The Town of Berryville is in accordance with these plans and specifications and shall additionally meet all requirements of the Town of Berryville. The contractor shall coordinate with this agency and arrange for inspection by the Town of Berryville Public Works Department (404/955-4463) as necessary.
- Temporary installation of sewer line shall be plugged with a watertight plug. Temporary installation of water line shall be installed with a watertight plug. The plug shall be installed on the pipe (48 inch) between the end of the post that will be painted green. Sewer lateral elevations to be compatible with gravity sewer to proposed buildings as shown on the architectural drawings.
- The Town of Berryville is responsible for the installation of water meters.
- The following items must be installed and meet the following requirements:
- 1) The frame and cover shall be installed with the meter box and approved copper meter stair.
  - 2) The frame and cover shall sit final grade at this lot,
  - 3) The distance between the top of the cover and the copper meter stair be 18 inches and 22 inches; and
  - 4) The meter shall be installed in a manner as to be in proper working order.
- The contractor shall be responsible to have all applicable fees paid. A contractor will not be permitted to use until the meter box is installed correctly. A meter will not be permitted to use until the applicable fees are paid.
- The contractor shall install all water and sewer services that connect to existing lines. The location of the tap and the termination point of the lateral are to be coordinated with the Town's Public Works Department.
- No water meter shall use GPO PVC or cement mortar joint.
- The contractor shall be responsible for the installation of water meter without permission of the Department of Public Works.
- Prior to issuance of a Certificate of Occupancy, Planning staff must approve the final grading plan after a field inspection.
- Install water mains with a minimum 10 foot of separation from sewer lateral. Install 6 foot minimum separation where the sewer is installed below than the water main. Install 10 foot separation where the sewer is installed at the foot of the water main. Install 10 foot separation from sewer manholes.

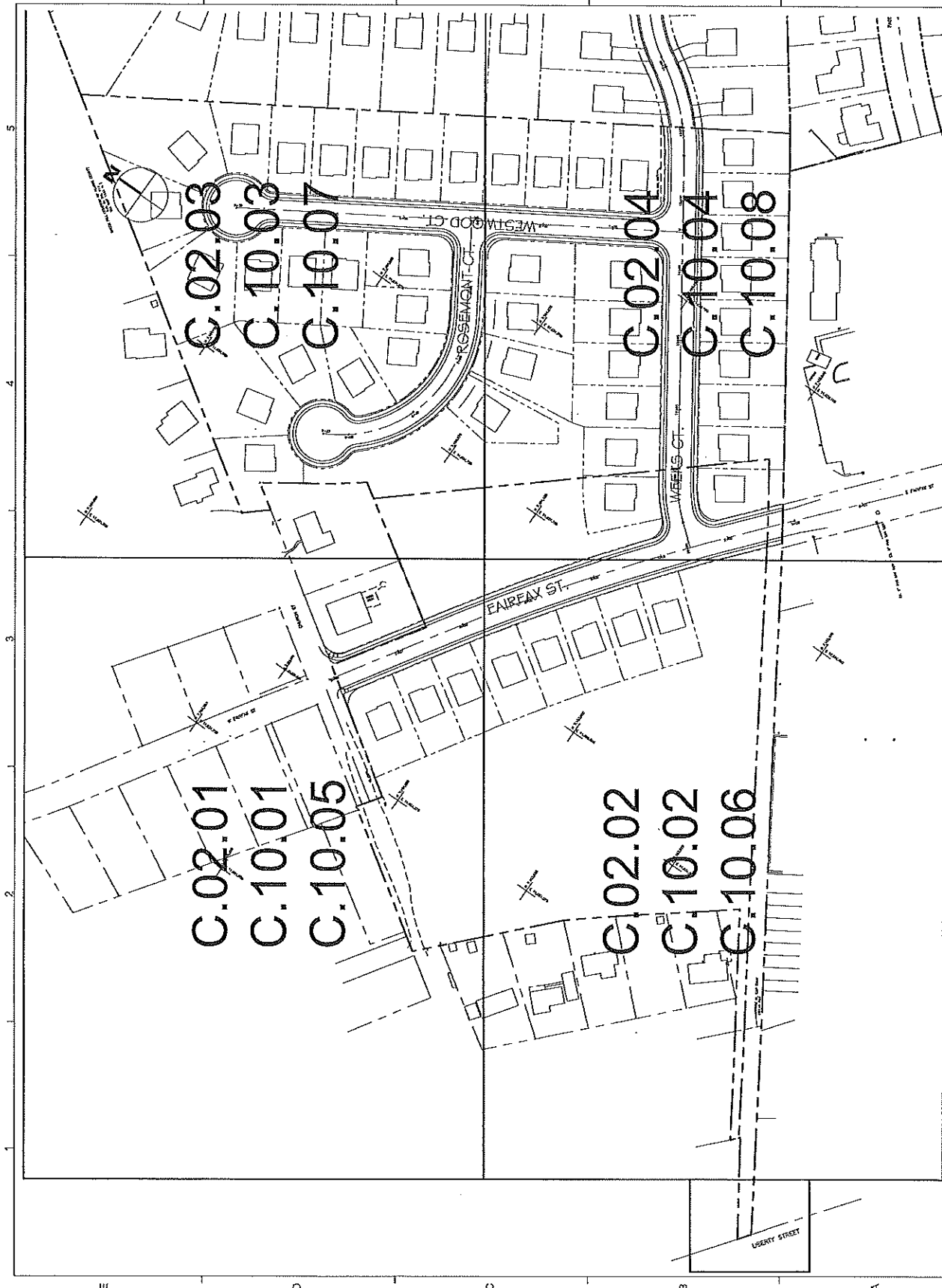






[illegible]

OVERALL  
LAYOUT





MATCHLINE-SEE SHEET C.02,02



Dewberry Engineering, Inc.  
3000 South Main Street  
Baltimore, Maryland 21202  
Tel: 410.528.1000  
Fax: 410.528.1001



FELLOWSHIP SQUARE  
CONSTRUCTION PLANS & PROFILES  
TOWN OF BERRYVILLE  
BATTLETON, WASHINGTON DISTRICT  
CLATSOP COUNTY



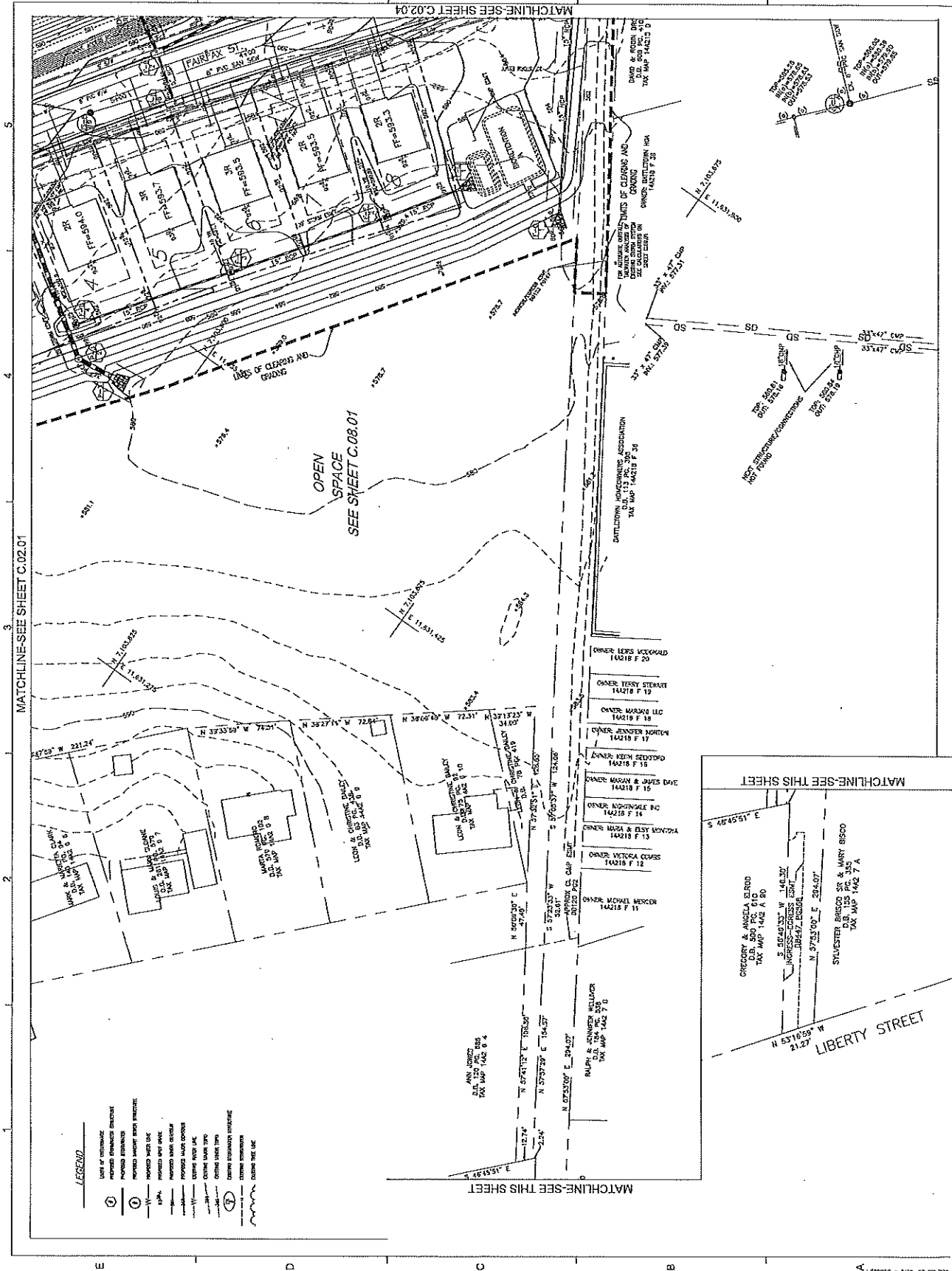
SCALE  
1" = 20'  
0' 10' 20' 30'

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| 2   | CHECKED BY  | DATE |
| 3   | DRAWN BY    | DATE |

DATE: MAY 2003  
TITLE: GRADING PLAN

PROJECT NO. 144218  
SHEET NO. 02

C.02.02



MATCHLINE-SEE SHEET C.02.01

MATCHLINE-SEE SHEET C.02.04

MATCHLINE-SEE THIS SHEET

MATCHLINE-SEE THIS SHEET

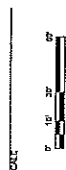
- LEGEND**
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FELLOWSHIP SQUARE  
TOWN OF BERRYVILLE  
BATTLETON WARD STERLING DISTRICT  
CLAYES COUNTY



NOTATION



| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
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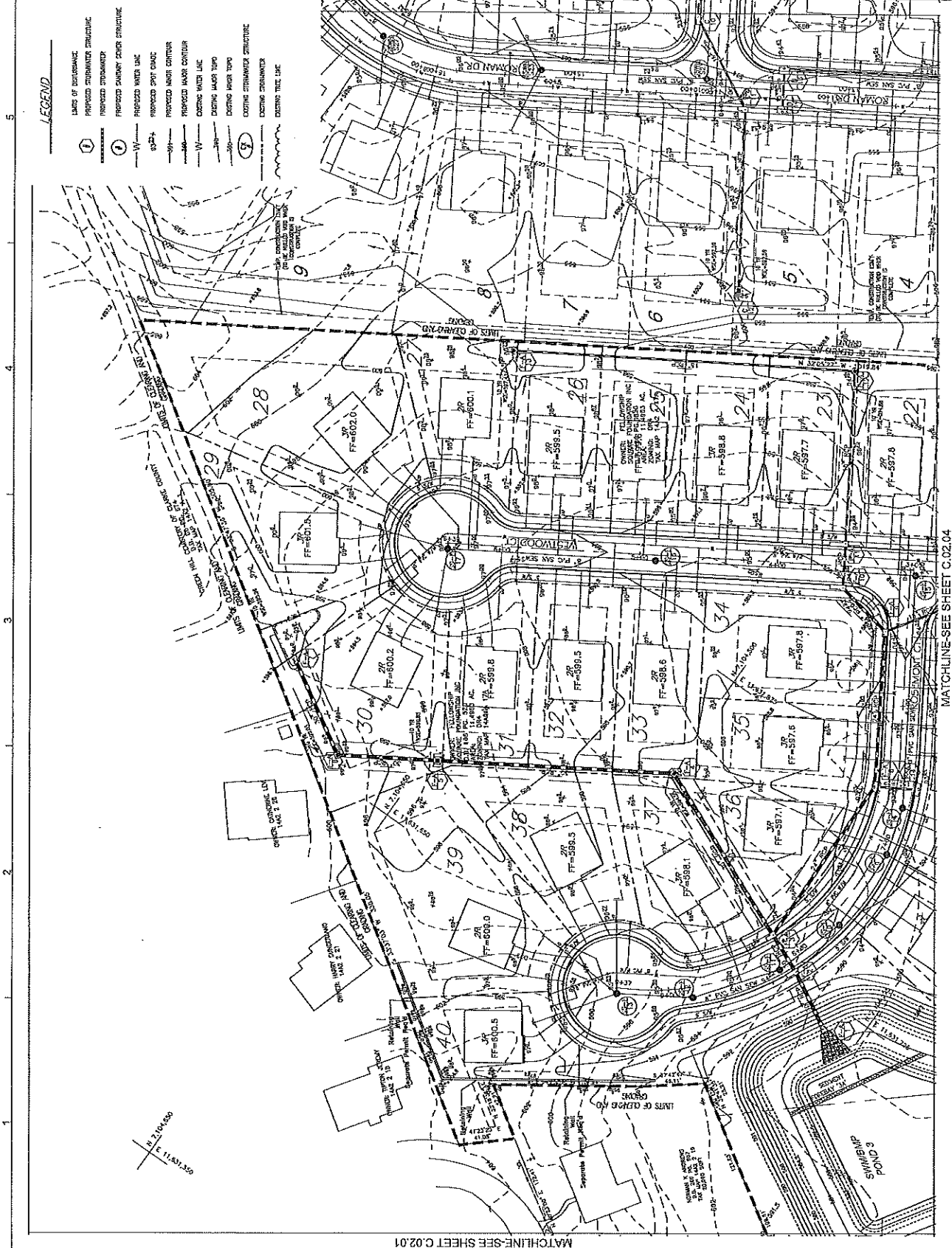
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GRADING PLAN

PROJECT NO.: 20000000

C.02.03

SHEET NO.



LEGEND

- ① LIMITS OF DISTURBANCE
- ② PROPOSED STRUCTURE
- ③ PROPOSED WATER LINE
- ④ PROPOSED SANITARY SEWER STRUCTURE
- ⑤ PROPOSED WATER LINE
- ⑥ PROPOSED SANITARY SEWER STRUCTURE
- ⑦ PROPOSED WATER LINE
- ⑧ PROPOSED SANITARY SEWER STRUCTURE
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- ㊿ PROPOSED SANITARY SEWER STRUCTURE

MATCHLINE-SEE SHEET C.02.01

MATCHLINE-SEE SHEET C.02.04



FELLOWSHIP SQUARE

CONSTRUCTION PLANS & PROFILES  
 TOWN OF BERRYVILLE  
 BATTLEGROUND ST/STREET DISTRICT  
 CLARKE COUNTY



SCALE: 1" = 30'

DATE: 08/18/2018

PROJECT NO. 00000000

SHEET NO. 00

CONSTRUCTION PLANS & PROFILES

TOWN OF BERRYVILLE

BATTLEGROUND ST/STREET DISTRICT

CLARKE COUNTY

FELLOWSHIP SQUARE

CONSTRUCTION PLANS & PROFILES

TOWN OF BERRYVILLE

BATTLEGROUND ST/STREET DISTRICT

CLARKE COUNTY

FELLOWSHIP SQUARE



LEGEND

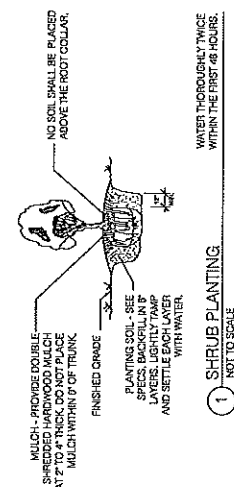
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- 50. PROPOSED STORMWATER STRUCTURE





# PLANT SCHEDULE:

| QTY | KEY | Latin Name            | COMMON NAME | SIZE   | SPACING |
|-----|-----|-----------------------|-------------|--------|---------|
| 1   | 1   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 2   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 3   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 4   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 5   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 6   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 7   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 8   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 9   | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 10  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 11  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 12  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
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| 1   | 63  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 64  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 65  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 66  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
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| 1   | 85  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 86  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 87  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 88  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 89  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 90  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 91  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 92  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 93  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 94  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 95  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 96  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 97  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 98  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 99  | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |
| 1   | 100 | Asplenium platyneuron | Asplenium   | 3 gal. | 1' x 1' |



## 1 SHRUB PLANTING

NOT TO SCALE

## 2 ZONE 1 MATRIX - DEEP WATER

NOT TO SCALE

## 3 ZONE 2 MATRIX - SHALLOW WATER

NOT TO SCALE

## 4 ZONE 3 MATRIX - SHORELINE

NOT TO SCALE

## 5 ZONE 4 MATRIX - FLOODPLAIN

NOT TO SCALE



NOTATION

SCALE

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 1   | APPROVED BY | DATE |
| 2   | CHECKED BY  | DATE |
| 3   | DRAWN BY    | DATE |
| 4   | DATE        | DATE |
| 5   | DATE        | DATE |
| 6   | DATE        | DATE |
| 7   | DATE        | DATE |
| 8   | DATE        | DATE |
| 9   | DATE        | DATE |
| 10  | DATE        | DATE |

## PLANT SCHEDULE



# NOTES

- THE PROPERTIES SHOWN HEREON ARE DESIGNATED AS CLARKE COUNTY, VIRGINIA TAX MAP 1442-A-17 AND 1442-A-17A, AND ARE ZONED DR-4, PER THE TOWN OF BERRYVILLE ZONING ORDINANCE.
- THIS PLAT HAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT AND DOES NOT PURPORT TO REFLECT ALL EASEMENTS, ENCUMBRANCES OR OTHER CIRCUMSTANCES AFFECTING THE TITLE TO THE SUBJECT PROPERTIES.
- THE BOUNDARY LINE INFORMATION SHOWN HEREON FOR TAX MAP 1442-A-17 AND 1442-A-17A AND THE REFERENCE TO VIRGINIA STATE GRID NORTH - NAD 83 ARE PER AN ALTA/NSPS SURVEY ENTITLED "ALTA/NSPS LAND SURVEY OF THE LAND OF FELLOWSHIP SQUARE FOUNDATION, INC." DATED JULY 11, 2019, DESIGNATED AS PLAT NUMBER BS-638 PREPARED BY DEWBERRY ENGINEERS INC., 13575 HEATHCOTE BOULEVARD, SUITE 130, GAINESVILLE, VIRGINIA, 20155.
- THERE IS NO FLOODPLAIN ON THE PROPERTY THAT IS THE SUBJECT OF THIS APPLICATION. THE CURRENT FLOOD INSURANCE RATE MAP (FIRM) OF CLARKE COUNTY COMMUNITY PANEL NUMBER FOR THE PROPERTY THAT IS THE SUBJECT OF THIS APPLICATION IS 5104320061 D AND 5104320063 D, BOTH HAVING EFFECTIVE DATES OF SEPTEMBER 28, 2007.
- THE TRIANGULAR CORE AREA SHOWN, ADJOINING TAX MAP 1442-A-20, TAX MAP 1442-A-17 AND ALONG THE EASTERN RIGHT OF WAY OF EXISTING NORTH CHURCH STREET (AS RECORDED IN DB 51 PG 514), 40' RIGHT OF WAY, IS TO BE QUITCLAIMED WITH THE DEDICATION OF FAIRFAX STREET SHOWN HEREON.

## AREA TABULATION

|                                            |                |
|--------------------------------------------|----------------|
| EXISTING PARCEL: TAX MAP 1442-A-17         | 8.1287± ACRES  |
| EXISTING PARCEL: TAX MAP 1442-A-17A        | 11.4963± ACRES |
| EXISTING PARCEL TOTAL                      | 19.6250± ACRES |
| RIGHT OF WAY DEDICATION (HEREBY DEDICATED) | 3.0432± ACRES  |
| LOTS (LOTS 1-50)                           | 10.0230± ACRES |
| OPEN SPACE (PARCELS A-C)                   | 6.5588± ACRES  |
| RESIDUE                                    | 0.0000 ACRES   |

## OWNER'S CONSENT

THE DIVISION OF THE LAND DESCRIBED HEREIN IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, LESSORS AND TRUSTEES, IF ANY, AND SHALL BE SIGNED AND DULY ACKNOWLEDGED BEFORE THE TOWN OFFICIALS AUTHORIZED TO TAKE JURATMENT OF DEEDS. ALL STATEMENTS AFFIRMED TO THIS PLAT ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

FELLOWSHIP SQUARE FOUNDATION, INCORPORATED

BY: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

## NOTARY'S CERTIFICATE

COUNTY OF \_\_\_\_\_ STATE OF \_\_\_\_\_, I, THE UNDERSIGNED NOTARY PUBLIC, DO HEREBY CERTIFY THAT \_\_\_\_\_, WHOSE NAME IS SIGNED TO THE FOREGOING STATEMENT, DID APPEAR AND ACKNOWLEDGE THE SAME BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.  
NOTARY PUBLIC: \_\_\_\_\_ MY COMMISSION EXPIRES: \_\_\_\_\_

## OWNER INFORMATION

FELLOWSHIP SQUARE FOUNDATION, INCORPORATED  
11260 ROGER BALCON DRIVE, SUITE 503  
RESTON, VIRGINIA 20190  
TAX MAP 1442-A-17  
AND  
TAX MAP 1442-A-17A

## REVISION BLOCK

| NUMBER | DESCRIPTION | DATE |
|--------|-------------|------|
|        |             |      |
|        |             |      |
|        |             |      |

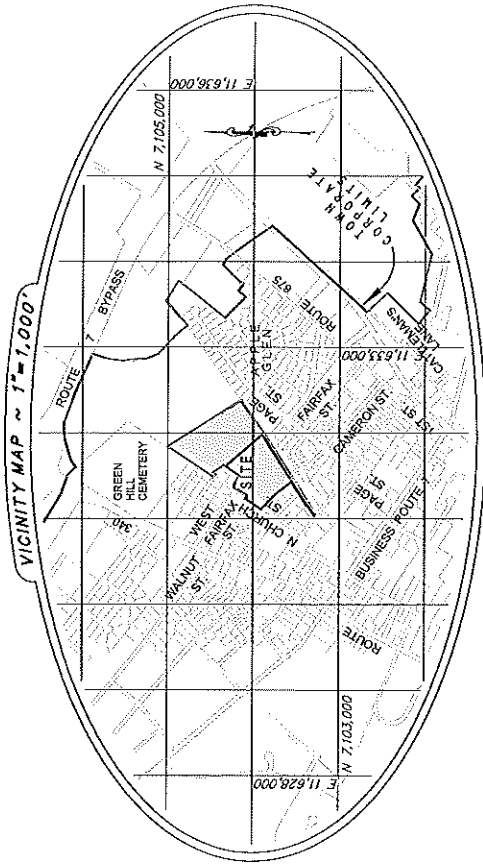
## APPROVAL BLOCK

|                                                       |      |
|-------------------------------------------------------|------|
| TOWN OF BERRYVILLE<br>ZONING ADMINISTRATOR            | DATE |
| TOWN OF BERRYVILLE<br>CHAIRMAN OF ADMINISTRATIVE BODY | DATE |

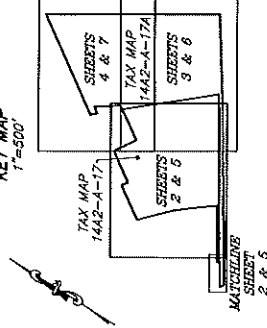
**SURVEYOR'S CERTIFICATE**  
I, MATTHEW J. MCALINN, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE LAND SHOWN HEREON AS TAX MAP 1442-A-17 AND 1442-A-17A ARE NOW IN THE NAME OF "FELLOWSHIP SQUARE FOUNDATION, INCORPORATED" AS RECORDED IN DB 165 PG 698, DB 166 PG 620 AND LAST MODIFIED IN DB 172 PG 755; ALL AMONG THE LAND RECORDS OF CLARKE COUNTY, VIRGINIA.



GIVEN UNDER MY HAND THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.  
MATTHEW J. MCALINN L.S. #003008



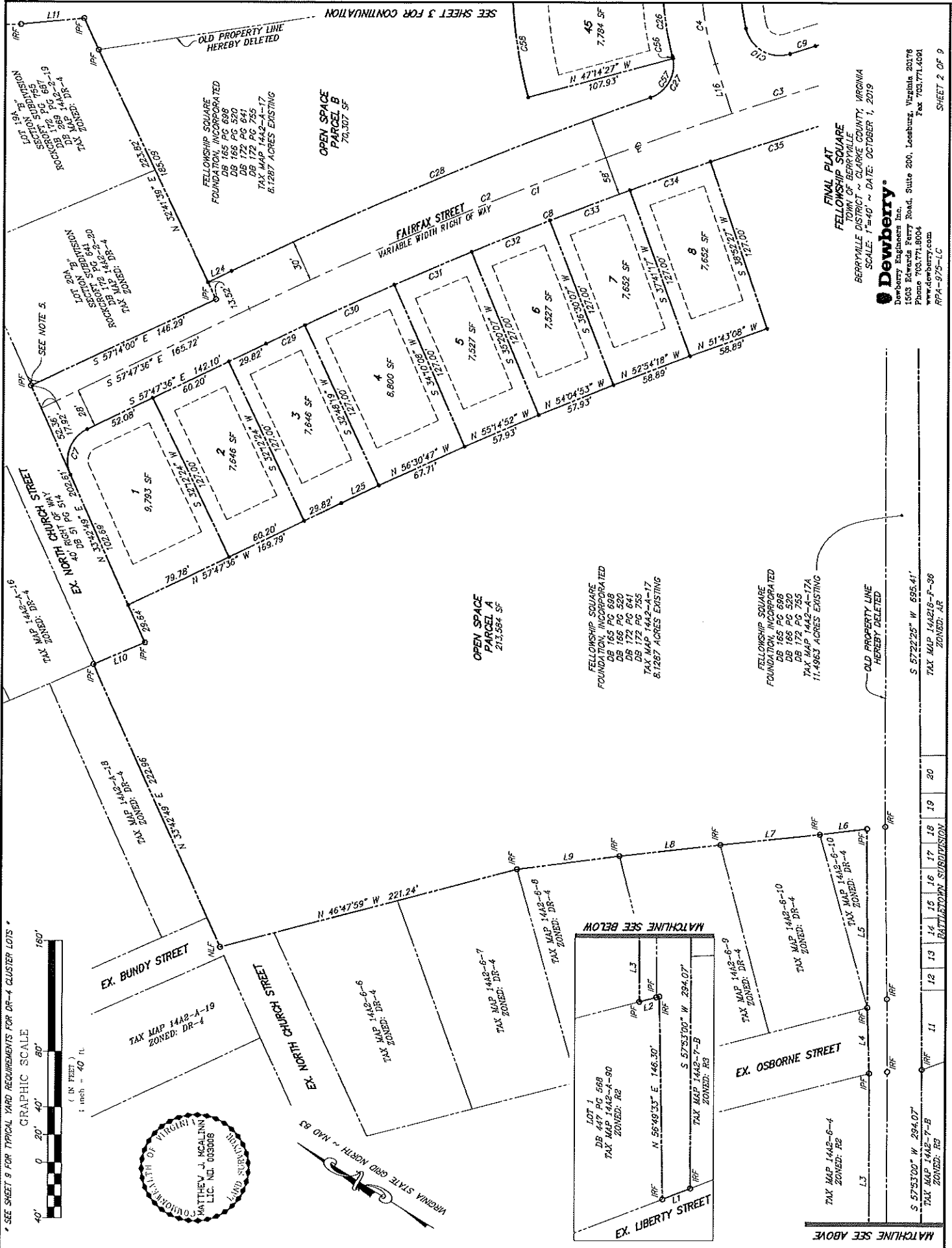
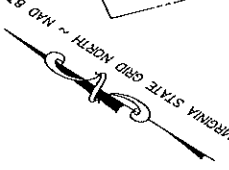
## KEY MAP



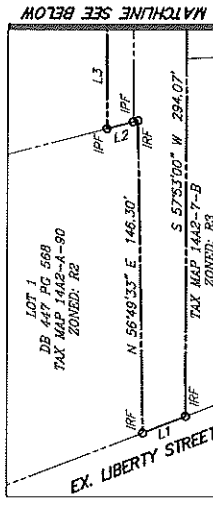
**FINAL PLAT**  
**FELLOWSHIP SQUARE**  
TOWN OF BERRYVILLE  
BERRYVILLE DISTRICT ~ CLARKE COUNTY, VIRGINIA  
SCALE: N/A ~ DATE: OCTOBER 1, 2019  
**Dewberry**  
Dewberry Engineers Inc.  
1000 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176  
Phone 703.771.8004  
www.dewberry.com  
APA-875-LC

\* SEE SHEET 8 FOR TYPICAL YARD REQUIREMENTS FOR DR-4 CLUSTER LOTS \*

GRAPHIC SCALE



MATCHLINE SEE ABOVE



|                                   |   |   |   |   |   |   |   |   |    |                                  |    |    |    |    |    |    |    |    |    |
|-----------------------------------|---|---|---|---|---|---|---|---|----|----------------------------------|----|----|----|----|----|----|----|----|----|
| 1                                 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11                               | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| TAX MAP 1442-A-19<br>ZONED: DR-4  |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-10<br>ZONED: DR-4 |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17A<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-9<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17B<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-8<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17C<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-7<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17D<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-6<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17E<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-5<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17F<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-4<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17G<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-3<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17H<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-2<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |
| TAX MAP 1442-A-17I<br>ZONED: DR-4 |   |   |   |   |   |   |   |   |    | TAX MAP 1442-B-1<br>ZONED: DR-4  |    |    |    |    |    |    |    |    |    |

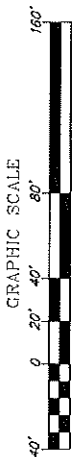
**FINAL PLAT**  
**FELLOWSHIP SQUARE**  
TOWN OF BERRYVILLE  
BERRYVILLE DISTRICT ~ CLARKE COUNTY, VIRGINIA  
SCALE: 1"=40' ~ DATE: OCTOBER 1, 2019

**Dewberry**  
Dewberry Engineers Inc.  
1000 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176  
Phone 703.771.8004  
www.dewberry.com  
RPA-975-LC

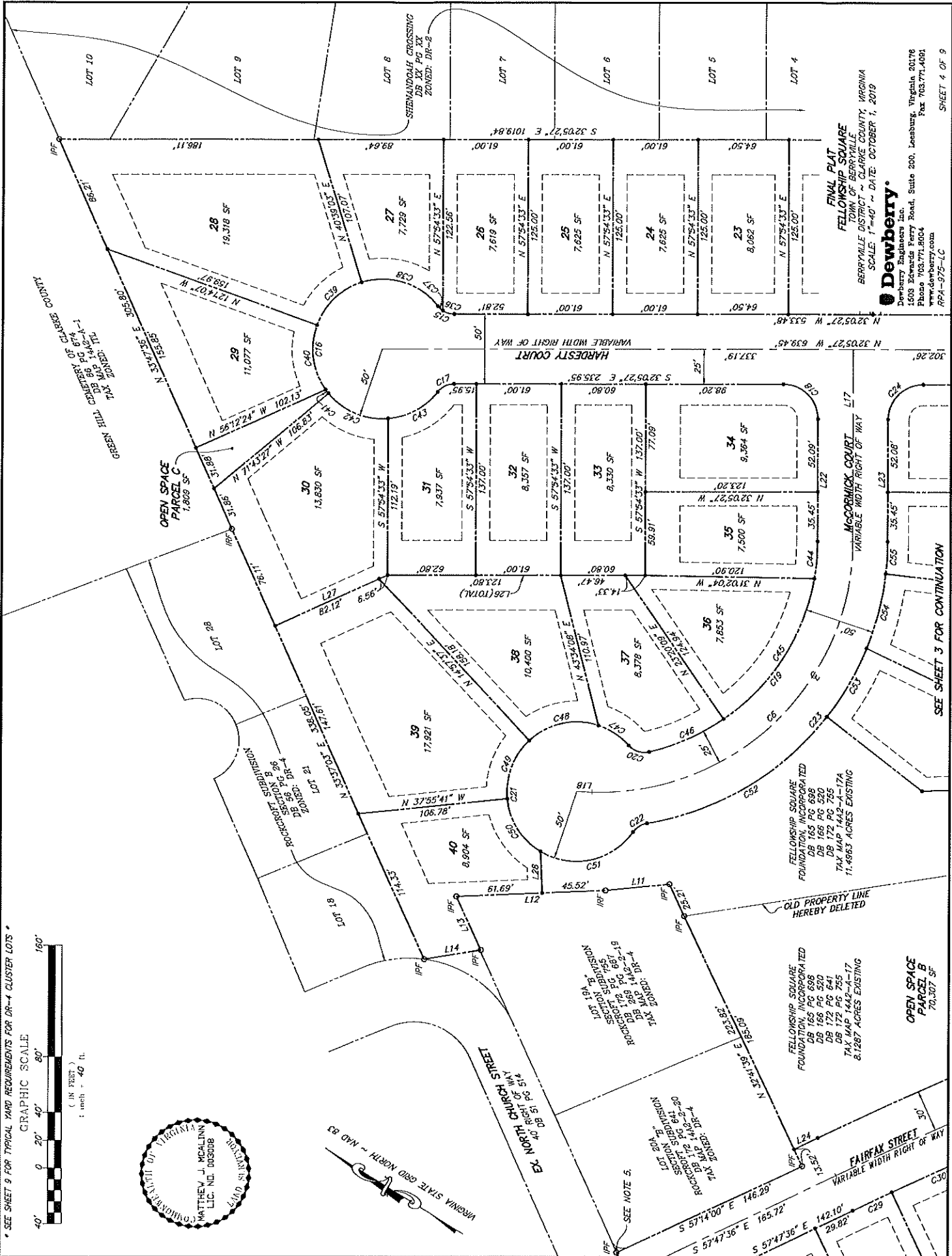
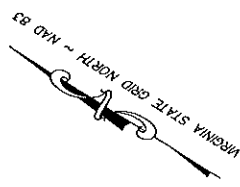
SHEET 2 OF 9



\* SEE SHEET 9 FOR TYPICAL YARD REQUIREMENTS FOR DR-4 CLUSTER LOTS \*



( IN FEET )  
1 inch = 40 ft.

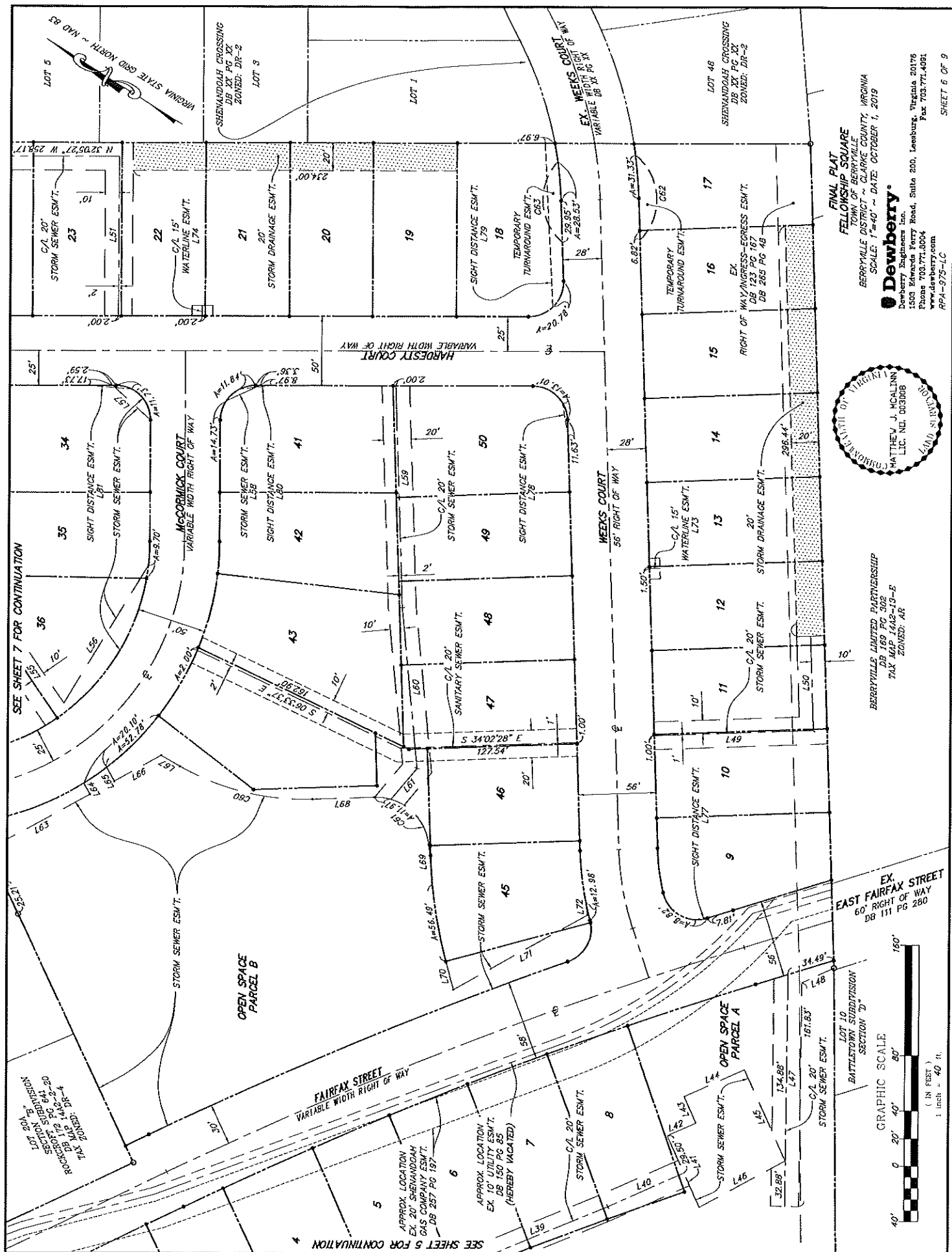


**FINAL PLAT**  
**FELLOWSHIP SQUARE**  
TOWN OF BERRYVILLE  
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1503 Rockledge Parkway Road, Suite 200, Leesburg, Virginia 20176  
Phone 703.771.8004  
www.dewberry.com  
RPA-975-LC

SEE SHEET 3 FOR CONTINUATION





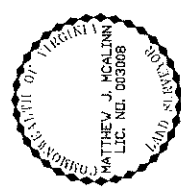
SEE SHEET 7 FOR CONTINUATION

SEE SHEET 5 FOR CONTINUATION

**FINAL PLAT**  
**FELLOWSHIP SQUARE**

TOWN OF BERRYVILLE  
BERRYVILLE DISTRICT ~ CLARKE COUNTY, VIRGINIA

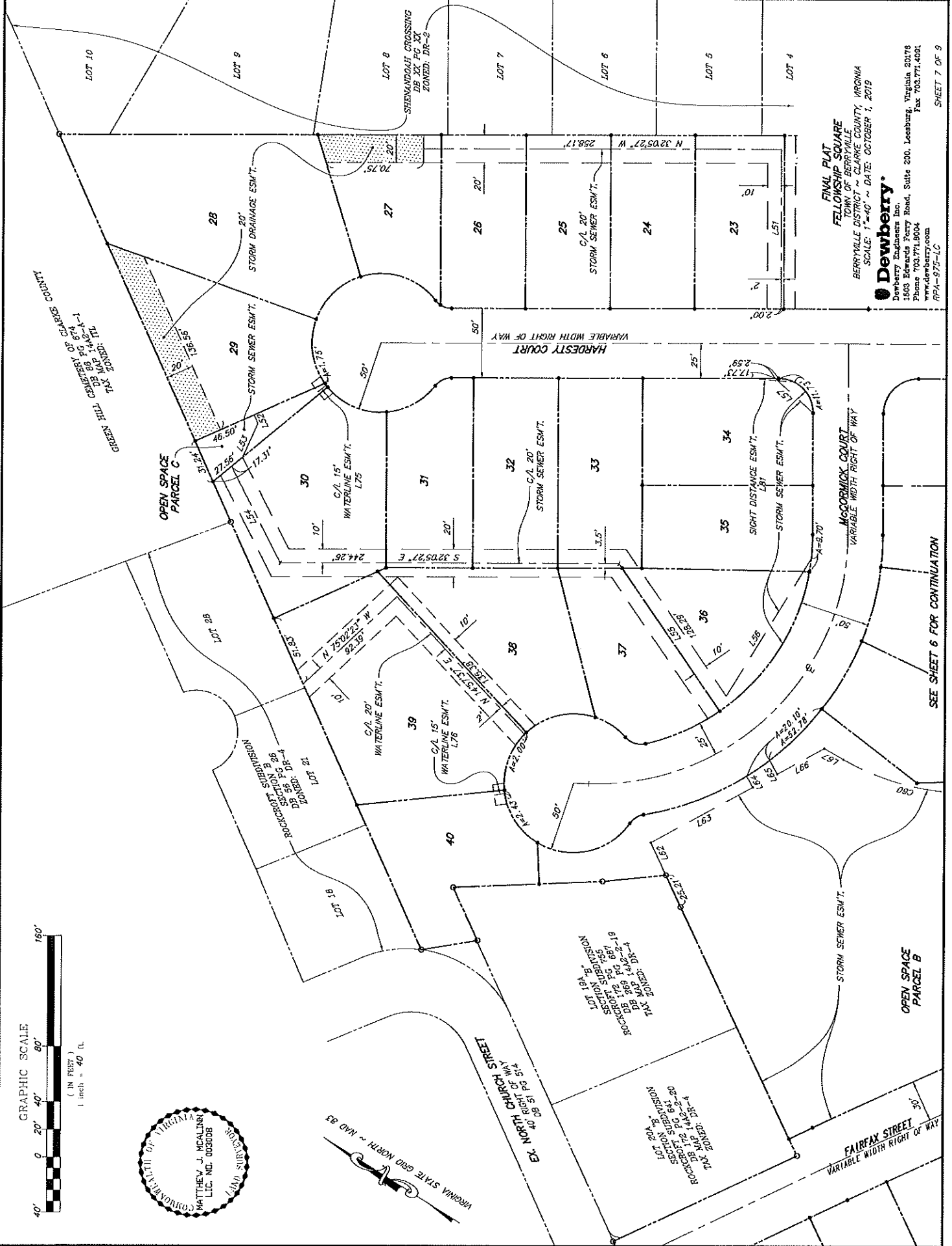
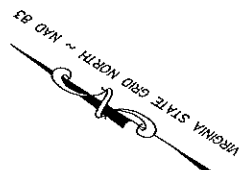
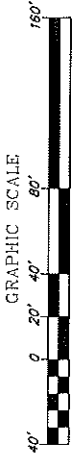
**Dewberry**  
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2003 Eastern Ferry Road, Suite 200, Leesburg, Virginia 20176  
Phone 703.771.8004  
Fax 703.771.4061  
www.dewberry.com  
RPA-975-LC



BERRYVILLE LIMITED PARTNERSHIP  
DB 189 PG 302  
TAK 402-142-19-E  
ZONED: AR

EX. FAIRFAX STREET  
60' RIGHT OF WAY  
DB 111 PG 280





**FINAL PLAT**  
**FELLOWSHIP SQUARE**  
TOWN OF BERRYVILLE  
BERRYVILLE DISTRICT ~ CLARKE COUNTY, VIRGINIA  
SCALE: 1"=40' ~ DATE: OCTOBER 1, 2019

**Dewberry**  
Dewberry LLC  
1803 E. Liberty Road, Suite 200, Leesburg, Virginia 20176  
Phone: 703.771.8004 Fax: 703.771.4061  
www.dewberry.com  
RPA-975-1C

SHEET 7 OF 9

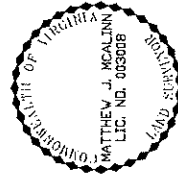
SEE SHEET 6 FOR CONTINUATION

CURVE TABLE

| CURVE | DELTA        | RADIUS   | LENGTH  | TANGENT | BEARING         | CHORD   |
|-------|--------------|----------|---------|---------|-----------------|---------|
| C1    | 8° 31' 53"   | 3000.00' | 446.70' | 223.76' | S 53° 31' 40" E | 446.28' |
| C2    | 07° 09' 33"  | 3000.00' | 374.85' | 187.67' | S 54° 18' 49" E | 374.60' |
| C3    | 01° 28' 00"  | 3000.00' | 71.85'  | 35.93'  | S 49° 56' 33" E | 71.85'  |
| C4    | 16° 35' 35"  | 200.00'  | 57.92'  | 29.16'  | N 47° 39' 45" E | 57.72'  |
| C5    | 07° 45' 38"  | 300.00'  | 40.63'  | 20.35'  | N 52° 04' 43" E | 40.60'  |
| C6    | 01° 53' 23"  | 180.00'  | 28.68'  | 18.66'  | N 76° 08' 45" E | 28.58'  |
| C7    | 88° 29' 36"  | 25.00'   | 38.61'  | 24.35'  | N 77° 57' 36" E | 34.89'  |
| C8    | 08° 31' 53"  | 2072.00' | 442.53' | 221.67' | S 53° 31' 40" E | 442.12' |
| C9    | 00° 21' 47"  | 3028.00' | 19.19'  | 9.60'   | N 49° 26' 37" E | 19.19'  |
| C10   | 94° 48' 47"  | 25.00'   | 41.38'  | 27.20'  | N 03° 18' 37" E | 36.81'  |
| C11   | 10° 45' 16"  | 172.00'  | 32.28'  | 16.19'  | N 50° 34' 34" E | 32.24'  |
| C12   | 06° 55' 29"  | 300.00'  | 39.84'  | 19.84'  | N 52° 29' 48" E | 35.62'  |
| C13   | 08° 46' 17"  | 272.00'  | 41.84'  | 20.86'  | S 51° 34' 54" E | 41.60'  |
| C14   | 21° 37' 01"  | 25.00'   | 40.12'  | 25.87'  | N 78° 03' 57" E | 35.95'  |
| C15   | 284° 02' 25" | 15.00'   | 13.62'  | 7.32'   | N 05° 04' 30" E | 13.16'  |
| C16   | 52° 01' 12"  | 50.00'   | 247.87' | 39.04'  | S 57° 54' 33" E | 61.54'  |
| C17   | 52° 01' 12"  | 15.00'   | 13.62'  | 7.32'   | S 58° 06' 03" E | 13.16'  |
| C18   | 90° 00' 00"  | 25.00'   | 39.27'  | 25.00'  | S 12° 54' 33" E | 35.36'  |
| C19   | 76° 55' 38"  | 155.00'  | 208.12' | 123.14' | N 83° 37' 28" E | 192.64' |
| C20   | 61° 27' 24"  | 15.00'   | 16.09'  | 8.92'   | N 14° 25' 46" E | 15.33'  |
| C21   | 88° 11' 24"  | 50.00'   | 247.13' | 39.64'  | S 54° 42' 14" E | 62.12'  |
| C22   | 45° 20' 16"  | 15.00'   | 11.87'  | 6.27'   | S 64° 13' 20" E | 11.56'  |
| C23   | 60° 32' 15"  | 205.00'  | 208.16' | 173.65' | S 81° 49' 19" E | 265.01' |
| C24   | 90° 00' 00"  | 25.00'   | 39.27'  | 25.00'  | S 77° 05' 37" E | 35.36'  |
| C25   | 88° 02' 59"  | 25.00'   | 39.42'  | 24.16'  | S 11° 56' 03" E | 34.73'  |
| C26   | 12° 44' 44"  | 208.00'  | 50.72'  | 25.46'  | S 43° 35' 10" E | 50.61'  |
| C27   | 85° 10' 08"  | 25.00'   | 37.16'  | 22.98'  | S 85° 47' 53" E | 33.83'  |
| C28   | 08° 10' 33"  | 3036.00' | 326.59' | 163.45' | S 54° 42' 20" E | 326.44' |
| C29   | 00° 35' 35"  | 2972.00' | 31.05'  | 15.58'  | S 57° 29' 59" E | 31.04'  |
| C30   | 01° 10' 49"  | 2972.00' | 70.73'  | 35.37'  | S 55° 30' 47" E | 70.73'  |
| C31   | 01° 10' 00"  | 2972.00' | 60.51'  | 30.26'  | S 55° 14' 52" E | 60.51'  |
| C32   | 01° 10' 00"  | 2972.00' | 60.51'  | 30.26'  | S 54° 04' 53" E | 60.51'  |
| C33   | 01° 11' 10"  | 2972.00' | 61.52'  | 30.76'  | S 52° 54' 18" E | 61.52'  |
| C34   | 01° 11' 10"  | 2972.00' | 61.52'  | 30.76'  | S 51° 43' 08" E | 61.52'  |
| C35   | 01° 51' 50"  | 2972.00' | 96.68'  | 48.34'  | S 50° 11' 38" E | 96.68'  |
| C36   | 33° 06' 37"  | 15.00'   | 8.67'   | 4.46'   | N 15° 32' 08" E | 8.55'   |
| C37   | 18° 54' 36"  | 15.00'   | 4.95'   | 2.50'   | N 10° 28' 38" E | 4.93'   |
| C38   | 69° 16' 43"  | 50.00'   | 60.46'  | 34.54'  | N 14° 42' 38" E | 56.84'  |
| C39   | 52° 53' 10"  | 50.00'   | 46.15'  | 24.87'  | N 75° 47' 32" E | 44.53'  |
| C40   | 55° 39' 18"  | 50.00'   | 48.52'  | 26.36'  | S 49° 58' 02" E | 46.63'  |
| C41   | 03° 53' 38"  | 50.00'   | 3.40'   | 1.70'   | S 20° 13' 22" E | 3.40'   |
| C42   | 53° 23' 26"  | 50.00'   | 48.34'  | 26.25'  | S 09° 29' 10" E | 46.48'  |
| C43   | 46° 59' 47"  | 50.00'   | 41.01'  | 21.74'  | S 60° 36' 46" E | 39.87'  |
| C44   | 09° 54' 38"  | 155.00'  | 26.83'  | 13.45'  | S 62° 52' 02" E | 26.79'  |
| C45   | 45° 19' 33"  | 155.00'  | 122.62' | 64.72'  | N 89° 30' 43" E | 119.45' |
| C46   | 21° 41' 27"  | 155.00'  | 58.68'  | 29.70'  | N 56° 00' 12" E | 58.33'  |
| C47   | 30° 25' 01"  | 50.00'   | 26.54'  | 13.59'  | N 01° 05' 25" E | 26.23'  |
| C48   | 60° 55' 18"  | 50.00'   | 53.16'  | 29.41'  | N 44° 34' 44" E | 50.69'  |
| C49   | 52° 53' 18"  | 50.00'   | 46.15'  | 24.87'  | S 78° 30' 58" E | 44.53'  |
| C50   | 53° 28' 19"  | 50.00'   | 46.66'  | 25.19'  | S 25° 20' 09" E | 44.99'  |
| C51   | 85° 29' 28"  | 50.00'   | 74.60'  | 46.21'  | S 44° 08' 45" E | 67.67'  |
| C52   | 42° 43' 00"  | 205.00'  | 152.84' | 60.17'  | S 62° 54' 19" E | 149.32' |
| C53   | 15° 53' 14"  | 205.00'  | 56.78'  | 28.57'  | N 87° 47' 41" E | 56.80'  |
| C54   | 15° 28' 10"  | 205.00'  | 55.35'  | 27.84'  | N 72° 07' 29" E | 55.18'  |
| C55   | 04° 28' 51"  | 205.00'  | 23.19'  | 11.61'  | N 61° 08' 59" E | 23.16'  |
| C56   | 04° 08' 56"  | 25.00'   | 1.81'   | 0.91'   | S 45° 17' 17" E | 1.81'   |
| C57   | 81° 01' 12"  | 25.00'   | 35.35'  | 21.36'  | S 87° 52' 21" E | 32.48'  |
| C58   | 13° 12' 00"  | 356.00'  | 77.41'  | 38.88'  | N 49° 21' 33" E | 77.24'  |
| C59   | 08° 24' 44"  | 356.00'  | 22.02'  | 11.03'  | S 47° 49' 08" E | 22.00'  |
| C60   | 31° 59' 51"  | 178.33'  | 99.59'  | 51.13'  | S 18° 12' 46" E | 98.30'  |
| C61   | 86° 24' 33"  | 36.00'   | 57.31'  | 35.69'  | S 09° 11' 18" E | 52.03'  |
| C62   | 96° 09' 06"  | 41.00'   | 69.16'  | 46.06'  | S 54° 32' 37" E | 61.25'  |
| C63   | 90° 55' 23"  | 41.00'   | 65.06'  | 41.67'  | N 54° 29' 36" E | 58.45'  |

LINE TABLE

| LINE | BEARING         | LENGTH  | LINE | BEARING         | LENGTH  |
|------|-----------------|---------|------|-----------------|---------|
| L1   | N 53° 16' 59" E | 21.38'  | L28  | S 55° 36' 04" E | 29.68'  |
| L2   | N 46° 45' 51" E | 14.98'  | L29  | S 06° 33' 37" E | 163.03' |
| L3   | N 57° 41' 12" E | 156.50' | L30  | S 55° 57' 32" E | 37.69'  |
| L4   | N 56° 09' 30" E | 47.49'  | L31  | N 55° 57' 32" E | 27.11'  |
| L5   | N 57° 38' 51" E | 128.85' | L32  | S 29° 48' 55" E | 140.66' |
| L6   | N 39° 13' 23" E | 34.00'  | L33  | S 52° 01' 31" E | 160.31' |
| L7   | N 38° 06' 46" E | 72.21'  | L34  | S 43° 36' 46" E | 57.59'  |
| L8   | N 38° 27' 11" E | 72.84'  | L35  | S 33° 42' 49" E | 10.29'  |
| L9   | N 39° 33' 59" E | 74.31'  | L36  | S 33° 49' 01" E | 140.88' |
| L10  | S 55° 08' 19" E | 40.01'  | L37  | S 08° 49' 01" E | 57.68'  |
| L11  | N 37° 42' 57" E | 46.11'  | L38  | S 53° 49' 12" E | 127.08' |
| L12  | N 34° 23' 55" E | 107.21' | L39  | S 54° 45' 01" E | 117.98' |
| L13  | S 39° 18' 38" E | 42.21'  | L40  | N 56° 10' 46" E | 59.92'  |
| L14  | N 41° 23' 20" E | 41.08'  | L41  | N 33° 49' 14" E | 56.59'  |
| L15  | S 49° 15' 43" E | 66.49'  | L42  | N 33° 49' 14" E | 22.50'  |
| L16  | N 39° 21' 57" E | 37.57'  | L43  | N 33° 49' 14" E | 21.00'  |
| L17  | S 57° 54' 33" E | 137.54' | L44  | S 56° 15' 21" E | 47.50'  |
| L18  | N 30° 12' 04" E | 11.02'  | L45  | N 33° 44' 39" E | 70.30'  |
| L19  | N 49° 15' 43" E | 58.85'  | L46  | N 60° 33' 29" E | 70.30'  |
| L20  | N 49° 15' 43" E | 74.13'  | L47  | S 59° 29' 41" E | 162.76' |
| L21  | S 55° 57' 32" E | 57.84'  | L48  | N 56° 53' 38" E | 25.35'  |
| L22  | S 57° 54' 33" E | 87.84'  | L49  | S 34° 02' 28" E | 114.40' |
| L23  | N 57° 34' 33" E | 87.84'  | L50  | N 55° 57' 32" E | 68.09'  |
| L24  | N 57° 47' 38" E | 18.85'  | L51  | N 57° 54' 33" E | 115.00' |
| L25  | N 57° 29' 39" E | 25.72'  | L52  | S 33° 47' 36" E | 6.50'   |
| L26  | N 32° 03' 27" E | 184.61' | L53  | S 81° 42' 40" E | 26.87'  |
| L27  | N 58° 22' 57" E | 88.68'  | L54  | S 30° 54' 16" E | 78.02'  |
| L28  | N 58° 22' 57" E | 88.68'  | L55  | N 27° 12' 31" E | 31.74'  |



FINAL PLAT  
FELLOWSHIP SQUARE  
TOWN OF BERRYVILLE  
BERRYVILLE DISTRICT ~ CLARKE COUNTY, VIRGINIA

SCALE: N/A ~ DATE: OCTOBER 1, 2019

**Dewberry**  
Dewberry Engineers Inc.  
1000 Edwards Ferry Road, Suite 200, Leesburg, Virginia 20176  
Phone 703.771.8004  
www.dewberry.com  
APA-875-LC

SHEET 6 OF 9



LOT AREA TABLE

| LOT | SF    | LOT   | SF      |
|-----|-------|-------|---------|
| 1   | 9,793 | 27    | 7,729   |
| 2   | 7,646 | 28    | 19,318  |
| 3   | 7,646 | 29    | 11,077  |
| 4   | 8,800 | 30    | 13,830  |
| 5   | 7,587 | 31    | 7,937   |
| 6   | 7,587 | 32    | 6,357   |
| 7   | 7,652 | 33    | 6,330   |
| 8   | 7,652 | 34    | 9,364   |
| 9   | 7,833 | 35    | 7,500   |
| 10  | 7,500 | 36    | 7,653   |
| 11  | 7,568 | 37    | 8,978   |
| 12  | 7,570 | 38    | 10,400  |
| 13  | 7,570 | 39    | 12,221  |
| 14  | 7,536 | 40    | 6,904   |
| 15  | 7,563 | 41    | 9,605   |
| 16  | 7,541 | 42    | 8,586   |
| 17  | 7,571 | 43    | 11,568  |
| 18  | 9,301 | 44    | 9,371   |
| 19  | 7,562 | 45    | 7,784   |
| 20  | 7,562 | 46    | 7,560   |
| 21  | 7,562 | 47    | 7,595   |
| 22  | 7,562 | 48    | 7,562   |
| 23  | 6,062 | 49    | 7,562   |
| 24  | 7,625 | 50    | 9,673   |
| 25  | 7,625 | TOTAL | 436,604 |
| 26  | 7,619 |       |         |

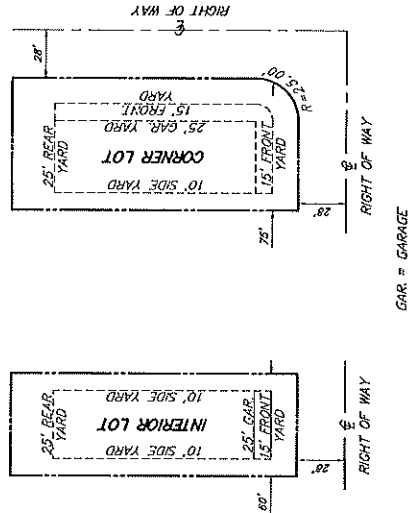
SF = SQUARE FEET

OPEN SPACE AREA TABLE

| PARCEL   | SF      | PARCEL   | SF      |
|----------|---------|----------|---------|
| PARCEL A | 213,584 | PARCEL C | 1,809   |
| PARCEL B | 70,307  | TOTAL    | 285,700 |

SF = SQUARE FEET

TYPICAL YARD REQUIREMENTS FOR DR-4 CLUSTER LOTS



ZONING REQUIREMENTS

DR-4, DETACHED RESIDENTIAL-4 DISTRICT  
§ 604.7 OF THE TOWN OF BERRYVILLE ZONING ORDINANCE JULY 2018

LOT SIZE, YARD, AND BULK REQUIREMENTS FOR CLUSTERED LOTS  
(A) MINIMUM LOT AREA 7,500 SQUARE FEET  
MAXIMUM LOT AREA 20,000 SQUARE FEET (7/04)

(B) MINIMUM LOT WIDTH  
(1) INTERIOR LOT: 60 FEET  
(2) CORNER LOT: 75 FEET

(C) MINIMUM YARD REQUIREMENTS  
(1) FRONT YARD: 15 FEET FOR PRIMARY STRUCTURES;  
25 FEET FOR GARAGES, CARPORTS, OR OTHER  
STRUCTURES USED TO HOUSE VEHICLES (7/04)  
(2) SIDE YARD: 5 FEET (REAR AND SIDE SETBACKS)  
(3) REAR YARD: 25 FEET (RESIDENCES)  
(4) ACCESSORY STRUCTURE: 35 FEET  
MAXIMUM BUILDING HEIGHT: 35 FEET

OPEN SPACE REQUIREMENTS FOR DR-4 CLUSTER SUBDIVISIONS

OPEN SPACE - 20 PERCENT OF NET SITE AREA EXCLUDING 100 YR FLOOD PLAIN, SINK HOLES, SLOPES EXCEEDING 25%  
AND 50% OF THE NET SITE AREA WITH SLOPES BETWEEN 15% AND 25% SHALL BE DEDICATED AS OPEN SPACE FOR  
COMMON USAGE AND OWNERSHIP.

TOTAL SITE AREA = 19,6250 AC.

REQUIRED OPEN SPACE 19,6250 X 0.20 = 3,9250 AC. OR 170,973 SF.

OPEN SPACE PROVIDED (IN 3 AREAS) = 6,5588 AC. OR 285,700 SF.

TOTAL AREA IN RESIDENTIAL LOTS = 10,0230 AC.

TOTAL AREA IN RIGHT OF WAY = 3,0432 AC.

NET DEVELOPABLE ACREAGE/DENSITY CALCULATIONS

GRASS ACREAGE AT VARIOUS EXISTING PHYSICAL AND ENVIRONMENTAL RELATED CHARACTERISTICS OF THE SITE.

SLOPES BETWEEN 15% TO 25% (0.58 AC \* 50%) = 0.00 AC.

SLOPE GREATER THAN 25% = 0.00 AC.

SINK HOLES = 0.0 AC.

FLOOD PLAIN = 0.0 AC.

ESTABLISHED DRAINAGE CHANNELS = 0.0 AC.

FLOOD PLAIN SOILS = 0.0 AC.

EXISTING WATER BODIES = 0.0 AC.

UTILITIES / ACCESS EASEMENT = 0.0 AC.

OTHER SENSITIVE AREAS (DEFINED BY TOWN) = 0.0 AC.

NET DEVELOPABLE AREA EXCLUSIONS = 0.29 AC.

NET DEVELOPABLE AREA = 19,6250 AC. - 0.00 AC. = 19,6250 NET ACRES

MAXIMUM ALLOWABLE DENSITY (DR - 4) = 4 UNITS PER NET DEVELOPABLE ACRE

PROPOSED DENSITY = 19,6250 AC. X 4 = 78.5 UNITS



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**Dewberry**

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