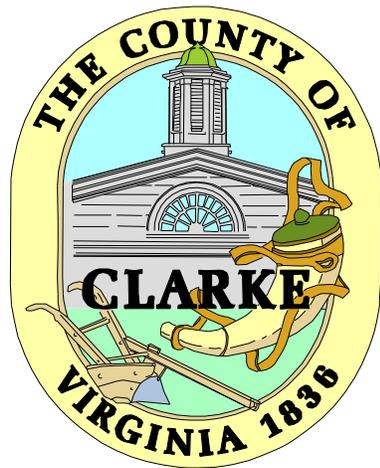


# 2013 Clarke County Transportation Plan



Adopted by  
the Board of Supervisors  
March 18, 2014

## **ACKNOWLEDGEMENTS**

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**DATE OF PLANNING COMMISSION PUBLIC HEARING AND ADOPTION:**

October 17, 2013

**DATE OF BOARD OF SUPERVISORS PUBLIC HEARING AND ADOPTION:**

March 18, 2014

**2013 TRANSPORTATION IMPLEMENTING COMPONENT PLAN  
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## **I. Introduction**

The Clarke County Transportation Plan is an implementing component of the 2013 Clarke County Comprehensive Plan. The Transportation Plan is designed to comply with the requirements of Code of Virginia §15.2-2223 which outlines specific transportation elements that must be included as part of a jurisdiction's comprehensive plan. These required elements include:

- An inventory of the County's transportation system.
- Planning assumptions to support the County's policies and proposed improvement projects.
- A needs assessment that compares the existing transportation system with the County's land use policies to determine how future growth will affect the system.
- Proposed improvement projects (see Transportation Facilities and Improvement Projects Map in Appendix) with cost estimates that address the County's transportation needs.

The 2013 Comprehensive Plan's Objective 12 on Transportation directs the specific recommendations that are provided by this Transportation Plan. The Objective includes the following policies:

### **Objective 12 -- Transportation**

Ensure that the County's transportation system provides safe and efficient means for all modes of travel for citizens and visitors through coordinated land use decision-making and judicious use of limited fiscal resources.

1. Create and maintain a transportation plan that includes an inventory of the County's existing transportation network, planning assumptions, needs assessment, and recommended future improvements. Conduct an annual review of this plan to ensure consistency with the County's Six Year Secondary Road Improvement Plan and Budget and with the Commonwealth Transportation Board's Statewide Transportation Plan.
2. Develop specific strategies for prioritizing transportation projects, responding to new State and Federal projects in the County, and identifying new projects to improve safety or increase capacity of the public road system. Include policies on bicycle and pedestrian facilities and commuter facilities.
3. Maintain the existing primary road system at its present level and upgrade it only for safety purposes or planned traffic increases to the extent funds are provided by the Virginia Department of Transportation.
4. Establish specific transportation planning policies in the area plans for the County's designated growth areas including but not limited to policies on walkability, bicycle and pedestrian mobility, interconnected street networks, traffic calming, and other modern techniques that support high quality communities and neighborhoods.

5. Carefully assess the short- and long-range fiscal impacts of transportation improvements when land-use decisions and plans are made.
6. Develop and maintain a County bicycle and pedestrian plan.

Policies and required transportation planning elements for the Town of Berryville are found in the Town's comprehensive plan and in the Berryville Area Plan for the designated annexation areas. Elements for the Town of Boyce may be found in the Boyce Comprehensive Plan.

As an implementing component plan, the Transportation Plan will be evaluated for potential updating following the five-year scheduled review of the County's Comprehensive Plan. The Transportation Plan will also be reviewed periodically to determine whether new impacts and land use decisions warrant an interim evaluation of the document.

## **II. Existing Transportation Network**

Clarke County is a rural, agricultural county with an area of 174 square miles and is located in the Northern Shenandoah Valley. It is bordered by Frederick County to the west, Warren County to the south, Loudoun and Fauquier Counties to the east, and Jefferson County, West Virginia to the north. The County is bisected by the Shenandoah River and the eastern portion of the County falls within the Blue Ridge Mountains. Population is centered in the two incorporated towns of Berryville and Boyce along with the unincorporated villages of Millwood, White Post, and Pine Grove. Business growth areas are designated at the intersections of Waterloo and Double Tollgate.

Clarke County is not included in any metropolitan planning organization (MPO) study area but is bordered by the Winchester-Frederick MPO to the west and the National Capital Region TCB to the east.

### **A. Public Road System<sup>1</sup>**

The County's major public road infrastructure consists of the following:

#### **Federal Primary Highways**

- U.S. 50/17 – John Mosby Highway (Frederick County line to Fauquier County line). Four-lane divided urban minor arterial.
- U.S. 340 – Lord Fairfax Highway (Warren County line to West Virginia State line).
  - Four-lane divided urban principal arterial from West Virginia State line to Virginia Route 7 (Harry Byrd Highway).
  - Two-lane urban minor arterial from Virginia Route 7 (Harry Byrd Highway) to U.S. 522 (Stonewall Jackson Highway).
  - Four-lane urban minor arterial from U.S. 522 (Stonewall Jackson Highway) to Warren County line (runs concurrently with U.S. 522 along this segment).

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<sup>1</sup> Source for functional classification is the Virginia Department of Transportation (VDOT) 2005 Functional Classification map.

- U.S. 522 – (Stonewall Jackson Highway). Four-lane urban minor arterial from Warren County line to Frederick County line (runs concurrently with U.S. 340 from Warren County line to Double Tollgate intersection).

State Primary Highways

- Route 7 – Harry Byrd Highway (Frederick County line to Loudoun County line). Four-lane divided urban principal arterial.
- Route 7 Business – West Main Street/East Main Street (Town of Berryville). Two-lane urban collector.
- Route 255 – Bishop Meade Road (U.S. 340 to U.S. 50/17). Two-lane rural major collector.
- Route 277 – Lord Fairfax Highway (Double Tollgate intersection to Frederick County line). Two-lane urban minor arterial.

Classified Secondary Roads

This inventory does not include secondary roads that are located exclusively within the limits of the Town of Berryville. There are no secondary roads designated as rural principal or rural minor arterial routes.

Rural Major Collectors

- Route 611 (Summit Point Road) from Lord Fairfax Highway (U.S. 340) to West Virginia State line.
- Route 612 (Shepherds Mill Road) from Lord Fairfax Highway (U.S. 340) to Harry Byrd Highway (Route 7).
- Route 620 (Browntown Road) from Lord Fairfax Highway (U.S. 340) to Bishop Meade Road (Route 255).
- Route 628 (Berrys Ferry Road) from Lord Fairfax Highway to White Post Road (Route 658).
- Route 632 (Crums Church Road) from Old Charles Town Road (Route 761) to Harry Byrd Highway (Route 7).
- Route 632 (Triple J Road) from Harry Byrd Highway (Route 7) to Senseny Road (Route 657).
- Route 638 (Howellsville Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.
- Route 657 (Senseny Road) from Lord Fairfax Highway (U.S. 340) to Frederick County line.
- Route 658 (White Post Road) from Lord Fairfax Highway (U.S. 340) to Carters Line Road (Route 627).
- Route 723 (Old Winchester Road) from Frederick County line to North Greenway Avenue (U.S. 340).
- Route 723 (Millwood Road) from North Greenway Avenue (U.S. 340) to U.S. 50/17 (John Mosby Highway).
- Route 761 (Old Charles Town Road) from Frederick County line to West Virginia State line.

### *Rural Minor Collectors*

- Route 601 (Raven Rocks Road) from Route 7 (Harry Byrd Highway) to West Virginia State line.
- Route 601 (Blue Ridge Mountain Road) from Route 7 (Harry Byrd Highway) to Route 50/17 (John Mosby Highway).
- Route 606 (River Road) from Route 7 (Harry Byrd Highway) to Route 649 (Frogtown Road).
- Route 606 (Mt. Carmel Road) from Route 649 (Frogtown Road) to U.S. 50/17 (John Mosby Highway).
- Route 613 (Springsbury Road) from Berryville Town limits to Route 618 (Lockes Mill Road).
- Route 617 (Briggs Road) from Route 255 (Bishop Meade Road) to Route 618 (Lockes Mill Road).
- Route 618 (Lockes Mill Road) from Route 617 (Briggs Road) to Route 613 (Springsbury Road).
- Route 615 (Boom Road) from Berryville Town limits to End of State Maintenance.
- Route 624 (Red Gate Road) from U.S. 50/17 (John Mosby Highway) to Warren County line.
- Route 644 (Gun Barrel Road) from U.S. 50/17 (John Mosby Highway) to U.S. 340 (Lord Fairfax Highway).
- Route 649 (Frogtown Road) from Route 606 (River Road) to Route 606 (Mt. Carmel Road).
- Route 653 (Kimble Road) from Route 7 (Harry Byrd Highway) to Route 654 (Stringtown Road).
- Route 658 (White Post Road) from Route 627 (Carters Line Road) to Warren County line (name changes to Sugar Hill Road before crossing into Warren County).
- Route 660 (Russell Road) from Route 7 (Harry Byrd Highway) to Route 674 (Cather Road).
- Route 672 (Swimley Road) from Route 761 (Old Charles Town Road) to Frederick County line.

A complete road classification table is located in Appendix B.

### **B. Private Roads**

There are currently 343 private roads in the County that are recognized with an official County road name by virtue of serving three or more addressable structures. Private roads are maintained solely by the property owners that access the road or by an organized homeowners association. As a long standing policy, the County does not expend public funds to maintain and repair private roads or to accept private roads into the public road system. The County Subdivision Ordinance requires all new subdivisions to be served by private roads to include a note on the plat indicating that the private road will never be maintained by Clarke County or the Virginia Department of Transportation.

### **C. Bicycle and Pedestrian Facilities**

The County currently does not have any state-designated bicycle routes. The County has plans to develop and implement a bicycle plan in the near future.

Pedestrian facilities in the form of sidewalks and walking paths are found predominantly in the incorporated towns and the business intersections at Waterloo and Double Tollgate. The Appalachian Trail is located along the eastern portion of the County.

#### **D. Railroads**

The County is served by two rail lines. The primary line is a Norfolk Southern line that runs from Warren County in the southeast to the West Virginia State line in the northeast portion of the County. This line passes through both the Town of Berryville and Boyce with sidings serving existing businesses located in Berryville. A second line, operated by CSX, passes through the northern tip of the County from West Virginia to Frederick County near the community of Wadesville.

There is no passenger train access in the County.

#### **E. Airports**

There are no public airports in the County although there are a handful of private airstrips that are recognized by the Federal Airport Administration. The closest public airports are Winchester Regional Airport in eastern Frederick County and Washington Dulles International Airport in Loudoun County.

#### **F. Commuter Facilities**

The Virginia Department of Transportation (VDOT) maintains two park-and-ride lots. The larger of the two is located in Waterloo near the intersections of U.S. 50/17 and U.S. 340. This facility contains 165 spaces and contains pick-up areas for commuter vans. The second lot is located on the east side of U.S. 522/340 at the Virginia Department of Corrections facility. This lot contains 24 spaces. RideSmart provides commuter assistance for residents of Clarke County and the Northern Shenandoah Valley.

### **III. Land Use Philosophy/Growth Assumptions**

As described in detail in the 2013 Clarke County Comprehensive Plan, the County's land use philosophy focuses residential and business growth into the incorporated towns of Berryville and Boyce and utilizes robust land use controls and programs to ensure preservation of open lands and agricultural operations in the unincorporated areas of the County. Subdivision of land outside of the incorporated towns is limited by the County's sliding-scale zoning system and regulations to ensure that large parcels are maintained. The County also has an active conservation easement purchase program and, together with the efforts of the Virginia Outdoors Foundation and other preservation organizations, have facilitated the placement of approximately 20% of the total land area of Clarke County in permanent conservation easement. This approach to growth management has resulted in the County experiencing a much lower growth rate over the past few decades compared to surrounding jurisdictions.

The County's land use policies also focus commercial growth into the incorporated towns and two designated business growth areas at intersections of primary highways -- Waterloo (U.S. 50/17 and U.S. 340) and Double Tollgate (U.S. 340 and U.S. 522). The County has been

disciplined over the years in ensuring that commercial growth occurs predominantly in these locations and at a scale that can be managed with minimal upgrades to the County’s infrastructure. Public water and sewer – the primary catalyst for commercial growth – is provided within the incorporated towns, the Waterloo intersection, and the Village of Millwood. Public water is provided to the Village of White Post. Focusing public water and sewer into designated growth areas helps to prevent haphazard commercial growth outside of these areas.

As depicted in the tables below, Clarke County’s growth rate has been much slower and is expected to continue be slower in the future compared to our neighboring jurisdictions:

**TABLE 1 – Population and Growth Rates, 1950-2010**

<b>Jurisdiction</b>	<b>1950</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
<b>Clarke</b>	7,074	7,942 (12.2%)	8,102 (2.0%)	9,965 (23.0%)	12,101 (21.4%)	12,652 (4.5%)	14,034 (10.9%)
<b>Loudoun</b>	21,147	24,549 (16.1%)	37,150 (51.3%)	57,427 (54.6%)	86,129 (50.0%)	169,599 (96.9%)	312,311 (84.1%)
<b>Frederick/City of Winchester</b>	31,378	37,051 (18.1%)	48,322 (30.4%)	54,367 (12.5%)	67,686 (24.5%)	82,794 (22.3%)	104,508 (26.2%)
<b>Warren</b>	14,801	14,655 (-1.0%)	15,301 (4.4%)	21,200 (38.6%)	26,142 (23.3%)	31,584 (20.8%)	37,575 (19.0%)
<b>Fauquier</b>	21,248	24,066 (13.3%)	26,375 (10.0%)	35,889 (36.1%)	48,860 (36.1%)	55,139 (12.9%)	65,203 (18.3%)
<b>Fairfax</b>	98,557	275,002 (179.0%)	454,275 (65.2%)	598,901 (31.8%)	818,584 (36.7%)	969,749 (18.4%)	1,081,726 (11.5%)
<b>Berkeley Co., WV</b>	30,359	33,791 (11.3%)	36,356 (7.6%)	46,775 (28.7%)	59,253 (26.7%)	75,905 (28.1%)	104,169 (37.2%)
<b>Jefferson Co., WV</b>	17,184	18,665 (8.6%)	21,280 (14.0%)	30,302 (42.4%)	35,926 (18.6%)	42,190 (17.4%)	53,498 (26.8%)

Source – US Census 2010

**TABLE 2 – Population Projections, 2000-2030**

<b>Jurisdiction</b>	<b>2010*</b>	<b>2020**</b>	<b>Growth % 2010-2020</b>	<b>2030**</b>	<b>Growth % 2020-2030</b>	<b>2040**</b>	<b>Growth % 2030-2040</b>
<b>Clarke</b>	14,034	15,025	7.1%	15,871	5.6%	16,631	4.6%
<b>Loudoun</b>	312,311	397,272	27.2%	482,234	21.4%	567,195	17.6%
<b>Frederick</b>	78,305	97,192	24.1%	119,419	22.9%	145,938	22.2%
<b>City of Winchester</b>	26,203	27,967	6.7%	29,449	5.3%	30,781	4.5%
<b>Warren</b>	37,575	41,856	11.4%	45,818	9.5%	49,709	8.5%
<b>Fauquier</b>	65,203	74,118	13.7%	83,312	12.4%	93,028	10.4%
<b>Fairfax</b>	1,081,726	1,182,609	9.3%	1,271,995	7.6%	1,350,245	6.2%
<b>Berkeley Co., WV</b>	104,169	128,550***	23.4%	155,566***	21.0%	n/a	n/a
<b>Jefferson Co., WV</b>	53,498	62,691***	17.2%	71,208***	13.6%	n/a	n/a

Sources:

\* US Census (2010 population)

\*\* University of Virginia’s Weldon-Cooper Center (projections)

\*\*\* West Virginia University’s Bureau of Business and Economic Research (WV projections)

The County expects to continue to strengthen this philosophy in the coming years so growth rates will continue to be well below those of our neighboring jurisdictions. As noted in Table 2 above, the County is projected to add approximately 2,600 new residents through the year 2040.

The County’s growth rate and land use approach translates into a conservative philosophy in regards to transportation planning. As a matter of practice, the County focuses its limited transportation funds on projects that provide substantial safety improvements or improve gravel-surface roads as opposed to projects that expand the capacity of the public road network. The County supports efforts by the incorporated Towns to expand the safety and efficiency of their internal road networks as the County’s designated growth areas. The County also supports localized, developer-funded capacity and safety improvements to support new business growth at the intersections of Waterloo and Double Tollgate.

One of the major challenges in the future will be to balance the County’s transportation and land use philosophies with increasing impacts generated by neighboring localities. The County is generally opposed to expanding the capacity of its public road network including the State and Federal primary highways as these projects could attract additional growth that would be inconsistent with the County’s land use philosophies. Alternatives to adding capacity, including expansion of commuting opportunities, should be pursued.

#### **IV. Project Priorities and Planning-Level Cost Estimates**

The project priorities included in this Transportation Plan are specifically designed to support the planned growth within the two incorporated towns of Berryville and Boyce along with the business intersections of Waterloo and Double Tollgate. The priorities list includes projects to improve safety conditions outside of the growth areas along the County's Federal and State primary routes and to provide alternatives to single-occupant vehicle traffic.

Note that the project costs provided below are planning-level estimates only and do not reflect actual costs derived from preliminary engineering work. Cost estimates were taken from the Virginia Department of Transportation's Statewide Planning Level Cost Estimates (January 2009).

##### **A. Current Project Priorities**

###### **1. Intersection of US Route 340 (Lord Fairfax Highway) and US Routes 50/17 (John Mosby Highway) at Waterloo.**

Planning Cost Estimate:                      \$2,100,000

###### Assessed Need/Description:

The Waterloo intersection is one of the County's two designated business growth areas and additional safety and capacity improvements are necessary to facilitate economic development. Some functional improvements were added to the intersection in conjunction with development of a convenience store/gas station complex on the southeast quadrant. As new development occurs at the intersection, the scope and type of improvements should be evaluated based on the projected traffic to be generated by the new uses. The cost of some portions of this project could be assumed by the development community as part of their projected traffic impacts.

###### Recommendation:

Project – Safety and capacity improvements at intersection. Improve two existing right turn lanes to current urban design standards and reconfigure the north and south sides of the intersection to add capacity when new development occurs.

This project was first added to the County's transportation priorities list in 1992. Partial funding for engineering design was approved (UPC 54384) and full funding is sought to complete the design phase of the project.

###### **2. Intersection of Route 7 (Harry Byrd Highway) and Route 612 (Shepherds Mill Road), approximately 3 miles east of Berryville.**

Planning Cost Estimate:                      \$1,100,000

###### Assessed Need/Description:

Shepherds Mill Road (Route 612) is a high-volume shortcut for commuter traffic traveling to and

from West Virginia via Route 7 and U.S. 340. The intersection has serious safety issues due to insufficient sight distance and substandard turn lanes. An existing convenience store on the northeast corner of the intersection has an entrance located within the right turn lane, creating additional conflict points.

Recommendation:

Project – Safety improvements at intersection of state primary and rural major collector. Upgrade two existing turn lanes to VDOT standards.

In 2013, a project to perform safety improvements (UPC 104352) at this intersection was added to the FY2013-2014 secondary road construction budget by the Board of Supervisors. The planning level cost estimate adds the upgrade of two existing turn lanes to VDOT standards to the safety improvement project.

**3. Intersection of US Route 340/277 (Lord Fairfax Highway) and US Route 522 (Stonewall Jackson Highway) at Double Tollgate.**

Planning Cost Estimate: \$2,100,000

Assessed Need/Description:

This dangerous intersection has experienced an increase in traffic of over 30% since 2001 and has insufficient turn lanes and through lane capacity. The Double Tollgate intersection is one of the County's two designated business growth areas and currently contains a gas station/convenience store, church, flea market, and tourist attraction (Dinosaur Land). Traffic is expected to increase in the coming years as large-scale residential development occurs in nearby Lake Frederick (2,000+ units in Frederick County) in addition to further development in Frederick and Warren Counties along the corridor.

Recommendation:

Project – Safety and capacity improvements at intersection. Improve existing right and left turn lanes to current urban design standards and the reconfiguration of the north and south sides of the intersection to add through capacity when new development occurs.

This project was first added to the County's priorities list in 1997.

**4. Route 7 Business (West Main Street) from Route 7 (Harry Byrd Highway) to Hermitage Boulevard in the Town of Berryville (approximately 1.2 miles of primary highway).**

Planning Cost Estimate: \$3,800,000

Assessed Need/Description:

This section of Route 7 Business serves five public school buildings, the County's Parks and Recreation Facility, and the Ruritan Fairgrounds in addition to serving as the main western route

into the Town of Berryville. The original project concept was to upgrade the current two-lane section to three lanes with turn lanes, drainage, and safety improvements at major intersections, and sidewalks and bike lanes/trails should be added to facilitate pedestrian and bicycle traffic. With the recent construction of the new Clarke County High School and extension of Mosby Boulevard to West Main Street, a roundabout has been added at this new intersection and new sidewalks added along the north side of West Main Street in addition to other improvements. Additionally, the Mosby Boulevard extension now provides a new route for traffic between the west end of town and the north end of town at U.S. 340. The scope of this project, particularly along the segment in the Town, will need to be evaluated for possible changes in the near future as traffic data is accumulated at the new intersection and along Mosby Boulevard.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct the segment of West Main Street from Route 7 to the roundabout at Mosby Boulevard to a three-lane section with sidewalk on the north side, along with safety and drainage improvements on the remaining section from the roundabout to Hermitage Boulevard.

This project was first added to the County’s priorities list in 1992.

**5. US Route 340 (Greenway Avenue) Drainage Issues in the Town of Boyce.**

Cost Estimate: \$750,000

Assessed Need/Description:

The project is necessary in order to replace existing drainage swales that are insufficient to handle runoff from US Route 340 and cause frequent flooding on nearby properties.

Recommendation:

Project – Drainage improvements. The project was first added to the County’s priorities list in 2003. Some drainage improvements were made in conjunction with a recent residential development project on the south end of town. The Town should re-evaluate the scope of the project taking into consideration these improvements. The project area is located entirely within the Town of Boyce.

**6. Route 7 Business (East Main Street) from Route 7 (Harry Byrd Highway) to Norfolk Southern Railroad crossing (approximately 0.94 miles of primary highway).**

Cost Estimate: \$7,700,000

Assessed Need/Description:

The roadway serves as a major route for truck traffic to several industrial businesses on the east side of town including the County’s industrial park and a major (800 employees) publishing company. The current two-lane section should be upgraded to three lanes with turn lanes,

sidewalks, drainage, and safety improvements at major intersections. The project area is located predominantly within the Town of Berryville.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct East Main Street with a three-lane section where feasible along with utility relocations, drainage improvements, and new sidewalk construction.

This project has been on the County’s list of priorities since 1995.

**7. Park and Ride Lot, Route 7 (Harry Byrd Highway) near intersection of Route 7 Business one mile west of Berryville.**

Cost Estimate: \$2,500,000 for 250 space facility.

Assessed Need/Description:

Route 7 is a major east-west commuter route between the Winchester area and employment centers in the Washington metropolitan area. Commuter traffic has increased more than 50% along this route since 2001 and will continue to increase with new residential growth in Winchester, Frederick County, and surrounding jurisdictions. Alternatives to single-occupancy vehicle commuters must be developed to avoid increasing the capacity of Route 7 and a park and ride lot at this location would help with this effort.

Recommendation:

Project – Addition of a new commuter facility. The facility should be designed similar to the park and ride facility at Waterloo on U.S. 50 with a higher capacity to support the greater traffic demand along with accommodations for commuter buses and vans. The location on the west side of Berryville would help maximize convenience for Town and County residents who choose to commute.

**B. Local Six Year Secondary Road Construction Project Priorities**

The Clarke County Board of Supervisors works with Virginia Department of Transportation (VDOT) on an annual basis to prioritize state funding for improvement projects in the County’s secondary road system. State secondary system funds are allocated to a locality based on their population and land area. These system funds compose the majority of secondary road funds made available to localities and are also vary based upon the adopted state transportation budget. Other funds are available for specific project types such as upgrading unpaved roads with a hard surface (e.g., Pave in Place and Rural Rustic Roads programs) and bridge improvements.

Because secondary road construction funding varies from year to year and project requirements can change, the secondary road construction priorities are not included in the Transportation Plan.

## **V. Conclusions**

Clarke County's approach to transportation planning mirrors the County's unique land use philosophies. Safety, functionality, and limited capacity improvements are encouraged in the incorporated towns and business growth intersections to maximize the efficiency of the road network. Capacity expansion in the unincorporated areas is strongly opposed in order to reduce future development pressures and to maintain the County's rural, agrarian, and historic character. Modest improvements to add hard surfaces to unpaved secondary roads and improve traffic safety in the unincorporated areas are generally supported.

In summation, below are five strategies that can help to further the County's transportation objectives:

1. Conduct a formal evaluation of the Transportation component plan in conjunction with the five-year review of the County's Comprehensive Plan. Perform interim evaluations of the Transportation Plan to gauge how any new impacts or funding challenges may impact the Plan's approach.
2. Continue to focus the County's limited transportation funds on projects that improve traffic safety, improve functionality, add bicycle or pedestrian features, provide new or enhance existing commuting opportunities, or replace existing gravel public roads or road segments with new hard surfaces.
3. Oppose public and private efforts to expand capacity of the County's road network outside of the incorporated towns and business growth areas including the State and Federal primary highways.
4. Support projects that improve safety, functionality, and capacity of the public road network within the Towns of Berryville and Boyce and the business growth areas of Waterloo and Double Tollgate.
5. Develop and maintain a clearinghouse of County traffic data, in conjunction with the Virginia Department of Transportation, to aid the governing bodies in making land use decisions and allocating transportation funding to specific projects.

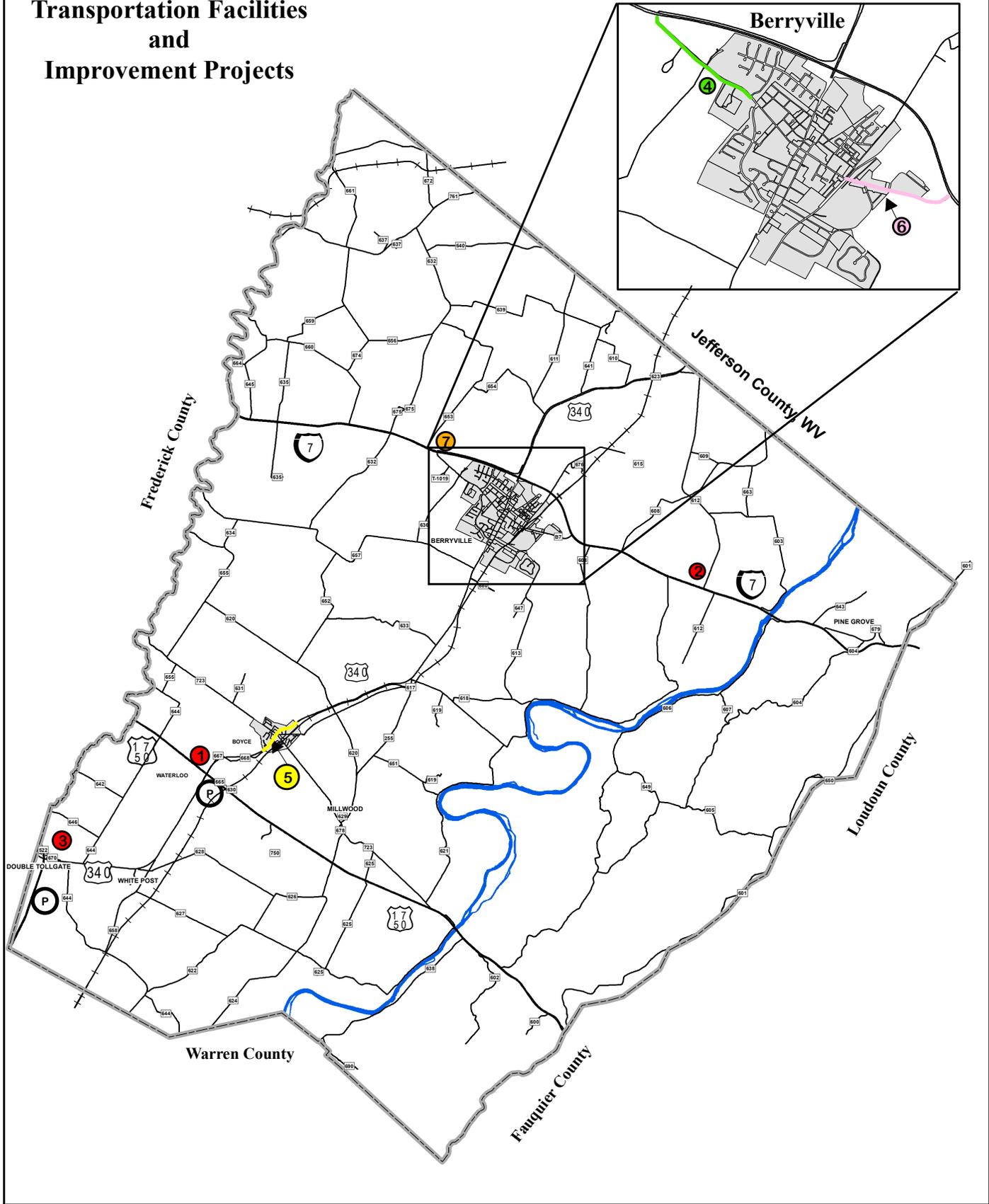
# Appendix A

## TRANSPORTATION FACILITIES AND IMPROVEMENT PROJECTS MAP

- 1. Intersection Improvement (Waterloo), John Mosby Highway (U.S. 50/17) and Lord Fairfax Highway (U.S. 340)**
- 2. Intersection Improvement, Harry Byrd Highway (Route 7) and Shepherds Mill Road (Route 612)**
- 3. Intersection Improvement (Double Tollgate), Lord Fairfax Highway (U.S. 340/U.S 277) and Stonewall Jackson Highway (U.S. 522)**
- 4. Safety/Capacity/Functional Improvements, West Main Street (Business Route 7) between Harry Byrd Highway (Route 7) and Hermitage Boulevard (partly in Town of Berryville)**
- 5. Drainage Improvements, Greenway Avenue (U.S. 340) in Town of Boyce**
- 6. Safety/Capacity/Functional Improvements, East Main Street (Business Route 7) between Harry Byrd Highway (Route 7) and Norfolk Southern Railroad (mostly in Town of Berryville)**
- 7. Park and Ride Lot, near intersection of Harry Byrd Highway (Route 7) and West Main Street (Business Route 7)**
- P. Park and Ride Lots at Waterloo and Double Tollgate (Department of Corrections/Virginia Department of Transportation)**

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# Transportation Facilities and Improvement Projects



1 0.5 0 1 Miles



### Legend

- Incorporated Town
- Shenandoah River
- County Boundary
- Railroads
- Park and Ride Lot
- Planned Improvement Project (See Transportation Plan text for project descriptions)
- State Roads

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## **Appendix B**

### **FUNCTIONAL CLASSIFICATION TABLE Public Road System (Clarke County, Town of Berryville, Town of Boyce)**

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**FUNCTIONAL CLASSIFICATION**  
**Public Road Network (Clarke County and Towns of Berryville and Boyce)**

<u>Route</u>	<u>Facility Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Functional Class</u>
7	BERRYVILLE PIKE	FREDERICK CL	RTE 7 WEST BUS	3.80	Other Principal Arterial
7	HARRY FLOOD BYRD HWY	RTE 7 WEST BUS	LOUDOUN CL	9.77	Other Principal Arterial
7	WEST MAIN ST	RTE 7 WEST	RTE T-615	2.12	Major Collector
7	EAST MAIN ST	RTE T-615	RTE 7 EAST	0.93	Major Collector
50	MILLWOOD PIKE	FREDERICK CL	RTE 638	7.32	Minor Arterial
50	JOHN S MOSBY HWY	RTE 638	FAUQUIER CL	2.59	Minor Arterial
255	BISHOP MEADE HIGHWAY	RTES 50/17	RTE 340	3.84	Major Collector
277	FAIRFAX PIKE	FREDERICK CL	RTES 340/522	0.14	Minor Arterial
340	LORD FAIRFAX HIGHWAY	RTES 522/277	RTE 7	12.38	Minor Arterial
340	LORD FAIRFAX HIGHWAY	RTE 7	WEST VIRGINIA SL	4.11	Other Principal Arterial
522	FRONT ROYAL PIKE	FREDERICK CL	WARREN CL	2.11	Minor Arterial
601	BLUE RIDGE MOUNTAIN RD	RTE 50	LOUDOUN CL	9.92	Minor Collector
601	RAVEN ROCKS RD	LOUDOUN CL	WEST VIRGINIA SL	1.20	Minor Collector
606	MOUNT CARMEL RD	ROUTE 17/50	RTE 649 SOUTH	2.94	Minor Collector
606	MOUNT CARMEL RD	RTE 649 NORTH	RTE 607	2.78	Minor Collector
606	RIVER RD	RTE 607	RTE 7	1.82	Minor Collector
611	SUMMIT POINT RD	RTE 340	WEST VIRGINIA SL	2.87	Major Collector
612	SHEPHERDS MILL RD	RTE 7	RTE 340	4.73	Major Collector
613	SPRINGSBURY RD	RTE 618	WILLIAMSTEAD RD	3.13	Minor Collector
613	JACK ENDERS BLVD	RTE 613	RTE 7 BUS	0.47	Minor Collector
615	BOOM RD	RTE 7 BUS	RTE T-1005	0.12	Major Collector
615	BOOM RD	RTE T-1005	NCL BERRYVILLE	0.56	Minor Collector
615	BOOM RD	NCL BERRYVILLE	DEAD END	1.97	Minor Collector
616	S CHURCH ST	RTE 340 SOUTH	SCL BERRYVILLE	0.22	Major Collector
616	S CHURCH ST	SCL BERRYVILLE	RTE 7 BUS	0.54	Major Collector
616	N CHURCH ST	RTE 7 BUS	RTE T-1005	0.13	Major Collector
616	N CHURCH ST	RTE T-1005	RTE 340 NORTH	0.25	Minor Collector

**FUNCTIONAL CLASSIFICATION**  
**Public Road Network (Clarke County and Towns of Berryville and Boyce)**

<u>Route</u>	<u>Facility Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Functional Class</u>
617	BRIGGS RD	RTE 618	RTE 255	0.90	Minor Collector
618	LOCKES MILL RD	RTE 613	RTE 617	1.20	Minor Collector
620	BROWNTOWN RD	ROUTE 255	RTE 340	1.40	Major Collector
624	RED GATE RD	WARREN CL	RTE 622	2.30	Minor Collector
624	RED GATE RD	RTE 622	RTE 626	1.26	Minor Collector
624	RED GATE RD	RTE 626	RTE 50	0.50	Minor Collector
628	BERRYS FERRY RD	RTE 340	RTE 658	0.24	Major Collector
632	TRIPLE J RD	RTE 657	RTE 7	2.35	Major Collector
632	CRUMS CHURCH RD	RTE 7	RTE 761	4.22	Major Collector
636	WESTWOOD RD	RTE 7 BUS	RTE 657	1.47	Major Collector
638	HOWELLSVILLE RD	WARREN CL	RTE 50	3.41	Major Collector
644	GUN BARREL RD	ROUTE 340	RTE 17/50	2.70	Minor Collector
649	FROGTOWN RD	RTE 606 SOUTH	RTE 606 NORTH	3.07	Minor Collector
653	KIMBLE RD	RTE 7	RTE 654	1.40	Minor Collector
657	SENSENY RD	FREDERICK CL	RTE 340	6.32	Major Collector
658	SUGAR HILL RD	WARREN CL	RTE 622	0.59	Minor Collector
658	WHITE POST RD	RTE 622	RTE 627	2.40	Minor Collector
658	WHITE POST RD	RTE 627	RTE 340	0.65	Major Collector
660	RUSSELL RD	RTE 7	RTE 674	1.10	Minor Collector
672	SWIMLEY RD	RTE 761	RTE 661	2.98	Minor Collector
723	OLD WINCHESTER RD	FREDERICK CL	RTE 340	3.04	Major Collector
723	W MAIN ST	RTE 340	SCL BOYCE	0.29	Major Collector
723	MAIN ST	SCL BOYCE	RTE 255 NORTH	1.73	Major Collector
723	MILLWOOD RD	RTE 255 SOUTH	RTE 50	2.16	Major Collector
761	OLD CHARLES TOWN RD	FREDERICK CL	RTE 632	3.00	Major Collector
761	OLD CHARLES TOWN ROAD	RTE 632	WEST VIRGINIA SL	1.33	Major Collector
1005	LIBERTY ST	RTE T-616	RTE T-615	0.37	Major Collector

**FUNCTIONAL CLASSIFICATION**  
**Public Road Network (Clarke County and Towns of Berryville and Boyce)**

<u>Route</u>	<u>Facility Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Functional Class</u>
1035	MOSBY BLVD	RTE 340	RTE T-1041	0.47	Major Collector
1041	JACKSON DR	RTE 7 BUS	RTE T-1035	0.33	Major Collector