### 2017

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

where available

# Special Locality Report 249

Town of Kilmarnock

Information in this report is included in Report

**51** 

(Lancaster 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.

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.

1 Trail 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
- 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

29 US Route	North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	29	US Route	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

### Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
$\smile$	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

#### Virginia Department of Transportation Traffic Engineering Division 2017

#### Annual Average Daily Traffic Volume Estimates By Section of Route Town of Kilmarnock

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	NO	L Kilmarno	ck												
3 N Main St	Town of Kilmarnock (Maint: 51)		10000	N	95%	1%	1%	1%	3%	0%	Ν	0.089		0.596	10000	Ν
	To:	S	R 200 W In	ıt												
	From:	SR 20	W Int Chu	rch St												
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000	F	95%	1%	1%	1%	2%	0%	F	0.087		0.527	12000	F
$\bigcirc$	To:	SR 200	M Int Irvin	oton Rd			<u> </u>									
3 S Main St	Town of Kilmarnock (Maint: 51)		9500	F	95%	1%	1%	1%	2%	0%	F	0.09		0.511	9600	F
	To:	SC	L Kilmarno	ck												
	From:	SC	L Kilmarno	ck												
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	5900	N	98%	0%	1%	1%	0%	0%	Ν	0.101		0.634	5900	Ν
$\bigcirc$	To:	SR	3 S, N Maii	ı St												
	From:		S SR 3													
200) (3) S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000	F	95%	1%	1%	1%	2%	0%	F	0.087		0.527	12000	F
$\bigcirc$	To:		N SR 3													
	From:	SR	3 N, N Mai	ı St	•	•										
200 East Church St	Town of Kilmarnock (Maint: 51)	1.10	6200	F	96%	1%	1%	1%	1%	0%	F	0.083		0.506	6200	F
$\smile$	To:	NO	L Kilmarno	ck												

4/10/2018 7

						Town of	Kilmarr	nock								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From				51.10	V C 1 1	G.								
608 Augusta St	0.11	720	R				N, Main S				NA			NA		09/03/2014
		From	n.				S, Main S									
608 Waverly Ave	0.21	930 To	F	93%	0%	1%	3%	2%	0%	С	0.102		0.529	940	F	2017
608 Waverly Ave	0.27	650 From	F	90%	0%	2%	5%	3%	0%	С	0.116		0.524	660	F	2017
608 Waverly Ave	0.10	520 From	F	97%	0%	51-101 2%	1 Raleigh	Dr 0%	0%	С	0.108		0.525	520	F	2017
<u> </u>		To	):			ECL :	Kilmarnoc	k								
(688) James B Jones Me	m Hwy0.49	4500	F	96%	0%	WCL 1%	Kilmarnoc 1%	1%	0%	С	0.099		0.546	4500	F	2017
(688) James B Jones Me	m Hwy0.06	5000 From	F	97%	0%	51-10 <sup>4</sup>	12 Radio R 1%	1%	0%	С	0.099		0.533	5000	F	2017
51		To	):			SR 3,	N Main S	t								
$\sim$		Fron				51-10	02 Chase S	St								
(1001) Kamps Lane	0.15	100	R				1.1.0				NA			NA		06/13/2017
			<u> </u>				1-de-Sac									
(1002) Chase St	0.21	90	"L			Cu	1-de-Sac				 NA			NA		06/13/2017
(1002) Chase St	0.21	30				51 100	** *							IVA		00/10/2017
(1002) Chase St	0.05	150 From	R				Kamps L				NA			NA		07/01/2014
Chang St	0.00	Fron				51-100	4 Hatton A	ve						NIA		07/01/001
(1002) Chase St	0.08	300	R								NA ——			NA		07/01/2014
Chana St	0.21	From	<u> </u>	000/	00/		3 Cedar La		00/		0.007		0.561	270	F	2017
(1002) Chase St	0.21	370	<u>г</u>	99%	0%	0% 51-60	0% 08 Waverly	0%	0%	С	0.097		0.561	370	Г	2017
		From	1.				S Main S									
(1003) Cedar Lane	0.15	250	F	99%	0%	1%	0%	0%	0%	С	0.124		0.543	250	F	2017
(1003) Cedar Lane		To	):				02 Chase S	St								
		Fron	1:			SR 3	, S Main S	t								
1004 Hatton Ave	0.15	430	R								NA			NA		08/15/2017
-		Te Fron	1:			51-10	02 Chase S	St								
(1004) Hatton Ave	0.17	160	R								NA			NA		06/13/2017
		To	):			D	ead End									
Olev bossels Asse	0.00	Fron				51-10	09, 3rd Av	'e						N.1.A		00/05/004
1005 Claybrook Ave	0.03	140	R								NA 			NA		08/05/2014
Olaubuaali Aus	0.07	Fron				51-1025	Noblett L	ane						NIA		00/05/001
(1005) Claybrook Ave	0.07	110	R								NA 			NA		08/05/2014
Olas da sa a la Assa	0.07	Fron				51-1008	Second A	Ave						NIA		07/04/004
1005 Claybrook Ave	0.07	270	R								NA			NA		07/01/2014
	0.40	Fron	1:	000/	00/		77 First Av		00/				0.574	400		2017
(1005) Claybrook Ave	0.16	420	F	98%	0%	1%	0% S Main S	0%	0%	С	0.128		0.574	420	F	2017
		Fron	n:								_					
(1006) Roseneath Ave	0.10	140	R			31-10	09, 3rd Av	е			NA			NA		08/15/2017
(1006) Roseneath Ave	00	т.				£1 1000	) C 1 A									00/10/2017
(1006) Roseneath Ave	0.07	200 From	R			51-1008	Second A	Ave			NA			NA		08/15/2017
(1006) Roseneath Ave	0.07		,			£1.10:	07 E							1471		30, 10,2017
(1006) Roseneath Ave	0.17	430 From	R			51-10	07 First Av	/e			NA			NA		08/15/2017
1006 Roseneath Ave	0.17	<b>430</b>				SR 3.	S Main S	t						. 47.1		30,10,2017
		Fron	1:				Roseneath									
1007 First Ave	0.04	330	R			51 1000	- Joseffeutii				NA			NA		07/01/2014
51		To	):			51-1005	Claybrook	Ave								

						TOWN OF KIIII amock								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From				51 1005 Cl 1 1 A			-					
1007 First Ave	0.12	550	F	98%	0%	51-1005 Claybrook Ave 1% 0% 0%	0%	С	0.118		0.5	560	F	2017
(1007) First Ave	0.12	To	Ė	30 70	0 70	SR 200 Irvington Rd	0 70				0.0	000	•	2017
		From:				51-1009 Third Ave								
1008 Second Avenue	0.10	90	R						NA			NA		08/15/2017
51		To				51-1006 Roseneath Ave								
Second Ave	0.03	90 From:	R						NA			NA		08/15/2017
51)		To				51-1005 Claybrook Ave								
1008 Second Ave	0.13	130 From:	R			31 1003 Chrystook 1110			NA			NA		08/15/2017
Second Ave		To				SR 200 Irvington Rd								
		From:				Dead End								
1009 Third Ave	0.02	10	R						NA			NA		06/13/201
51/		To				51-1008 Second Ave								
1009 Third Ave	0.17	130 From:	R						NA			NA		08/15/201
51		To				51-1006 Roseneath Ave								
1009) 3rd Ave	0.03	220 From:	R			31-1000 Roselleaul Ave			NA			NA		08/15/201
1009 3rd Ave														
1009) 3rd Ave	0.13	250 From:	R			51-1005 Claybrook Ave			NA			NA		08/15/2017
1009 3rd Ave	0.15	<b>230</b> To:	<u> </u>			SR 200 Irvington Rd						INA		00/13/2017
		From:												
1010) Wiggins Ave	0.25	390	R			Dead End			NA			NA		06/14/201
Miggins Ave	0.20	To				SR 3, S Main St			<u> </u>					00/11/201
		From				Dead End			i					
1011) Raleigh Dr	0.10	70	R			Deud End			NA			NA		06/14/201
Raleigh Dr		To				51-608 Waverly								
		From				51-1026 School St								
1012 Brent St	0.07	370	F	98%	0%	1% 1% 0%	0%	С	0.141		0.593	380	F	2017
51		To				SR 3, N Main St								
		From				51-1026 School St								
1013 West Church St	0.10	360	R						NA			NA		08/16/2017
<u> </u>		To				SR 3; SR 200								
		From:				51-608 Waverly								
1016 Bellevue Rd	0.11	410	R						NA			NA		07/01/201
		To:				51-1021 Clark Lane								
1016 51 Bellevue Rd	0.05	460	R						NA			NA		09/02/2014
<u></u>		To			N	Jorthumberland County Line								
		From:				Begin Loop								
1018 Walnut St	0.28	60	R						NA			NA		08/15/2017
		To:				End Loop								
1018 Walnut St	0.08	80	R						NA			NA		08/15/2017
51)		To				51-1031 Kenmore Ave			<b>—</b>  —					
1018 Walnut St									NA					08/15/2017
	0.08	130 From:	R									NA		00/10/2017
51	0.08	130 From:	R			51-1032 Keith Ave						NA		00/10/2017
O		To:				51-1032 Keith Ave			$\Box$					
O	0.08	130 From:	R						NA			NA NA		
Walnut St	0.08	250 From	R			51-1032 Keith Ave 51-1020 Kinlock Ave			NA			NA		08/15/2017
		250 From:				51-1020 Kinlock Ave			$\Box$					08/15/2017
Walnut St	0.08	250 From:	R			51-1020 Kinlock Ave SR 200 Irvington Rd			NA			NA		08/15/201
Walnut St  Walnut St  Out 10 0 0 0 0	0.08	250 To From 300 To From	R R			51-1020 Kinlock Ave			NA NA			NA NA		08/15/2017 08/15/2017
Walnut St  1018 Walnut St	0.08	250  Too From From From From Too	R			51-1020 Kinlock Ave SR 200 Irvington Rd			NA			NA		08/15/201 <sup></sup> 08/15/201 <sup></sup>
Walnut St  Walnut St  Out 10 0 0 0 0	0.08	250 To From 460	R R			51-1020 Kinlock Ave  SR 200 Irvington Rd  51-1026 School St  Dead End			NA NA			NA NA		08/15/201 <sup>3</sup>
Walnut St  Walnut St  Walnut St	0.08	250 To From 300 To From 460 To T	R R			51-1020 Kinlock Ave SR 200 Irvington Rd 51-1026 School St			NA NA			NA NA		08/15/2017 08/15/2017 08/15/2017 03/14/2017

						Town of h	Kilmarnock								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From	.1												
(1020) Kinlock Ave	0.06	20	R			51-1018	Walnut St			NA			NA		06/14/201
1020		Te				Dea	d End								
		From				51-1016 E	Bellevue Rd								
(1021) Clark Lane	0.04	90	R							NA			NA		08/16/2017
		From				51-1029	Purcell Dr			<u> </u>					
(1021) Clark Lane	0.07	49	R							NA			NA		08/16/2017
Olaylu Lana	0.00	From				51-1027 N	Norwood St			$\rightarrow$			NIA		00/14/001
(1021) Clark Lane	0.06	<b>30</b>	R			Dea	d End			NA			NA		06/14/201
		From					Chase St								
Dogwood Lane	0.12	80	R			31-1002	Chase St			NA			NA		06/14/201
1022 Dogwood Lane		To	_			Dea	d End								
		From	:			51-1002	Chase St								
1023 Lloyd Lane	0.13	120	R							NA			NA		08/16/201
		Te				51-608 W	averly Ave								
Hanyoy Lano	0.12	1700				SR 200	Church St			 NA			NA		00/02/201
(1024) Harvey Lane	0.13	1700	R							INA			INA		09/02/2014
Hanyoy Lano	0.26	220 From	R			51-103:	5 First St			NA			NA		09/02/2014
(1024) Harvey Lane	0.20	<b>220</b>	_			Dea	d End						INA		09/02/2012
		From					aybrook Ave								
Noblett Lane	0.13	50	R			21 1002 61	<u> </u>			NA			NA		08/16/2017
51		To				SR 200 Ir	vington Rd								
		From				SR 200 Ir	vington Rd								
1026 School St	0.26	6200	R							NA			NA		09/03/2014
		From					Brent St								
1026 School St	0.34	2800	<u>_</u>	99%	0%	0%	0% 0%	0%	С	0.11		0.567	2800	F	2017
		- 10	<u> </u>				Main St			_					
(1027) Norwood St	0.07	20	R			51-1028 Ma	able Wood St			 NA			NA		08/16/2017
(1027) Norwood St	0.07	To	:			51-1021	Clark Lane			— <u>`</u> ``			1471		00/10/201/
		From	:				Purcell Dr								
Mable Wood St	0.05	60	R							NA			NA		08/16/2017
51		To From	-			51-1027 N	Norwood St								
1028 Mable Wood St	0.05	50	R							NA			NA		06/15/2017
61		To	:			Dea	d End								
O		From				51-608 W	averly Ave								
1029 Purcell Dr	0.04	80	R							NA			NA		08/16/2017
		From				51-1028 Ma	able Wood St			<u> </u>					
1029 Purcell Dr	0.09	<b>30</b>	R			51 1021	Olasila I. assa			NA			NA		08/16/2017
		From	1				Clark Lane								
(1030) Venable Dr	0.22	100	R			Dea	d End			NA			NA		06/15/2017
(1030) Venable Dr	0.22					51 1022	G:11 + G:						1471		00/10/2011
(1030) Venable Dr	0.06	210 From	R			51-1033	Gilbert St			NA			NA		08/16/2017
Venable Dr		To	_			SR 200	Church St								
		From	L			Cul-o	le-Sac								
(1031) Kenmore Ave	0.07	40	R							NA			NA		06/15/2017
-		To From				0.07 ME	Cul-de-Sac			$\supset$					
(1031) Kenmore Ave	0.05	30	R							NA			NA		06/15/2017
<u> </u>		To				51-1018	Walnut St			]					
O		From				Dea	d End								
(1032) Keith Ave	0.09	<b>40</b>	R			£1 1010	W-1 + C:			NA			NA		06/15/2017
		10	1			51-1018	Walnut St								

						Iown of K	Truck				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Factor	QK	Factor	AAWDT	QW	Year
Town of Kilmarnock		From				51-1018	Walnut St									
(1032) Keith Ave	0.07	90	R			31-1010	vv amut St				NA			NA		06/15/201
01)		To					d End									
(1033) Gilbert St	0.10	90	L			Cul-d	le-Sac				 NA			NA		06/15/201
Gilbert St		To				51-1030 V	/enable Dr									
(1033) Gilbert St	0.02	5	R			01 1000	enacie Di				NA			NA		08/19/201
01)		To					l End									
(1035) First St	0.22	2300	R			SR 3, N	Main St				 NA			NA		07/01/201
(1035) First St	0.22	To:				51-1024 H	arvey Lane	e						1471		077017201
		From				SCL Kil	marnock									
(1036) Harris Rd	0.76	3300	F	94%	0%	1%	2%	3%	0%	F	0.098		0.599	3300	F	2017
	0.00	From:	Ę	0.40/	00/		lmarnock	00/	00/	_			0.500	0000		0017
(1036) Harris Rd	0.03	3300 To:	F	94%	0%	1% SR 200	2% ; 51-675	3%	0%	F	0.098		0.599	3300	F	2017
		From:					le-Sac									
1040 Hawthorne Ave	0.03	20	R								NA			NA		06/15/201
		From:			5	1-1044 Corr	otoman Ci	rcle			$\supset$					
1040 Hawthorne Ave	0.25	460 To:	R			CD 2 N	Main St				NA			NA		07/01/201
		From	<u> </u>				Main St Harris Rd									
(1041) DMV Dr	0.39	860	R			31-1030	riairis Ku				NA			NA		09/02/201
51		To				Dead	d End									
<u> </u>		From:	L			Cul-d	le-Sac				<u> </u>					
(1042) Radio Rd	0.06	60 To:	R			SR 3 N	Main St				NA			NA		09/02/201
		From					Main St									
(1043) Lee Rd	0.12	720	R			51(3,1)	THE DE				NA			NA		09/02/201
61)		To				Cul-d	le-Sac									
Corretemen Cirole	0.00	From:				Cul-d	le-Sac				NIA.			NIA		00/00/001
Corrotoman Circle	0.09	60	М								NA			NA		09/02/201
(1044) Corrotoman Circle	0.22	90 From:	R		5	1-1045 Corr	otoman Ci	rcle			NA			NA		07/01/201
(1044) Corrotoman Circle		To				51-1046	Pine Dr									
(1044) Corrotoman Circle	0.07	130 From:	R			31 1010	T IIIC DI				NA			NA		07/01/201
61		To:			5	1-1045 Corr	otoman Ci	rcle			_					
(1044) Corrotoman Circle	0.08	390	R								NA			NA		07/01/201
		To:				51-1040 Ha										
(1045) Corrotoman Circle	0.18	180	R		5	1-1044 Corr	otoman Cı	rcle			 NA			NA		07/01/201
(1045) Corrotoman Circle	01.0	To:			5	1-1044 Corr	otoman Ci	rcle								077017201
		From				Cul-d	le-Sac									
1046) Pine Dr	0.05	20	R			1 1011 0					NA			NA		06/16/201
		From:			5	1-1044 Corr		rcle								
(1049) Technology Park Dr	0.32	530	R			51-1036	Harris Rd				NA			NA		09/02/201
1049 Technology Park Dr	-	To				Dead	d End									
		From				Dead	d End									
(9221) Lancaster Middle Scho	ool 0.02	80 To:	R			51 1007	Sahaal S				NA			NA		04/14/201
		From:	<u> </u>				School St	ntv.								
(1005) Clifton Ave	0.05	380	R			SR 200 Land	aster Cour	nty			NA			NA		07/20/201
(1005) Clifton Ave		To:				66-1016 B	sellevue Ro	1								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock													
		From				66-1016 Bellevue Rd							
(1005) Clifton Ave	0.14	40	R					NA			NA		07/19/2017
66		Te				Dead End							
		From				SR 200 Lancaster County							
1014 Dixie Ave	0.06	50	R					NA			NA		09/12/2017
66		To	:			66-1015 Avonne St							
		From				66-1017 Bay Ridge Ave							
1015 Avonne St	0.07	60	R					NA			NA		08/08/2017
66		To	:			66-1014 Dixie Ave							
		From				Lancaster County Line							
1016 Bellevue Rd	0.14	340	R					NA			NA		07/20/2017
66		To	:			66-1005 Clifton Ave							
		From	:			SR 200 Lancaster County							
1017 Bay Ridge Ave	0.06	70	R					NA			NA		07/29/2014
66		To				66-1015 Avonne St							