# 2015

# 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

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	

(F241)	Frontage Road (F precedes frontage route number)
	· · · · · · · · · · · · · · · · · · ·

(600) Secondary Route

### Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

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.

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	NC	L Kilmarno	ck												
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63	10000	N	94%	1%	1%	1%	3%	0%	Ν	0.091		0.636	10000	Ν
<u> </u>	To	S	R 200 W In	t			$\neg$									
3 200 S Main St	Town of Kilmarnock (Maint: 51)		12000	G	96%	1%	1%	1%	1%	0%	F	0.083		0.551	12000	G
$\bigcirc$	To:	S	R 200 M In	t			<u> </u>									
3 S Main St	Town of Kilmarnock (Maint: 51)		9100	G	96%	1%	1%	1%	1%	0%	F	0.088		0.513	9400	G
	To:	SC	L Kilmarno	ck												
-	From:	SC	L Kilmarno	ck												
(200) Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	5500	N	98%	0%	1%	1%	0%	0%	Ν	0.087		0.503	5700	N
	To:	SR 3	S, N Mair	ı St												
	From:		S SR 3													
$\binom{200}{3}$ S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000	G	96%	1%	1%	1%	1%	0%	F	0.083		0.551	12000	G
$\bigcirc$	To:		N SR 3													
	From:	SR 3	N, N Maii	ı St		•		<u> </u>								
200 East Church St	Town of Kilmarnock (Maint: 51)	1.10	5700	G	96%	0%	1%	1%	2%	0%	F	0.078		0.515	5800	G
	To:	NC	L Kilmarno	ck												

						10WII OI I (IIIII III III III)								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From	n			51-1026 School St			ı					
608 Augusta St	0.11	720	R			31-1020 SCHOOL St			NA			NA		09/03/2014
		Т	o.			SR 3 N, Main St								
608) Waverly Ave	0.21	880	"L	97%	0%	SR 3 S, Main St 1% 0% 1%	0%	С	0.098		0.559	910	G	2015
608 Waverly Ave	0.21	т.		37 70	0 70		0 70				0.555	310	u	2013
608) Waverly Ave	0.27	630 From	G	97%	0%	51-1016 Bellevue Rd 1% 0% 1%	0%	F	0.098		0.507	650	G	2015
608) Waverly Ave		т	a .			51-1011 Raleigh Dr								
608 Waverly Ave	0.10	710 From	R			31-1011 Kalcigii Di			NA			NA		09/03/2014
51		Te	00			ECL Kilmarnock								
		Fron	n:			WCL Kilmarnock								
James B Jones Men	n Hwy0.49	5100	R						NA			NA		07/01/201
		From	n:			51-1042 Radio Rd								
(688) James B Jones Men	n Hwy0.06	5100	R						NA			NA		07/01/2014
		.,	0.			SR 3, N Main St								
(1001) Kamps Lane	0.15	100	"L R			51-1002 Chase St			NA			NA		03/22/201
Kamps Lane	0.10	To	0:			Cul-de-Sac						IVA		00/22/201
		Fron	n:			Cul-de-Sac								
Chase St	0.21	80	М						NA			NA		07/10/2014
51		т.				51-1001 Kamps Lane			<b>—</b>					
Chase St	0.05	150	R						NA			NA		07/01/2014
51)		T	-			51-1004 Hatton Ave			<b>—</b>					
Chase St	0.08	300	R						NA			NA		07/01/2014
51		To	0.			51-1003 Cedar Lane								
Chase St	0.21	330	G	99%	0%	1% 0% 0%	0%	С	0.116		0.722	330	G	2015
51		T	0:			51-608 Waverly								
<u> </u>		From				SR 3, S Main St								
(1003) Cedar Lane	0.15	260	G	98%	0%	1% 1% 1%	0%	С	0.14		0.571	260	G	2015
		Fron				51-1002 Chase St								
1004) Hatton Ave	0.15	360	"L			SR 3, S Main St			NA			NA		03/22/201
Hatton Ave	0.10	т.				51 1000 01 0						101		00/22/201
1004) Hatton Ave	0.17	240 From	R			51-1002 Chase St			NA			NA		03/22/201
Hatton Ave	0.17		0:			Dead End			<b>–</b> i"`			100		00/22/201
		Fron	n:			51-1009, 3rd Ave								
1005 Claybrook Ave	0.03	140	R						NA			NA		08/05/2014
51)		T. From				51-1025 Noblett Lane			$\neg$ —					
1005 Claybrook Ave	0.07	110	R						NA			NA		08/05/2014
51		From	0			51-1008 Second Ave			<b>—</b>					
Claybrook Ave	0.07	270	R						NA			NA		07/01/2014
51		T. Fron				51-1007 First Ave								
1005 Claybrook Ave	0.16	340	G	98%	1%	0% 0% 0%	0%	С	0.119		0.546	350	G	2015
n1)		Ti	n.			SR 3, S Main St								
	0.40	Fron				51-1009, 3rd Ave								00/44/004
Roseneath Ave	0.10	130	R						NA			NA		03/14/2011
<u> </u>	0.07	From				51-1008 Second Ave			_					00/44/0044
Roseneath Ave	0.07	190	R						NA			NA		03/14/2011
_		Fron				51-1007 First Ave			]					
Roseneath Ave	0.17	420	R			CD 2 C Main Ct			NA			NA		03/14/201
		Fron				SR 3, S Main St			<u> </u>					
		PTON				51-1006 Roseneath Ave								
1007 First Ave	0.04	330	R						NA			NA		07/01/2014

						TOWN OF KIIII amock								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Kilmarnock			1											
1007) First Ave	0.12	580	G	99%	0%	51-1005 Claybrook Ave 1% 0% 0%	0%	С	0.126		0.553	600	G	2015
1007 First Ave	0.12	700 To		33 /6	0 76	SR 200 Irvington Rd	0 /6		0.120		0.555	000	u	2013
		From				51-1009 Third Ave								
1008 Second Avenue	0.10	80	R			01 1007 Time 1170			NA			NA		03/14/20
51		To				51-1006 Roseneath Ave								
Second Ave	0.03	80 From	R			31 1000 Roselledal Tive			NA			NA		03/14/20
Second Ave		To				51-1005 Claybrook Ave								
Second Ave	0.13	120 From	R			31 1003 Chrystook 1110			NA			NA		03/14/20
Second Ave		To				SR 200 Irvington Rd								
		From				Dead End								
Third Ave	0.02	20	R						NA			NA		03/14/20
51		To				51-1008 Second Ave			<b>—</b> —					
Third Ave	0.17	120	R						NA			NA		03/14/20
51		To				51-1006 Roseneath Ave								
1009 3rd Ave	0.03	210 From	R			31 1000 Roselledal Tive			NA			NA		03/14/20
510		To				51-1005 Claybrook Ave								
1009 51 3rd Ave	0.13	240 From	R			31-1003 Claybrook Ave			NA			NA		03/14/20
51		To				SR 200 Irvington Rd			<u> </u>					
		From				Dead End								
Wiggins Ave	0.25	450	R			Doug Eng			NA			NA		03/14/20
51		To				SR 3, S Main St								
		From				Dead End								
Raleigh Dr	0.10	50	М						NA			NA		07/10/20
51/		To				51-608 Waverly								
_		From				51-1026 School St								
Brent St	0.07	360	G	99%	0%	1% 0% 0%	0%	С	0.123		0.551	370	G	2015
		To				SR 3, N Main St								
O W . O O	0.40	From	<u> </u>			51-1026 School St			٠,,					00/44/06
West Church St	0.10	350	R			GD 2, GD 200			NA —			NA		03/14/20
			1			SR 3; SR 200								
Pollovuo Pd	0.11	From	<u> </u>			51-608 Waverly			 NA			NA		07/01/20
Bellevue Rd	0.11	410	R									INA		07/01/20
	0.05	From	<u> </u>			51-1021 Clark Lane			<u> </u>			N.1.0		00/00/00
Bellevue Rd	0.05	460	R			Northumberland County Line			NA			NA		09/02/20
		From	1		1									
1018) Walnut St	0.28	50	R			Begin Loop			NA			NA		03/14/20
Walnut St	0.20	30										INA		00/14/20
1018) Walnut St	0.00	From	ᆫ			End Loop						NA		00/14/00
Walnut St	0.08	80	R						NA			NA		03/14/20
	0.00	From	<u> </u>			51-1031 Kenmore Ave								00/44/06
Walnut St	0.08	120	R						NA			NA		03/14/20
_		To From				51-1032 Keith Ave								
Walnut St	0.08	240	R						NA			NA		03/14/20
		From				51-1020 Kinlock Ave			$\Box$					
Walnut St	0.08	290	R						NA			NA		03/14/20
<u> </u>		To	<u> </u>			SR 200 Irvington Rd			<u> </u>					
O 0 11 6		From				51-1026 School St			ユニ					
1019 Cralle Court	0.10	460	R			D 15.			NA			NA		03/14/20
<u> </u>		To	<u> </u>			Dead End								
O IZimla I A	2.22	From	<u> </u>			Dead End					_		_	00/4 : /5
1020 Kinlock Ave	0.08	20	R			#1 1010 WE : -			NA			NA		03/14/20
		To	1			51-1018 Walnut St								

						1011110	TTIMITATIOO	•							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		Fron	1			51-10	18 Walnut St								
(1020) Kinlock Ave	0.06	10	R			51 10	10 Wanta St			NA			NA		03/14/201
51)		Tr				D	ead End								
Olask Lana	0.04	Fron				51-101	6 Bellevue Rd						NIA		00/00/001
(1021) Clark Lane	0.04	100	R							NA			NA		03/22/201
(1021) Clark Lane	0.07	50 From	<u> </u> R			51-10	29 Purcell Dr			NA			NA		03/22/201
(1021) Clark Lane	0.07	J0	<u></u>			51 102	7.N. 1.C.						14/1		00/22/201
(1021) Clark Lane	0.06	20 From	R			31-102	7 Norwood St			NA			NA		03/22/201
Clark Lane		To	d			D	ead End								
		Fron				51-10	002 Chase St								
1022 Dogwood Lane	0.12	70	R							NA			NA		03/22/201
		To	d				ead End								
(1023) Lloyd Lane	0.13	120	L			51-10	002 Chase St			NA			NA		03/11/201
Lloyd Lane	0.13	120 To	_			51-608	Waverly Ave						INA		03/11/201
		Fron	4				00 Church St			i					
Harvey Lane	0.13	1700	R							NA			NA		09/02/2014
51		T <sub>1</sub>				51-1	035 First St								
1024 Harvey Lane	0.26	220 From	R							NA			NA		09/02/2014
51		To				D	Dead End								
<u> </u>		Fron				51-1005	Claybrook Ave								
Noblett Lane	0.13	50 To	R			CD 200	) Irvington Rd			NA			NA		03/14/201
_		Fron													
(1026) School St	0.26	6200	R			SK 200	) Irvington Rd			NA			NA		09/03/2014
(1026) School St		т.				51 1/	012 Brent St								
School St	0.34	3200 From	G	99%	0%	0%		% 0%	% C	0.109		0.554	3300	G	2015
51		To				SR 3	, N Main St								
		Fron	ic .			51-1028	Mable Wood S								
(1027) Norwood St	0.07	20	R							NA			NA		03/22/201
		10	2				21 Clark Lane								
(1028) Mable Wood St	0.05	From	R			51-10	29 Purcell Dr			NA			NA		03/22/201
Mable Wood St	0.03		n							- IN/A			INA		03/22/201
(1028) Mable Wood St	0.05	30 Fron	R			51-102	7 Norwood St			NA			NA		03/22/201
Mable Wood St	0.00	To	<u> </u>			D	ead End			<b>–</b> "`					00/22/201
		Fron	10			51-608	Waverly Ave								
1029 Purcell Dr	0.04	70	R							NA			NA		03/22/201
51		Fron				51-1028	Mable Wood S	1		_					
1029 Purcell Dr	0.09	30	R							NA			NA		03/22/201
		To	d			51-102	21 Clark Lane								
Variable Dr	0.00	From	<u> </u>			D	ead End						NIA		00/00/004
Venable Dr	0.22	120	R							NA			NA		03/22/201
Vanable Dr	0.00	Pron				51-10	33 Gilbert St						NIA		00/00/001
(1030) Venable Dr	0.06	210	R			SR 20	00 Church St			NA			NA		03/22/2011
		Fron	1				ul-de-Sac								
(1031) Kenmore Ave	0.07	40	R				de suc			NA			NA		03/14/201
51		To	_			0.07 M	IE Cul-de-Sac			<b>—</b>					
(1031) Kenmore Ave	0.05	50 Fron	R			2.07 141	2 30 040			NA			NA		03/14/201
51		To				51-10	18 Walnut St								
		Fron				D	Pead End								
(1032) Keith Ave	0.09	80	M				10 111 -			NA			NA		07/10/2014
		To	1			51-10	18 Walnut St								

						Iown of K	Truck-				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		Truck- -Axle 1Tı			QC	Factor	QK	Factor	AAWDT	QW	Year
Town of Kilmarnock		From				51-1018 V	Valnut St									
(1032) Keith Ave	0.07	40	М			31-1010	vaniat St				NA			NA		07/10/2014
51		To				Dead	End									
(1033) Gilbert St	0.10	From 80	M			Cul-de	e-Sac				NA			NA		08/19/2014
Gilbert St	0.10					51-1030 V	anabla Dr							14/4		00/13/201-
(1033) Gilbert St	0.02	5	R			31-1030 V	enable Di				NA			NA		08/19/201
517		То				Dead	End									
Circt Ct	0.00	From	_			SR 3, N	Main St							NIA		07/01/001
First St	0.22	2300 To	R			51-1024 Ha	rvev Lane				NA			NA		07/01/201
		From				SCL Kilt										
1036 Harris Rd	0.76	3000	G	95%	0%		1% 39	%	0%	F	0.101		0.533	3100	G	2015
		To From				NCL Kilı	narnock									
1036 Harris Rd	0.03	3000	G	95%	0%		1% 39	%	0%	F	0.101		0.533	3100	G	2015
		From	1			SR 200;										
1040 Hawthorne Ave	0.03	20	M			Cul-de	e-Sac				NA			NA		07/10/2014
51		To			5	1-1044 Corro	toman Circl	le								
(1040) Hawthorne Ave	0.25	460 From	R								NA			NA		07/01/2014
h1)		То				SR 3, N										
(1041) DMV Dr	0.39	860	 R			51-1036 I	Iarris Rd				NA			NA		00/02/201
1041 DMV Dr	0.39	000 To	<u> </u>			Dead	End							INA		09/02/2014
		From	1			Cul-de					i					
1042 Radio Rd	0.06	60	R								NA			NA		09/02/2014
		То				SR 3, N										
(1043) Lee Rd	0.12	720	 R			SR 3, N	Main St				NA			NA		09/02/2014
1043 Lee Rd	0.12	7 <b>2 0</b>	r -			Cul-de	e-Sac							INA		09/02/201
		From				Cul-de										
1044 Corrotoman Circle	0.09	60	М								NA			NA		09/02/2014
		To From			5	1-1045 Corro	toman Circl	le			$\supset$					
1044 Corrotoman Circle	0.22	90	R								NA			NA		07/01/2014
	0.07	From				51-1046	Pine Dr				$\supset$			NIA		07/01/001
(1044) Corrotoman Circle	0.07	130	R								NA —			NA		07/01/201
(1044) Corrotoman Circle	0.08	390 From	R		5	1-1045 Corre	toman Circl	le			NA			NA		07/01/201
1044 Corrotoman Circle	0.00	To	Ë			51-1040 Hav	thorne Ave							IVA		07/01/201-
		From			5	1-1044 Corro	toman Circl	le								
1045 Corrotoman Circle	0.18	180	R								NA			NA		07/01/2014
		То			5	1-1044 Corro		le								
(1046) Pine Dr	0.05	20	M			Cul-de	e-Sac				NA			NA		07/10/2014
1046) Pine Dr	0.05	<b>20</b>			5	1-1044 Corro	toman Circl	le						INA		07/10/201
		From				51-1036 I	Iarris Rd									
Technology Park Dr	0.32	530	R								NA			NA		09/02/2014
		То				Dead										
(9221) Lancaster Middle Scho	00  0 02	80	 R			Dead	End				NA			NA		04/14/201
(9221) Lancaster Middle Scho	001 0.02	OU To	<u> </u>			51-1026 \$	School St				INA			INA		U4/ 14/2U I
		From				SR 200 Lanc		7			i					
Clifton Ave	0.05	350	R								NA			NA		05/24/201
00		To				66-1016 Be	llevue Rd									

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tra	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock													
		Fron				66-1016 Bellevue Rd							
1005 Clifton Ave	0.14	40	R					NA			NA		05/24/2011
		To	Y			Dead End							
		Fron	1:			SR 200 Lancaster County							
(1014) Dixie Ave	0.06	40	R					NA			NA		05/24/2011
Olixie Ave		To	):			66-1015 Avonne St							
		Fron	1.			66-1017 Bay Ridge Ave							
(1015) Avonne St	0.07	30	R					NA			NA		05/24/2011
Avonne St		To	):			66-1014 Dixie Ave							
		Fron	1:			Lancaster County Line							
1016 Bellevue Rd	0.14	340	R					NA			NA		05/24/2011
66		To	):			66-1005 Clifton Ave							
		Fron	1:			SR 200 Lancaster County							
1017 Bay Ridge Ave	0.06	70	R	•	•			NA			NA		07/29/2014
66		To	):			66-1015 Avonne St							