2016

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

Virginia State Route

Special Routes

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

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

Route	Jurisdiction	Longth	AADT Q	N 4T	ire Bu	٠	Tru	ıck		QC	K	QK _	Dir	AAWDT	OW/
noute	Junsaiction	Length	AADI Q	4 41	iie bu	2A:	kle 3+Axle	1Trail	2Trail	QU	Factor	GR F	actor	AAWDI	QVV
	From:	NCL	. Kilmarnock												
(3) N Main St	Town of Kilmarnock (Maint: 51)	1.63	10000 N	94	% 19	6 19	% 1%	3%	0%	Ν	0.091	0	.636	11000	N
	To: From:	SR	200 W Int												
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000 G	96	5% 19	6 19	% 1%	1%	0%	F	0.083	0	.551	12000	G
	To:	SR	200 M Int												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62	9300 G	96	5% 19	6 19	% 1%	1%	0%	F	0.088	0	.513	9600	G
$\overline{}$	To:	SCL	Kilmarnock												
	From:	SCL	Kilmarnock												
(200) Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	5600 N	98	3% 0%	6 19	% 1%	0%	0%	Ν	0.087	0	.503	5800	Ν
	To:	SR 3	S, N Main St												
	From:		S SR 3												
$\binom{200}{3}$ S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000 G	96	5% 19	6 19	% 1%	1%	0%	F	0.083	0	.551	12000	G
\bigcirc	To:		N SR 3												
	From:	SR 3	N, N Main St												
(200) East Church St	Town of Kilmarnock (Maint: 51)	1.10	5800 G	96	% 0%	6 19	6 1%	2%	0%	F	0.078	0	.515	5900	G
	To:	NCL	Kilmarnock												

						Truck			K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1Trail		QC	Factor	QK	Factor	AAWDT	QW	Year
Town of Kilmarnock		Fron	n.			51-1026 School St								
608 Augusta St	0.11	720	R			51 To20 Belleof St			NA			NA		09/03/201
31)		T _i Fron	1.			SR 3 N, Main St SR 3 S, Main St								
608 Waverly Ave	0.21	890	G	97%	0%	1% 0% 1%	0%	С	0.098		0.559	920	G	2016
(608) Waverly Ave		Te	22			51-1016 Bellevue Rd								
608 Waverly Ave	0.27	640 From	G	97%	0%	1% 0% 1%	0%	F	0.098		0.507	660	G	2016
51		T. Fron				51-1011 Raleigh Dr			_					
608 Waverly Ave	0.10	710	R			V			NA			NA		09/03/201
31)		Te	o:			ECL Kilmarnock								
O James B James Ma	0 40	Fron				WCL Kilmarnock						NIA		07/04/004
(688) James B Jones Me	m Hwy0.49	5100	R						NA —			NA		07/01/201
James B. Janes Ma	m Hunn 06	Fron				51-1042 Radio Rd						NA		07/01/201
(688) James B Jones Me	III HWy0.06	5100	R			SR 3, N Main St			NA			IVA		07/01/201
		Fron	n:			51-1002 Chase St								
(1001) Kamps Lane	0.15	100	R			51 1002 Chase 5t			NA			NA		03/22/201
51		Te	0:			Cul-de-Sac								
		Fron				Cul-de-Sac								
(1002) Chase St	0.21	80	М						NA			NA		07/10/201
<u> </u>		Fron	11			51-1001 Kamps Lane			<u> </u>					
Chase St	0.05	150	R						NA			NA		07/01/201
<u> </u>	0.00	Fron				51-1004 Hatton Ave			\supset					07/04/004
1002 Chase St	0.08	300	R						NA 			NA		07/01/201
Chana St	0.01	From		000/	00/	51-1003 Cedar Lane	00/		0.116		0.700	240		2016
(1002) Chase St	0.21	330 Te	G	99%	0%	1% 0% 0% 51-608 Waverly	0%	С	0.116		0.722	340	G	2016
		Fron	1.			SR 3, S Main St								
(1003) Cedar Lane	0.15	260	G	98%	0%	1% 1% 1%	0%	С	0.14		0.571	270	G	2016
51		Te): 			51-1002 Chase St								
<u> </u>		Fron				SR 3, S Main St								
(1004) Hatton Ave	0.15	360	R						NA			NA		03/22/201
<u> </u>		Fron				51-1002 Chase St			<u> </u>					00/00/00/
(1004) Hatton Ave	0.17	240	R			Dead End			NA			NA		03/22/201
		Fron				51-1009, 3rd Ave								
(1005) Claybrook Ave	0.03	140	R			31-1009, 3Id Ave			NA			NA		08/05/201
Claybrook Ave		T				51-1025 Noblett Lane								
(1005) Claybrook Ave	0.07	110 From	R			31-1023 Nobiett Lane			NA			NA		08/05/201
Claybrook Ave		т				51-1008 Second Ave								
1005 Claybrook Ave	0.07	270 From	R			51 1000 Beeding 1170			NA			NA		07/01/201
51		т.	2			51-1007 First Ave								
1005 Claybrook Ave	0.16	350	G	98%	1%	0% 0% 0%	0%	С	0.119		0.546	360	G	2016
51)		Te	n.			SR 3, S Main St								
O -		Fron				51-1009, 3rd Ave								
1006 Roseneath Ave	0.10	130	R						NA			NA		03/14/201
	0.07	Fron				51-1008 Second Ave								00/44/004
(1006) Roseneath Ave	0.07	190	R						NA —			NA		03/14/201
<u> </u>	0.47	Fron				51-1007 First Ave						NIA.		02/14/001
Roseneath Ave	0.17	420	R			SR 3, S Main St			NA T			NA		03/14/201
		Fron	n:			51-1006 Roseneath Ave								
(1007) First Ave	0.04	330	R			2. 1000 Rosenediii Ave			NA			NA		07/01/201
51		Te):			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
Cown of Kilmarnock														
1007) First Ave	0.12	590	G	99%	0%	51-1005 Claybrook Ave 1% 0% 0%	0%	С	0.126		0.553	610	G	2016
1007 First Ave	0.12	J90 To		33 /6	0 76	SR 200 Irvington Rd	0 /6		0.120		0.555	010	u	2010
		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			— —					
Third Ave	0.17	120 From	R						NA			NA		03/14/20
51)		To				51-1006 Roseneath Ave								
1009 51 3rd Ave	0.03	210 From	R			31-1000 Roschedul Ave			NA			NA		03/14/20
1009		To				51 1005 Cl 1 1 1 A								
3rd Ave	0.13	240 From	R			51-1005 Claybrook Ave			NA			NA		03/14/20
1009 51 3rd Ave	0.10	2-70 To				SR 200 Irvington Rd			—i"			14/1		00/14/20
		From				Dead End			1					
Wiggins Ave	0.25	450	R			Dead End			NA			NA		03/14/20
Wiggins Ave		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	370	G	99%	0%	1% 0% 0%	0%	С	0.123		0.551	380	G	2016
31)		To				SR 3, N Main St								
\circ		From				51-1026 School St								
West Church St	0.10	350	R						NA NA			NA		03/14/20
<u> </u>		To				SR 3; SR 200								
O 5 " 5 "	0.14	From	<u> </u>			51-608 Waverly			٠,,					07/04/0
Bellevue Rd	0.11	410	R						NA			NA		07/01/20
		From				51-1021 Clark Lane								
Bellevue Rd	0.05	460	R						NA			NA		09/02/20
<u> </u>		То			N	Jorthumberland County Line								
O		From	<u> </u>			Begin Loop			ᆜ					
1018 Walnut St	0.28	50	R						NA			NA		03/14/20
<u> </u>		From				End Loop			\neg					
1018 Walnut St	0.08	80	R						NA			NA		03/14/20
		From				51-1031 Kenmore Ave			ightharpoons					
Walnut St	0.08	120	R						NA			NA		03/14/20
		To From				51-1032 Keith Ave			\Box					
Walnut St	0.08	240	R						NA			NA		03/14/20
31)		To				51-1020 Kinlock Ave								
Walnut St	0.08	290 From	R						NA			NA		03/14/20
51		To				SR 200 Irvington Rd								
		From				51-1026 School St								
Cralle Court	0.10	460	R						NA			NA		03/14/20
01/		То				Dead End								
		From				Dead End								
Kinlock Ave	0.08	20	R						NA			NA		03/14/20
(51)		To		_		51-1018 Walnut St								

						I own of	Kılmarn	ock								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From														
(1020) Kinlock Ave	0.06	10	R			51-1018	8 Walnut S	t			NA			NA		03/14/201
(1020) Kinlock Ave		To				De	ad End									
		From				51-1016	Bellevue I	₹d								
(1021) Clark Lane	0.04	100	R								NA			NA		03/22/201
	0.07	From				51-1029	9 Purcell D	r			\supset			NIA		00/00/004
(1021) Clark Lane	0.07	50	R								NA —			NA		03/22/201
(1021) Clark Lane	0.06	20 From	R			51-1027	Norwood	St			 NA			NA		03/22/201
(1021) Clark Lane	0.00	To				De	ad End				—			1471		00/22/201
		From	:			51-100	2 Chase S	t								
1022 Dogwood Lane	0.12	70	R								NA			NA		03/22/201
		To	9			De	ad End									
O Houd Long	0.10	From				51-100	2 Chase S	t						NIA		00/11/001
(1023) Lloyd Lane	0.13	120 To	R			51-608 V	Waverly A	ve			NA T			NA		03/11/201
		From	:				Church S				l					
(1024) Harvey Lane	0.13	1700	R			SR 200	Charens	<u> </u>			NA			NA		09/02/2014
51		To	-			51-10	35 First St				—					
(1024) Harvey Lane	0.26	220 From	R								NA			NA		09/02/2014
51		To	c			De	ad End									
<u> </u>		From				51-1005 C	Claybrook A	Ave								
Noblett Lane	0.13	50	R			CD 2001	Invincton D	0.4			NA			NA		03/14/201
_		From	<u>. </u>				Irvington F									
(1026) School St	0.26	6200	R			SR 200 I	Irvington F	a			NA			NA		09/03/2014
(1026) School St		Te	_			51-101	2 Brent St									
School St School St	0.34	3300 From	G	99%	0%	0%	0%	0%	0%	С	0.109		0.554	3400	G	2016
51		To	c			SR 3,	N Main St									
O		From				51-1028 M	Iable Woo	d St								
1027 Norwood St	0.07	20	R			£1 1021	Claria I an				NA			NA		03/22/201
		From					Clark Lar									
(1028) Mable Wood St	0.05	60	R			31-1029	9 Purcell D	Т			NA			NA		03/22/201
Mable Wood St		To				51 1027	Norwood	C+								
Mable Wood St	0.05	30 From	R			31-1027	Norwood	St			NA			NA		03/22/201
51		To				De	ad End									
		From				51-608 V	Waverly A	ve								
1029 Purcell Dr	0.04	70	R								NA			NA		03/22/201
		From				51-1028 N	Iable Woo	d St			<u> </u>					20/20/20/
1029 Purcell Dr	0.09	30	R			51 1021	Clark Lar				NA			NA		03/22/201
		From	J.					ic .								
(1030) Venable Dr	0.22	120	R			De	ad End				NA			NA		03/22/201
Venable Dr		Te				51-103	3 Gilbert S	t								
(1030) Venable Dr	0.06	210 From	R			31-103.	3 Glibert 5				NA			NA		03/22/201
51		To				SR 200	Church S	t								
		From				Cul	-de-Sac									
(1031) Kenmore Ave	0.07	40	R								NA			NA		03/14/201
		From				0.07 ME	E Cul-de-Sa	ac			\supset					
(1031) Kenmore Ave	0.05	50	R			E1 1011	0.337.1 : ~	14			NA			NA		03/14/201
-		From					8 Walnut S	ι			<u> </u>					
(1032) Keith Ave	0.09	80	M			De	ad End				NA			NA		07/10/2014
1932		То				<u>5</u> 1-1018	8 Walnut S	St								
								_								

						I own of Kilm				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QW	Year
Town of Kilmarnock		From	1			51-1018 Wal	nut St			1					
(1032) Keith Ave	0.07	40	М							NA			NA		07/10/201
		То				Dead En									
(1033) Gilbert St	0.10	From 80	М			Cul-de-S	ac			 NA			NA		08/19/2014
Gilbert St		To				51-1030 Vena	ble Dr								
(1033) Gilbert St	0.02	5	R							NA			NA		08/19/201
31)		То				Dead En									
(1035) First St	0.22	2300	R			SR 3, N Ma	in St			 NA			NA		07/01/201
1035 First St	0.22	То	Ë			51-1024 Harve	y Lane						1471		077017201
		From				SCL Kilmar	nock								
1036 Harris Rd	0.76	3100	G	95%	0%	1% 1%	3%	0%	F	0.101		0.533	3200	G	2016
	0.00	From		050/	00/	NCL Kilmai		201				0.500	2222		0010
(1036) Harris Rd	0.03	3100 _{To}	G	95%	0%	1% 19 SR 200; 51		0%	F	0.101		0.533	3200	G	2016
		From				Cul-de-S				1					
(1040) Hawthorne Ave	0.03	20	М			cur de 5				NA			NA		07/10/2014
51		To From			5	1-1044 Corrotor	nan Circle								
1040 Hawthorne Ave	0.25	460	R							NA			NA		07/01/2014
<u> </u>		То				SR 3, N Ma									
(1041) DMV Dr	0.39	860	L			51-1036 Har	ris Rd			 NA			NA		09/02/201
1041 DMV Dr	0.00	To				Dead En	d								00/02/201
		From				Cul-de-S	ac								
1042 Radio Rd	0.06	60	R			an a vvv				NA			NA		09/02/2014
		To				SR 3, N Ma									
(1043) Lee Rd	0.12	720	R			SR 3, N Ma	ın St			 NA			NA		09/02/201
1043 Lee Rd		То				Cul-de-S	ac								
$\overline{}$		From				Cul-de-S	ac								
1044 Corrotoman Circle	0.09	60	M							NA			NA		09/02/201
Commete man Cinale	0.00	From	Ę		5	1-1045 Corrotor	nan Circle			\rightarrow			NIA		07/01/001
(1044) Corrotoman Circle	0.22	90	R							NA			NA		07/01/201
(1044) Corrotoman Circle	0.07	130 From	R			51-1046 Pir	e Dr			NA			NA		07/01/2014
(1044) Corrotoman Circle	0.07	To			-	1-1045 Corrotor	non Cinolo								077017201
1044 51 Corrotoman Circle	0.08	390 From	R			1-1043 C0110t01	nan Chele			NA			NA		07/01/2014
517		To				51-1040 Hawth	orne Ave								
		From	L_		5	1-1044 Corrotor	nan Circle								07/01/00/
1045 Corrotoman Circle	0.18	180 To	R		5	1-1044 Corrotor	nan Circle			NA			NA		07/01/201
		From			3	Cul-de-S									
1046 Pine Dr	0.05	20	М			Cui-ue-s	ic			NA			NA		07/10/2014
51		To			5	1-1044 Corrotor	nan Circle								
<u> </u>		From	<u> </u>			51-1036 Har	ris Rd								
1049 Technology Park Dr	0.32	530 To	R			Dead En	d			NA			NA		09/02/2014
		From	! -			Dead En									
(9221) Lancaster Middle Scho	ool 0.02	80	R			Dead En	u			NA			NA		04/14/201
Lancaster Middle Scho	-	То				51-1026 Sch	ool St								
		From			,	SR 200 Lancaste	er County								
Clifton Ave	0.05	350	R			22.40				NA			NA		05/24/201
		То	i			66-1016 Belle	vue Rd								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	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		05/24/2011
<u></u>		Tr	1			Dead End						
		From				SR 200 Lancaster County						
1014 Dixie Ave	0.06	40	R				NA			NA		05/24/201
66		To				66-1015 Avonne St						
		From	1			66-1017 Bay Ridge Ave						
1015 Avonne St	0.07	30	R				NA			NA		05/24/201
66		To				66-1014 Dixie Ave						
		From	1			Lancaster County Line						
1016 Bellevue Rd	0.14	340	R				NA			NA		05/24/201
66		To				66-1005 Clifton Ave						
		From	:			SR 200 Lancaster County						
Bay Ridge Ave	0.06	70	R				NA			NA		07/29/2014
66		To				66-1015 Avonne St						