2014

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:

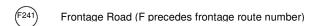
- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

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	



(600) Secondary Route

Virginia State Route

Special Routes

Bus 29 ALT 220	Bus - Business Route Bypas - Bypass Route Truck - Truck Route ALT - Alternate Route Wve - Wve Route connector
\bigcirc	

- 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		Trι	ıck		QC	K	QK	Dir	AAWDT	ΟW
Tiodic	dunsalotion	Longin	AADI	чA	41110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q.I.	Factor	7011101	Q.
	From:	NO	L Kilmarno	ock												
(3) N Main St	Town of Kilmarnock (Maint: 51)	1.63	9800	N	96%	1%	1%	1%	1%	0%	Ν	0.091	Ν	0.636	10000	N
	Toe	S	R 200 W Ir	nt												
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09	11000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	0.551	12000	F
	To	S	R 200 M Ir	nt												
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62	8900	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.513	9200	F
	To:	SC	L Kilmarno	ck												
-	From:	SC	L Kilmarno	ck												
(200) Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	5400	N	98%	0%	1%	1%	0%	0%	Ν	0.087	Ν	0.503	5600	Ν
	To:	SR	3 S, N Mai	n St												
	From:		S SR 3													
200 3 S Main St	Town of Kilmarnock (Maint: 51)	0.09	11000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	0.551	12000	F
\bigcirc	To:		N SR 3													
	From:	SR	3 N, N Mai	n St						·						
(200) East Church St	Town of Kilmarnock (Maint: 51)	1.10	5500	F	96%	0%	1%	1%	2%	0%	F	0.078	F	0.515	5700	F
	To:	NO	L Kilmarno	ock												

						10WII 01 KIIIII al 1100K								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		Fron	n-			51-1026 School St			1					
608 Augusta St	0.11	720	R			31-1020 School St			NA			NA		09/03/201
		Te	n:			SR 3 N, Main St								
(and Wayorly Avo	0.21	860	"L	079/	0%	SR 3 S, Main St 1% 0% 1%	0%	С	0.098	F	0.550	880	F	2014
608 Waverly Ave	0.21	000		97%	076		0%		0.096	Г	0.559	000	г	2014
608) Waverly Ave	0.27	610 From	F	97%	0%	51-1016 Bellevue Rd 1% 0% 1%	0%	F	0.098	F	0.507	630	F	2014
608 Waverly Ave	0.27	010 T.		01 70	0 70		070			•	0.007	000	•	2014
608) Waverly Ave	0.10	710 From	R			51-1011 Raleigh Dr			NA			NA		09/03/201
608 Waverly Ave	0.10	7 10	0:			ECL Kilmarnock			— <u>`</u> ``			14/1		00/00/201
		Fron	n:			WCL Kilmarnock								
(688) James B Jones Me	m Hwy0.49	5100	R			W CD Tillian index			NA			NA		07/01/201
51		т				51-1042 Radio Rd								
(688) James B Jones Me	m Hwy0.06	5100 From	R			31 10 12 Radio Ra			NA			NA		07/01/201
9519	•	Te	0:			SR 3, N Main St								
		Fron	n:			51-1002 Chase St								
1001 Kamps Lane	0.15	100	R						NA			NA		03/22/201
51)		Te	00			Cul-de-Sac								
O		Fron				Cul-de-Sac								
(1002) Chase St	0.21	80	М						NA			NA		07/10/201
		Fron	n:			51-1001 Kamps Lane								
(1002) Chase St	0.05	150	R						NA			NA		07/01/201
_		Fron	n:			51-1004 Hatton Ave								
1002 Chase St	0.08	300	R						NA			NA		07/01/201
		Fron	0.			51-1003 Cedar Lane			\Box					
1002 Chase St	0.21	320	F	99%	0%	1% 0% 0%	0%	С	0.116	F	0.722	330	F	2014
		Te	0:			51-608 Waverly								
O 0 1 1	0.15	Fron		000/	00/	SR 3, S Main St	201			_	0.574	222	_	0014
(1003) Cedar Lane	0.15	250 _т	, F	98%	0%	1% 1% 1% 51-1002 Chase St	0%	С	0.14	F	0.571	260	F	2014
		Fron	01						_					
(1004) Hatton Ave	0.15	360	R			SR 3, S Main St			NA			NA		03/22/201
(1004) Hatton Ave	0.10	- T										10.		00/22/201
(1004) Hatton Ave	0.17	240 From	R			51-1002 Chase St			NA			NA		03/22/201
Hatton Ave	0.17	240				Dead End						INA		00/22/201
		Fron	n:			51-1009, 3rd Ave								
(1005) Claybrook Ave	0.03	140	R			31 1007, 314 1110			NA			NA		08/05/201
Claybrook Ave		т	-			51-1025 Noblett Lane								
(1005) Claybrook Ave	0.07	110 From	R			31-1023 Nobicu Lanc			NA			NA		08/05/201
(1005) Claybrook Ave		т.	_			51-1008 Second Ave								
(1005) Claybrook Ave	0.07	270 From	R			51-1008 Second Ave			NA			NA		07/01/2014
(1005) Claybrook Ave	0.07					51 1005 5			—ï``			10.		077017201
(1005) Claybrook Ave	0.16	340 From	F	98%	1%	51-1007 First Ave 0% 0% 0%	0%	С	0.119	F	0.546	350	F	2014
(1005) Claybrook Ave	0.10	т.		0070	1 /0	SR 3, S Main St	070			•	0.040	000	•	2014
		Fron	n:			51-1009, 3rd Ave								
Roseneath Ave	0.10	130	R						NA			NA		03/14/201
51		т				51-1008 Second Ave								
1006) Roseneath Ave	0.07	190 From	R			31 1000 Becolid Tive			NA			NA		03/14/201
Roseneath Ave		т				51-1007 First Ave								
1006 Roseneath Ave	0.17	420 From	R			31-100/ 1118t AVC			NA			NA		03/14/201
Hoseneath Ave		T-	0:			SR 3, S Main St						<u> </u>		
		Fron	n:			51-1006 Roseneath Ave								
1007 First Ave	0.04	330	R						NA			NA		07/01/201
		Te	_			51-1005 Claybrook Ave								

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock														
1007) First Ave	0.12	570	 F	99%	0%	51-1005 Claybrook Ave 1% 0% 0%	0%	С	0.126	F	0.553	580	F	2014
1007 First Ave	0.12	370 To	Ė	33 /6	0 76	SR 200 Irvington Rd	0 /6		0.120	'	0.555	300	'	2014
		From				51-1009 Third Ave								
1008 Second Avenue	0.10	80	R			or 1007 Illianie			NA			NA		03/14/20
517		To	_			51-1006 Roseneath Ave								
Second Ave	0.03	80 From	R			31 1000 Roselleath 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	1			Dead End								
Third Ave	0.02	20	R						NA			NA		03/14/20
51		То	-			51-1008 Second Ave			— —					
Third Ave	0.17	120	R						NA			NA		03/14/20
51		To	_			51-1006 Roseneath Ave								
1009 51 3rd Ave	0.03	210 From	R			31 1000 Roselleath Tive			NA			NA		03/14/20
1510)		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	Ü			SR 200 Irvington Rd			<u> </u>					
		From	1			Dead End								
Wiggins Ave	0.25	450	R			Doud End			NA			NA		03/14/20
51		To	1			SR 3, S Main St								
		From	1			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	350	F	99%	0%	1% 0% 0%	0%	С	0.123	F	0.551	360	F	2014
<u> </u>		To	1			SR 3, N Main St								
○ w . o o	0.40	From	<u> </u>			51-1026 School St			٠,,					00/44/06
West Church St	0.10	350 To	R			GD 2, GD 200			NA —			NA		03/14/20
			1			SR 3; SR 200								
1016) Bellevue Rd	0.11	410	R			51-608 Waverly			 NA			NA		07/01/20
Bellevue Rd	0.11	410										INA		07/01/20
	0.05	From	<u> </u>			51-1021 Clark Lane			<u> </u>			N14		00/00/00
1016 Bellevue Rd	0.05	460	R			Northumberland County Line			NA			NA		09/02/20
		From			1									
1018) Walnut St	0.28	50	R			Begin Loop			NA			NA		03/14/20
Malnut St	0.20	30										INA		00/14/20
1018) Walnut St	0.00	80	<u> </u>			End Loop			NA			NA		02/14/20
Walnut St	0.08	80	R						INA			INA		03/14/20
Malaut Ot	0.00	From	<u> </u>			51-1031 Kenmore Ave						NIA		00/4 4/00
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
_		To From				51-1020 Kinlock Ave								
1018 Walnut St	0.08	290	R						NA			NA		03/14/20
<u> </u>		To	1			SR 200 Irvington Rd			<u> </u>					
<u> </u>		From				51-1026 School St]_					
1019 Cralle Court	0.10	460	R			D 15:			NA			NA		03/14/20
<u> </u>		To	1			Dead End								
	2.22	From	<u> </u>			Dead End							· <u> </u>	00/4 1/5
1020 Kinlock Ave	0.08	20	R			51 1010 W. : ~			NA			NA		03/14/20
		To	1			51-1018 Walnut St								

						Town of	Kilmarnock	(
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From	J			51 1016	W 1 C				-					
(1020) Kinlock Ave	0.06	10	R			31-1018	8 Walnut St				NA			NA		03/14/2011
1951		To				Dea	ad End									
		From	1:			51-1016	Bellevue Rd									
(1021) Clark Lane	0.04	100	R								NA			NA		03/22/2011
		From				51-1029	Purcell Dr				□					00/00/00/
(1021) Clark Lane	0.07	50	R								NA			NA		03/22/2011
Olaski kara	0.00	From	11			51-1027	Norwood St				\rightarrow			NIA		00/00/004
(1021) Clark Lane	0.06	20	R			Dec	ad End				NA			NA		03/22/201
		From	1:				2 Chase St									
Dogwood Lane	0.12	70	R			31-100.	2 Chase St				NA			NA		03/22/201
Dogwood Lane		To	_			Dea	ad End									
		From	1:			51-100	2 Chase St									
(1023) Lloyd Lane	0.13	120	R								NA			NA		03/11/201
<u> </u>		To	1				Vaverly Ave									
(1024) Harvey Lane	0.13	1700	* <u>L</u>			SR 200	Church St				 NA			NA		09/02/2014
Harvey Lane	0.13	1700	_ n								INA			INA		09/02/2012
Harvoy Lano	0.26	220 From	R			51-103	35 First St				NA			NA		09/02/2014
(1024) Harvey Lane	0.20	220	,; ,;			Dea	ad End							INA		03/02/2014
		From	1.				laybrook Ave									
Noblett Lane	0.13	50	R			21 1002 0	my or ook 1110				NA			NA		03/14/201
51		To	n.			SR 200 I	rvington Rd									
		From	<u> </u>			SR 200 I	rvington Rd									
1026 School St	0.26	6200	R								NA			NA		09/03/2014
		From	11				2 Brent St									
1026 School St	0.34	3200 _{To}	<u>, F</u>	99%	0%	0%	0% 0	%	0%	С	0.109	F	0.554	3300	F	2014
		From					N Main St									
(1027) Norwood St	0.07	20	R			31-1028 M	lable Wood St				NA			NA		03/22/201
(1027) Norwood St		To):			51-1021	Clark Lane									
		From	1:			51-1029	Purcell Dr									
1028 Mable Wood St	0.05	60	R								NA			NA		03/22/2011
		To From	2			51-1027	Norwood St									
1028 Mable Wood St	0.05	30	R								NA			NA		03/22/2011
		То):				ad End									
(1029) Purcell Dr	0.04	From				51-608 V	Vaverly Ave				 NA			NA		03/22/201
Purcell Dr	0.04	70	R								INA			INA		03/22/201
(1029) Purcell Dr	0.09	From	R			51-1028 M	lable Wood St				NA			NA		03/22/2011
1029 Purcell Dr	0.09	To	_			51-1021	Clark Lane							INA		03/22/2011
		From	1.				ad End									
(1030) Venable Dr	0.22	120	R			Dec	id End				NA			NA		03/22/201
51		To	2			51-1033	3 Gilbert St									
(1030) Venable Dr	0.06	210	R								NA			NA		03/22/201
51		То):			SR 200	Church St		_							
O		From	1.			Cul-	-de-Sac									
(1031) Kenmore Ave	0.07	40	R								NA			NA		03/14/2011
		To From	17			0.07 ME	Cul-de-Sac									
(1031) Kenmore Ave	0.05	50	R			£1.1011	W 1 . C				NA			NA		03/14/2011
			1				Walnut St				<u> </u>					
(1032) Keith Ave	0.09	From 80				Dea	ad End				 NA			NA		07/10/2014
(1032) Keith Ave	0.09	To	_			51-1018	3 Walnut St				TIVA			INA		01/10/2012
						2. 1010	umat Dt									

						TOWIT OF KIIIII a	HOOK								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From	1			51 1010 W-1	. C.			-					
1032) Keith Ave	0.07	40	М			51-1018 Walnu	t St			NA			NA		07/10/201
(1032) Keith Ave		Te	1			Dead End									
		From				Cul-de-Sac									
(1033) Gilbert St	0.10	80	М							NA			NA		08/19/201
		From				51-1030 Venable	e Dr			□-					
1033 Gilbert St	0.02	5	R			Dead End				NA			NA		08/19/201
		From				SR 3, N Main	C+								
1035 First St	0.22	2300	R			SK 3, IV Maiii	51			NA			NA		07/01/20
517		To				51-1024 Harvey	Lane								
\sim		From				SCL Kilmarno									
1036 Harris Rd	0.76	2900	F	95%	0%	1% 1%	3%	0%	F	0.101	F	0.533	3000	F	2014
<u> </u>		From		2=-/	221	NCL Kilmarno									
1036 Harris Rd	0.03	2900 _{To}	F	95%	0%	1% 1% SR 200; 51-67	3%	0%	F	0.101	F	0.533	3000	F	2014
		From	1				3								
1040) Hawthorne Ave	0.03	20	M			Cul-de-Sac				NA			NA		07/10/201
Hawthorne Ave		Te			5	51-1044 Corrotoma	n Circle								
1040 Hawthorne Ave	0.25	460 From	R			71-1044 Collotollia	II CIICIC			NA			NA		07/01/201
Hawthorne Ave		To				SR 3, N Main	St								
		From				51-1036 Harris	Rd								
1041) DMV Dr	0.39	860	R							NA			NA		09/02/20
		To	1			Dead End				_					
1042) Radio Rd	0.06	60	R			Cul-de-Sac				NA			NA		09/02/201
Radio Rd	0.00	To	<u> </u>			SR 3, N Main	St						INA		03/02/201
		From	1			SR 3, N Main	St								
1043 Lee Rd	0.12	720	R			,				NA			NA		09/02/201
31)		To				Cul-de-Sac									
0	0.00	From	Ļ.,			Cul-de-Sac							NIA		00/00/00
1044 Corrotoman Circle	0.09	60	M							NA 			NA		09/02/20
Corretemen Circle	0.22	90 From	R		5	51-1045 Corrotoma	n Circle			 NA			NA		07/01/20
Corrotoman Circle	0.22	90								INA			INA		07/01/20
1044) Corrotoman Circle	0.07	130 From	R			51-1046 Pine l	Or			NA			NA		07/01/20
Corrotoman Circle	0.07	130	n										INA		07/01/20
1044) Corrotoman Circle	0.08	390 From	R		5	51-1045 Corrotoma	n Circle			NA			NA		07/01/20
Corrotoman Circle	0.00	To	Ë			51-1040 Hawthorn	e Ave			— <u>`</u> ``			14/1		07/01/20
		From	1		5	51-1044 Corrotoma	n Circle								
1045 Corrotoman Circle	0.18	180	R							NA			NA		07/01/20
51		To			5	51-1044 Corrotoma	n Circle								
O Diver De	0.05	From	<u> </u>			Cul-de-Sac							NIA		07/40/004
1046 Pine Dr	0.05	20	М		5	51-1044 Corrotoma	n Circle			NA			NA		07/10/20
		From				51-1036 Harris									
1049) Technology Park Dr	0.32	530	R			31-1030 Hairis	Ku			NA			NA		09/02/20
Technology Park Dr		To				Dead End									
		From				Dead End									
9221 Lancaster Middle Scho	ol 0.02	80	R							NA			NA		04/14/20
<u></u>		To	1			51-1026 Schoo									
Clifton Avo	0.05	From 250				SR 200 Lancaster (County			NIA			NIA		05/04/00
Clifton Ave	0.05	350	R			66-1016 Bellevu	- Rd			NA			NA		05/24/201
						JO-1010 DCHCVU	. IXU								

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
660		Tr	·			Dead End							
		Fron	i:			SR 200 Lancaster County							
(1014) Dixie Ave	0.06	40	R					NA			NA		05/24/2011
Dixie Ave		To				66-1015 Avonne St							
		From				66-1017 Bay Ridge Ave							
Avonne St	0.07	30	R			, ,		NA			NA		05/24/2011
(1015) Avonne St		To	0			66-1014 Dixie Ave							
		Fron	i:			Lancaster County Line							
Bellevue Rd	0.14	340	R					NA			NA		05/24/2011
66		To	c			66-1005 Clifton Ave							
		Fron	i:			SR 200 Lancaster County							
1017 Bay Ridge Ave	0.06	70	R			·		NA			NA		07/29/2014
66		To				66-1015 Avonne St							