## 2018

# 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.

1Trail 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
- M 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	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600	The VDOT Mainta	inenance Jurisdiction number is displayed below the Secondary Route

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		Tru	-		QC	K	QK	Dir Faatar	AAWDT	QW
	-	1					ZAXIE	3+Axle	IIIali	2Trail		Factor		Factor		
	From:	NC	L Kilmarno	ock												
( <sub>3</sub> )N Main St	Town of Kilmarnock (Maint: 51	) 1.63	10000	Ν	95%	1%	1%	1%	3%	0%	Ν	0.089	F	0.596	10000	N
$\bigcirc$	To:	S	R 200 W Ir	ıt												
	From:	SR 20	) W Int Chu	urch St												
3 200 S Main St	Town of Kilmarnock (Maint: 51	) 0.09	12000	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	12000	G
	Ta	SR 200	M Int Irvin	gton Rd												
3 S Main St	Town of Kilmarnock (Maint: 51		9500	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.511	9600	G
$\smile$	Τα	SC	L Kilmarno	ck												
	From:	SC	L Kilmarno	ck												
(200) Irvington Rd	Town of Kilmarnock (Maint: 51	) 0.82	5900	Ν	98%	0%	1%	1%	0%	0%	Ν	0.101	F	0.634	5900	Ν
	To:	SR	3 S, N Main	n St												
	From:		S SR 3													
(200) $(3)$ S Main St	Town of Kilmarnock (Maint: 51	) 0.09	12000	G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	12000	G
$\bigcirc \bigcirc$	To:		N SR 3													
	From:	SR	3 N, N Mai	n St												
(200) East Church St	Town of Kilmarnock (Maint: 51	) 1.10	6200	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.506	6200	G
$\smile$	To:	NC	L Kilmarno	ock												

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock								1 211all		Factor		Facior			
608) Augusta St	0.11	720	R			51-1026 Scl	nool St			NA			NA		09/03/2014
(608) Augusta St		To				SR 3 N, M									
(608) Waverly Ave	0.21	930	G	93%	0%	SR 3 S, M 1% 3		0%	С	0.102	F	0.529	940	G	2018
(608) Waverly Ave	-	To				51-1016 Bell			_						
608 Waverly Ave	0.27	650	G	90%	0%	2% 59		0%	С	0.116	F	0.524	660	G	2018
	0.40	From		070/	00/	51-1011 Ral		00/	0			0.505	500		0010
608 Waverly Ave	0.10	520 To:	G	97%	0%	2% 1° ECL Kilma		0%	С	0.108	F	0.525	520	G	2018
		From				WCL Kilm	rnock								
688 James B Jones Men	n Hwy0.49	4500	G	96%	0%	1% 19	% 1%	0%	С	0.099	F	0.546	4500	G	2018
		From:		070/	00/	51-1042 Ra		00/				0.500	5000		0010
(688) James B Jones Men	1 Hwy0.06	5000 To:	G	97%	0%	1% 1° SR 3, N M		0%	С	0.099	F	0.533	5000	G	2018
		From:				51-1002 Ch									
(1001) Kamps Lane	0.15	100	R							NA			NA		06/13/2017
		To				Cul-de-S									
(1002) Chase St	0.21	From: 90	R			Cul-de-S	Sac			NA			NA		06/13/2017
(1002) Chase St	-	To				51-1001 Kam	ps Lane			<b></b>					
(1002) Chase St	0.05	150	R				F			NA			NA		07/01/2014
		To: From:				51-1004 Hat	on Ave								
(1002) Chase St	0.08	300	R							NA			NA		07/01/2014
	0.01		G	000/	0%	51-1003 Ced		00/	С	0.097	F	0.501	370	G	0010
(1002) Chase St	0.21	370 To:	G	99%	0%	0% 0° 51-608 Wa		0%	U	0.097	Г	0.561	370	G	2018
		From				SR 3, S M	ain St								
1003 51 Cedar Lane	0.15	250	G	99%	0%	1% 09		0%	С	0.124	F	0.543	250	G	2018
<u> </u>		To: From:				51-1002 Ch									
Hatton Ave	0.15	430	R			SR 3, S M	ain St			NA			NA		08/15/2017
51		To				51-1002 Ch	ase St			<b>_</b>					
Hatton Ave	0.17	160	R							NA			NA		06/13/2017
<u> </u>		To:				Dead E									
(1005) Claybrook Ave	0.03	140	R			51-1009, 31	d Ave			NA			NA		08/05/2014
(1005) Claybrook Ave		To				51-1025 Nob	ett Lane			<b></b> _					
Claybrook Ave	0.07	110	R							NA			NA		08/05/2014
		From				51-1008 Seco	ond Ave								
(1005 51) Claybrook Ave	0.07	270	R							NA			NA		07/01/2014
(1005) Claybrook Ave	0.16	From: 420	G	98%	0%	51-1007 Fir 1% 09		0%	С	0.128	F	0.574	420	G	2018
(1005) Claybrook Ave	0.10	To	ŭ	5078	078	SR 3, S M		070	0	0.120	I	0.074	420	u	2010
		From				51-1009, 31	d Ave								
(1006) Roseneath Ave	0.10	140	R							NA			NA		08/15/2017
Beconcath Ave	0.07	From: 200				51-1008 Seco	ond Ave						NA		08/15/2017
(1006) Roseneath Ave	0.07	To	R			51 1007 F	of Ave			NA					00/10/2017
(1006) Roseneath Ave	0.17	430	R			51-1007 Fir	si Ave			NA			NA		08/15/2017
(1006) 51 Roseneath Ave		To				SR 3, S M	ain St								
						51-1006 Roser	eath Ave						NIA		07/01/001 4
(1007) First Ave	0.04	330 To:	R			51-1005 Clayb				NA			NA		07/01/2014

Route	Length	ΔΔΩΤ	٥A	4Tire	Bus	Truck		QC	К	QK	Dir	AAWDT	QW	Year
Town of Kilmarnock	Longin		Q.A	4110	Dus	2Axle 3+Axle 1Trail	2Trail	QU	Factor	GIV	Factor	AANDI	GW	rear
		From				51-1005 Claybrook Ave								
(1007) First Ave	0.12	550 To	G	98%	0%	1% 0% 0% SR 200 Irvington Rd	0%	С	0.118	F	0.5	560	G	2018
		From	1			51-1009 Third Ave			1					
(1008) Second Avenue	0.10	90	R						NA			NA		08/15/2017
		To				51-1006 Roseneath Ave								
(1008) Second Ave	0.03	90	R						NA			NA		08/15/2017
	0.13	To From				51-1005 Claybrook Ave			NA			NA		08/15/2017
(1008) Second Ave	0.13	130 <sup>To</sup>	R			SR 200 Irvington Rd						INA		00/15/2017
		From	:			Dead End								
1009 Third Ave	0.02	10	R						NA			NA		06/13/2017
		To				51-1008 Second Ave								
(1009) Third Ave	0.17	130	R						NA			NA		08/15/2017
	0.00	From				51-1006 Roseneath Ave								00/15/0017
(1009) 3rd Ave	0.03	220	R						NA			NA		08/15/2017
(1009) 3rd Ave	0.13	250	R			51-1005 Claybrook Ave			NA			NA		08/15/2017
(1009) 3rd Ave	0.10	То	:			SR 200 Irvington Rd								00,10,2011
		From				Dead End								
(1010) Wiggins Ave	0.25	390	R						NA			NA		06/14/2017
<u> </u>		From				SR 3, S Main St								
(1011) Raleigh Dr	0.10	70	R			Dead End			NA			NA		06/14/2017
(1011) Raleigh Dr		То				51-608 Waverly								
		From				51-1026 School St								
$\begin{pmatrix} 1012\\ 51 \end{pmatrix}$ Brent St	0.07	370	G	98%	0%	1% 1% 0%	0%	С	0.141	F	0.593	380	G	2018
		From	1			SR 3, N Main St								
(1013) West Church St	0.10	360	R			51-1026 School St			NA			NA		08/16/2017
(1013) West Church St		То	:			SR 3; SR 200								
		From				51-608 Waverly								
1016 Bellevue Rd	0.11	410	R						NA			NA		07/01/2014
	0.05	From	Ļ			51-1021 Clark Lane						NIA		00/00/0014
(1016) Bellevue Rd	0.05	<b>460</b> <sup>το</sup>	R		N	Vorthumberland County Line			NA			NA		09/02/2014
		From	-			Begin Loop								
U1018 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
		From				51-1031 Kenmore Ave								
(1018) Walnut St	0.08	130	R						NA			NA		08/15/2017
(1018) Walnut St	0.08	250	R			51-1032 Keith Ave			NA			NA		08/15/2017
(1018) Walnut St	0.00	250				51 1000 W: 1 1 4						NA.		00/13/2017
(1018) Walnut St	0.08	From 300	R			51-1020 Kinlock Ave			NA			NA		08/15/2017
(1018) Walnut St		To				SR 200 Irvington Rd								
		From				51-1026 School St								
(1019) Cralle Court	0.10	460 To	R			Deed Frid			NA			NA		03/14/2011
		From				Dead End Dead End								
(1020) Kinlock Ave	0.08	60	R			Deau Ellu			NA			NA		06/14/2017
(1020) Kinlock Ave		То				51-1018 Walnut St								

Povito	-لفتحتم ا		0.4	47:				,		<	D	)ir ,		0141	Vac
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	xle 1Trail	2Trail	Fac	tor Q	Fac	ctor	AWDT	Qw	Year
Town of Kilmarnock		From				51-1018 Wal	nut St								
(1020) Kinlock Ave	0.06	20 To	R			Dead En	A		N	A			NA		06/14/2017
		From	1			51-1016 Belle									
(1021) Clark Lane	0.04	90	R			51-1010 Bene	vue Ru		N	A			NA		08/16/2017
h1		To				51-1029 Purc	ell Dr		-						
(1021) Clark Lane	0.07	49	R						N	A			NA		08/16/2017
		From	<u> </u>			51-1027 Norw	vood St								
(1021) Clark Lane	0.06	30 <sup>To</sup>	R			Dead En	d		N	A			NA		06/14/2017
		From				51-1002 Cha									
Dogwood Lane	0.12	80	R			01 1002 Cik			N	Ą			NA		06/14/2017
51		То	:			Dead En	d								
	0.40	From				51-1002 Cha	ase St			•			N 1 A		00/10/0017
(1023) Lloyd Lane	0.13	120 To	R			51-608 Waver	lv Ave		N	A			NA		08/16/2017
		From	:			SR 200 Chu									
(1024) Harvey Lane	0.13	1700	R			bit 200 cild	ion br		N	Ą			NA		09/02/2014
51		To	-			51-1035 Fir	st St								
Harvey Lane	0.26	220	R						N	A			NA		09/02/2014
		То				Dead En									
(1025) Noblett Lane	0.13	From <b>50</b>	R			51-1005 Claybr	ook Ave		N	Δ			NA		08/16/2017
(1025) Noblett Lane	0.10	То				SR 200 Irving	ton Rd						nA.		00/10/2017
		From				SR 200 Irving	ton Rd								
(1026) School St	0.26	6200	R						N	A			NA		09/03/2014
		To				51-1012 Bre									
1026 School St	0.34	2800 <sub>то</sub>	G	99%	0%	0% 0%		0%	C 0.	1 F	0.5	567	2800	G	2018
		From	1 /			SR 3, N Ma									
Norwood St	0.07	20	R			51-1028 Mable	wood 3t		N	A			NA		08/16/2017
51		То				51-1021 Clar	k Lane								
<u> </u>		From	:			51-1029 Purc	cell Dr								
(1028) Mable Wood St	0.05	60	R						N	Ą			NA		08/16/2017
(1028) Mable Wood St	0.05	From	<u> </u>			51-1027 Norw	vood St			٨			NIA		00/15/0017
(1028) Mable Wood St	0.05	50 <sup>To</sup>	R			Dead En	d		N	4			NA		06/15/2017
		From	-			51-608 Waver									
1029 Purcell Dr	0.04	80	R				<i>z</i> .		N	A			NA		08/16/2017
		To			4	51-1028 Mable	Wood St		-						
(1029) Purcell Dr	0.09	30	R						N	A			NA		08/16/2017
		To	:			51-1021 Clar									
(1030) Venable Dr	0.22	From 100	R			Dead En	d		N	Δ			NA		06/15/2017
(1030) Venable Dr	0.22	Te				51-1033 Gilt	part St			•					00, 0, 2011
(1030) Venable Dr	0.06	210 From	R			51-1055 Olic	en si		N	A			NA		08/16/2017
(		То				SR 200 Chu	rch St								
		From				Cul-de-S	ac								
(1031) Kenmore Ave	0.07	40	R						N	A			NA		06/15/2017
	0.05	To From				0.07 ME Cul-	de-Sac			٨			NIA		06/15/0017
(1031) Kenmore Ave	0.05	30 <sup>To</sup>	R			51-1018 Wal	nut St		N	•			NA		06/15/2017
						Dead En				<u> </u>					
(1032) Keith Ave	0.09	40	R						N	Ą			NA		06/15/2017
		То	2			51-1018 Wal	nut St								

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	:k		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock		From							21141		racion		i actor			
(1032) Keith Ave	0.07	90	R			51-1018	3 Walnut S	t			NA			NA		06/15/2017
(1032) Keith Ave		To				Dea	ad End									
		From:				Cul	-de-Sac									
(1033) Gilbert St	0.10	90	R								NA			NA		06/15/2017
(1033) Gilbert St	0.02	From:	R			51-1030	Venable D	r			NA			NA		08/19/2014
	0.02	J To:				Dea	ad End							IN/A		00/10/2014
		From:				SR 3, 1	N Main St									
1035 First St	0.22	2300	R								NA			NA		07/01/2014
<u> </u>		To: From:					Harvey La	ne								
(1036) Harris Rd	0.76	3300	G	94%	0%	<u>SCL K</u> 1%	ilmarnock 2%	3%	0%	F	0.098	F	0.599	3300	G	2018
(1036) Harris Rd		To					ilmarnock									
(1036) Harris Rd	0.03	5300 From:	G	94%	0%	1%	2%	3%	0%	F	0.098	F	0.599	3300	G	2018
51		To:				SR 20	0; 51-675									
	0.00	From:				Cul-	-de-Sac									00/15/0017
(1040) Hawthorne Ave	0.03	20	R								NA			NA		06/15/2017
(1040) Hawthorne Ave	0.25	From: 460	R		5	51-1044 Co	rrotoman C	lircle			NA			NA		07/01/2014
(1040) Hawthorne Ave	0.20	To:				SR 3, 1	N Main St							11/3		07/01/2014
		From					6 Harris Rd	[								
(1041) DMV Dr	0.39	860	R								NA			NA		09/02/2014
		To					ad End									
(1042) Radio Rd	0.06	From: 60	R			Cul	-de-Sac				NA			NA		09/02/2014
(1042) Radio Rd	0.00	To:				SR 3, 1	N Main St							11/3		03/02/2014
		From				SR 3, 1	N Main St									
(1043) Lee Rd	0.12	720	R								NA			NA		09/02/2014
		To:					-de-Sac									
(1044) Corrotoman Circle	0.09	From: 60	М			Cul	-de-Sac				NA			NA		09/02/2014
(1044) Corrotoman Circle	0.00	To			5	51-1045 Coi	C	S						1.07.1		00/02/2014
(1044) Corrotoman Circle	0.22	From: 90	R		3	1-1045 Col	rrotoman C	Ircle			NA			NA		07/01/2014
(1044) Corrotoman Circle		To				51-104	6 Pine Dr				<b></b> _					
(1044) Corrotoman Circle	0.07	130	R			01 10					NA			NA		07/01/2014
51		To: From:			5	51-1045 Cor	rrotoman C	lircle			<b>—</b>					
(1044) Corrotoman Circle	0.08	390	R								NA			NA		07/01/2014
		To:				51-1040 H										
(1045) Corrotoman Circle	0.18	From: 180	R		5	51-1044 Co	rrotoman C	lircle			NA			NA		07/01/2014
(1045) Corrotoman Circle	0.10	To:			5	51-1044 Cor	rrotoman C	lircle						11/3		07/01/2014
		From				Cul	-de-Sac									
1046 Pine Dr	0.05	20	R								NA			NA		06/16/2017
		To			5	51-1044 Cor										
(1049) Technology Park Dr	0.32	From: 530	R			51-1036	6 Harris Rd				NA			NA		09/02/2014
(1049) Technology Park Dr	0.02	530 To:				Dea	ad End									55,02/2014
		From					ad End									
(9221) Lancaster Middle Scho	ool 0.02	80	R								NA			NA		04/14/2011
<u> </u>		To:					5 School St									
(1005) Clifton Ave	0.05	From: 380	R			SR 200 Lai	ncaster Cou	unty			NA			NA		07/20/2017
	0.05	3 <b>00</b> To:	n			66-1016	Bellevue R	d						11/2		01/20/2017

Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From				66-1016 Bellevue Rd							
0.14	40	R					NA			NA		07/19/2017
	To				Dead End							
	From:				SR 200 Lancaster County							
0.06	50	R					NA			NA		09/12/2017
	To:				66-1015 Avonne St							
	From				66-1017 Bay Ridge Ave							
0.07	60	R					NA			NA		08/08/2017
	To:				66-1014 Dixie Ave							
	From:				Lancaster County Line							
0.14	340	R					NA			NA		07/20/2017
	To:				66-1005 Clifton Ave							
	From:				SR 200 Lancaster County							
0.06	70	R					NA			NA		07/29/2014
	To:				66-1015 Avonne St							
	0.14 0.06 0.07 0.14	0.14 40 Tw Prom 0.06 50 To To 0.07 60 To To To To To To To To To To To To To	0.14 40 R Tr Tr Tr Tr Tr Tr Tr Tr Tr Tr	0.14 40 R To To To To To To To To To To	0.14 40 R Tr Tr Tr Tr Tr Tr Tr Tr Tr Tr	LengthAAD1QA4 lireBus Bus $2Axle 3+Axle 1Trail 2Trail0.1440R66-1016 Bellevue Rd0.1440RDead EndTroDead End58 200 Lancaster County0.0650RTro66-1015 Avonne St66-1017 Bay Ridge Ave0.0760RTro66-1014 Dixie Ave0.14340RTo66-1005 Clifton AveFromSR 200 Lancaster County0.0670R$	Length         AAD1         QA         4 Tre         Bus Bus         2Axle 3+Axle 1Trail 2Trail         QC           0.14         40         R         66-1016 Bellevue Rd         1000000000000000000000000000000000000	LengthAAD1QA4 lifeBus Bus $2Axle 3+Axle 1Trail 2TrailQCFactor0.1440RNAToDead EndNAToDead EndNAToG6-1015 Avonne StNATo66-1017 Bay Ridge AveNA0.0760RNAToG6-1014 Dixie AveNAToG6-1015 Clifton AveNA0.14340RNAToG6-1005 Clifton AveNA0.0670RNA$	LengthAAD1GA4 lifeBus Bus $2Axle 3+Axle 1Trail2TrailGCFactorGRFactor0.1440RNATreDead End0.0650RNATre66-1015 Avonne St0.0760RTre66-1014 Dixie Ave0.14340RTre66-1005 Clifton Ave0.0670RNATreProstSR 200 Lancaster County LineNANATre66-1005 Clifton AveNATreNATreNATreAddoRNANATreSR 200 Lancaster County LineNATreAddoRNATreAddoRNATreAddoRNATreAddoRNATreAddoRNATreSR 200 Lancaster CountyNANATreSR 200 Lancaster CountyNANA$	LengthAAD1GA4 TreBus Bus $2Axle 3+Axle 1Trail2TrailGCFactorFactorFactor0.1440RNANANANANATroDead EndNANANANA0.0650RNANANATro66-1015 Avonne StNANANA0.0760RNANATro66-1017 Bay Ridge AveNA0.14340RNATro66-1005 Clifton AveNA0.0670RNA$	Length         AAD1         QA         4 life         Bus Bus 2Axle 3+Axle 1Trail         2Trail         QC         Factor         AAWD1           0.14         40         R         NA         NA         NA           0.06         50         R         NA         NA         NA           0.06         50         R         NA         NA         NA           0.07         60         R         NA         NA         NA           0.14         340         R         A         NA         NA           0.14         340         R         SR 200 Lancaster County Line         NA         NA           0.06         70         R         SR	Length AADI QA 41re Bus $2Axle 3+Axle 1Trail 2Trail QC Factor R Factor AAWD1 QW Factor QK Factor AAWD1 QW Factor QK Factor AAWD1 QW Factor QK Factor QK Factor AAWD1 QW Factor QK Factor $