

2010
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



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
 Traffic Engineering Division
 2010
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Kilmarnock

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: NCL Kilmarnock															
3 N Main St	Town of Kilmarnock (Maint: 51)	1.63	11000	N	94%	1%	1%	1%	3%	0%	N	0.097	N	11000	N	
	To: SR 200 W Int															
	From: SR 200 W Int															
3 200 S Main St	Town of Kilmarnock (Maint: 51)	0.09	13000	G	95%	1%	1%	1%	1%	0%	F	0.079	F	13000	G	
	To: SR 200 M Int															
	From: SR 200 M Int															
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62	9900	G	95%	1%	1%	1%	1%	0%	F	0.076	F	11000	G	
	To: SCL Kilmarnock															
	From: SCL Kilmarnock															
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	6500	N	98%	0%	1%	1%	0%	0%	N	0.086	N	6900	N	
	To: SR 3 S, N Main St															
	From: SR 3 S, N Main St															
200 3 S Main St	Town of Kilmarnock (Maint: 51)	0.09	13000	G	95%	1%	1%	1%	1%	0%	F	0.079	F	13000	G	
	To: N SR 3															
	From: N SR 3															
200 East Church St	Town of Kilmarnock (Maint: 51)	1.10	6500	G	96%	0%	1%	1%	1%	0%	F	0.083	F	7000	G	
	To: NCL Kilmarnock															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
608 51 Augusta St	0.11	650	R								NA			NA		07/15/2008
From: 51-1026 School St						To: SR 3 N, Main St										
From: SR 3 S, Main St						To: 51-1016 Bellevue Rd										
608 51 Waverly Ave	0.21	1100	G	96%	0%	1%	1%	2%	0%	C	0.099	F	0.53	1200	G	2010
From: 51-1016 Bellevue Rd						To: 51-1011 Raleigh Dr										
608 51 Waverly Ave	0.27	630	G	96%	0%	1%	1%	2%	0%	F	0.110	F	0.51	670	G	2010
From: 51-1011 Raleigh Dr						To: ECL Kilmarnock										
From: WCL Kilmarnock						To: 51-1042 Radio Rd										
688 51 James B Jones Mem H	0.49	4600	R								NA			NA		07/15/2008
From: 51-1042 Radio Rd						To: SR 3, N Main St										
688 51 James B Jones Mem H	0.06	5200	R								NA			NA		07/15/2008
From: SR 3, N Main St						To: 51-1002 Chase St										
1001 51 Kamps Lane	0.15	130	R								NA			NA		05/09/2005
From: 51-1002 Chase St						To: Cul-de-Sac										
From: Cul-de-Sac						To: 51-1001 Kamps Lane										
1002 51 Chase St	0.21	80	R								NA			NA		07/15/2008
From: 51-1001 Kamps Lane						To: 51-1004 Hatton Ave										
1002 51 Chase St	0.05	180	R								NA			NA		07/15/2008
From: 51-1004 Hatton Ave						To: 51-1003 Cedar Lane										
1002 51 Chase St	0.08	260	R								NA			NA		07/15/2008
From: 51-1003 Cedar Lane						To: 51-608 Waverly										
1002 51 Chase St	0.21	390	G	99%	0%	1%	0%	0%	0%	C	0.113	F	0.778	420	G	2010
From: 51-608 Waverly						To: SR 3, S Main St										
1003 51 Cedar Lane	0.15	250	G	99%	1%	0%	0%	0%	0%	C	0.121	F	0.516	270	G	2010
From: SR 3, S Main St						To: 51-1002 Chase St										
From: 51-1002 Chase St						To: 51-1002 Chase St										
1004 51 Hatton Ave	0.15	500	R								NA			NA		05/09/2005
From: 51-1002 Chase St						To: 51-1002 Chase St										
1004 51 Hatton Ave	0.17	110	R								NA			NA		05/09/2005
From: 51-1002 Chase St						To: Dead End										
From: Dead End						To: 51-1009, 3rd Ave										
1005 51 Claybrook Ave	0.03	60	R								NA			NA		07/15/2008
From: 51-1009, 3rd Ave						To: 51-1025 Noblett Lane										
1005 51 Claybrook Ave	0.07	100	R								NA			NA		07/15/2008
From: 51-1025 Noblett Lane						To: 51-1008 Second Ave										
1005 51 Claybrook Ave	0.07	160	R								NA			NA		07/15/2008
From: 51-1008 Second Ave						To: 51-1007 First Ave										
1005 51 Claybrook Ave	0.16	400	G	99%	1%	0%	0%	0%	0%	C	0.128	F	0.536	420	G	2010
From: 51-1007 First Ave						To: SR 3, S Main St										
From: SR 3, S Main St						To: 51-1009, 3rd Ave										
1006 51 Roseneath Ave	0.10	130	R								NA			NA		06/27/2005
From: 51-1009, 3rd Ave						To: 51-1008 Second Ave										
1006 51 Roseneath Ave	0.07	170	R								NA			NA		06/27/2005
From: 51-1008 Second Ave						To: 51-1007 First Ave										
1006 51 Roseneath Ave	0.17	400	R								NA			NA		06/27/2005
From: 51-1007 First Ave						To: SR 3, S Main St										
From: SR 3, S Main St						To: 51-1006 Roseneath Ave										
1007 51 First Ave	0.04	270	R								NA			NA		07/15/2008
From: 51-1006 Roseneath Ave						To: 51-1005 Claybrook Ave										

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Town of Kilmarnock

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Kilmarnock																	
1007 51 First Ave	0.12	620	G	99%	0%	1%	0%	0%	0%	C	0.114	F	0.5	660	G	2010	
						From: 51-1005 Claybrook Ave											
						To: SR 200 Irvington Rd											
1008 51 Second Avenue	0.10	90	R								NA			NA		06/27/2005	
						From: 51-1009 Third Ave											
1008 51 Second Ave	0.03	110	R								NA			NA		06/27/2005	
						From: 51-1006 Roseneath Ave											
1008 51 Second Ave	0.13	190	R								NA			NA		06/27/2005	
						From: 51-1005 Claybrook Ave											
						To: SR 200 Irvington Rd											
1009 51 Third Ave	0.02	10	R								NA			NA		06/27/2005	
						From: Dead End											
1009 51 Third Ave	0.17	20	R								NA			NA		06/27/2005	
						From: 51-1008 Second Ave											
1009 51 3rd Ave	0.03	170	R								NA			NA		06/27/2005	
						From: 51-1006 Roseneath Ave											
1009 51 3rd Ave	0.13	220	R								NA			NA		06/27/2005	
						From: 51-1005 Claybrook Ave											
						To: SR 200 Irvington Rd											
1010 51 Wiggins Ave	0.25	190	R								NA			NA		06/27/2005	
						From: Dead End											
						To: SR 3, S Main St											
1011 51 Raleigh Dr	0.10	60	R								NA			NA		07/15/2008	
						From: Dead End											
						To: 51-608 Waverly											
1012 51 Brent St	0.07	520	G	99%	0%	1%	0%	0%	0%	C	0.117	F	0.532	560	G	2010	
						From: 51-1026 School St											
						To: SR 3, N Main St											
1013 51 West Church St	0.10	530	R								NA			NA		05/09/2005	
						From: 51-1026 School St											
						To: SR 3; SR 200											
1016 51 Bellevue Rd	0.11	430	R								NA			NA		09/08/2008	
						From: 51-608 Waverly											
1016 51 Bellevue Rd	0.05	340	R								NA			NA		09/08/2008	
						From: 51-1021 Clark Lane											
						To: Northumberland County Line											
1018 51 Walnut St	0.28	40	R								NA			NA		06/27/2005	
						From: Begin Loop											
						To: End Loop											
1018 51 Walnut St	0.08	90	R								NA			NA		06/27/2005	
						From: 51-1031 Kenmore Ave											
1018 51 Walnut St	0.08	160	R								NA			NA		06/27/2005	
						From: 51-1032 Keith Ave											
1018 51 Walnut St	0.08	290	R								NA			NA		06/27/2005	
						From: 51-1020 Kinlock Ave											
1018 51 Walnut St	0.08	350	R								NA			NA		06/27/2005	
						From: SR 200 Irvington Rd											
						To: 51-1026 School St											
1019 51 Cralle Court	0.10	570	R								NA			NA		05/09/2005	
						From: Dead End											
						To: Dead End											
1020 51 Kinlock Ave	0.08	20	R								NA			NA		06/27/2005	
						From: Dead End											
						To: 51-1018 Walnut St											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1020 51 Kinlock Ave	0.06	20	R								NA			NA		06/27/2005
			From: 51-1018 Walnut St													
			To: Dead End													
1021 51 Clark Lane	0.04	130	R								NA			NA		05/09/2005
			From: 51-1016 Bellevue Rd													
			To: 51-1029 Purcell Dr													
1021 51 Clark Lane	0.07	100	R								NA			NA		05/09/2005
			From: 51-1029 Purcell Dr													
			To: 51-1027 Norwood St													
1021 51 Clark Lane	0.06	30	R								NA			NA		05/09/2005
			From: 51-1027 Norwood St													
			To: Dead End													
1022 51 Dogwood Lane	0.12	40	R								NA			NA		05/09/2005
			From: 51-1002 Chase St													
			To: Dead End													
1023 51 Lloyd Lane	0.13	120	R								NA			NA		05/09/2005
			From: 51-1002 Chase St													
			To: 51-608 Waverly Ave													
1024 51 Harvey Lane	0.13	1800	R								NA			NA		07/15/2008
			From: SR 200 Church St													
			To: 51-1035 First St													
1024 51 Harvey Lane	0.26	240	R								NA			NA		07/15/2008
			From: 51-1035 First St													
			To: Dead End													
1025 51 Noblett Lane	0.13	48	R								NA			NA		06/27/2005
			From: 51-1005 Claybrook Ave													
			To: SR 200 Irvington Rd													
1026 51 School St	0.26	3600	R								NA			NA		09/11/2008
			From: SR 200 Irvington Rd													
			To: 51-1012 Brent St													
1026 51 School St	0.34	3900	G	99%	0%	0%	0%	0%	0%	C	0.096	F		4200	G	2010
			From: 51-1012 Brent St													
			To: SR 3, N Main St													
1027 51 Norwood St	0.07	40	R								NA			NA		05/09/2005
			From: 51-1028 Mable Wood St													
			To: 51-1021 Clark Lane													
1028 51 Mable Wood St	0.05	70	R								NA			NA		05/09/2005
			From: 51-1029 Purcell Dr													
			To: 51-1027 Norwood St													
1028 51 Mable Wood St	0.05	40	R								NA			NA		05/09/2005
			From: 51-1027 Norwood St													
			To: Dead End													
1029 51 Purcell Dr	0.04	160	R								NA			NA		05/09/2005
			From: 51-608 Waverly Ave													
			To: 51-1028 Mable Wood St													
1029 51 Purcell Dr	0.09	60	R								NA			NA		05/09/2005
			From: 51-1028 Mable Wood St													
			To: 51-1021 Clark Lane													
1030 51 Venable Dr	0.22	90	R								NA			NA		05/09/2005
			From: Dead End													
			To: 51-1033 Gilbert St													
1030 51 Venable Dr	0.06	220	R								NA			NA		05/09/2005
			From: 51-1033 Gilbert St													
			To: SR 200 Church St													
1031 51 Kenmore Ave	0.07	40	R								NA			NA		06/27/2005
			From: Cul-de-Sac													
			To: 0.07 ME Cul-de-Sac													
1031 51 Kenmore Ave	0.05	60	R								NA			NA		06/27/2005
			From: 0.07 ME Cul-de-Sac													
			To: 51-1018 Walnut St													
1032 51 Keith Ave	0.09	100	R								NA			NA		07/15/2008
			From: Dead End													
			To: 51-1018 Walnut St													

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
(1032/51) Keith Ave	0.07	49	R								NA			NA		07/15/2008
(1033/51) Gilbert St	0.03	40	R								NA			NA		07/15/2008
(1033/51) Gilbert St	0.07	80	R								NA			NA		07/15/2008
(1033/51) Gilbert St	0.02	7	R								NA			NA		07/15/2008
(1035/51) First St	0.22	2000	R								NA			NA		07/15/2008
(1036/51) Harris Rd	0.76	3600	G	98%	0%	1%	1%	1%	0%	C	0.094	F	0.514	3900	G	2010
(1036/51) Harris Rd	0.03	3600	G	98%	0%	1%	1%	1%	0%	C	0.094	F	0.514	3900	G	2010
(1040/51) Hawthorne Ave	0.03	100	R								NA			NA		07/31/2008
(1040/51) Hawthorne Ave	0.25	370	R								NA			NA		07/31/2008
(1041/51) DMV Dr	0.39	840	R								NA			NA		09/08/2008
(1042/51) Radio Rd	0.06	70	R								NA			NA		07/15/2008
(1043/51) Lee Rd	0.12	830	R								NA			NA		07/15/2008
(1044/51) Corrotoman Circle	0.09	60	R								NA			NA		07/31/2008
(1044/51) Corrotoman Circle	0.22	60	R								NA			NA		07/31/2008
(1044/51) Corrotoman Circle	0.07	130	R								NA			NA		07/31/2008
(1044/51) Corrotoman Circle	0.08	310	R								NA			NA		07/31/2008
(1045/51) Corrotoman Circle	0.18	160	R								NA			NA		07/31/2008
(1046/51) Pine Dr	0.05	20	R								NA			NA		07/31/2008
(1049/51) Technology Park Dr	0.32	390	R								NA			NA		09/08/2008
(9221/51) Lancaster Middle School	0.02	40	R								NA			NA		07/18/2005

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Kilmarnock																	
						From:	SR 200 Lancaster County										
1005 66 Clifton Ave	0.05	380	R			To:					NA			NA		03/07/2005	
						From:	66-1016 Bellevue Rd										
1005 66 Clifton Ave	0.14	40	R			To:	Dead End				NA			NA		03/07/2005	
						From:	SR 200 Lancaster County										
1014 66 Dixie Ave	0.06	60	R			To:	66-1015 Avonne St				NA			NA		03/07/2005	
						From:	66-1017 Bay Ridge Ave										
1015 66 Avonne St	0.07	30	R			To:	66-1014 Dixie Ave				NA			NA		03/07/2005	
						From:	Lancaster County Line										
1016 66 Bellevue Rd	0.14	410	R			To:	66-1005 Clifton Ave				NA			NA		03/07/2005	
						From:	SR 200 Lancaster County										
1017 66 Bay Ridge Ave	0.06	50	R			To:	66-1015 Avonne St				NA			NA		04/07/2008	