

**2007**

**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.

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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  
 2007  
 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	9800	N	92%	1%	2%	3%	2%	0%	N	0.087	N	0.623	10000	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	96%	1%	1%	1%	2%	0%	F	0.083	F	0.524	14000	G
	To: SR 200 M Int															
	From: SR 200 M Int															
3 S Main St	Town of Kilmarnock (Maint: 51)	0.62	10000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.541	11000	G
	To: SCL Kilmarnock															
	From: SCL Kilmarnock															
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	7100	N	97%	0%	1%	2%	0%	0%	N	0.088	N	0.552	7300	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	96%	1%	1%	1%	2%	0%	F	0.083	F	0.524	14000	G
	To: N SR 3															
	From: N SR 3															
200 East Church St	Town of Kilmarnock (Maint: 51)	1.10	7400	G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.587	7600	G
	To: NCL Kilmarnock															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kilmarnock</b>																
(608/51) Waverly Ave	0.11	610	R								NA			NA		07/18/2002
(608/51) Waverly Ave.	0.21	1200	G	93%	0%	2%	0%	5%	0%	C	0.092	F	0.574	1200	G	2007
(608/51) Waverly Ave.	0.27	830	G	93%	0%	2%	0%	5%	0%	F	0.095	F	0.535	850	G	2007
(608/51) Waverly Ave	0.10	950	R								NA			NA		06/24/2002
(688/51) James B. Jones Mem H	0.49	3200	R								NA			NA		07/18/2005
(688/51) James B. Jones Mem H	0.06	2600	R								NA			NA		07/24/2002
(1001/51) Kamps Lane	0.15	130	R								NA			NA		05/09/2005
(1002/51) Chase St	0.21	80	R								NA			NA		06/24/2002
(1002/51) Chase St	0.05	230	R								NA			NA		06/24/2002
(1002/51) Chase St	0.08	250	R								NA			NA		06/24/2002
(1002/51) Chase St	0.21	410	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.524	420	G	2007
(1003/51) Cedar Lane	0.15	300	G	98%	0%	1%	0%	0%	0%	C	0.121	F	0.564	300	G	2007
(1004/51) Hatton Avenue	0.15	500	R								NA			NA		05/09/2005
(1004/51) Hatton Avenue	0.17	110	R								NA			NA		05/09/2005
(1005/51) Claybrook Avenue	0.03	70	R								NA			NA		06/24/2002
(1005/51) Claybrook Avenue	0.07	120	R								NA			NA		06/24/2002
(1005/51) Claybrook Avenue	0.07	170	R								NA			NA		06/24/2002
(1005/51) Claybrook Avenue	0.16	430	G	99%	0%	1%	0%	0%	0%	C	0.123	F	0.537	440	G	2007
(1006/51) Roseneath Avenue	0.10	130	R								NA			NA		06/27/2005
(1006/51) Roseneath Avenue	0.07	170	R								NA			NA		06/27/2005
(1006/51) Roseneath Avenue	0.17	400	R								NA			NA		06/27/2005
(1007/51) First Avenue	0.04	240	R								NA			NA		06/24/2002



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kilmarnock</b>																
(1007/51) First Avenue	0.12	620	G	99%	0%	0%	0%	0%	0%	C	0.129	F	0.646	640	G	2007
(1008/51) Second Avenue	0.10	90	R								NA			NA		06/27/2005
(1008/51) Second Avenue	0.03	110	R								NA			NA		06/27/2005
(1008/51) Second Avenue	0.13	190	R								NA			NA		06/27/2005
(1009/51) Third Ave	0.02	10	R								NA			NA		06/27/2005
(1009/51) Third Ave	0.17	20	R								NA			NA		06/27/2005
(1009/51) 3rd Ave	0.03	170	R								NA			NA		06/27/2005
(1009/51) 3rd Ave	0.13	220	R								NA			NA		06/27/2005
(1010/51) Wiggins Avenue	0.25	190	R								NA			NA		06/27/2005
(1011/51) Raleigh Dr	0.10	60	R								NA			NA		06/24/2002
(1012/51) Brent St	0.07	570	G	99%	0%	0%	0%	0%	0%	C	0.155	F	0.573	590	G	2007
(1013/51) West Church St	0.10	530	R								NA			NA		05/09/2005
(1016/51) Bellevue Rd	0.11	330	R								NA			NA		07/18/2002
(1016/51) Bellevue Rd	0.05	250	R								NA			NA		07/18/2002
(1018/51) Walnut St	0.28	40	R								NA			NA		06/27/2005
(1018/51) Walnut St	0.08	90	R								NA			NA		06/27/2005
(1018/51) Walnut St	0.08	160	R								NA			NA		06/27/2005
(1018/51) Walnut St	0.08	290	R								NA			NA		06/27/2005
(1018/51) Walnut St	0.08	350	R								NA			NA		06/27/2005
(1019/51) Cralle Court	0.10	570	R								NA			NA		05/09/2005
(1020/51) Kinlock Avenue	0.08	20	R								NA			NA		06/27/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kilmarnock</b>																
1020 51 Kinlock Avenue	0.06	20	R								NA		NA			06/27/2005
			From: 51-1018 Walnut Street													
			To: Dead End													
1021 51 Clark Lane	0.04	130	R								NA		NA			05/09/2005
			From: 51-1016 Bellevue Road													
1021 51 Clark Lane	0.07	100	R								NA		NA			05/09/2005
			From: 51-1029 Purcell Drive													
1021 51 Clark Lane	0.06	30	R								NA		NA			05/09/2005
			From: 51-1027 Norwood Street													
			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 Street													
			To: 51-608 Waverly Ave.													
1024 51 Harvey Lane	0.13	1900	R								NA		NA			07/08/2002
			From: SR 200 Church St													
1024 51 Harvey Lane	0.26	2000	R								NA		NA			07/08/2002
			From: 51-1035 First Street													
			To: Dead End													
1025 51 Noblett Lane	0.13	48	R								NA		NA			06/27/2005
			From: 51-1005 Claybrook Avenue													
			To: SR 200 Irvington Rd													
1026 51 School St	0.26	5500	R								NA		NA			06/24/2002
			From: SR 200 Irvington Rd													
1026 51 School St	0.34	4900	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.596	5100	G	2007
			From: 51-1012 Brent Street													
			To: SR 3 N Main St													
1027 51 Norwood St	0.07	40	R								NA		NA			05/09/2005
			From: 51-1028 Mable Wood Street													
			To: 51-1021 Clark Lane													
1028 51 Mable Wood St	0.05	70	R								NA		NA			05/09/2005
			From: 51-1029 Purcell Drive													
1028 51 Mable Wood St	0.05	40	R								NA		NA			05/09/2005
			From: 51-1027 Norwood Street													
			To: Dead End													
1029 51 Purcell Dr	0.04	160	R								NA		NA			05/09/2005
			From: 51-608 Waverly Ave.													
1029 51 Purcell Dr	0.09	60	R								NA		NA			05/09/2005
			From: 51-1028 Mable Wood Street													
			To: 51-1021 Clark Lane													
1030 51 Venable Dr	0.22	90	R								NA		NA			05/09/2005
			From: Dead End													
1030 51 Venable Dr	0.06	220	R								NA		NA			05/09/2005
			From: 51-1033 Gilbert Street													
			To: SR 200 Church St													
1031 51 Kenmore Avenue	0.07	40	R								NA		NA			06/27/2005
			From: Cul-de-Sac													
1031 51 Kenmore Avenue	0.05	60	R								NA		NA			06/27/2005
			From: 0.07 ME Cul-de-Sac													
			To: 51-1018 Walnut Street													
1032 51 Keith Avenue	0.03	80	R								NA		NA			07/08/2002
			From: Dead End													
			To: 0.03 ME Dead End													

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kilmarnock</b>																
(1032/51) Keith Avenue	0.06	110	R								NA			NA		07/08/2002
						From: 0.03 ME Dead End										
						To: 51-1018 Walnut Street										
(1032/51) Keith Avenue	0.05	60	R								NA			NA		07/08/2002
						From: 0.05 ME 51-1018										
						To: Dead End										
(1033/51) Gilbert St	0.03	30	R								NA			NA		07/18/2002
						From: Cul-de-Sac										
						To: 0.03 MN Cul-de-Sac										
(1033/51) Gilbert St	0.07	60	R								NA			NA		07/18/2002
						From: 51-1030 Venable Drive										
						To: Dead End										
(1035/51) First St	0.22	1800	R								NA			NA		07/08/2002
						From: SR 3; N Main St										
						To: 51-1024 Harvey Lane										
(1036/51) Harris Rd	0.76	3300	G	98%	0%	0%	1%	1%	0%	F	0.101	F	0.528	3400	G	2007
						From: SCL Kilmarnock										
						To: NCL Kilmarnock										
(1036/51) Harris Rd	0.03	3300	G	98%	0%	0%	1%	1%	0%	F	0.101	F	0.528	3400	G	2007
						From: SR 200; 51-675										
						To: Cul-de-Sac										
(1040/51) Hawthorne Ave	0.03	170	R								NA			NA		06/27/2005
						From: 51-1044										
(1040/51) Hawthorne Ave	0.25	700	R								NA			NA		07/24/2002
						From: SR 3; N Main St										
						To: 51-1036 Harris Road										
(1041/51) DMV Dr	0.39	840	R								NA			NA		07/18/2002
						From: Dead End										
						To: Cul-de-Sac										
(1042/51) Radio Rd	0.06	40	R								NA			NA		07/24/2002
						From: SR 3; N Main St										
(1043/51) Lee Rd	0.12	700	R								NA			NA		07/24/2002
						From: Cul-de-Sac										
(1044/51)	0.09	46	R								NA			NA		07/24/2002
						From: 51-1045 Corrotoman Circle										
(1044/51)	0.22	100	R								NA			NA		07/24/2002
						From: 51-1046 Pine Drive										
(1044/51)	0.07	130	R								NA			NA		07/24/2002
						From: 51-1045 Corrotoman Circle										
(1044/51)	0.08	330	R								NA			NA		07/24/2002
						From: 51-1040 Hawthorne Ave										
(1045/51) Corrotoman Circle	0.18	160	R								NA			NA		07/24/2002
						From: 51-1044										
						To: 51-1044										
(1046/51) Pine Dr	0.05	20	R								NA			NA		07/24/2002
						From: Cul-de-Sac										
						To: 51-1044										
(1049/51)	0.32	NA									NA			NA		
						From: 51-1036 Harris Road										
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Kilmarnock</b>																	
						From:	Dead End										
(9221/51)		0.02	40	R		To:	51-1026 School Street					NA		NA		07/18/2005	
						From:	SR 200 Lancaster Cy										
(1005/66) Clifton Avenue		0.05	380	R		To:	66-1016 Bellevue Road					NA		NA		03/07/2005	
						From:	66-1016 Bellevue Road										
(1005/66) Clifton Avenue		0.14	40	R		To:	Dead End					NA		NA		03/07/2005	
						From:	SR 200 Lancaster Cy										
(1014/66) Dixie Avenue		0.06	60	R		To:	66-1015 Avonne Street					NA		NA		03/07/2005	
						From:	66-1017 Bay Ridge Avenue										
(1015/66) Avonne St		0.07	30	R		To:	66-1014 Dixie Avenue					NA		NA		03/07/2005	
						From:	Lancaster County Line										
(1016/66) Bellevue Rd		0.14	410	R		To:	66-1005 Clifton Avenue					NA		NA		03/07/2005	
						From:	SR 200 Lancaster Cy										
(1017/66) Bay Ridge Avenue		0.06	60	R		To:	66-1015 Avonne Street					NA		NA		04/03/2002	