2019
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
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.

Virginia Department of Transportation
Traffic Engineering Division
2019
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Kilmarnock

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
3 N Main St	Town of Kilmarnock (Maint: 51)	From: NCL Kilmarnock	1.63	**11000**	**N**	95%	1%	1%	1%	3%	0%	N	0.089	F	0.596	11000	N
		To: SR 200 W Int															
3 200 S Main St	Town of Kilmarnock (Maint: 51)	From: SR 200 W Int Church St	0.09	**13000**	**G**	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	13000	G
		To: SR 200 M Int Irvington Rd															
3 S Main St	Town of Kilmarnock (Maint: 51)	From: SR 200 M Int Irvington Rd	0.62	**9700**	**G**	95%	1%	1%	1%	2%	0%	F	0.09	F	0.511	9800	G
		To: SCL Kilmarnock															
200 Irvington Rd	Town of Kilmarnock (Maint: 51)	From: SCL Kilmarnock	0.82	**6000**	**N**	98%	0%	1%	1%	0%	0%	N	0.101	F	0.634	6000	N
		To: SR 3 S, N Main St															
200 3 S Main St	Town of Kilmarnock (Maint: 51)	From: S SR 3	0.09	**13000**	**G**	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	13000	G
		To: N SR 3															
200 East Church St	Town of Kilmarnock (Maint: 51)	From: SR 3 N, N Main St	1.10	**6300**	**G**	96%	1%	1%	1%	1%	0%	F	0.083	F	0.506	6400	G
		To: NCL Kilmarnock															

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock																
608 51 Augusta St	0.11	**720**	From: 51-1026 School St **R** To: SR 3 N, Main St								NA			NA		09/03/2014
608 51 Waverly Ave	0.21	**950**	From: SR 3 S, Main St **G**	93%	0%	1%	3%	2%	0%	C	0.102	F	0.529	960	G	2019
608 51 Waverly Ave	0.27	**670**	To: 51-1016 Bellevue Rd From: **G**	90%	0%	2%	5%	3%	0%	C	0.116	F	0.524	670	G	2019
608 51 Waverly Ave	0.10	**530**	To: 51-1011 Raleigh Dr From: **G**	97%	0%	2%	1%	0%	0%	C	0.108	F	0.525	530	G	2019
688 51 James B Jones Mem Hwy	0.49	**4600**	To: ECL Kilmarnock From: WCL Kilmarnock **G**	96%	0%	1%	1%	1%	0%	C	0.099	F	0.546	4600	G	2019
688 51 James B Jones Mem Hwy	0.06	**5100**	To: 51-1042 Radio Rd From: **G**	97%	0%	1%	1%	1%	0%	C	0.099	F	0.533	5100	G	2019
1001 51 Kamps Lane	0.15	**100**	To: SR 3, N Main St From: 51-1002 Chase St **R** To: Cul-de-Sac								NA			NA		06/13/2017
1002 51 Chase St	0.21	**90**	From: Cul-de-Sac **R**								NA			NA		06/13/2017
1002 51 Chase St	0.05	**150**	To: 51-1001 Kamps Lane From: **R**								NA			NA		07/01/2014
1002 51 Chase St	0.08	**300**	To: 51-1004 Hatton Ave From: **R**								NA			NA		07/01/2014
1002 51 Chase St	0.21	**380**	To: 51-1003 Cedar Lane From: **G**	99%	0%	0%	0%	0%	0%	C	0.097	F	0.561	380	G	2019
1003 51 Cedar Lane	0.15	**260**	To: 51-608 Waverly From: SR 3, S Main St **G**	99%	0%	1%	0%	0%	0%	C	0.124	F	0.543	260	G	2019
1004 51 Hatton Ave	0.15	**430**	To: 51-1002 Chase St From: SR 3, S Main St **R**								NA			NA		08/15/2017
1004 51 Hatton Ave	0.17	**160**	To: 51-1002 Chase St From: **R**								NA			NA		06/13/2017
1005 51 Claybrook Ave	0.03	**140**	To: Dead End From: 51-1009, 3rd Ave **R**								NA			NA		08/05/2014
1005 51 Claybrook Ave	0.07	**110**	To: 51-1025 Noblett Lane From: **R**								NA			NA		08/05/2014
1005 51 Claybrook Ave	0.07	**270**	To: 51-1008 Second Ave From: **R**								NA			NA		07/01/2014
1005 51 Claybrook Ave	0.16	**430**	To: 51-1007 First Ave From: **G**	98%	0%	1%	0%	0%	0%	C	0.128	F	0.574	430	G	2019
1006 51 Roseneath Ave	0.10	**140**	To: SR 3, S Main St From: 51-1009, 3rd Ave **R**								NA			NA		08/15/2017
1006 51 Roseneath Ave	0.07	**200**	To: 51-1008 Second Ave From: **R**								NA			NA		08/15/2017
1006 51 Roseneath Ave	0.17	**430**	To: 51-1007 First Ave From: **R**								NA			NA		08/15/2017
1007 51 First Ave	0.04	**330**	To: SR 3, S Main St From: 51-1006 Roseneath Ave **R**								NA			NA		07/01/2014
			To: 51-1005 Claybrook Ave													

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Town of Kilmarnock

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Kilmarnock																
1007 51 First Ave	0.12	**570**	**G**	98%	0%	1%	0%	0%	0%	C	0.118	F	0.5	570	G	2019
From: 51-1005 Claybrook Ave																
To: SR 200 Irvington Rd																
1008 51 Second Avenue	0.10	**90**	**R**								NA			NA		08/15/2017
From: 51-1009 Third Ave																
To: 51-1006 Roseneath Ave																
1008 51 Second Ave	0.03	**90**	**R**								NA			NA		08/15/2017
From: 51-1006 Roseneath Ave																
To: 51-1005 Claybrook Ave																
1008 51 Second Ave	0.13	**130**	**R**								NA			NA		08/15/2017
From: 51-1005 Claybrook Ave																
To: SR 200 Irvington Rd																
1009 51 Third Ave	0.02	**10**	**R**								NA			NA		06/13/2017
From: Dead End																
To: 51-1008 Second Ave																
1009 51 Third Ave	0.17	**130**	**R**								NA			NA		08/15/2017
From: 51-1008 Second Ave																
To: 51-1006 Roseneath Ave																
1009 51 3rd Ave	0.03	**220**	**R**								NA			NA		08/15/2017
From: 51-1006 Roseneath Ave																
To: 51-1005 Claybrook Ave																
1009 51 3rd Ave	0.13	**250**	**R**								NA			NA		08/15/2017
From: 51-1005 Claybrook Ave																
To: SR 200 Irvington Rd																
1010 51 Wiggins Ave	0.25	**390**	**R**								NA			NA		06/14/2017
From: Dead End																
To: SR 3, S Main St																
1011 51 Raleigh Dr	0.10	**70**	**R**								NA			NA		06/14/2017
From: Dead End																
To: 51-608 Waverly																
1012 51 Brent St	0.07	**380**	**G**	98%	0%	1%	1%	0%	0%	C	0.141	F	0.593	380	G	2019
From: 51-1026 School St																
To: SR 3, N Main St																
1013 51 West Church St	0.10	**360**	**R**								NA			NA		08/16/2017
From: 51-1026 School St																
To: SR 3; SR 200																
1016 51 Bellevue Rd	0.11	**410**	**R**								NA			NA		07/01/2014
From: 51-608 Waverly																
To: 51-1021 Clark Lane																
1016 51 Bellevue Rd	0.05	**460**	**R**								NA			NA		09/02/2014
From: 51-1021 Clark Lane																
To: Northumberland County Line																
1018 51 Walnut St	0.28	**60**	**R**								NA			NA		08/15/2017
From: Begin Loop																
To: End Loop																
1018 51 Walnut St	0.08	**80**	**R**								NA			NA		08/15/2017
From: End Loop																
To: 51-1031 Kenmore Ave																
1018 51 Walnut St	0.08	**130**	**R**								NA			NA		08/15/2017
From: 51-1031 Kenmore Ave																
To: 51-1032 Keith Ave																
1018 51 Walnut St	0.08	**250**	**R**								NA			NA		08/15/2017
From: 51-1032 Keith Ave																
To: 51-1020 Kinlock Ave																
1018 51 Walnut St	0.08	**300**	**R**								NA			NA		08/15/2017
From: 51-1020 Kinlock Ave																
To: SR 200 Irvington Rd																
1019 51 Cralle Court	0.10	**460**	**R**								NA			NA		03/14/2011
From: 51-1026 School St																
To: Dead End																
1020 51 Kinlock Ave	0.08	**60**	**R**								NA			NA		06/14/2017
From: Dead End																
To: 51-1018 Walnut St																

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Town of Kilmarnock																
1020 51 Kinlock Ave	0.06	**20**	From: 51-1018 Walnut St **R** To: Dead End								NA			NA		06/14/2017
1021 51 Clark Lane	0.04	**90**	From: 51-1016 Bellevue Rd **R** To: 51-1029 Purcell Dr								NA			NA		08/16/2017
1021 51 Clark Lane	0.07	**49**	From: 51-1027 Norwood St **R** To: Dead End								NA			NA		08/16/2017
1021 51 Clark Lane	0.06	**30**	From: 51-1002 Chase St **R** To: Dead End								NA			NA		06/14/2017
1022 51 Dogwood Lane	0.12	**80**	From: 51-1002 Chase St **R** To: Dead End								NA			NA		06/14/2017
1023 51 Lloyd Lane	0.13	**120**	From: SR 200 Church St **R** To: 51-608 Waverly Ave								NA			NA		08/16/2017
1024 51 Harvey Lane	0.13	**1700**	From: 51-1035 First St **R** To: Dead End								NA			NA		09/02/2014
1024 51 Harvey Lane	0.26	**220**	From: 51-1005 Claybrook Ave **R** To: SR 200 Irvington Rd								NA			NA		09/02/2014
1025 51 Noblett Lane	0.13	**50**	From: SR 200 Irvington Rd **R** To: 51-1012 Brent St								NA			NA		08/16/2017
1026 51 School St	0.26	**6200**	From: 51-1012 Brent St **R** To: SR 3, N Main St								NA			NA		09/03/2014
1026 51 School St	0.34	**2900**	From: 51-1028 Mable Wood St **G**	99%	0%	0%	0%	0%	0%	C	0.11	F	0.567	2900	G	2019
1027 51 Norwood St	0.07	**20**	From: 51-1029 Purcell Dr **R** To: 51-1021 Clark Lane								NA			NA		08/16/2017
1028 51 Mable Wood St	0.05	**60**	From: 51-1027 Norwood St **R** To: Dead End								NA			NA		08/16/2017
1028 51 Mable Wood St	0.05	**50**	From: 51-608 Waverly Ave **R** To: 51-1028 Mable Wood St								NA			NA		08/16/2017
1029 51 Purcell Dr	0.04	**80**	From: 51-1028 Mable Wood St **R** To: 51-1021 Clark Lane								NA			NA		08/16/2017
1029 51 Purcell Dr	0.09	**30**	From: Dead End **R** To: 51-1033 Gilbert St								NA			NA		06/15/2017
1030 51 Venable Dr	0.22	**100**	From: 51-1033 Gilbert St **R** To: SR 200 Church St								NA			NA		08/16/2017
1030 51 Venable Dr	0.06	**210**	From: Cul-de-Sac **R** To: 0.07 ME Cul-de-Sac								NA			NA		06/15/2017
1031 51 Kenmore Ave	0.07	**40**	From: 0.07 ME Cul-de-Sac **R** To: 51-1018 Walnut St								NA			NA		06/15/2017
1031 51 Kenmore Ave	0.05	**30**	From: Dead End **R** To: 51-1018 Walnut St								NA			NA		06/15/2017
1032 51 Keith Ave	0.09	**40**														

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Town of Kilmarnock																
1032 51 Keith Ave	0.07	**90**	**R**								NA			NA		06/15/2017
From: 51-1018 Walnut St To: Dead End																
1033 51 Gilbert St	0.10	**90**	**R**								NA			NA		06/15/2017
From: Cul-de-Sac To: 51-1030 Venable Dr																
1033 51 Gilbert St	0.02	**5**	**R**								NA			NA		08/19/2014
From: 51-1030 Venable Dr To: Dead End																
1035 51 First St	0.22	**2300**	**R**								NA			NA		07/01/2014
From: SR 3, N Main St To: 51-1024 Harvey Lane																
1036 51 Harris Rd	0.76	**3400**	**G**	94%	0%	1%	2%	3%	0%	F	0.098	F	0.599	3400	G	2019
From: SCL Kilmarnock To: NCL Kilmarnock																
1036 51 Harris Rd	0.03	**3400**	**G**	94%	0%	1%	2%	3%	0%	F	0.098	F	0.599	3400	G	2019
From: NCL Kilmarnock To: SR 200; 51-675																
1040 51 Hawthorne Ave	0.03	**20**	**R**								NA			NA		06/15/2017
From: Cul-de-Sac To: 51-1044 Corrotoman Circle																
1040 51 Hawthorne Ave	0.25	**460**	**R**								NA			NA		07/01/2014
From: 51-1044 Corrotoman Circle To: SR 3, N Main St																
1041 51 DMV Dr	0.39	**860**	**R**								NA			NA		09/02/2014
From: 51-1036 Harris Rd To: Dead End																
1042 51 Radio Rd	0.06	**60**	**R**								NA			NA		09/02/2014
From: Cul-de-Sac To: SR 3, N Main St																
1043 51 Lee Rd	0.12	**720**	**R**								NA			NA		09/02/2014
From: SR 3, N Main St To: Cul-de-Sac																
1044 51 Corrotoman Circle	0.09	**60**	**M**								NA			NA		09/02/2014
From: Cul-de-Sac To: 51-1045 Corrotoman Circle																
1044 51 Corrotoman Circle	0.22	**90**	**R**								NA			NA		07/01/2014
From: 51-1045 Corrotoman Circle To: 51-1046 Pine Dr																
1044 51 Corrotoman Circle	0.07	**130**	**R**								NA			NA		07/01/2014
From: 51-1046 Pine Dr To: 51-1045 Corrotoman Circle																
1044 51 Corrotoman Circle	0.08	**390**	**R**								NA			NA		07/01/2014
From: 51-1045 Corrotoman Circle To: 51-1040 Hawthorne Ave																
1045 51 Corrotoman Circle	0.18	**180**	**R**								NA			NA		07/01/2014
From: 51-1044 Corrotoman Circle To: 51-1044 Corrotoman Circle																
1046 51 Pine Dr	0.05	**20**	**R**								NA			NA		06/16/2017
From: Cul-de-Sac To: 51-1044 Corrotoman Circle																
1049 51 Technology Park Dr	0.32	**530**	**R**								NA			NA		09/02/2014
From: 51-1036 Harris Rd To: Dead End																
9221 51 Lancaster Middle School	0.02	**80**	**R**								NA			NA		04/14/2011
From: Dead End To: 51-1026 School St																
1005 66 Clifton Ave	0.05	**380**	**R**								NA			NA		07/20/2017
From: SR 200 Lancaster County To: 66-1016 Bellevue Rd																

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Town of Kilmarnock																
1005 66 Clifton Ave	0.14	**40**	From: 66-1016 Bellevue Rd **R** To: Dead End								NA			NA		07/19/2017
1014 66 Dixie Ave	0.06	**50**	From: SR 200 Lancaster County **R** To: 66-1015 Avonne St								NA			NA		09/12/2017
1015 66 Avonne St	0.07	**60**	From: 66-1017 Bay Ridge Ave **R** To: 66-1014 Dixie Ave								NA			NA		08/08/2017
1016 66 Bellevue Rd	0.14	**340**	From: Lancaster County Line **R** To: 66-1005 Clifton Ave								NA			NA		07/20/2017
1017 66 Bay Ridge Ave	0.06	**70**	From: SR 200 Lancaster County **R** To: 66-1015 Avonne St								NA			NA		07/29/2014