

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
Bypass - 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
 2020
 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								
	<small>From:</small>	NCL Kilmarnock																
3	N Main St	Town of Kilmarnock (Maint: 51)	1.63	9600	N	92%	1%	2%	2%	3%	0%	N	0.087	F	0.584	9500	N	
		<small>To:</small>	SR 200 W Int															
	<small>From:</small>	SR 200 W Int Church St																
3	200 S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.525	11000	F	
		<small>To:</small>	SR 200 M Int Irvington Rd															
3	S Main St	Town of Kilmarnock (Maint: 51)	0.62	9300	F	95%	1%	1%	1%	2%	0%	F	0.089	F	0.512	9100	F	
		<small>To:</small>	SCL Kilmarnock															
	<small>From:</small>	SCL Kilmarnock																
200	Irvington Rd	Town of Kilmarnock (Maint: 51)	0.82	5900	N	98%	0%	1%	1%	0%	0%	N	0.09	F	0.501	5800	N	
		<small>To:</small>	SR 3 S, N Main St															
	<small>From:</small>	S SR 3																
200	3 S Main St	Town of Kilmarnock (Maint: 51)	0.09	12000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.525	11000	F	
		<small>To:</small>	N SR 3															
	<small>From:</small>	SR 3 N, N Main St																
200	East Church St	Town of Kilmarnock (Maint: 51)	1.10	5900	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.545	5800	F	
		<small>To:</small>	NCL Kilmarnock															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Town of Kilmarnock																	
608 51 Augusta St	0.11	380	R								NA			NA		07/21/2020	
			From	51-1026 School St													
			To	SR 3 N, Main St													
608 51 Waverly Ave	0.21	890	F	98%	0%	1%	0%	1%	0%	C	0.090	F	0.547	880	F	2020	
			From	SR 3 S, Main St													
			To	51-1016 Bellevue Rd													
608 51 Waverly Ave	0.27	600	F	96%	0%	1%	2%	1%	0%	C	0.096	F	0.524	600	F	2020	
			From	51-1011 Raleigh Dr													
			To	ECL Kilmarnock													
688 51 James B Jones Mem Hwy	0.49	3800	F	96%	0%	1%	2%	2%	0%	C	0.091	F	0.549	3800	F	2020	
			From	WCL Kilmarnock													
			To	51-1042 Radio Rd													
688 51 James B Jones Mem Hwy	0.06	4200	F	96%	0%	1%	1%	1%	0%	C	0.092	F	0.528	4100	F	2020	
			From	SR 3, N Main St													
			To	51-1002 Chase St													
1001 51 Kamps Lane	0.15	100	R								NA			NA		06/13/2017	
			From	Cul-de-Sac													
			To	Cul-de-Sac													
1002 51 Chase St	0.21	90	R								NA			NA		06/13/2017	
			From	51-1001 Kamps Lane													
			To	51-1004 Hatton Ave													
1002 51 Chase St	0.08	290	R								NA			NA		07/21/2020	
			From	51-1003 Cedar Lane													
			To	51-608 Waverly													
1002 51 Chase St	0.21	360	F	97%	0%	2%	0%	1%	0%	C	0.122	F	0.511	360	F	2020	
			From	SR 3, S Main St													
			To	51-1002 Chase St													
1003 51 Cedar Lane	0.15	240	F	95%	1%	0%	2%	2%	0%	C	0.137	F	0.559	230	F	2020	
			From	SR 3, S Main St													
			To	51-1002 Chase St													
1004 51 Hatton Ave	0.15	430	R								NA			NA		08/15/2017	
			From	51-1002 Chase St													
			To	Dead End													
1005 51 Claybrook Ave	0.03	50	R								NA			NA		07/21/2020	
			From	51-1009, 3rd Ave													
			To	51-1025 Noblett Lane													
1005 51 Claybrook Ave	0.07	80	R								NA			NA		07/21/2020	
			From	51-1008 Second Ave													
			To	51-1007 First Ave													
1005 51 Claybrook Ave	0.16	350	F	97%	0%	0%	2%	1%	0%	C	0.159	F	0.839	340	F	2020	
			From	SR 3, S Main St													
			To	51-1009, 3rd Ave													
1006 51 Roseneath Ave	0.10	140	R								NA			NA		08/15/2017	
			From	51-1008 Second Ave													
			To	51-1007 First Ave													
1006 51 Roseneath Ave	0.07	200	R								NA			NA		08/15/2017	
			From	51-1007 First Ave													
			To	SR 3, S Main St													
1006 51 Roseneath Ave	0.17	430	R								NA			NA		08/15/2017	
			From	51-1006 Roseneath Ave													
			To	51-1005 Claybrook Ave													
1007 51 First Ave	0.04	210	R								NA			NA		07/21/2020	
			From	51-1006 Roseneath Ave													
			To	51-1005 Claybrook Ave													

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1007 51 First Ave	0.12	430	F	99%	0%	From: 51-1005 Claybrook Ave To: SR 200 Irvington Rd				C	0.110	F	0.588	430	F	2020
1008 51 Second Avenue	0.10	90	R			From: 51-1009 Third Ave To: 51-1006 Roseneath Ave					NA			NA		08/15/2017
1008 51 Second Ave	0.03	90	R			From: 51-1006 Roseneath Ave To: 51-1005 Claybrook Ave					NA			NA		08/15/2017
1008 51 Second Ave	0.13	130	R			From: 51-1005 Claybrook Ave To: SR 200 Irvington Rd					NA			NA		08/15/2017
1009 51 Third Ave	0.02	10	R			From: Dead End To: 51-1008 Second Ave					NA			NA		06/13/2017
1009 51 Third Ave	0.17	130	R			From: 51-1008 Second Ave To: 51-1006 Roseneath Ave					NA			NA		08/15/2017
1009 51 3rd Ave	0.03	220	R			From: 51-1006 Roseneath Ave To: 51-1005 Claybrook Ave					NA			NA		08/15/2017
1009 51 3rd Ave	0.13	250	R			From: 51-1005 Claybrook Ave To: SR 200 Irvington Rd					NA			NA		08/15/2017
1010 51 Wiggins Ave	0.25	390	R			From: Dead End To: SR 3, S Main St					NA			NA		06/14/2017
1011 51 Raleigh Dr	0.10	70	R			From: Dead End To: 51-608 Waverly					NA			NA		06/14/2017
1012 51 Brent St	0.07	250	F	97%	1%	From: 51-1026 School St To: SR 3, N Main St				C	0.144	F	0.615	250	F	2020
1013 51 West Church St	0.10	360	R			From: 51-1026 School St To: SR 3; SR 200					NA			NA		08/16/2017
1016 51 Bellevue Rd	0.11	270	R			From: 51-608 Waverly To: 51-1021 Clark Lane					NA			NA		07/21/2020
1016 51 Bellevue Rd	0.05	280	R			From: 51-1021 Clark Lane To: Northumberland County Line					NA			NA		07/22/2020
1018 51 Walnut St		60	R			From: Begin Loop To: End Loop					NA			NA		08/15/2017
1018 51 Walnut St	0.36	80	R			From: End Loop To: 51-1031 Kenmore Ave					NA			NA		08/15/2017
1018 51 Walnut St	0.08	130	R			From: 51-1031 Kenmore Ave To: 51-1032 Keith Ave					NA			NA		08/15/2017
1018 51 Walnut St	0.08	250	R			From: 51-1032 Keith Ave To: 51-1020 Kinlock Ave					NA			NA		08/15/2017
1018 51 Walnut St	0.08	300	R			From: 51-1020 Kinlock Ave To: SR 200 Irvington Rd					NA			NA		08/15/2017
1019 51 Cralle Court	0.10	360	R			From: 51-1026 School St To: Dead End					NA			NA		09/29/2020
1020 51 Kinlock Ave	0.08	60	R			From: Dead End To: 51-1018 Walnut St					NA			NA		06/14/2017
1020 51 Kinlock Ave	0.06	20	R			From: 51-1018 Walnut St To: Dead End					NA			NA		06/14/2017




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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1021 51 Clark Lane	0.04	90	R								NA			NA		08/16/2017
1021 51 Clark Lane	0.07	49	R								NA			NA		08/16/2017
1021 51 Clark Lane	0.06	30	R								NA			NA		06/14/2017
1022 51 Dogwood Lane	0.12	80	R								NA			NA		06/14/2017
1023 51 Lloyd Lane	0.13	120	R								NA			NA		08/16/2017
1024 51 Harvey Lane	0.13	1500	R								NA			NA		07/21/2020
1024 51 Harvey Lane	0.26	130	R								NA			NA		07/20/2020
1025 51 Noblett Lane	0.13	50	R								NA			NA		08/16/2017
1026 51 School St	0.26	2900	R								NA			NA		08/12/2020
1026 51 School St	0.34	2300	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.567	2300	G	2020
1027 51 Norwood St	0.07	20	R								NA			NA		08/16/2017
1028 51 Mable Wood St	0.05	60	R								NA			NA		08/16/2017
1028 51 Mable Wood St	0.05	50	R								NA			NA		06/15/2017
1029 51 Purcell Dr	0.04	80	R								NA			NA		08/16/2017
1029 51 Purcell Dr	0.09	30	R								NA			NA		08/16/2017
1030 51 Venable Dr	0.22	100	R								NA			NA		06/15/2017
1030 51 Venable Dr	0.06	210	R								NA			NA		08/16/2017
1031 51 Kenmore Ave	0.07	40	R								NA			NA		06/15/2017
1031 51 Kenmore Ave	0.05	30	R								NA			NA		06/15/2017
1032 51 Keith Ave	0.09	40	R								NA			NA		06/15/2017
1032 51 Keith Ave	0.07	90	R								NA			NA		06/15/2017

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
1033 51 Gilbert St	0.10	90	R								NA			NA		06/15/2017
1033 51 Gilbert St	0.02	48	R								NA			NA		07/20/2020
1035 51 First St	0.22	1900	R								NA			NA		08/19/2020
1036 51 Harris Rd		2700	G	94%	0%	1%	3%	2%	0%	F	0.098	F	0.599	2700	G	2020
1036 51 Harris Rd		2700	G	94%	0%	1%	3%	2%	0%	F	0.098	F	0.599	2700	G	2020
1040 51 Hawthorne Ave	0.03	20	R								NA			NA		06/15/2017
1040 51 Hawthorne Ave	0.25	290	R								NA			NA		07/21/2020
1041 51 DMV Dr	0.39	860	R								NA			NA		09/02/2014
1042 51 Radio Rd	0.06	60	R								NA			NA		09/02/2014
1043 51 Lee Rd	0.12	630	R								NA			NA		09/29/2020
1044 51 Corrotoman Circle	0.09	40	R								NA			NA		07/20/2020
1044 51 Corrotoman Circle	0.22	110	R								NA			NA		07/21/2020
1044 51 Corrotoman Circle	0.07	70	R								NA			NA		07/21/2020
1044 51 Corrotoman Circle	0.08	240	R								NA			NA		07/21/2020
1045 51 Corrotoman Circle	0.18	110	R								NA			NA		07/21/2020
1046 51 Pine Dr	0.05	20	R								NA			NA		06/16/2017
1049 51 Technology Park Dr	0.32	430	R								NA			NA		09/29/2020
9221 51 Lancaster Middle School	0.02	80	R								NA			NA		04/14/2011
1005 66 Clifton Ave	0.05	380	R								NA			NA		07/20/2017
1005 66 Clifton Ave	0.14	40	R								NA			NA		07/19/2017
1014 66 Dixie Ave	0.06	50	R								NA			NA		09/12/2017

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
 Avonne St	0.07	60	R			From: 66-1017 Bay Ridge Ave					NA			NA		08/08/2017
						To: 66-1014 Dixie Ave										
 Bellevue Rd	0.14	340	R			From: Lancaster County Line					NA			NA		07/20/2017
						To: 66-1005 Clifton Ave										
 Bay Ridge Ave	0.06	70	R			From: SR 200 Lancaster County					NA			NA		08/12/2020
						To: 66-1015 Avonne St										