

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**217**

Town of Exmore

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 Peak Hour 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 Peak Hour 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.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT  
 ALT - Alternate Route
- Wve  
 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  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Exmore

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
		From:	SCL Exmore														
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.15	18000	N	93%	1%	1%	1%	5%	0%	N	0.078	N	0.541	17000	N	
		To:	SR 183 Exmore														
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.52	18000	G	93%	1%	1%	1%	5%	0%	F	0.077	F	0.507	17000	G	
		To:	SR 178 Belle Haven Rd														
13 Lankford Hwy	Town of Exmore (Maint: 65)	0.21	16000	G	93%	1%	1%	1%	5%	0%	F	0.077	F	0.509	15000	G	
		To:	NCL Exmore														
Bus 13 Main St	Town of Exmore (Maint: 65)	1.10	2400	N	96%	1%	2%	0%	1%	0%	N	0.089	N	0.505	2400	N	
		To:	SR 178 Belle Haven Rd														
Bus 13 Lincoln Ave	Town of Exmore (Maint: 65)	0.47	2400	N	96%	1%	2%	0%	1%	0%	N	0.089	N	0.505	2400	N	
		To:	NCL Exmore														
		From:	US 13 Bus														
178 Belle Haven Rd	Town of Exmore (Maint: 65)	0.51	2600	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.528	2600	G	
		To:	SCL Belle Haven														
		From:	WCL Exmore														
183 Occohannock Neck Rd	Town of Exmore (Maint: 65)	0.51	1400	G	94%	1%	2%	1%	2%	0%	F	0.123	F	0.572	1400	G	
		To:	US 13 Bus														

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Exmore

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Exmore</b>																
(603) 65						From: ECL Exmore										
	0.36	2500	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.537	2500	G	2005
						To: Bus US 13										
(693) 65	Wainhouse Rd	0.03	120	R		From: Dead End					NA			NA		03/08/2004
						To: SCL Belle Haven										
(1001) 65	Bank Ave	0.06	80	R		From: 65-1033					NA			NA		03/09/2004
						To: 65-1009					NA			NA		03/09/2004
(1001) 65	Bank Ave	0.05	130	R		From: 65-1010					NA			NA		03/09/2004
						To: 65-1015					NA			NA		03/09/2004
(1001) 65	Bank Ave	0.05	310	R		From: 65-1016					NA			NA		03/09/2004
						To: 65-1017					NA			NA		03/09/2004
(1001) 65	Bank Ave	0.06	930	R		From: 65-1017					NA			NA		03/09/2004
						To: Bus US 13					NA			NA		03/09/2004
(1001) 65	Bank Ave	0.10	890	R		From: 65-1002					NA			NA		03/09/2004
						To: 65-603 Willis Wharf Rd					NA			NA		03/09/2004
(1002) 65	Front St	0.03	350	R		From: 65-1003					NA			NA		03/09/2004
						To: 65-1001					NA			NA		03/09/2004
(1002) 65	Front St	0.22	620	R		From: Bus US 13					NA			NA		03/09/2004
						To: Bus US 13					NA			NA		03/09/2004
(1003) 65	Commercial St	0.06	1000	R		From: 65-1002					NA			NA		03/09/2004
						To: SR 183					NA			NA		03/09/2004
(1004) 65		0.04	240	R		From: 65-1024					NA			NA		03/09/2004
						To: 65-1030					NA			NA		03/09/2004
(1004) 65		0.10	130	R		From: 65-1031					NA			NA		03/09/2004
						To: 65-1028					NA			NA		03/09/2004
(1004) 65		0.04	10	R		From: Dead End					NA			NA		03/09/2004
						To: 65-603 Willis Wharf Rd					NA			NA		03/03/2004
(1005) 65	Elm St	0.09	210	R		From: 65-1007					NA			NA		03/03/2004
						To: 65-603 Willis Wharf Rd					NA			NA		03/03/2004
(1006) 65		0.09	370	R		From: 65-1007					NA			NA		03/03/2004
						To: 65-1034					NA			NA		03/03/2004
(1007) 65	Browne Ave	0.08	80	R		From: 65-1011					NA			NA		03/03/2004
						To: 65-1005					NA			NA		03/03/2004



Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Exmore

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Exmore</b>																
1007 65 Browne Ave	0.07	30	R			From: 65-1005 Elm St					NA			NA		03/03/2004
						To: 65-1006										
1008 65 Poplar Ave	0.15	170	R			From: 65-1010					NA			NA	03/04/2004	
						To: 65-1017										
1009 65 Lee St	0.07	50	R			From: 65-1014					NA			NA	03/09/2004	
						To: 65-1001 Bank Ave										
1009 65 Lee St	0.09	100	R			From: SR 183					NA			NA	03/09/2004	
						To: 65-1030										
1009 65 Lee St	0.10	150	R			From: 65-1030					NA			NA	03/09/2004	
						To: 65-1031										
1009 65 Lee St	0.03	45	R			From: Dead End					NA			NA	03/09/2004	
						To: 65-1045										
1010 65 Jackson St	0.05	10	R			From: 65-1045					NA			NA	03/04/2004	
						To: 65-1026										
1010 65 Jackson St	0.07	80	R			From: 65-1026					NA			NA	03/04/2004	
						To: 65-1008										
1010 65 Jackson St	0.07	110	R			From: 65-1008					NA			NA	03/04/2004	
						To: 65-1014										
1010 65 Jackson St	0.07	170	R			From: 65-1014					NA			NA	03/04/2004	
						To: 65-1001										
1011 65 Virginia Ave	0.09	740	R			From: 65-603 Willis Wharf Rd					NA			NA	03/02/2004	
						To: 65-1007										
1011 65 Virginia Ave	0.39	600	R			From: 65-1007 Browne Ave					NA			NA	03/02/2004	
						To: Dead End										
1012 65 Stockton Lane	0.09	140	R			From: SR 183					NA			NA	03/12/2004	
						To: Dead End										
1014 65 Roosevelt Ave	0.05	40	R			From: 65-1009 Lee St					NA			NA	03/12/2004	
						To: 65-1010 Jackson St										
1014 65 Roosevelt Ave	0.06	110	R			From: 65-1010 Jackson St					NA			NA	03/12/2004	
						To: 65-1015										
1014 65 Roosevelt Ave	0.05	170	R			From: 65-1015					NA			NA	03/12/2004	
						To: 65-1016										
1014 65 Roosevelt Ave	0.04	220	R			From: 65-1016					NA			NA	03/12/2004	
						To: 65-1017										
1015 65 Fourth St	0.08	90	R			From: 65-1014 Roosevelt Ave					NA			NA	03/12/2004	
						To: 65-1001 Bank Ave										
1016 65 Third St	0.08	47	R			From: 65-1014 Roosevelt Ave					NA			NA	03/12/2004	
						To: 65-1001 Bank Ave										
1017 65 Broad St	0.15	560	R			From: 65-1043					NA			NA	03/04/2004	
						To: 65-1027										
1017 65 Broad St	0.25	590	R			From: 65-1027					NA			NA	03/04/2004	
						To: 65-1001										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Exmore

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Exmore</b>																
1018 65 Ann Ave	0.11	110	R			From: Bus US 13					NA			NA		03/09/2004
						To: 65-1023										
1019 65	0.04	160	R			From: Bus US 13					NA			NA	03/04/2004	
						To: ECL Exmore										
1021 65	0.05	400	N			From: 65-1050					NA			NA	03/08/2004	
						To: 65-1040 Manor St										
1021 65	0.15	410	R			From: SCL Exmore					NA			NA	03/08/2004	
						To: SR 183 Occohannock Neck Rd										
1022 65 Blunt St	0.06	30	R			From: Dead End					NA			NA	03/12/2004	
						To: SR 183										
1023 65	0.05	90	R			From: 65-1024					NA			NA	03/09/2004	
						To: 65-1018										
1023 65	0.09	70	R			From: 65-1025					NA			NA	03/09/2004	
						To: 65-1025										
1023 65	0.19	70	R			From: 65-1032					NA			NA	03/09/2004	
						To: 65-1032										
1023 65	0.02	40	R			From: NCL Exmore					NA			NA	03/09/2004	
						To: 65-1004										
1024 65 Grayson Ave	0.08	130	R			From: 65-1004					NA			NA	03/12/2004	
						To: Bus US 13										
1024 65 Grayson Ave	0.11	270	R			From: Bus US 13					NA			NA	03/12/2004	
						To: 65-1023										
1024 65 Grayson Ave	0.04	20	R			From: 65-1023					NA			NA	03/12/2004	
						To: Dead End										
1025 65	0.06	30	R			From: Dead End					NA			NA	03/09/2004	
						To: 65-1039										
1025 65	0.03	60	R			From: 65-1039					NA			NA	03/09/2004	
						To: Bus US 13										
1025 65	0.10	90	R			From: Bus US 13					NA			NA	03/09/2004	
						To: 65-1023										
1025 65	0.09	5	R			From: 65-1023					NA			NA	03/09/2004	
						To: Dead End										
1026 65 Park Ave	0.11	120	R			From: 65-1010 Jackson St					NA			NA	03/04/2004	
						To: 65-1044										
1026 65 Park Ave	0.04	230	R			From: 65-1044					NA			NA	03/04/2004	
						To: 65-1017 Broad St										
1027 65 Bright Ave	0.09	330	R			From: 65-1017					NA			NA	03/04/2004	
						To: Bus US 13										
1028 65 Madison Ave	0.08	110	R			From: 65-1004					NA			NA	03/09/2004	
						To: SR 178										
1029 65 Vine Court	0.04	90	R			From: Dead End					NA			NA	03/04/2004	
						To: Bus US 13										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Exmore

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Exmore</b>																
1030 65 Washington St	0.09	60	R			From: 65-1009 Lee St					NA			NA		03/09/2004
1030 65 Washington St	0.08	100	R			From: 65-1004					NA			NA		03/09/2004
						To: SR 178										
1031 65 Jefferson St	0.07	150	R			From: 65-1009					NA			NA		03/09/2004
1031 65 Jefferson St	0.08	210	R			From: 65-1004					NA			NA		03/09/2004
						To: SR 178										
1032 65 Houston Ave	0.09	90	R			From: 65-1023					NA			NA		03/09/2004
1032 65 Houston Ave	0.03	30	R			From: Bus US 13					NA			NA		03/09/2004
						To: 65-1039										
1033 65 Charnock St	0.07	30	R			From: WCL Exmore					NA			NA		03/09/2004
						To: 65-1001										
1033 65 Charnock St	0.09	100	R			From: 65-1001 Bank Ave					NA			NA		03/09/2004
						To: SR 183										
1034 65	0.06	50	R			From: 65-1035					NA			NA		03/03/2004
						To: 65-1006										
1035 65	0.06	50	R			From: 65-1034					NA			NA		03/03/2004
						To: 65-1036										
1036 65	0.08	70	R			From: Dead End					NA			NA		03/03/2004
						To: 65-1035										
1037 65 Crown St	0.24	160	R			From: SR 178					NA			NA		03/12/2004
						To: US 13										
1038 65	0.05	20	R			From: Dead End					NA			NA		03/09/2004
						To: 65-1039										
1038 65	0.03	30	R			From: 65-1039					NA			NA		03/09/2004
						To: Bus US 13										
1039 65	0.13	100	R			From: SR 178					NA			NA		03/09/2004
						To: 65-1025										
1039 65	0.16	40	R			From: 65-1025					NA			NA		03/09/2004
						To: Dead End										
1040 65 Manor St	0.11	170	R			From: 65-1041					NA			NA		03/08/2004
						To: Dead End										
1041 65	0.22	90	R			From: 65-1052					NA			NA		03/08/2004
						To: SCL Exmore										
1041 65	0.04	40	R			From: SCL Exmore					NA			NA		03/08/2004
						To: Dead End										
1042 65 Hadlock Rd	0.21	610	R			From: SCL Exmore					NA			NA		09/18/2001
						To: Bus US 13										

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Exmore

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Exmore</b>																
(1043/65) Benjamin St	0.14	1300	R			From: WCL Exmore					NA		NA			09/18/2001
(1043/65) Benjamin St	0.08	760	R			From: 65-1017					NA		NA			03/04/2004
						To: Bus US 13										
(1044/65)	0.05	80	R			From: 65-1045					NA		NA			03/04/2004
						To: 65-1026										
(1045/65) Holly Cir	0.10	45	R			From: 65-1010 Jackson St					NA		NA			03/04/2004
						To: 65-1044										
(1046/65)	0.20	60	R			From: 65-1011 SW					NA		NA			03/03/2004
						To: 65-1011 NW										
(1048/65)	0.03	NA				From: Dead End					NA		NA			
						To: 65-1011 APPROX. LOCATION										
(1049/65)	0.05	NA				From: 65-1011 APPROX. LOCATION					NA		NA			
						To: Dead End										
(1050/65)	0.25	NA				From: US 13 Lankford Hwy					NA		NA			
						To: Dead End										
(1051/65)	0.05	NA				From: 65-1050					NA		NA			
						To: 65-1040 Manor St										
(1052/65)	0.10	NA				From: Dead End					NA		NA			
						To: Dead End										