

**2016**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**292**

Town of Rural Retreat

Information in this report is included in Report

**98**

(Wythe 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

- 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 - 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  
 2016  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Rural Retreat

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
90	From:	98-616 Baumgardner Ave														
	Town of Rural Retreat (Maint: 98)	0.60	6100	G	98%	0%	1%	0%	1%	0%	C	0.089	0.581	6400	G	
	To:	NCL Rural Retreat														

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						2Axle	3+Axle	1Trail	2Trail										
<b>Town of Rural Retreat</b>																			
615 98 Mountain View Ave	0.58	250	From: SCL Rural Retreat				N				NA			NA			07/03/2012		
			To: 98-749 Cedar Springs Rd																
616 98 Parsonage Ave	0.26	810	From: WCL Rural Retreat				N	99%	0%	0%	0%	0%	N	0.108	0.725	850	N	2016	
			To: 98-1107 Hemlock St																
616 98 Parsonage Ave	0.22	980	From: 98-1101 Parsonage Ave				G	99%	0%	0%	0%	0%	F	0.110	0.702	1000	G	2016	
			To: SR 90 Main St																
616 98 Baumgardner Ave	0.32	200	From: SR 90; 98-749				R				NA			NA			07/10/2012		
			To: 98-674 S, Greever St																
616 98 Baumgardner Ave	0.23	640	From: 98-674 N, Greever St				R				NA			NA			07/12/2012		
			To: ECL Rural Retreat																
616 98 Railroad Ave	0.18	640	From: SCL Rural Retreat				R				NA			NA			07/12/2012		
			To: 98-616 S, E Baumgardner Ave																
674 98 Greever St	0.42	420	From: 98-616 S, E Baumgardner Ave				G	98%	0%	0%	1%	1%	0%	F	0.144	0.748	440	G	2016
			To: 98-675, E Buck Ave																
674 98 Greever St	0.21	740	From: 98-1110 Chestnut Ave				G	98%	0%	0%	1%	1%	0%	F	0.157	0.693	780	G	2016
			To: NCL Rural Retreat																
674 98 Greever St	0.16	360	From: WCL Rural Retreat				R				NA			NA			07/10/2012		
			To: 98-1114 Hickory Ave																
674 98 Greever St	0.11	570	From: 98-1114 Hickory Ave				R				NA			NA			07/10/2012		
			To: NCL Rural Retreat																
675 98 Chinquapin Ave	0.15	940	From: WCL Rural Retreat				N	95%	3%	1%	0%	0%	0%	N	0.103	0.548	990	N	2016
			To: 98-1114 Hickory Ave																
675 98 Chinquapin Ave	0.49	1300	From: 98-1114 Hickory Ave				G	95%	3%	1%	0%	0%	0%	F	0.1	0.521	1400	G	2016
			To: 98-1111 Church St																
675 98 Buck Ave	0.07	250	From: 98-1111 Church St				G	95%	3%	1%	0%	0%	0%	F	0.154	0.566	260	G	2016
			To: SR 90 Main St																
675 98 E Buck Ave	0.23	1400	From: SR 90 Main St				G	95%	3%	1%	0%	0%	0%	C	0.189	0.622	1400	G	2016
			To: 98-674 Greever St																
675 98 Buck St	0.23	580	From: 98-674 Greever St				R				NA			NA			07/12/2012		
			To: ECL Rural Retreat																
723 98 Maple Ave	0.38	260	From: 98-749 Cedar Springs Rd				R				NA			NA			07/12/2012		
			To: 98-674 Greever St																
725 98 E Railroad Ave	0.23	390	From: SR 90 Main St				R				NA			NA			07/10/2012		
			To: 98-674 Greever St																
727 98 Frye Ave	0.13	120	From: Dead End				R				NA			NA			09/11/2012		
			To: 98-675 Chinquapin Ave																
749 98 Cedar Springs Rd	0.06	5100	From: SR 90 Main St				G	98%	1%	0%	0%	1%	0%	F	0.1	0.603	5400	G	2016
			To: 98-1101 Parsonage Ave																
749 98 Cedar Springs Rd	0.21	3700	From: 98-1101 Parsonage Ave				G	98%	1%	0%	0%	1%	0%	C	0.097	0.611	3900	G	2016
			To: 98-615 Mountain View Ave																
749 98 S Main St	0.17	3100	From: 98-615 Mountain View Ave				G	98%	1%	0%	0%	1%	0%	F	0.096	0.630	3200	G	2016
			To: 98-1112 Ridge Ave																
749 98 Cedar Springs Rd	0.03	2400	From: 98-1112 Ridge Ave				G	98%	1%	0%	0%	1%	0%	F	0.091	0.654	2500	G	2016
			To: SCL Rural Retreat																



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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							
<b>Town of Rural Retreat</b>																
753 98 Cherry St	0.20	230	R								NA		NA			07/03/2012
			From: 98-616 Parsonage Ave													
			To: NCL Rural Retreat													
1101 98 Parsonage Ave	0.27	990	G	98%	1%	1%	1%	0%	0%	C	0.116		0.516	1000	G	2016
			From: 98-616 Miller St													
			To: 98-749, S Main St													
1102 98 Oak St	0.04	190	R								NA		NA			07/12/2012
			From: 98-723 Maple Ave													
			To: 98-616 Baumgardner Ave													
1103 98 Pine Ave	0.07	230	R								NA		NA			07/10/2012
			From: 98-1118 Varnelle Ave													
			To: 98-1117 Gap													
1103 98 Baughman St	0.05	110	R								NA		NA			07/10/2012
			From: 98-1101 Gap													
			To: 98-616 Baumgardner Ave													
1104 98 Westfield Ave	0.11	160	R								NA		NA			07/10/2012
			From: WCL Rural Retreat													
			To: 98-727 Frye Ave													
1105 98 Mountain View Ave	0.05	45	R								NA		NA			09/11/2012
			From: Dead End													
			To: 98-615 Mountain View Ave													
1106 98 Evergreen Ave	0.03	150	R								NA		NA			07/12/2012
			From: 98-674 Greever St													
			To: 98-9424													
1107 98 Hemlock St	0.05	60	R								NA		NA			07/10/2012
			From: Dead End													
			To: 98-616 Parsonage Ave													
1108 98 Beech St	0.10	80	R								NA		NA			07/10/2012
			From: 98-675 Chinquapin Ave													
			To: 98-1109 Jefferson Ave													
1109 98 Jefferson Ave	0.02	120	R								NA		NA			07/10/2012
			From: Dead End													
			To: 98-1108 Beech St													
1109 98 Jefferson Ave	0.02	50	R								NA		NA			07/10/2012
			From: Dead End													
			To: Dead End													
1110 98 Chestnut Ave	0.05	140	R								NA		NA			07/10/2012
			From: 0.05 MW 98-674 Greever St													
			To: 98-674 Greever St													
1110 98 Chestnut Ave	0.10	40	R								NA		NA			07/10/2012
			From: 98-674 Greever St													
			To: Dead End													
1111 98 Delp Ave	0.16	30	R								NA		NA			07/10/2012
			From: SR 90 Main St													
			To: 98-675 Buck Ave; Chinquapin Ave													
1112 98 Ridge Ave	0.10	860	G	98%	1%	0%	0%	1%	0%	C	0.107		0.719	910	G	2016
			From: 98-749, S Main St													
			To: 98-674, S Greever St													
1113 98 Elm Ave	0.12	110	R								NA		NA			07/10/2012
			From: 98-727 Frye Ave													
			To: WCL Rural Retreat													
1114 98 Hickory Ave	0.07	220	R								NA		NA			11/13/2000
			From: WCL Rural Retreat													
			To: 98-675 Chinquapin Ave													
1115 98 Catron St	0.15	160	R								NA		NA			07/12/2012
			From: 98-725, E Railroad Ave													
			To: 98-675, E Buck Ave													

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Rural Retreat</b>																
1116 98 Valleyview Ave	0.15	210	R			From: Dead End					NA			NA		07/10/2012
						To: 98-674 Greever St										
1117 98 Williams Ave	0.13	810	R			From: 98-1103 Pine Ave					NA			NA		07/10/2012
						To: 98-749 Cedar Springs Rd										
1118 98 Varnelle Ave	0.21	190	R			From: Dead End					NA			NA		07/10/2012
						To: 98-1103 Pine Ave										
1125 98 Indian Cr	0.06	130	R			From: 98-1126 Indian Cr					NA			NA		07/10/2012
						To: SR 90 Main St										
9424 98 Sch	0.12	220	R			From: Retreat Elem High					NA			NA		07/12/2012
						To: Sch; 98-675										