2011
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
145

City of Franklin

Information in this report is included in Report

87

(Southampton 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
2011
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Franklin

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 58 Clay St	From: WCL Franklin															
	City of Franklin	1.18	**3000**	**G**	98%	1%	1%	0%	0%	0%	F	0.098	F	0.502	3400	G
	To: Hunterdale Rd															
Bus 58 Clay St	From: Hunterdale Rd															
	City of Franklin	0.58	**3800**	**G**	98%	1%	1%	0%	0%	0%	F	0.093	F	0.553	4300	G
	To: Homestead Rd															
Bus 58 Clay St	From: Homestead Rd															
	City of Franklin	0.35	**3200**	**G**	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3700	G
	To: Lee St															
Bus 58 Clay St	From: Lee St															
	City of Franklin	0.16	**2100**	**G**	98%	1%	1%	0%	0%	0%	F	0.09	F	0.788	2400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**4300**	**G**	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4800	G
	To: Gardner St															
Bus 58 Clay St	From: Gardner St															
	City of Franklin	0.17	**2000**	**G**	98%	1%	1%	0%	0%	0%	F	0.098	F	0.834	2300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3400**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.574	3800	G
	To: High St															
Bus 58 4th Avenue	From: High St															
	City of Franklin	0.26	**1400**	**G**	98%	1%	1%	0%	0%	0%	F	0.097	F	0.506	1600	G
	To: Mechanic St															
Bus 58 Mechanic St	From: Fourth Ave															
	City of Franklin	0.10	**3000**	**G**	98%	1%	1%	0%	0%	0%	F	0.102	F	0.607	3500	G
	To: Second Ave															
Bus 58 Bus 258	From: US 258															
	City of Franklin	0.19	**8400**	**G**	98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	G
	To: ECL Franklin															
Bus 58P Lee Street	From: Bus 58 Clay St															
	City of Franklin	0.16	**1400**	**G**	97%	1%	1%	0%	0%	0%	F	0.109	F	0.688	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3400**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.574	3800	G
	To: High St															
Bus 58P High St	From: Lee Street															
	City of Franklin	0.27	**2200**	**G**	97%	1%	1%	0%	0%	0%	C	0.097	F	0.568	2400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**4300**	**G**	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4800	G
	To: Bus 58 Fourth Ave															
Bus 258 South St	From: SCL Franklin															
	City of Franklin	0.28	**5800**	**G**	98%	1%	0%	0%	0%	0%	C	0.09	F	0.526	6200	G
	To: College Drive															
Bus 258 South St	From: College Drive															
	City of Franklin	0.25	**9000**	**G**	98%	1%	0%	0%	0%	0%	F	0.087	F	0.511	9600	G
	To: Bank Street															
Bus 258 South St	From: Bank Street															
	City of Franklin	0.35	**8200**	**G**	98%	1%	0%	0%	0%	0%	F	0.089	F	0.521	8800	G
	To: Roosevelt Street															
Bus 258 South St	From: Roosevelt Street															
	City of Franklin	0.15	**8100**	**G**	98%	1%	0%	0%	0%	0%	F	0.090	F	0.539	8700	G
	To: Oak Street															

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City of Franklin

Route	Jurisdiction		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 258 South St	City of Franklin	From: Oak Street	0.16	**7100**	**G**	98%	1%	0%	0%	0%	0%	F	0.094	F	0.538	7700	G
		To: Pretlow Street															
Bus 258 South St	City of Franklin	From: Pretlow Street	0.21	**5900**	**G**	98%	1%	0%	0%	0%	0%	F	0.089	F	0.505	6300	G
		To: High Street															
Bus 258 South St	City of Franklin	From: High Street	0.16	**3500**	**G**	98%	0%	1%	1%	1%	0%	F	0.086	F	0.535	3700	G
		To: Main Street															
Bus 258 Main St	City of Franklin	From: South Street	0.29	**2900**	**G**	98%	0%	1%	1%	1%	0%	C	0.086	F	0.538	3100	G
		To: Second Avenue															
Bus 258 Second Avenue	City of Franklin	From: Main Street	0.12	**5500**	**G**	98%	0%	1%	1%	1%	0%	F	0.093	F	0.579	5900	G
		To: Bus US 58 Mechanic Street															
Bus 258 Bus 58	City of Franklin	From: US 258	0.19	**8400**	**G**	98%	1%	1%	0%	0%	0%	F	0.092	F	0.599	9600	G
		To: ECL Franklin															

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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							
City of Franklin																
(1) North Dr	0.08	**770**	**G**	98%	1%	1%	0%	0%	0%	C	0.133	F	0.548	830	G	2011
From: Hunterdale Rd																
To: Crescent Dr																
(3901) Oak St	0.51	**920**	**G**	98%	1%	1%	0%	0%	0%	F	0.197	F	0.620	980	G	2011
From: Morton St																
To: South St																
(3902) Maplewood St	0.47	**890**	**G**	98%	1%	1%	0%	0%	0%	F	0.113	F	0.523	950	G	2011
From: Thomas St																
To: Washington St																
(3903) Pretlow St	1.12	**2100**	**G**	96%	2%	1%	0%	1%	0%	F	0.091	F	0.509	2100	G	2011
From: SCL Franklin																
To: Morton St																
(3903) Pretlow St	0.22	**3200**	**G**	96%	2%	1%	0%	1%	0%	C	0.101	F	0.521	3400	G	2011
From: Laurel St																
To: South St																
(3903) Pretlow St	0.32	**3500**	**G**	96%	2%	1%	0%	1%	0%	F	0.093	F	0.528	3600	G	2011
From: US 58																
To: Bailey Dr																
(3904) Armory Dr	0.70	**12000**	**G**	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	13000	G	2011
From: Bailey Dr																
To: College Dr																
(3904) Armory Dr	0.44	**15000**	**G**	99%	0%	0%	0%	0%	0%	F	0.095	F	0.515	15000	G	2011
From: College Dr																
To: Gardner St																
(3904) Armory Dr	0.56	**7200**	**G**	99%	0%	0%	0%	0%	0%	C	0.094	F	0.536	7300	G	2011
From: Gardner St																
To: Second Ave																
(3904) Armory Dr	0.09	**7300**	**G**	99%	0%	0%	0%	0%	0%	F	0.092	F	0.530	7500	G	2011
From: Armory Dr																
To: High St																
(3904) Second Ave	0.23	**7400**	**G**	99%	0%	0%	0%	0%	0%	F	0.093	F	0.538	7500	G	2011
From: High St																
To: US 258 Main St																
(3904) Second Ave	0.15	**5900**	**G**	99%	0%	0%	0%	0%	0%	C	0.090	F	0.534	6000	G	2011
From: Magnolia St																
To: Birch St																
(3905) High St	0.15	**210**	**G**	96%	3%	1%	0%	0%	0%	F	0.143	F	0.593	210	G	2011
From: Birch St																
To: South St																
(3905) High St	0.06	**370**	**G**	96%	3%	1%	0%	0%	0%	C	0.105	F	0.681	400	G	2011
From: South St																
To: 2nd St																
(3905) High St	0.30	**3300**	**G**	96%	3%	1%	0%	0%	0%	F	0.102	F	0.504	3400	G	2011
From: 2nd Ave																
To: US 58 4th Ave																
(3905) High St	0.10	**3700**	**G**	96%	3%	1%	0%	0%	0%	F	0.095	F	0.538	3700	G	2011
From: US 58 P; Lee St																
To: Beaman St																
(3905) High St	0.20	**3800**	**G**	98%	1%	1%	0%	0%	0%	C	0.089	F	0.568	3900	G	2011
From: Beaman St																
To: Homestead Rd																
(3905) High St	0.19	**3900**	**G**	98%	1%	1%	0%	0%	0%	F	0.09	F	0.578	3900	G	2011
From: Homestead Dr																
To: Fairview Rd																
(3905) High St	0.39	**3100**	**G**	98%	1%	1%	0%	0%	0%	C	0.089	F	0.592	3100	G	2011
From: Fairview Dr																
To: NCL Franklin																
(3905) High St	1.37	**1800**	**G**	98%	1%	1%	0%	0%	0%	F	0.102	F	0.693	1800	G	2011
From: South St																
To: Maplewood Ave																
(3907) College Dr	0.19	**6700**	**G**	98%	1%	1%	0%	0%	0%	C	0.092	F	0.505	7200	G	2011
From: Maplewood Ave																
To: Armory Dr																
(3907) College Dr	0.28	**7600**	**G**	98%	1%	1%	0%	0%	0%	F	0.096	F	0.545	8200	G	2011

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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
City of Franklin																
3907 College Dr	0.14	**7700**	**G**	98%	1%	1%	0%	0%	0%	F	0.092	F	0.512	8300	G	2011
From: Armory Dr To: SR 379 Stewart Dr																
3907 College Dr	0.62	**9400**	**G**	99%	0%	1%	0%	0%	0%	F	0.096	F	0.557	10000	G	2011
From: SR 379 Stewart Dr To: Sycamore Rd																
3907 College Dr	0.12	**9200**	**G**	99%	0%	1%	0%	0%	0%	F	0.096	F	0.55	9900	G	2011
From: Sycamore Rd To: Clay St																
3907 Hunterdale Rd	0.19	**8700**	**G**	99%	0%	1%	0%	0%	0%	F	0.095	F	0.566	9400	G	2011
From: Bus US 58 Clay St To: Fairview Dr																
3907 Hunterdale Rd	0.60	**4700**	**G**	99%	0%	1%	0%	0%	0%	C	0.099	F	0.645	5100	G	2011
From: Fairview Dr To: North Dr																
3907 Hunterdale Rd	0.71	**3800**	**G**	99%	0%	1%	0%	0%	0%	F	0.1	F	0.57	4000	G	2011
From: North Dr To: NCL Franklin																
3909 Roosevelt St	0.19	**420**	**G**	99%	1%	1%	0%	0%	0%	F	0.109	F	0.560	430	G	2011
From: South St To: Maplewood Ave																
3910 Homestead Rd	0.42	**450**	**G**	99%	1%	1%	0%	0%	0%	C	0.124	F	0.546	460	G	2011
From: Clay St To: High St																
3911 Gardner St	0.22	**880**	**G**	99%	1%	1%	0%	0%	0%	F	0.119	F	0.516	900	G	2011
From: Armory Dr To: Charles St																
3911 Gardner St	0.07	**770**	**G**	99%	1%	1%	0%	0%	0%	F	0.099	F	0.519	780	G	2011
From: Charles Street To: US 58 Bus; Clay St																
3912 Fairview Dr	0.25	**4500**	**G**	99%	1%	0%	0%	0%	0%	F	0.094	F	0.541	4800	G	2011
From: Hunterdale Rd To: Crescent Dr																
3912 Fairview Dr	0.66	**4200**	**G**	99%	1%	0%	0%	0%	0%	C	0.094	F	0.563	4500	G	2011
From: Crescent Dr To: High St																
3913 Southampton Rd	0.21	**270**	**G**	99%	1%	0%	0%	0%	0%	F	0.138	F	0.662	290	G	2011
From: Clay St To: Cypress Ave																
3914 Banks St	0.38	**1900**	**G**	100%	0%	0%	0%	0%	0%	C	0.114	F	0.555	1800	G	2011
From: Morton St To: South St																
3915 Morton St	0.30	**1200**	**G**	96%	3%	1%	0%	0%	0%	F	0.110	F	0.618	1300	G	2011
From: Banks St To: Oak St																
3915 Morton St	0.23	**1300**	**G**	96%	3%	1%	0%	0%	0%	C	0.106	F	0.518	1300	G	2011
From: Oak Street To: Pretlow St																
3916 Crescent Dr	0.66	**670**	**G**	97%	2%	1%	0%	0%	0%	C	0.143	F	0.54	720	G	2011
From: Fairview Dr To: North Dr																
Beamen St		**230**	**G**								NA			250	G	2011
From: High Street To: Fontaine Street																
Bruce St		**1200**	**G**								NA			1100	G	2011
From: South St To: Cool Spring St																
Delk St		**880**	**G**								NA			830	G	2011
From: South St To: Mariner St.																

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
		From: Beamen St														
Fontaine St		**130**	**G**								NA			120	G	2011
		To: Norfleet St														
		From: Homestead Rd														
Forest Pine Rd		**1000**	**G**								NA			990	G	2011
		To: Crescent Dr														
		From: Bolling St														
Laurel St		**790**	**G**								NA			740	G	2011
		To: Ashton Ave														
		From: Hunterdale Rd														
Magnolia Ave		**80**	**G**								NA			80	G	2011
		To: Dead End														
		From: Clay St														
Meadow Lane		**160**	**G**								NA			150	G	2011
		To: Sycamore Rd														
		From: Hunterdale Rd														
Old Sedley Rd		**800**	**G**								NA			760	G	2011
		To: Myrtle Dr														
		From: Dead End														
Park Circle		**80**	**G**								NA			80	G	2011
		To: Clay St														
		From: Roosevelt Street														
Redwood Ave		**80**	**G**								NA			80	G	2011
		To: Wilson Street														
		From: Cypress Ave														
Robin Hood Rd		**160**	**G**								NA			150	G	2011
		To: Pine Ave														
		From:														
Robin Hood Rd		**20**	**G**								NA			20	G	2011
		To: WCL Franklin														
		From: Elm St														
Walnut St		**650**	**G**								0.096	F	0.526	700	G	2011
		To: South St														