

2014
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

- 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
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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.

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Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Franklin

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Franklin To: City of Franklin Bus 58 Clay St	City of Franklin	1.18	4100	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.542	4700	G
From: Hunterdale Rd To: City of Franklin Bus 58 Clay St	City of Franklin	0.58	4600	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.574	5300	G
From: Homestead Rd To: City of Franklin Bus 58 Clay St	City of Franklin	0.35	3900	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.644	4400	G
From: Lee St To: City of Franklin Bus 58 Clay St	City of Franklin	0.16	2600	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.785	2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4600	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	5100	G
From: Gardner St To: City of Franklin Bus 58 Clay St	City of Franklin	0.17	2400	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.777	2800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3800	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	4300	G
From: High St To: City of Franklin Bus 58 4th Avenue	City of Franklin	0.26	1600	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.604	1900	G
From: Mechanic St To: City of Franklin Bus 58 Mechanic St	City of Franklin	0.10	3100	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.642	3600	G
From: Second Ave To: City of Franklin Bus 58 Bus 258	City of Franklin	0.19	9600	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	G
From: ECL Franklin To: City of Franklin Bus 58 Lee Street	City of Franklin	0.16	1400	G	96%	1%	1%	0%	0%	0%	F	0.103	F	0.713	1500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3800	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	4300	G
From: High St To: City of Franklin Bus 58 High St	City of Franklin	0.27	2100	G	96%	1%	1%	0%	0%	0%	C	0.087	F	0.569	2200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4600	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	5100	G
From: SCL Franklin To: City of Franklin Bus 258 South St	City of Franklin	0.28	5000	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.525	5300	G
From: College Drive To: City of Franklin Bus 258 South St	City of Franklin	0.25	8500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.507	9000	G
From: Bank Street To: City of Franklin Bus 258 South St	City of Franklin	0.35	7900	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.540	8400	G
From: Roosevelt Street To: City of Franklin Bus 258 South St	City of Franklin	0.15	7400	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.519	7900	G
From: Oak Street																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 258 South St	From: Oak Street City of Franklin	0.16	6800	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.541	7200	G
Bus 258 South St	To: Pretlow Street City of Franklin	0.21	5500	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	5900	G
Bus 258 South St	To: High Street City of Franklin	0.16	3000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.564	3200	G
Bus 258 Main St	From: Main Street City of Franklin	0.29	2400	G	96%	0%	1%	1%	2%	0%	C	0.101	F	0.586	2600	G
Bus 258 Second Avenue	To: Second Avenue City of Franklin	0.12	5400	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.610	5800	G
Bus 258 Bus 58	From: Main Street City of Franklin	0.19	9600	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	11000	G
	To: Bus US 58 Mechanic Street US 258 ECL Franklin															

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
1 North Dr	0.08	720	G	97%	2%	1%	0%	0%	0%	C	0.146	F	0.513	770	G	2014
3901 Oak St	0.51	990	G	97%	2%	1%	0%	0%	0%	F	0.212	F	0.612	1100	G	2014
3902 Maplewood St	0.47	1200	G	97%	2%	1%	0%	0%	0%	F	0.133	F	0.541	1200	G	2014
3903 Pretlow St	0.36	1900	N	96%	2%	1%	0%	0%	0%	N	0.085	N	0.540	2000	N	2014
3903 Pretlow St	0.76	1900	G	96%	2%	1%	0%	0%	0%	F	0.085	F	0.540	2000	G	2014
3903 Pretlow St	0.54	2900	G	96%	2%	1%	0%	0%	0%	C	0.088	F	0.507	3100	G	2014
3904 Armory Dr	0.70	13000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.557	13000	G	2014
3904 Armory Dr	0.44	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.578	15000	G	2014
3904 Armory Dr	0.56	6500	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.635	6900	G	2014
3904 Armory Dr	0.09	6500	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.637	6900	G	2014
3904 Second Ave	0.23	6400	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.628	6800	G	2014
3904 Second Ave	0.15	5200	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.627	5500	G	2014
3905 High St	0.15	200	G	97%	2%	1%	0%	0%	0%	F	0.126	F	0.614	210	G	2014
3905 High St	0.06	310	G	97%	2%	1%	0%	0%	0%	C	0.115	F	0.718	330	G	2014
3905 High St	0.30	3100	G	97%	2%	1%	0%	0%	0%	F	0.092	F	0.502	3300	G	2014
3905 High St	0.10	3100	G	97%	2%	1%	0%	0%	0%	F	0.09	F	0.507	3300	G	2014
3905 High St	0.20	3000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.588	3200	G	2014
3905 High St	0.19	3200	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.574	3400	G	2014
3905 High St	0.39	2500	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.568	2600	G	2014
3905 High St	1.37	1800	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.621	1900	G	2014
3907 College Dr	0.19	6100	G	99%	1%	0%	0%	0%	0%	C	0.094	F	0.509	6500	G	2014
3907 College Dr	0.28	7200	G	99%	1%	0%	0%	0%	0%	F	0.094	F	0.507	7700	G	2014

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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																
(3907) College Dr	0.14	7600	G	99%	1%	0%	0%	0%	0%	F	0.1	F	0.583	8000	G	2014
			From: Armory Dr													
			To: SR 379 Stewart Dr													
(3907) College Dr	0.62	9500	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.53	10000	G	2014
			From: Sycamore Rd													
			To: Clay St													
(3907) College Dr	0.12	9300	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.533	9900	G	2014
			From: Bus US 58 Clay St													
			To: Fairview Dr													
(3907) Hunterdale Rd	0.19	8400	G	99%	1%	1%	0%	0%	0%	F	0.097	F	0.516	9000	G	2014
			From: Fairview Dr													
			To: North Dr													
(3907) Hunterdale Rd	0.71	3600	G	99%	1%	1%	0%	0%	0%	F	0.112	F	0.605	3900	G	2014
			From: NCL Franklin													
			To: South St													
(3909) Roosevelt St	0.19	420	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.509	450	G	2014
			From: Maplewood Ave													
			To: Clay St													
(3910) Homestead Rd	0.42	460	G	97%	1%	2%	0%	0%	0%	C	0.128	F	0.574	490	G	2014
			From: High St													
			To: Armory Dr													
(3911) Gardner St	0.22	870	G	97%	1%	2%	0%	0%	0%	F	0.106	F	0.573	920	G	2014
			From: Charles St													
			To: Charles Street													
(3911) Gardner St	0.07	750	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.653	800	G	2014
			From: US 58 Bus; Clay St													
			To: Hunterdale Rd													
(3912) Fairview Dr	0.25	4500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.55	4800	G	2014
			From: Crescent Dr													
			To: High St													
(3912) Fairview Dr	0.66	2700	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.593	2900	G	2014
			From: High St													
			To: Clay St													
(3913) Southampton Rd	0.21	300	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.507	320	G	2014
			From: Cypress Ave													
			To: Morton St													
(3914) Banks St	0.38	2000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.536	2100	G	2014
			From: South St													
			To: Banks St													
(3915) Morton St	0.30	1100	G	96%	3%	1%	0%	0%	0%	F	0.128	F	0.625	1100	G	2014
			From: Oak St													
			To: Oak Street													
(3915) Morton St	0.23	1100	G	96%	3%	1%	0%	0%	0%	C	0.119	F	0.607	1200	G	2014
			From: Pretlow St													
			To: Fairview Dr													
(3916) Crescent Dr	0.66	580	G	97%	2%	1%	0%	0%	0%	C	0.157	F	0.604	620	G	2014
			From: North Dr													
			To: High Street													
Beamen St		120	G								0.106	F	0.625	130	G	2014
			From: Fontaine Street													
			To: South St													
Bruce St		620	G								0.107	F	0.584	660	G	2014
			From: Cool Spring St													
			To: South St													
Delk St		760	G								0.097	F	0.512	810	G	2014
			From: Mariner St.													
			To:													

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
Fontaine St		140	G							0.139	F	0.592	150	G	2014	
Forest Pine Rd		820	G							0.105	F	0.526	870	G	2014	
Laurel St		450	G							0.103	F	0.63	480	G	2014	
Magnolia Ave		60	G							0.105	F	0.556	70	G	2014	
Meadow Lane		130	G							0.141	F	0.619	140	G	2014	
Old Sedley Rd		670	G							0.108	F	0.695	710	G	2014	
Park Circle		60	G							0.162	F	0.864	70	G	2014	
Redwood Ave		110	G							0.208	F	0.644	110	G	2014	
Robin Hood Rd		140	G							0.144	F	0.593	150	G	2014	
Robin Hood Rd		40	G							0.247	F	0.682	40	G	2014	
Walnut St		610	G							0.097	F	0.521	650	G	2014	