2016
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
2016
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
	From: WCL Franklin															
Bus 58 Clay St	City of Franklin	1.18	**3300**	**G**	98%	1%	0%	0%	1%	0%	F	0.099		0.624	3800	G
	To: / From: Hunterdale Rd															
Bus 58 Clay St	City of Franklin	0.58	**3900**	**G**	98%	1%	0%	0%	1%	0%	F	0.09		0.543	4400	G
	To: / From: Homestead Rd															
Bus 58 Clay St	City of Franklin	0.35	**3000**	**G**	98%	1%	0%	0%	1%	0%	F	0.090		0.613	3500	G
	To: / From: Lee St															
Bus 58 Clay St	City of Franklin	0.16	**1800**	**G**	98%	1%	0%	0%	1%	0%	F	0.083		0.529	2100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3900**	**G**	98%	1%	1%	0%	0%	0%	F	0.083	F	0.552	4300	G
	To: / From: Gardner St															
Bus 58 Clay St	City of Franklin	0.17	**1700**	**G**	98%	1%	0%	0%	1%	0%	F	0.085		0.641	2000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2900**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3300	G
	To: / From: High St															
Bus 58 4th Avenue	City of Franklin	0.26	**1100**	**G**	98%	1%	0%	0%	1%	0%	F	0.102		0.614	1200	G
	To: Mechanic St															
Bus 58 Mechanic St	From: Fourth Ave City of Franklin	0.10	**2400**	**G**	98%	1%	0%	0%	1%	0%	F	0.106		0.537	2800	G
	To: Second Ave															
Bus 58 Bus 258	From: US 258 City of Franklin	0.19	**7000**	**G**	98%	1%	0%	0%	1%	0%	F	0.087		0.558	8000	G
	To: ECL Franklin															
	From: Bus 58 Clay St															
Bus 58P Lee Street	City of Franklin	0.16	**1200**	**G**	97%	1%	1%	0%	0%	0%	F	0.103		0.653	1300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2900**	**G**	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3300	G
	To: High St															
Bus 58P High St	From: Lee Street City of Franklin	0.27	**2000**	**G**	97%	1%	1%	0%	0%	0%	C	0.094		0.556	2200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3900**	**G**	98%	1%	1%	0%	0%	0%	F	0.083	F	0.552	4300	G
	To: Bus 58 Fourth Ave															
	From: SCL Franklin															
Bus 258 South St	City of Franklin	0.28	**5000**	**G**	98%	1%	1%	0%	0%	0%	C	0.084		0.523	5500	G
	To: College Drive															
Bus 258 South St	From: City of Franklin	0.25	**7100**	**G**	98%	1%	1%	0%	0%	0%	F	0.086		0.517	7700	G
	To: Bank Street															
Bus 258 South St	From: City of Franklin	0.35	**6300**	**G**	98%	1%	1%	0%	0%	0%	F	0.086		0.509	6900	G
	To: Roosevelt Street															
Bus 258 South St	From: City of Franklin	0.15	**6200**	**G**	98%	1%	1%	0%	0%	0%	F	0.082		0.512	6800	G
	To: Oak Street															

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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	**6100**	**G**	98%	1%	1%	0%	0%	0%	F	0.092		0.556	6600	G
		To: Pretlow Street															
Bus 258 South St	City of Franklin	From: Pretlow Street	0.21	**5100**	**G**	98%	1%	1%	0%	0%	0%	F	0.081		0.524	5500	G
		To: High Street															
Bus 258 South St	City of Franklin	From: High Street	0.16	**2800**	**G**	97%	0%	1%	1%	1%	0%	F	0.082		0.538	3000	G
		To: Main Street															
Bus 258 Main St	City of Franklin	From: South Street	0.29	**2600**	**G**	97%	0%	1%	1%	1%	0%	C	0.088		0.513	2800	G
		To: Second Avenue															
Bus 258 Second Avenue	City of Franklin	From: Main Street	0.12	**4600**	**G**	97%	0%	1%	1%	1%	0%	F	0.088		0.504	4900	G
		To: Bus US 58 Mechanic Street															
Bus 258 Bus 58	City of Franklin	From: US 258	0.19	**7000**	**G**	98%	1%	0%	0%	1%	0%	F	0.087		0.558	8000	G
		To: ECL Franklin															

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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																
(1) North Dr	0.08	**770**	**G**	95%	3%	1%	0%	0%	0%	C	0.128		0.602	840	G	2016
From: Hunterdale Rd																
To: Crescent Dr																
(3901) Oak St	0.51	**810**	**G**	95%	3%	1%	0%	0%	0%	F	0.249		0.592	880	G	2016
From: Morton St																
To: South St																
(3902) Maplewood St	0.47	**830**	**G**	95%	3%	1%	0%	0%	0%	F	0.126		0.509	900	G	2016
From: Thomas St																
To: Washington St																
(3903) Pretlow St	0.36	**1800**	**N**	95%	1%	2%	1%	1%	0%	N	0.083		0.533	2000	N	2016
From: SCL Franklin																
To: US 58 West																
(3903) Pretlow St	0.76	**1800**	**G**	95%	1%	2%	1%	1%	0%	F	0.083		0.533	2000	G	2016
From: Morton St																
To: BUS US 258 South St																
(3903) Pretlow St	0.54	**2700**	**G**	95%	1%	2%	1%	1%	0%	C	0.095		0.502	2900	G	2016
From: US 58																
To: Bailey Dr																
(3904) Armory Dr	0.70	**13000**	**G**	99%	0%	1%	0%	0%	0%	F	0.099		0.553	14000	G	2016
From: Bailey Dr																
To: College Dr																
(3904) Armory Dr	0.44	**13000**	**G**	99%	0%	1%	0%	0%	0%	F	0.096		0.510	15000	G	2016
From: College Dr																
To: Gardner St																
(3904) Armory Dr	0.56	**5600**	**G**	99%	0%	1%	0%	0%	0%	C	0.100		0.564	6000	G	2016
From: Gardner St																
To: Second Ave																
(3904) Armory Dr	0.09	**5600**	**G**	99%	0%	1%	0%	0%	0%	C	0.103		0.553	6100	G	2016
From: Armory Dr																
To: High St																
(3904) Second Ave	0.23	**5600**	**G**	99%	0%	1%	0%	0%	0%	F	0.102		0.561	6100	G	2016
From: High St																
To: US 258 Main St																
(3904) Second Ave	0.15	**4600**	**G**	99%	0%	1%	0%	0%	0%	C	0.091		0.512	5000	G	2016
From: Magnolia St																
To: Birch St																
(3905) High St	0.15	**140**	**G**	95%	2%	1%	1%	0%	0%	F	0.142		0.619	150	G	2016
From: Birch St																
To: South St																
(3905) High St	0.06	**230**	**G**	95%	2%	1%	1%	0%	0%	C	0.127		0.688	250	G	2016
From: South St																
To: 2nd St																
(3905) High St	0.30	**3000**	**G**	95%	2%	1%	1%	0%	0%	F	0.091		0.53	3300	G	2016
From: 2nd Ave																
To: US 58 4th Ave																
(3905) High St	0.10	**3100**	**G**	95%	2%	1%	1%	0%	0%	F	0.087		0.631	3300	G	2016
From: US 58 P; Lee St																
To: Beaman St																
(3905) High St	0.20	**3400**	**G**	98%	1%	1%	0%	0%	0%	C	0.092		0.593	3700	G	2016
From: Beaman St																
To: Homestead Rd																
(3905) High St	0.19	**3500**	**G**	98%	1%	1%	0%	0%	0%	F	0.091		0.595	3800	G	2016
From: Homestead Dr																
To: Fairview Rd																
(3905) High St	0.39	**2800**	**G**	98%	1%	1%	0%	0%	0%	C	0.093		0.624	3100	G	2016
From: Fairview Dr																
To: NCL Franklin																
(3905) High St	1.37	**2000**	**G**	98%	1%	1%	0%	0%	0%	F	0.097		0.580	2200	G	2016
From: South St																
To: Maplewood Ave																
(3907) College Dr	0.19	**6700**	**G**	98%	1%	1%	0%	0%	0%	C	0.102		0.509	7300	G	2016
From: Maplewood Ave																
To: Armory Dr																
(3907) College Dr	0.28	**6900**	**G**	98%	1%	1%	0%	0%	0%	F	0.094		0.524	7500	G	2016

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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	**6900**	**G**	98%	1%	1%	0%	0%	0%	F	0.1		0.619	7500	G	2016
From: Armory Dr																
To: SR 379 Stewart Dr																
(3907) College Dr	0.62	**9300**	**G**	98%	0%	1%	0%	0%	0%	F	0.099		0.584	10000	G	2016
From: SR 379 Stewart Dr																
To: Sycamore Rd																
(3907) College Dr	0.12	**9200**	**G**	98%	0%	1%	0%	0%	0%	F	0.099		0.596	9900	G	2016
From: Sycamore Rd																
To: Clay St																
(3907) Hunterdale Rd	0.19	**7700**	**G**	98%	0%	1%	0%	0%	0%	F	0.096		0.591	8400	G	2016
From: Bus US 58 Clay St																
To: Fairview Dr																
(3907) Hunterdale Rd	0.60	**4100**	**G**	98%	0%	1%	0%	0%	0%	C	0.102		0.650	4500	G	2016
From: Fairview Dr																
To: North Dr																
(3907) Hunterdale Rd	0.71	**5100**	**G**	98%	0%	1%	0%	0%	0%	F	0.109		0.668	5500	G	2016
From: North Dr																
To: NCL Franklin																
(3909) Roosevelt St	0.19	**280**	**G**	97%	1%	2%	0%	0%	0%	F	0.132		0.636	310	G	2016
From: South St																
To: Maplewood Ave																
(3910) Homestead Rd	0.42	**510**	**G**	97%	1%	2%	0%	0%	0%	C	0.119		0.551	560	G	2016
From: Clay St																
To: High St																
(3911) Gardner St	0.22	**810**	**G**	97%	1%	2%	0%	0%	0%	F	0.1		0.545	880	G	2016
From: Armory Dr																
To: Charles St																
(3911) Gardner St	0.07	**640**	**G**	97%	1%	2%	0%	0%	0%	F	0.119		0.609	690	G	2016
From: Charles Street																
To: US 58 Bus; Clay St																
(3912) Fairview Dr	0.25	**4500**	**G**	97%	1%	1%	0%	0%	0%	F	0.100		0.632	4900	G	2016
From: Hunterdale Rd																
To: Crescent Dr																
(3912) Fairview Dr	0.66	**3000**	**G**	97%	1%	1%	0%	0%	0%	C	0.099		0.544	3200	G	2016
From: Crescent Dr																
To: High St																
(3913) Southampton Rd	0.21	**310**	**G**	97%	1%	1%	0%	0%	0%	F	0.121		0.575	340	G	2016
From: Clay St																
To: Cypress Ave																
(3914) Banks St	0.38	**2000**	**G**	98%	2%	0%	0%	0%	0%	C	0.09		0.505	2200	G	2016
From: Morton St																
To: South St																
(3915) Morton St	0.30	**1100**	**G**	96%	3%	1%	0%	0%	0%	F	0.115		0.507	1200	G	2016
From: Banks St																
To: Oak St																
(3915) Morton St	0.23	**1100**	**G**	96%	3%	1%	0%	0%	0%	C	0.12		0.536	1200	G	2016
From: Oak Street																
To: Pretlow St																
(3916) Crescent Dr	0.66	**590**	**G**	95%	3%	1%	0%	0%	0%	C	0.152		0.583	640	G	2016
From: Fairview Dr																
To: North Dr																
Beamen St		**110**	**G**								0.151		0.543	120	G	2016
From: High Street																
To: Fontaine Street																
Bruce St		**500**	**G**								0.124		0.521	540	G	2016
From: South St																
To: Cool Spring St																
Crescent Drive		**40**	**N**								0.247		0.682	NA		2016
From: Page St																
To: McCutcheon St																

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City of Franklin																
		From: South St														
Delk St		**570**	**G**								0.134		0.518	620	G	2016
		To: Mariner St.														
		From: Beamen St														
Fontaine St		**130**	**G**								0.127		0.571	140	G	2016
		To: Norfleet St														
		From: Homestead Rd														
Forest Pine Rd		**980**	**G**								0.107		0.531	1100	G	2016
		To: Crescent Dr														
		From: Bolling St														
Laurel St		**360**	**G**								0.111		0.674	390	G	2016
		To: Ashton Ave														
		From: Hunterdale Rd														
Magnolia Ave		**49**	**G**								0.22		0.591	50	G	2016
		To: Dead End														
		From: Clay St														
Meadow Lane		**120**	**G**								0.12		0.533	130	G	2016
		To: Sycamore Rd														
		From: Hunterdale Rd														
Old Sedley Rd		**600**	**G**								0.101		0.772	650	G	2016
		To: Myrtle Dr														
		From: Dead End														
Park Circle		**60**	**G**								0.140		0.625	60	G	2016
		To: Clay St														
		From: Roosevelt Street														
Redwood Ave		**90**	**G**								0.139		0.607	100	G	2016
		To: Wilson Street														
		From: Cypress Ave														
Robin Hood Rd		**180**	**G**								0.144		0.519	190	G	2016
		To: Pine Ave														
		From: Elm St														
Walnut St		**550**	**G**								0.105		0.516	600	G	2016
		To: South St														