2020
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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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.

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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 buses.

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
2020
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	1.20	**2700**	**G**	98%	1%	1%	0%	1%	0%	F	0.100	F	0.602	3100	G
	To: Hunterdale Rd															
Bus 58 Clay St	From: Hunterdale Rd															
	City of Franklin	0.58	**2800**	**G**	98%	1%	1%	0%	1%	0%	F	0.105	F	0.555	3300	G
	To: Homestead Rd															
Bus 58 Clay St	From: Homestead Rd															
	City of Franklin	0.35	**2500**	**G**	98%	1%	1%	0%	1%	0%	F	0.101	F	0.617	2900	G
	To: Lee St															
Bus 58 Clay St	From: Lee St															
	City of Franklin	0.16	**990**	**G**	97%	1%	1%	0%	1%	0%	C	0.108	F		1200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2800**	**G**	97%	1%	1%	0%	0%	0%	C	0.084	F	0.67	3100	G
	To: Gardner St															
Bus 58 Clay St	From: Gardner St															
	City of Franklin	0.17	**1500**	**G**	97%	1%	1%	0%	1%	0%	C	0.101	F	0.525	1800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2700**	**G**	97%	1%	1%	0%	1%	0%	C	0.087	F	0.569	3000	G
	To: High St															
Bus 58 4th Avenue	From: High St															
	City of Franklin	0.26	**1000**	**G**	98%	1%	1%	0%	1%	0%	F	0.106	F	0.646	1200	G
	To: Mechanic St															
Bus 58 Mechanic St	From: Fourth Ave															
	City of Franklin	0.10	**2100**	**G**	96%	1%	2%	1%	1%	0%	C	0.11	F	0.633	2500	G
	To: Second Ave															
Bus 58 Bus 258 E 2nd Ave	From: US 258															
	City of Franklin	0.19	**6700**	**G**	98%	1%	1%	0%	1%	0%	F	0.091	F	0.553	7900	G
	To: ECL Franklin															
Bus 58P Lee Street	From: Bus 58 Clay St															
	City of Franklin	0.16	**1100**	**G**	97%	1%	2%	0%	0%	0%	C	0.122	F	0.706	1200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2700**	**G**	97%	1%	1%	0%	1%	0%	C	0.087	F	0.569	3000	G
	To: High St															
Bus 58P High St	From: Lee Street															
	City of Franklin	0.27	**1800**	**G**	97%	1%	1%	0%	0%	0%	C	0.101	F	0.547	1900	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**2800**	**G**	97%	1%	1%	0%	0%	0%	C	0.084	F	0.67	3100	G
	To: Bus 58 Fourth Ave															
Bus 258 South St	From: SCL Franklin															
	City of Franklin	0.28	**5700**	**G**	98%	0%	1%	0%	0%	0%	C	0.081	F	0.513	6100	G
	To: College Drive															
Bus 258 South St	From: College Drive															
	City of Franklin	0.25	**6900**	**G**	98%	0%	1%	0%	0%	0%	F	0.08	F	0.502	7400	G
	To: Bank Street															
Bus 258 South St	From: Bank Street															
	City of Franklin	0.35	**6200**	**G**	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	6700	G
	To: Roosevelt Street															
Bus 258 South St	From: Roosevelt Street															
	City of Franklin	0.15	**6200**	**G**	98%	0%	1%	0%	0%	0%	F	0.085	F	0.517	6600	G
	To: Oak Street															

Virginia Department of Transportation
Traffic Engineering Division
2020
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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	**11000**	**G**	98%	0%	1%	0%	0%	0%	F	0.085	F	0.534	12000	G
		To: Pretlow Street															
Bus 258 South St	City of Franklin	From: Pretlow Street	0.21	**4600**	**G**	98%	0%	1%	0%	0%	0%	F	0.082	F	0.514	4900	G
		To: High Street															
Bus 258 South St	City of Franklin	From: High Street	0.16	**2400**	**G**	95%	1%	1%	1%	2%	0%	C	0.08	F	0.54	2600	G
		To: Main Street															
Bus 258 Main St	City of Franklin	From: South Street	0.29	**2200**	**G**	96%	1%	1%	1%	1%	0%	C	0.078	F	0.553	2300	G
		To: Second Avenue															
Bus 258 Second Avenue	City of Franklin	From: Main Street	0.12	**4400**	**G**	96%	1%	1%	1%	1%	0%	F	0.087	F	0.511	4700	G
		To: Bus US 58 Mechanic Street															
Bus 258 Bus 58 E 2nd Ave	City of Franklin	From: US 258	0.19	**6700**	**G**	98%	1%	1%	0%	1%	0%	F	0.091	F	0.553	7900	G
		To: ECL Franklin															

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

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	**700**	**G**	97%	2%	1%	0%	0%	0%	C	0.112	F	0.589	750	G	2020
From: Hunterdale Rd																
To: Crescent Dr																
(3901) Oak St	0.51	**740**	**G**	97%	2%	1%	0%	0%	0%	C	0.196	F	0.614	790	G	2020
From: Morton St																
To: South St																
(3902) Maplewood St	0.47	**670**	**G**	98%	1%	1%	0%	0%	0%	C	0.111	F	0.526	710	G	2020
From: Thomas St																
To: Washington St																
(3903) Pretlow St	0.47	**1600**	**N**	97%	1%	1%	0%	1%	0%	N	0.097	F	0.554	1800	N	2020
From: SCL Franklin																
To: US 58 West																
(3903) Pretlow St	0.65	**1600**	**G**	97%	1%	1%	0%	1%	0%	C	0.097	F	0.554	1800	G	2020
From: Morton St																
To: BUS US 258 South St																
(3903) Pretlow St	0.54	**2500**	**G**	95%	2%	1%	1%	1%	0%	C	0.094	F	0.594	2700	G	2020
From: US 58																
To: Bailey Dr																
(3904) Armory Dr	0.70	**11000**	**G**	99%	0%	0%	0%	0%	0%	F	0.097	F	0.549	12000	G	2020
From: Bailey Dr																
To: College Dr																
(3904) Armory Dr	0.44	**11000**	**G**	99%	0%	0%	0%	0%	0%	F	0.097	F	0.526	12000	G	2020
From: College Dr																
To: Gardner St																
(3904) Armory Dr	0.56	**5400**	**G**	99%	0%	0%	0%	0%	0%	C	0.098	F	0.531	5800	G	2020
From: Gardner St																
To: Second Ave																
(3904) Armory Dr	0.10	**5500**	**G**	99%	0%	0%	0%	0%	0%	F	0.095	F	0.523	5900	G	2020
From: Armory Dr																
To: High St																
(3904) Second Ave	0.22	**5500**	**G**	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	5800	G	2020
From: High St																
To: US 258 Main St																
(3904) Second Ave		**4500**	**G**	99%	0%	1%	0%	0%	0%	C	0.091	F	0.554	4800	G	2020
From: Magnolia St																
To: Birch St																
(3905) High St	0.15	**150**	**G**	96%	3%	1%	1%	0%	0%	F	0.120	F	0.512	150	G	2020
From: Birch St																
To: South St																
(3905) High St	0.06	**250**	**G**	96%	3%	1%	1%	0%	0%	C	0.11	F	0.548	270	G	2020
From: South St																
To: 2nd St																
(3905) High St	0.31	**2600**	**G**	97%	1%	1%	0%	0%	0%	C	0.097	F	0.509	2800	G	2020
From: 2nd Ave																
To: US 58 4th Ave																
(3905) High St	0.09	**2900**	**G**	96%	3%	1%	1%	0%	0%	F	0.096	F	0.515	3100	G	2020
From: US 58 P; Lee St																
To: Beaman St																
(3905) High St	0.20	**2700**	**G**	98%	1%	1%	1%	0%	0%	C	0.1	F	0.635	2900	G	2020
From: Beaman St																
To: Homestead Rd																
(3905) High St	0.19	**2800**	**G**	98%	1%	1%	0%	0%	0%	C	0.089	F	0.597	3000	G	2020
From: Homestead Dr																
To: Fairview Rd																
(3905) High St	0.39	**2200**	**G**	97%	1%	1%	0%	0%	0%	C	0.094	F	0.606	2400	G	2020
From: Fairview Dr																
To: NCL Franklin																
(3905) High St	1.37	**1600**	**G**	99%	0%	1%	0%	0%	0%	C	0.096	F	0.668	1700	G	2020
From: South St																
To: Maplewood Ave																
(3907) College Dr		**6100**	**G**	99%	1%	1%	0%	0%	0%	C	0.093	F	0.529	6500	G	2020
From: Maplewood Ave																
To: Armory Dr																
(3907) College Dr	0.28	**6900**	**G**	99%	1%	1%	0%	0%	0%	F	0.095	F	0.522	7300	G	2020

Virginia Department of Transportation
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2020
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City of Franklin

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	**6300**	**G**	99%	1%	1%	0%	0%	0%	F	0.1	F	0.555	6700	G	2020
From: Armory Dr																
To: SR 379 Stewart Dr																
(3907) College Dr	0.62	**8300**	**G**	99%	0%	0%	0%	0%	0%	F	0.101	F	0.537	8900	G	2020
From: SR 379 Stewart Dr																
To: Sycamore Rd																
(3907) College Dr	0.12	**7800**	**G**	99%	0%	0%	0%	0%	0%	F	0.102	F	0.542	8300	G	2020
From: Sycamore Rd																
To: Clay St																
(3907) Hunterdale Rd	0.19	**7200**	**G**	99%	0%	0%	0%	0%	0%	F	0.101	F	0.558	7700	G	2020
From: Bus US 58 Clay St																
To: Fairview Dr																
(3907) Hunterdale Rd	0.60	**4000**	**G**	99%	0%	0%	0%	0%	0%	C	0.104	F	0.656	4300	G	2020
From: Fairview Dr																
To: North Dr																
(3907) Hunterdale Rd	0.71	**4700**	**G**	99%	0%	0%	0%	0%	0%	F	0.106	F	0.683	5000	G	2020
From: North Dr																
To: NCL Franklin																
(3909) Roosevelt St	0.19	**300**	**G**	97%	1%	1%	0%	0%	0%	C	0.119	F	0.512	320	G	2020
From: South St																
To: Maplewood Ave																
(3910) Homestead Rd	0.42	**450**	**G**	98%	1%	1%	0%	0%	0%	C	0.102	F	0.667	480	G	2020
From: Clay St																
To: High St																
(3911) Gardner St	0.22	**730**	**G**	97%	2%	1%	0%	0%	0%	C	0.115	F	0.608	780	G	2020
From: Armory Dr																
To: Charles St																
(3911) Gardner St	0.07	**600**	**G**	97%	1%	2%	0%	0%	0%	C	0.117	F	0.602	640	G	2020
From: Charles Street																
To: US 58 Bus; Clay St																
(3912) Fairview Dr	0.25	**4000**	**G**	98%	1%	1%	0%	0%	0%	F	0.095	F	0.598	4200	G	2020
From: Hunterdale Rd																
To: Crescent Dr																
(3912) Fairview Dr	0.66	**2300**	**G**	98%	1%	1%	0%	0%	0%	C	0.101	F	0.566	2500	G	2020
From: Crescent Dr																
To: High St																
(3913) Southampton Rd	0.21	**250**	**G**	98%	1%	1%	0%	0%	0%	C	0.118	F	0.714	260	G	2020
From: Clay St																
To: Cypress Ave																
(3914) Banks St		**1900**	**G**	98%	1%	1%	0%	0%	0%	C	0.103	F	0.509	2000	G	2020
From: Morton St																
To: South St																
(3915) Morton St	0.30	**950**	**G**	97%	2%	1%	0%	0%	0%	C	0.121	F	0.547	1000	G	2020
From: Banks St																
To: Oak St																
(3915) Morton St	0.23	**980**	**G**	95%	3%	1%	0%	0%	0%	C	0.106	F	0.581	1000	G	2020
From: Oak Street																
To: Pretlow St																
(3916) Crescent Dr	0.66	**520**	**G**	95%	4%	1%	0%	0%	0%	C	0.131	F	0.617	560	G	2020
From: Fairview Dr																
To: North Dr																
Beamen St		**90**	**G**								0.124	F	0.615	100	G	2020
From: High Street																
To: Fontaine Street																
Bruce St		**600**	**G**								0.102	F	0.534	650	G	2020
From: South St																
To: Cool Spring St																
Crescent Drive		**410**	**G**								0.135	F	0.575	410	G	2020
From: Page St																
To: McCutcheon St																

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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																
	From:															
Delk St		**500**	**G**								0.098	F	0.563	540	G	2020
	To:															
	From:															
Fontaine St		**100**	**G**								0.121	F	0.643	110	G	2020
	To:															
	From:															
Forest Pine Rd		**950**	**G**								0.096	F	0.528	1000	G	2020
	To:															
	From:															
Laurel St		**340**	**G**								0.119	F	0.510	370	G	2020
	To:															
	From:															
Magnolia Ave		**60**	**G**								0.139	F	0.556	60	G	2020
	To:															
	From:															
Meadow Lane		**90**	**G**								0.123	F	0.577	100	G	2020
	To:															
	From:															
Old Sedley Rd		**550**	**G**								0.094	F	0.798	580	G	2020
	To:															
	From:															
Park Circle		**70**	**G**								0.122	F	0.526	70	G	2020
	To:															
	From:															
Redwood Ave		**46**	**G**								0.154	F	0.667	49	G	2020
	To:															
	From:															
Robin Hood Rd		**100**	**G**								0.134	F	0.563	110	G	2020
	To:															
	From:															
Walnut St		**510**	**G**								0.114	F	0.518	540	G	2020
	To:															