

**2015**  
**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.

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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  
 Bus - Business Route  
Bypass - 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.

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
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	3100	F	98%	1%	1%	0%	0%	0%	F	0.099	0.624	3600	F	
From: Hunterdale Rd To: City of Franklin Bus 58 Clay St	City of Franklin	0.58	3600	F	98%	1%	1%	0%	0%	0%	F	0.09	0.543	4200	F	
From: Homestead Rd To: City of Franklin Bus 58 Clay St	City of Franklin	0.35	2800	F	98%	1%	1%	0%	0%	0%	F	0.090	0.613	3300	F	
From: Lee St To: City of Franklin Bus 58 Clay St	City of Franklin	0.16	1700	F	98%	1%	1%	0%	0%	0%	F	0.083	0.529	2000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3700	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.552	4100	F
From: Gardner St To: City of Franklin Bus 58 Clay St	City of Franklin	0.17	1600	F	98%	1%	1%	0%	0%	0%	F	0.085	0.641	1900	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3100	F
From: High St To: City of Franklin Bus 58 4th Avenue	City of Franklin	0.26	1000	F	98%	1%	1%	0%	0%	0%	F	0.102	0.614	1100	F	
From: Mechanic St To: City of Franklin Bus 58 Mechanic St	City of Franklin	0.10	2300	F	98%	1%	1%	0%	0%	0%	F	0.106	0.537	2700	F	
From: Second Ave To: City of Franklin Bus 58 Bus 258 US 258	City of Franklin	0.19	6600	F	98%	1%	1%	0%	0%	0%	F	0.087	0.558	7600	F	
From: ECL Franklin To: City of Franklin Bus 58 Lee Street	City of Franklin	0.16	1200	F	97%	1%	1%	0%	0%	0%	F	0.103	0.653	1300	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.569	3100	F
From: High St To: City of Franklin Bus 58 High St	City of Franklin	0.27	1900	F	97%	1%	1%	0%	0%	0%	C	0.094	0.556	2100	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3700	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.552	4100	F
From: SCL Franklin To: City of Franklin Bus 258 South St	City of Franklin	0.28	4900	F	98%	1%	1%	0%	0%	0%	C	0.084	0.523	5300	F	
From: College Drive To: City of Franklin Bus 258 South St	City of Franklin	0.25	6900	F	98%	1%	1%	0%	0%	0%	F	0.086	0.517	7500	F	
From: Bank Street To: City of Franklin Bus 258 South St	City of Franklin	0.35	6100	F	98%	1%	1%	0%	0%	0%	F	0.086	0.509	6700	F	
From: Roosevelt Street To: City of Franklin Bus 258 South St	City of Franklin	0.15	6000	F	98%	1%	1%	0%	0%	0%	F	0.082	0.512	6600	F	
From: Oak Street																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 258 South St	From: Oak Street City of Franklin	0.16	5900	F	98%	1%	1%	0%	0%	0%	F	0.092	0.556	6400	F	
Bus 258 South St	To: Pretlow Street From: City of Franklin	0.21	5000	F	98%	1%	1%	0%	0%	0%	F	0.081	0.524	5400	F	
Bus 258 South St	To: High Street From: City of Franklin	0.16	2700	F	97%	0%	1%	1%	1%	0%	F	0.082	0.538	3000	F	
Bus 258 Main St	To: Main Street From: City of Franklin	0.29	2500	F	97%	0%	1%	1%	1%	0%	C	0.088	0.513	2700	F	
Bus 258 Second Avenue	To: Second Avenue From: City of Franklin	0.12	4400	F	97%	0%	1%	1%	1%	0%	F	0.088	0.504	4800	F	
Bus 258 Bus 58	To: Bus US 58 Mechanic Street From: City of Franklin	0.19	6600	F	98%	1%	1%	0%	0%	0%	F	0.087	0.558	7600	F	
	To: ECL Franklin															



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
① North Dr	0.08	750	F	95%	3%	1%	0%	0%	0%	C	0.128		0.602	810	F	2015
③901 Oak St	0.51	780	F	95%	3%	1%	0%	0%	0%	F	0.249		0.592	850	F	2015
③902 Maplewood St	0.47	800	F	95%	3%	1%	0%	0%	0%	F	0.126		0.509	870	F	2015
③903 Pretlow St	0.36	1800	N	95%	1%	2%	1%	1%	0%	N	0.083		0.533	1900	N	2015
③903 Pretlow St	0.76	1800	F	95%	1%	2%	1%	1%	0%	F	0.083		0.533	1900	F	2015
③903 Pretlow St	0.54	2600	F	95%	1%	2%	1%	1%	0%	C	0.095		0.502	2800	F	2015
③904 Armory Dr	0.70	13000	F	99%	0%	1%	0%	0%	0%	F	0.099		0.553	14000	F	2015
③904 Armory Dr	0.44	13000	F	99%	0%	1%	0%	0%	0%	F	0.096		0.510	14000	F	2015
③904 Armory Dr	0.56	5400	F	99%	0%	1%	0%	0%	0%	C	0.100		0.564	5900	F	2015
③904 Armory Dr	0.09	5500	F	99%	0%	1%	0%	0%	0%	C	0.103		0.553	5900	F	2015
③904 Second Ave	0.23	5400	F	99%	0%	1%	0%	0%	0%	F	0.102		0.561	5900	F	2015
③904 Second Ave	0.15	4500	F	99%	0%	1%	0%	0%	0%	C	0.091		0.512	4900	F	2015
③905 High St	0.15	130	F	95%	2%	1%	1%	0%	0%	F	0.142		0.619	140	F	2015
③905 High St	0.06	220	F	95%	2%	1%	1%	0%	0%	C	0.127		0.688	240	F	2015
③905 High St	0.30	3000	F	95%	2%	1%	1%	0%	0%	F	0.091		0.53	3200	F	2015
③905 High St	0.10	3000	F	95%	2%	1%	1%	0%	0%	F	0.087		0.631	3200	F	2015
③905 High St	0.20	3300	F	98%	1%	1%	0%	0%	0%	C	0.092		0.593	3600	F	2015
③905 High St	0.19	3400	F	98%	1%	1%	0%	0%	0%	F	0.091		0.595	3700	F	2015
③905 High St	0.39	2800	F	98%	1%	1%	0%	0%	0%	C	0.093		0.624	3000	F	2015
③905 High St	1.37	1900	F	98%	1%	1%	0%	0%	0%	F	0.097		0.580	2100	F	2015
③907 College Dr	0.19	6500	F	98%	1%	1%	0%	0%	0%	C	0.102		0.509	7100	F	2015
③907 College Dr	0.28	6700	F	98%	1%	1%	0%	0%	0%	F	0.094		0.524	7300	F	2015

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
(3907) College Dr	0.14	6700	F	98%	1%	1%	0%	0%	0%	F	0.1	0.619	7300	F	2015	
(3907) College Dr	0.62	9000	F	98%	0%	1%	0%	0%	0%	F	0.099	0.584	9800	F	2015	
(3907) College Dr	0.12	8900	F	98%	0%	1%	0%	0%	0%	F	0.099	0.596	9600	F	2015	
(3907) Hunterdale Rd	0.19	7500	F	98%	0%	1%	0%	0%	0%	F	0.096	0.591	8100	F	2015	
(3907) Hunterdale Rd	0.60	4000	F	98%	0%	1%	0%	0%	0%	C	0.102	0.650	4300	F	2015	
(3907) Hunterdale Rd	0.71	4900	F	98%	0%	1%	0%	0%	0%	F	0.109	0.668	5300	F	2015	
(3909) Roosevelt St	0.19	270	F	97%	1%	2%	0%	0%	0%	F	0.132	0.636	300	F	2015	
(3910) Homestead Rd	0.42	500	F	97%	1%	2%	0%	0%	0%	C	0.119	0.551	540	F	2015	
(3911) Gardner St	0.22	790	F	97%	1%	2%	0%	0%	0%	F	0.1	0.545	860	F	2015	
(3911) Gardner St	0.07	620	F	97%	1%	2%	0%	0%	0%	F	0.119	0.609	670	F	2015	
(3912) Fairview Dr	0.25	4300	F	97%	1%	1%	0%	0%	0%	F	0.100	0.632	4700	F	2015	
(3912) Fairview Dr	0.66	2900	F	97%	1%	1%	0%	0%	0%	C	0.099	0.544	3100	F	2015	
(3913) Southampton Rd	0.21	300	F	97%	1%	1%	0%	0%	0%	F	0.121	0.575	330	F	2015	
(3914) Banks St	0.38	2000	F	98%	2%	0%	0%	0%	0%	C	0.09	0.505	2100	F	2015	
(3915) Morton St	0.30	1100	F	96%	3%	1%	0%	0%	0%	F	0.115	0.507	1200	F	2015	
(3915) Morton St	0.23	1100	F	96%	3%	1%	0%	0%	0%	C	0.12	0.536	1200	F	2015	
(3916) Crescent Dr	0.66	570	F	95%	3%	1%	0%	0%	0%	C	0.152	0.583	620	F	2015	
Beamen St		110	F								0.151	0.543	120	F	2015	
Bruce St		480	F								0.124	0.521	520	F	2015	
Crescent Drive		NA									NA		NA			

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
Delk St		550	F			From: South St				0.134			0.518	600	F	2015
						To: Mariner St.										
Fontaine St		130	F			From: Beamen St				0.127			0.571	140	F	2015
						To: Norfleet St										
Forest Pine Rd		950	F			From: Homestead Rd				0.107			0.531	1000	F	2015
						To: Crescent Dr										
Laurel St		350	F			From: Bolling St				0.111			0.674	380	F	2015
						To: Ashton Ave										
Magnolia Ave		48	F			From: Hunterdale Rd				0.22			0.591	50	F	2015
						To: Dead End										
Meadow Lane		120	F			From: Clay St				0.12			0.533	130	F	2015
						To: Sycamore Rd										
Old Sedley Rd		580	F			From: Hunterdale Rd				0.101			0.772	630	F	2015
						To: Myrtle Dr										
Park Circle		50	F			From: Dead End				0.140			0.625	60	F	2015
						To: Clay St										
Redwood Ave		90	F			From: Roosevelt Street				0.139			0.607	100	F	2015
						To: Wilson Street										
Robin Hood Rd		170	F			From: Cypress Ave				0.144			0.519	190	F	2015
						To: Pine Ave										
Walnut St		540	F			From: Elm St				0.105			0.516	580	F	2015
						To: South St										