

2019
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
-  Bypass - Bypass Route
-  Truck - Truck Route
-  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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2019
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: [redacted]																
Bus 58 Clay St	City of Franklin	1.18	3200	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.602	3700	G
From: Hunterdale Rd To: [redacted]																
Bus 58 Clay St	City of Franklin	0.58	3400	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.555	3900	G
From: Homestead Rd To: [redacted]																
Bus 58 Clay St	City of Franklin	0.35	2900	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.617	3400	G
From: Lee St To: [redacted]																
Bus 58 Clay St	City of Franklin	0.16	1200	G	97%	1%	1%	0%	1%	0%	C	0.108	F		1400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3200	G	97%	1%	1%	0%	0%	0%	C	0.084	F	0.67	3600	G
From: Gardner St To: [redacted]																
Bus 58 Clay St	City of Franklin	0.17	1800	G	97%	1%	1%	0%	1%	0%	C	0.101	F	0.525	2100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	97%	1%	1%	0%	1%	0%	C	0.087	F	0.569	3500	G
From: High St To: [redacted]																
Bus 58 4th Avenue	City of Franklin	0.26	1200	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.646	1400	G
From: Mechanic St To: [redacted]																
Bus 58 Mechanic St	City of Franklin	0.10	2500	G	96%	1%	2%	1%	1%	0%	C	0.11	F	0.633	3000	G
From: Second Ave To: [redacted]																
Bus 58 Bus 258 E 2nd Ave	City of Franklin	0.19	8000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	G
From: ECL Franklin To: [redacted]																
From: Bus 58 Clay St To: [redacted]																
Bus 58 Lee Street	City of Franklin	0.16	1300	G	97%	1%	2%	0%	0%	0%	C	0.122	F	0.706	1400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3100	G	97%	1%	1%	0%	1%	0%	C	0.087	F	0.569	3500	G
From: High St To: [redacted]																
Bus 58 High St	City of Franklin	0.27	2100	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.547	2200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3200	G	97%	1%	1%	0%	0%	0%	C	0.084	F	0.67	3600	G
From: Bus 58 Fourth Ave To: [redacted]																
From: SCL Franklin To: [redacted]																
Bus 258 South St	City of Franklin	0.28	6500	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.513	7000	G
From: College Drive To: [redacted]																
Bus 258 South St	City of Franklin	0.25	7900	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.502	8400	G
From: Bank Street To: [redacted]																
Bus 258 South St	City of Franklin	0.35	7200	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	7600	G
From: Roosevelt Street To: [redacted]																
Bus 258 South St	City of Franklin	0.15	7100	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.517	7500	G
From: Oak Street To: [redacted]																

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							2Axle	3+Axle	1Trail	2Trail						
From: Oak Street																
Bus 258 South St	City of Franklin	0.16	13000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.534	14000	G
To: Pretlow Street																
From: Pretlow Street																
Bus 258 South St	City of Franklin	0.21	5300	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.514	5600	G
To: High Street																
From: High Street																
Bus 258 South St	City of Franklin	0.16	2700	G	95%	1%	1%	1%	2%	0%	C	0.08	F	0.54	2900	G
To: Main Street																
From: Main Street																
Bus 258 Main St	City of Franklin	0.29	2500	G	96%	1%	1%	1%	1%	0%	C	0.078	F	0.553	2600	G
To: Second Avenue																
From: Second Avenue																
Bus 258 Second Avenue	City of Franklin	0.12	5100	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.511	5400	G
To: Bus US 58 Mechanic Street																
From: Bus US 58 Mechanic Street																
Bus 258 Bus 58 E 2nd Ave	City of Franklin	0.19	8000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.553	9300	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	800	G	97%	2%	1%	0%	0%	0%	C	0.112	F	0.589	860	G	2019
③901 Oak St	0.51	840	G	97%	2%	1%	0%	0%	0%	C	0.196	F	0.614	900	G	2019
③902 Maplewood St	0.47	770	G	98%	1%	1%	0%	0%	0%	C	0.111	F	0.526	820	G	2019
③903 Pretlow St	0.36	1900	N	97%	1%	1%	0%	1%	0%	N	0.097	F	0.554	2000	N	2019
③903 Pretlow St	0.76	1900	G	97%	1%	1%	0%	1%	0%	C	0.097	F	0.554	2000	G	2019
③903 Pretlow St	0.54	2900	G	95%	2%	1%	1%	1%	0%	C	0.094	F	0.594	3100	G	2019
③904 Armory Dr	0.70	13000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.549	14000	G	2019
③904 Armory Dr	0.44	13000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.526	14000	G	2019
③904 Armory Dr	0.56	6200	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.531	6600	G	2019
③904 Armory Dr	0.09	6400	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.523	6800	G	2019
③904 Second Ave	0.23	6300	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	6700	G	2019
③904 Second Ave	0.15	5200	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.554	5500	G	2019
③905 High St	0.15	170	G	96%	3%	1%	1%	0%	0%	F	0.120	F	0.512	180	G	2019
③905 High St	0.06	290	G	96%	3%	1%	1%	0%	0%	C	0.11	F	0.548	310	G	2019
③905 High St	0.30	3000	G	97%	1%	1%	0%	0%	0%	C	0.097	F	0.509	3200	G	2019
③905 High St	0.10	3300	G	96%	3%	1%	1%	0%	0%	F	0.096	F	0.515	3500	G	2019
③905 High St	0.20	3100	G	98%	1%	1%	1%	0%	0%	C	0.1	F	0.635	3300	G	2019
③905 High St	0.19	3200	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.597	3400	G	2019
③905 High St	0.39	2500	G	97%	1%	1%	0%	0%	0%	C	0.094	F	0.606	2700	G	2019
③905 High St	1.37	1800	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.668	1900	G	2019
③907 College Dr	0.19	7000	G	99%	1%	1%	0%	0%	0%	C	0.093	F	0.529	7500	G	2019
③907 College Dr	0.28	7900	G	99%	1%	1%	0%	0%	0%	F	0.095	F	0.522	8400	G	2019

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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	7200	G	99%	1%	1%	0%	0%	0%	F	0.1	F	0.555	7700	G	2019
			From: Armory Dr													
			To: SR 379 Stewart Dr													
(3907) College Dr	0.62	9600	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.537	10000	G	2019
			From: Sycamore Rd													
			To: Clay St													
(3907) College Dr	0.12	8900	G	99%	0%	0%	0%	0%	0%	F	0.102	F	0.542	9500	G	2019
			From: Bus US 58 Clay St													
			To: Fairview Dr													
(3907) Hunterdale Rd	0.19	8300	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.558	8900	G	2019
			From: Fairview Dr													
			To: North Dr													
(3907) Hunterdale Rd	0.71	5400	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.683	5800	G	2019
			From: NCL Franklin													
			To: South St													
(3909) Roosevelt St	0.19	350	G	97%	1%	1%	0%	0%	0%	C	0.119	F	0.512	370	G	2019
			From: Maplewood Ave													
			To: Clay St													
(3910) Homestead Rd	0.42	520	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.667	550	G	2019
			From: High St													
			To: Armory Dr													
(3911) Gardner St	0.22	840	G	97%	2%	1%	0%	0%	0%	C	0.115	F	0.608	900	G	2019
			From: Charles St													
			To: Charles Street													
(3911) Gardner St	0.07	690	G	97%	1%	2%	0%	0%	0%	C	0.117	F	0.602	730	G	2019
			From: US 58 Bus; Clay St													
			To: Hunterdale Rd													
(3912) Fairview Dr	0.25	4500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.598	4800	G	2019
			From: Crescent Dr													
			To: High St													
(3912) Fairview Dr	0.66	2700	G	98%	1%	1%	0%	0%	0%	C	0.101	F	0.566	2900	G	2019
			From: High St													
			To: Clay St													
(3913) Southampton Rd	0.21	280	G	98%	1%	1%	0%	0%	0%	C	0.118	F	0.714	300	G	2019
			From: Cypress Ave													
			To: Morton St													
(3914) Banks St	0.38	2100	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.509	2300	G	2019
			From: South St													
			To: Banks St													
(3915) Morton St	0.30	1100	G	97%	2%	1%	0%	0%	0%	C	0.121	F	0.547	1200	G	2019
			From: Oak St													
			To: Oak Street													
(3915) Morton St	0.23	1100	G	95%	3%	1%	0%	0%	0%	C	0.106	F	0.581	1200	G	2019
			From: Pretlow St													
			To: Fairview Dr													
(3916) Crescent Dr	0.66	600	G	95%	4%	1%	0%	0%	0%	C	0.131	F	0.617	640	G	2019
			From: North Dr													
			To: High Street													
Beamen St		100	G								0.124	F	0.615	110	G	2019
			From: Fontaine Street													
			To: South St													
Bruce St		690	G								0.102	F	0.534	740	G	2019
			From: Cool Spring St													
			To: Page St													
Crescent Drive		460	G								0.135	F	0.575	460	G	2019
			From: McCutcheon St													
			To:													

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
Delk St		580	G			From: South St				0.098	F	0.563	620	G	2019	
						To: Mariner St										
Fontaine St		120	G			From: Beamen St				0.121	F	0.643	120	G	2019	
						To: Norfleet St										
Forest Pine Rd		1100	G			From: Homestead Rd				0.096	F	0.528	1200	G	2019	
						To: Crescent Dr										
Laurel St		390	G			From: Bolling St				0.119	F	0.510	420	G	2019	
						To: Ashton Ave										
Magnolia Ave		70	G			From: Hunterdale Rd				0.139	F	0.556	70	G	2019	
						To: Dead End										
Meadow Lane		100	G			From: Clay St				0.123	F	0.577	110	G	2019	
						To: Sycamore Rd										
Old Sedley Rd		630	G			From: Hunterdale Rd				0.094	F	0.798	670	G	2019	
						To: Myrtle Dr										
Park Circle		80	G			From: Dead End				0.122	F	0.526	80	G	2019	
						To: Clay St										
Redwood Ave		50	G			From: Roosevelt Street				0.154	F	0.667	60	G	2019	
						To: Wilson Street										
Robin Hood Rd		120	G			From: Cypress Ave				0.134	F	0.563	130	G	2019	
						To: Pine Ave										
Walnut St		580	G			From: Elm St				0.114	F	0.518	620	G	2019	
						To: South St										