

**2013**

**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  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 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 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  
2013  
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						
Bus 58 Clay St	From: WCL Franklin City of Franklin	1.18	3300	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.542	3800	G
Bus 58 Clay St	To: Hunterdale Rd From: City of Franklin	0.58	3700	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.574	4200	G
Bus 58 Clay St	To: Homestead Rd From: City of Franklin	0.35	3100	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.644	3500	G
Bus 58 Clay St	To: Lee St From: City of Franklin	0.16	2100	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.785	2400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4200	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	4600	G
Bus 58 Clay St	To: Gardner St From: City of Franklin	0.17	1900	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.777	2200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	G
Bus 58 4th Avenue	To: High St From: City of Franklin	0.26	1300	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.604	1500	G
Bus 58 Mechanic St	To: Mechanic St From: City of Franklin	0.10	2500	G	98%	1%	1%	0%	0%	0%	F	0.106	F	0.642	2900	G
Bus 58 Bus 258	To: Second Ave From: City of Franklin	0.19	7700	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	G
Bus 58 Lee Street	To: US 258 From: City of Franklin	0.19	7700	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	G
Bus 58 Lee Street	To: ECL Franklin From: City of Franklin	0.16	1500	G	96%	1%	1%	0%	0%	0%	F	0.103	F	0.713	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	G
Bus 58 High St	To: High St From: City of Franklin	0.27	2100	G	96%	1%	1%	0%	0%	0%	C	0.087	F	0.569	2300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4200	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	4600	G
Bus 258 South St	To: Lee Street From: City of Franklin	0.27	2100	G	96%	1%	1%	0%	0%	0%	C	0.087	F	0.569	2300	G
Bus 258 South St	To: Bus 58 Fourth Ave From: City of Franklin	0.28	5200	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.525	5500	G
Bus 258 South St	To: SCL Franklin From: City of Franklin	0.28	5200	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.525	5500	G
Bus 258 South St	To: College Drive From: City of Franklin	0.25	8800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.507	9400	G
Bus 258 South St	To: Bank Street From: City of Franklin	0.35	8200	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.540	8800	G
Bus 258 South St	To: Roosevelt Street From: City of Franklin	0.15	7700	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.519	8200	G
	To: Oak Street															

Virginia Department of Transportation  
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 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						
Bus 258 South St	From: Oak Street City of Franklin	0.16	7000	G	98%	1%	1%	0%	0%	0%	F	0.081	F	0.541	7500	G
Bus 258 South St	To: Pretlow Street From: City of Franklin	0.21	5700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	6100	G
Bus 258 South St	To: High Street From: City of Franklin	0.16	3100	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.564	3300	G
Bus 258 Main St	To: Main Street From: City of Franklin	0.29	2500	G	96%	0%	1%	1%	2%	0%	C	0.101	F	0.586	2700	G
Bus 258 Second Avenue	To: Second Avenue From: City of Franklin	0.12	5600	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.610	6000	G
Bus 258 Bus 58	To: Bus US 58 Mechanic Street From: City of Franklin	0.19	7700	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	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							
<b>City of Franklin</b>																
① North Dr	0.08	750	G	97%	2%	1%	0%	0%	0%	C	0.146	F	0.513	800	G	2013
③901 Oak St	0.51	1000	G	97%	2%	1%	0%	0%	0%	F	0.212	F	0.612	1100	G	2013
③902 Maplewood St	0.47	1200	G	97%	2%	1%	0%	0%	0%	F	0.133	F	0.541	1300	G	2013
③903 Pretlow St	1.12	1900	G	96%	2%	1%	0%	0%	0%	F	0.085	F	0.540	2100	G	2013
③903 Pretlow St	0.22	3000	G	96%	2%	1%	0%	0%	0%	C	0.088	F	0.507	3200	G	2013
③903 Pretlow St	0.32	3100	G	90%	1%	3%	4%	2%	0%	C	0.088	F	0.515	3300	G	2013
③904 Armory Dr	0.70	13000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.557	14000	G	2013
③904 Armory Dr	0.44	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.578	15000	G	2013
③904 Armory Dr	0.56	6800	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.635	7200	G	2013
③904 Armory Dr	0.09	6800	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.637	7200	G	2013
③904 Second Ave	0.23	6700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.628	7100	G	2013
③904 Second Ave	0.15	5400	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.627	5800	G	2013
③905 High St	0.15	200	G	97%	2%	1%	0%	0%	0%	F	0.126	F	0.614	220	G	2013
③905 High St	0.06	320	G	97%	2%	1%	0%	0%	0%	C	0.115	F	0.718	340	G	2013
③905 High St	0.30	3200	G	97%	2%	1%	0%	0%	0%	F	0.092	F	0.502	3400	G	2013
③905 High St	0.10	3200	G	97%	2%	1%	0%	0%	0%	F	0.09	F	0.507	3500	G	2013
③905 High St	0.20	3200	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.588	3400	G	2013
③905 High St	0.19	3300	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.574	3500	G	2013
③905 High St	0.39	2600	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.568	2700	G	2013
③905 High St	1.37	1900	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.621	2000	G	2013
③907 College Dr	0.19	6400	G	99%	1%	0%	0%	0%	0%	C	0.094	F	0.509	6800	G	2013
③907 College Dr	0.28	7500	G	99%	1%	0%	0%	0%	0%	F	0.094	F	0.507	7900	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
(3907) College Dr	0.14	7800	G	99%	1%	0%	0%	0%	0%	F	0.1	F	0.583	8400	G	2013
						From: Armory Dr										
						To: SR 379 Stewart Dr										
(3907) College Dr	0.62	9900	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.53	11000	G	2013
						From: Sycamore Rd										
						To: Clay St										
(3907) College Dr	0.12	9700	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.533	10000	G	2013
						From: Bus US 58 Clay St										
						To: Fairview Dr										
(3907) Hunterdale Rd	0.19	8700	G	96%	0%	1%	0%	2%	0%	C	0.097	F	0.516	9300	G	2013
						From: Fairview Dr										
						To: North Dr										
(3907) Hunterdale Rd	0.71	3800	G	99%	1%	1%	0%	0%	0%	F	0.112	F	0.605	4000	G	2013
						From: NCL Franklin										
						To: South St										
(3909) Roosevelt St	0.19	440	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.509	470	G	2013
						From: Maplewood Ave										
						To: Clay St										
(3910) Homestead Rd	0.42	480	G	97%	1%	2%	0%	0%	0%	C	0.128	F	0.574	510	G	2013
						From: High St										
						To: Armory Dr										
(3911) Gardner St	0.22	900	G	97%	1%	2%	0%	0%	0%	F	0.106	F	0.573	960	G	2013
						From: Charles St										
						To: Charles Street										
(3911) Gardner St	0.07	780	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.653	830	G	2013
						From: US 58 Bus; Clay St										
						To: Hunterdale Rd										
(3912) Fairview Dr	0.25	4700	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.55	5000	G	2013
						From: Crescent Dr										
						To: High St										
(3912) Fairview Dr	0.66	2800	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.593	3000	G	2013
						From: Clay St										
						To: Cypress Ave										
(3913) Southampton Rd	0.21	310	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.507	330	G	2013
						From: Morton St										
						To: South St										
(3914) Banks St	0.38	2100	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.536	2200	G	2013
						From: Banks St										
						To: Oak St										
(3915) Morton St	0.30	1100	G	96%	3%	1%	0%	0%	0%	F	0.128	F	0.625	1200	G	2013
						From: Oak Street										
						To: Pretlow St										
(3915) Morton St	0.23	1100	G	96%	3%	1%	0%	0%	0%	C	0.119	F	0.607	1200	G	2013
						From: Fairview Dr										
						To: North Dr										
(3916) Crescent Dr	0.66	610	G	97%	2%	1%	0%	0%	0%	C	0.157	F	0.604	650	G	2013
						From: High Street										
						To: Fontaine Street										
Beamen St		130	G								0.106	F	0.625	140	G	2013
						From: South St										
						To: Cool Spring St										
Bruce St		640	G								0.107	F	0.584	680	G	2013
						From: South St										
						To: Mariner St.										
Delk St		790	G								0.097	F	0.512	840	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
Fontaine St		140	G			From: Beamen St				0.139	F	0.592	150	G	2013	
						To: Norfleet St										
Forest Pine Rd		850	G			From: Homestead Rd				0.105	F	0.526	900	G	2013	
						To: Crescent Dr										
Laurel St		460	G			From: Bolling St				0.103	F	0.63	500	G	2013	
						To: Ashton Ave										
Magnolia Ave		70	G			From: Hunterdale Rd				0.105	F	0.556	70	G	2013	
						To: Dead End										
Meadow Lane		140	G			From: Clay St				0.141	F	0.619	150	G	2013	
						To: Sycamore Rd										
Old Sedley Rd		690	G			From: Hunterdale Rd				0.108	F	0.695	740	G	2013	
						To: Myrtle Dr										
Park Circle		60	G			From: Dead End				0.162	F	0.864	70	G	2013	
						To: Clay St										
Redwood Ave		110	G			From: Roosevelt Street				0.208	F	0.644	120	G	2013	
						To: Wilson Street										
Robin Hood Rd		140	G			From: Cypress Ave				0.144	F	0.593	150	G	2013	
						To: Pine Ave										
Robin Hood Rd		40	G			From: WCL Franklin				0.247	F	0.682	40	G	2013	
						To: Elm St										
Walnut St		630	G			From: Elm St				0.097	F	0.521	680	G	2013	
						To: South St										