

2012

**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

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
 2012
 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																
Bus 58 Clay St	City of Franklin	1.18	3300	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.542	3800	F
To: Hunterdale Rd																
From: Hunterdale Rd																
Bus 58 Clay St	City of Franklin	0.58	3700	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.574	4200	F
To: Homestead Rd																
From: Homestead Rd																
Bus 58 Clay St	City of Franklin	0.35	3100	F	98%	1%	1%	0%	0%	0%	F	0.093	F	0.644	3600	F
To: Lee St																
From: Lee St																
Bus 58 Clay St	City of Franklin	0.16	2100	F	98%	1%	1%	0%	0%	0%	F	0.090	F	0.785	2400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4200	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	4600	F
To: Gardner St																
From: Gardner St																
Bus 58 Clay St	City of Franklin	0.17	1900	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.777	2200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	F
To: High St																
From: High St																
Bus 58 4th Avenue	City of Franklin	0.26	1300	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.604	1500	F
To: Mechanic St																
From: Mechanic St																
Bus 58 Mechanic St	City of Franklin	0.10	2500	F	98%	1%	1%	0%	0%	0%	F	0.106	F	0.642	2900	F
To: Fourth Ave																
From: Fourth Ave																
Bus 58 Bus 258	City of Franklin	0.19	7700	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	F
To: Second Ave																
From: Second Ave																
Bus 58 Lee Street	City of Franklin	0.16	1500	F	96%	1%	1%	0%	0%	0%	F	0.103	F	0.713	1600	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F	0.646	3800	F
To: High St																
From: High St																
Bus 58 High St	City of Franklin	0.27	2100	F	96%	1%	1%	0%	0%	0%	C	0.087	F	0.569	2200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4200	F	97%	1%	1%	0%	0%	0%	F	0.087	F	0.557	4600	F
To: Bus 58 Fourth Ave																
From: Bus 58 Fourth Ave																
Bus 258 South St	City of Franklin	0.28	5100	F	98%	1%	1%	0%	0%	0%	C	0.095	F	0.525	5400	F
To: College Drive																
From: College Drive																
Bus 258 South St	City of Franklin	0.25	8700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.507	9300	F
To: Bank Street																
From: Bank Street																
Bus 258 South St	City of Franklin	0.35	8100	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.540	8700	F
To: Roosevelt Street																
From: Roosevelt Street																
Bus 258 South St	City of Franklin	0.15	7600	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.519	8100	F
To: Oak Street																

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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	F	98%	1%	1%	0%	0%	0%	F	0.081	F	0.541	7400	F
Bus 258 South St	To: Pretlow Street From: City of Franklin	0.21	5700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.529	6000	F
Bus 258 South St	To: High Street From: City of Franklin	0.16	3100	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.564	3300	F
Bus 258 Main St	To: Main Street From: City of Franklin	0.29	2500	F	96%	0%	1%	1%	2%	0%	C	0.101	F	0.586	2700	F
Bus 258 Second Avenue	To: Second Avenue From: City of Franklin	0.12	5600	F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.610	5900	F
Bus 258 Bus 58	To: Bus US 58 Mechanic Street From: City of Franklin	0.19	7700	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.613	8800	F
	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	740	F	97%	2%	1%	0%	0%	0%	C	0.146	F	0.513	790	F	2012
③901 Oak St	0.51	1000	F	97%	2%	1%	0%	0%	0%	F	0.212	F	0.612	1100	F	2012
③902 Maplewood St	0.47	1200	F	97%	2%	1%	0%	0%	0%	F	0.133	F	0.541	1300	F	2012
③903 Pretlow St	1.12	1900	F	96%	2%	1%	0%	0%	0%	F	0.085	F	0.540	2100	F	2012
③903 Pretlow St	0.22	3000	F	96%	2%	1%	0%	0%	0%	C	0.088	F	0.507	3200	F	2012
③903 Pretlow St	0.32	3000	F	96%	2%	1%	0%	0%	0%	F	0.088	F	0.515	3200	F	2012
③904 Armory Dr	0.70	13000	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.557	14000	F	2012
③904 Armory Dr	0.44	14000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.578	15000	F	2012
③904 Armory Dr	0.56	6700	F	99%	0%	0%	0%	0%	0%	C	0.094	F	0.635	7100	F	2012
③904 Armory Dr	0.09	6700	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.637	7100	F	2012
③904 Second Ave	0.23	6600	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.628	7000	F	2012
③904 Second Ave	0.15	5400	F	99%	0%	1%	0%	0%	0%	C	0.091	F	0.627	5700	F	2012
③905 High St	0.15	200	F	97%	2%	1%	0%	0%	0%	F	0.126	F	0.614	210	F	2012
③905 High St	0.06	320	F	97%	2%	1%	0%	0%	0%	C	0.115	F	0.718	340	F	2012
③905 High St	0.30	3200	F	97%	2%	1%	0%	0%	0%	F	0.092	F	0.502	3400	F	2012
③905 High St	0.10	3200	F	97%	2%	1%	0%	0%	0%	F	0.09	F	0.507	3400	F	2012
③905 High St	0.20	3100	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.588	3300	F	2012
③905 High St	0.19	3300	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.574	3500	F	2012
③905 High St	0.39	2500	F	98%	1%	1%	0%	0%	0%	C	0.095	F	0.568	2700	F	2012
③905 High St	1.37	1800	F	98%	1%	1%	0%	0%	0%	F	0.100	F	0.621	2000	F	2012
③907 College Dr	0.19	6300	F	99%	1%	0%	0%	0%	0%	C	0.094	F	0.509	6700	F	2012
③907 College Dr	0.28	7400	F	99%	1%	0%	0%	0%	0%	F	0.094	F	0.507	7900	F	2012

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
(3907) College Dr	0.14	7800	F	99%	1%	0%	0%	0%	0%	F	0.1	F	0.583	8300	F	2012
From: Armory Dr																
To: SR 379 Stewart Dr																
(3907) College Dr	0.62	9800	F	99%	1%	1%	0%	0%	0%	F	0.099	F	0.53	10000	F	2012
From: Sycamore Rd																
To: Clay St																
(3907) College Dr	0.12	9600	F	99%	1%	1%	0%	0%	0%	F	0.099	F	0.533	10000	F	2012
From: Bus US 58 Clay St																
To: Fairview Dr																
(3907) Hunterdale Rd	0.19	8600	F	99%	1%	1%	0%	0%	0%	F	0.097	F	0.516	9200	F	2012
From: Fairview Dr																
To: North Dr																
(3907) Hunterdale Rd	0.60	5100	F	99%	1%	1%	0%	0%	0%	C	0.108	F	0.612	5400	F	2012
From: North Dr																
To: NCL Franklin																
(3909) Roosevelt St	0.19	440	F	97%	1%	2%	0%	0%	0%	F	0.113	F	0.509	460	F	2012
From: South St																
To: Maplewood Ave																
(3910) Homestead Rd	0.42	470	F	97%	1%	2%	0%	0%	0%	C	0.128	F	0.574	500	F	2012
From: Clay St																
To: High St																
(3911) Gardner St	0.22	890	F	97%	1%	2%	0%	0%	0%	F	0.106	F	0.573	950	F	2012
From: Armory Dr																
To: Charles St																
(3911) Gardner St	0.07	770	F	97%	1%	2%	0%	0%	0%	F	0.104	F	0.653	820	F	2012
From: Charles Street																
To: US 58 Bus; Clay St																
(3912) Fairview Dr	0.25	4600	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.55	4900	F	2012
From: Hunterdale Rd																
To: Crescent Dr																
(3912) Fairview Dr	0.66	2800	F	98%	1%	1%	0%	0%	0%	C	0.1	F	0.593	2900	F	2012
From: Crescent Dr																
To: High St																
(3913) Southampton Rd	0.21	310	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.507	330	F	2012
From: Clay St																
To: Cypress Ave																
(3914) Banks St	0.38	2000	F	98%	1%	1%	0%	0%	0%	C	0.093	F	0.536	2200	F	2012
From: Morton St																
To: South St																
(3915) Morton St	0.30	1100	F	96%	3%	1%	0%	0%	0%	F	0.128	F	0.625	1200	F	2012
From: Banks St																
To: Oak St																
(3915) Morton St	0.23	1100	F	96%	3%	1%	0%	0%	0%	C	0.119	F	0.607	1200	F	2012
From: Oak Street																
To: Pretlow St																
(3916) Crescent Dr	0.66	600	F	97%	2%	1%	0%	0%	0%	C	0.157	F	0.604	640	F	2012
From: Fairview Dr																
To: North Dr																
Beamen St		130	F								0.106	F	0.625	140	F	2012
From: High Street																
To: Fontaine Street																
Bruce St		640	F								0.107	F	0.584	680	F	2012
From: South St																
To: Cool Spring St																
Delk St		780	F								0.097	F	0.512	830	F	2012
From: South St																
To: Mariner St.																

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
Fontaine St		140	F			From: Beamen St				0.139	F	0.592	150	F	2012	
						To: Norfleet St										
Forest Pine Rd		840	F			From: Homestead Rd				0.105	F	0.526	890	F	2012	
						To: Crescent Dr										
Laurel St		460	F			From: Bolling St				0.103	F	0.63	490	F	2012	
						To: Ashton Ave										
Magnolia Ave		60	F			From: Hunterdale Rd				0.105	F	0.556	70	F	2012	
						To: Dead End										
Meadow Lane		140	F			From: Clay St				0.141	F	0.619	150	F	2012	
						To: Sycamore Rd										
Old Sedley Rd		690	F			From: Hunterdale Rd				0.108	F	0.695	730	F	2012	
						To: Myrtle Dr										
Park Circle		60	F			From: Dead End				0.162	F	0.864	70	F	2012	
						To: Clay St										
Redwood Ave		110	F			From: Roosevelt Street				0.208	F	0.644	120	F	2012	
						To: Wilson Street										
Robin Hood Rd		140	F			From: Cypress Ave				0.144	F	0.593	150	F	2012	
						To: Pine Ave										
Robin Hood Rd		40	F			From: WCL Franklin				0.247	F	0.682	40	F	2012	
						To: WCL Franklin										
Walnut St		630	F			From: Elm St				0.097	F	0.521	670	F	2012	
						To: South St										