

**2010**  
**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



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  
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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 58 Clay St	From: WCL Franklin City of Franklin	1.18	3000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.502	3400	G
Bus 58 Clay St	To: Hunterdale Rd From: City of Franklin	0.58	3900	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.553	4400	G
Bus 58 Clay St	To: Homestead Rd From: City of Franklin	0.35	3300	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.541	3800	G
Bus 58 Clay St	To: Lee St From: City of Franklin	0.16	2200	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.788	2500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4900	G
Bus 58 Clay St	To: Gardner St From: City of Franklin	0.17	2000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.834	2300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.574	3900	G
Bus 58 4th Avenue	To: High St From: City of Franklin	0.26	1500	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.506	1700	G
Bus 58 Mechanic St	To: Mechanic St From: City of Franklin	0.10	3000	F	98%	1%	0%	0%	0%	0%	F	0.102	F	0.607	3500	F
Bus 58 Bus 258	To: Second Ave From: City of Franklin	0.19	8600	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
Bus 58 Lee Street	To: US 258 From: City of Franklin	0.19	8600	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G
Bus 58 Lee Street	To: ECL Franklin From: City of Franklin	0.16	1500	G	97%	1%	1%	0%	0%	0%	F	0.109	F	0.688	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		3500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.574	3900	G
Bus 58 High St	To: High St From: City of Franklin	0.27	2300	G	97%	1%	1%	0%	0%	0%	C	0.097	F	0.568	2500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.546	4900	G
Bus 258 South St	To: Lee Street From: City of Franklin	0.27	2300	G	97%	1%	1%	0%	0%	0%	C	0.097	F	0.568	2500	G
Bus 258 South St	To: Bus 58 Fourth Ave From: City of Franklin	0.28	6000	G	98%	1%	0%	0%	0%	0%	C	0.09	F	0.526	6500	G
Bus 258 South St	To: College Drive From: City of Franklin	0.25	9300	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.511	10000	G
Bus 258 South St	To: Bank Street From: City of Franklin	0.35	8500	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.521	9100	G
Bus 258 South St	To: Roosevelt Street From: City of Franklin	0.15	8400	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.539	9100	G
	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 To: Pretlow Street City of Franklin	0.16	7400	G	98%	1%	0%	0%	0%	0%	F	0.094	F	0.538	8000	G
Bus 258 South St	From: Pretlow Street To: High Street City of Franklin	0.21	6100	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.505	6500	G
Bus 258 South St	From: High Street To: Main Street City of Franklin	0.16	3600	G	98%	0%	1%	1%	1%	0%	F	0.086	F	0.535	3900	G
Bus 258 Main St	From: South Street To: Second Avenue City of Franklin	0.29	2900	F	98%	0%	1%	1%	1%	0%	C	0.086	F	0.538	3100	F
Bus 258 Second Avenue	From: Main Street To: Bus US 58 Mechanic Street City of Franklin	0.12	5700	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.579	6200	G
Bus 258 Bus 58	From: US 258 To: ECL Franklin City of Franklin	0.19	8600	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.599	9800	G



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
① North Dr	0.08	800	G	98%	1%	1%	0%	0%	0%	C	0.133	F	0.548	860	G	2010
③901 Oak St	0.51	950	G	98%	1%	1%	0%	0%	0%	F	0.197	F	0.620	1000	G	2010
③902 Maplewood St	0.47	920	G	98%	1%	1%	0%	0%	0%	F	0.113	F	0.523	990	G	2010
③903 Pretlow St	1.12	2200	G	96%	2%	1%	0%	1%	0%	F	0.091	F	0.509	2200	G	2010
③903 Pretlow St	0.22	3300	G	96%	2%	1%	0%	1%	0%	C	0.101	F	0.521	3500	G	2010
③903 Pretlow St	0.32	3600	G	96%	2%	1%	0%	1%	0%	F	0.093	F	0.528	3700	G	2010
③904 Armory Dr	0.70	13000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	13000	G	2010
③904 Armory Dr	0.44	15000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.515	16000	G	2010
③904 Armory Dr	0.56	7500	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.536	7600	G	2010
③904 Armory Dr	0.09	7600	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.530	7700	G	2010
③904 Second Ave	0.23	7600	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.538	7700	G	2010
③904 Second Ave	0.15	6200	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.534	6200	G	2010
③905 High St	0.15	220	G	96%	3%	1%	0%	0%	0%	F	0.143	F	0.593	220	G	2010
③905 High St	0.06	390	G	96%	3%	1%	0%	0%	0%	C	0.105	F	0.681	420	G	2010
③905 High St	0.30	3400	G	96%	3%	1%	0%	0%	0%	F	0.102	F	0.504	3500	G	2010
③905 High St	0.10	3800	G	96%	3%	1%	0%	0%	0%	F	0.095	F	0.538	3900	G	2010
③905 High St	0.20	3900	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.568	4000	G	2010
③905 High St	0.19	4000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.578	4100	G	2010
③905 High St	0.39	3200	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.592	3200	G	2010
③905 High St	1.37	1800	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.693	1800	G	2010
③907 College Dr	0.19	7000	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.505	7500	G	2010
③907 College Dr	0.28	7900	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.545	8500	G	2010

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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>																
(3907) College Dr	0.14	8000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.512	8600	G	2010
			From: Armory Dr													
(3907) College Dr	0.62	9700	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.557	10000	G	2010
			From: SR 379 Stewart Dr													
(3907) College Dr	0.12	9600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.55	10000	G	2010
			From: Sycamore Rd													
(3907) Hunterdale Rd	0.19	9100	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.566	9700	G	2010
			From: Bus US 58 Clay St													
(3907) Hunterdale Rd	0.60	4900	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.645	5300	G	2010
			From: Fairview Dr													
(3907) Hunterdale Rd	0.71	3900	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.57	4200	G	2010
			From: North Dr													
(3909) Roosevelt St	0.19	440	G	99%	1%	1%	0%	0%	0%	F	0.109	F	0.560	450	G	2010
			From: South St													
(3910) Homestead Rd	0.42	470	G	99%	1%	1%	0%	0%	0%	C	0.124	F	0.546	480	G	2010
			From: Clay St													
(3911) Gardner St	0.22	920	G	99%	1%	1%	0%	0%	0%	F	0.119	F	0.516	930	G	2010
			From: Armory Dr													
(3911) Gardner St	0.07	800	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.519	810	G	2010
			From: Charles St													
(3912) Fairview Dr	0.25	4700	G	99%	1%	0%	0%	0%	0%	F	0.094	F	0.541	5000	G	2010
			From: Charles Street													
(3912) Fairview Dr	0.66	4400	G	99%	1%	0%	0%	0%	0%	C	0.094	F	0.563	4700	G	2010
			From: US 58 Bus; Clay St													
(3913) Southampton Rd	0.21	280	G	99%	1%	0%	0%	0%	0%	F	0.138	F	0.662	300	G	2010
			From: Hunterdale Rd													
(3914) Banks St	0.38	2000	G	100%	0%	0%	0%	0%	0%	C	0.114	F	0.555	1800	G	2010
			From: Crescent Dr													
(3915) Morton St	0.30	1300	G	96%	3%	1%	0%	0%	0%	F	0.110	F	0.618	1300	G	2010
			From: High St													
(3915) Morton St	0.23	1300	G	96%	3%	1%	0%	0%	0%	C	0.106	F	0.518	1300	G	2010
			From: Clay St													
(3916) Crescent Dr	0.66	700	G	97%	2%	1%	0%	0%	0%	C	0.143	F	0.54	750	G	2010
			From: Oak St													
Beamen St		240	G								NA			260	G	2010
			From: Oak Street													
Bruce St		1200	G								NA			1200	G	2010
			From: Pretlow St													
Delk St		910	G								NA			860	G	2010
			From: Fairview Dr													
			To: Mariner St.													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
Fontaine St		130	G			From: Beamen St					NA			120	G	2010
						To: Norfleet St										
Forest Pine Rd		1100	G			From: Homestead Rd					NA			1000	G	2010
						To: Crescent Dr										
Laurel St		820	G			From: Bolling St					NA			770	G	2010
						To: Ashton Ave										
Magnolia Ave		80	G			From: Hunterdale Rd					NA			80	G	2010
						To: Dead End										
Meadow Lane		170	G			From: Clay St					NA			160	G	2010
						To: Sycamore Rd										
Old Sedley Rd		830	G			From: Hunterdale Rd					NA			790	G	2010
						To: Myrtle Dr										
Park Circle		80	G			From: Dead End					NA			80	G	2010
						To: Clay St										
Redwood Ave		90	G			From: Roosevelt Street					NA			80	G	2010
						To: Wilson Street										
Robin Hood Rd		170	G			From: Cypress Ave					NA			160	G	2010
						To: Pine Ave										
Robin Hood Rd		20	G			From: WCL Franklin					NA			20	G	2010
						To: WCL Franklin										
Walnut St		680	G			From: Elm St				0.096	F	0.526		730	G	2010
						To: South St										