

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

145

City of Franklin

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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
 Mobility Management Division
 2004
 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 Street	City of Franklin	From: WCL Franklin To: Hunterdale Rd	1.18	3100	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.576	3500	G
Bus 58 Clay Street	City of Franklin	From: Hunterdale Rd To: Homestead Rd	0.58	4500	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.544	5100	G
Bus 58 Clay Street	City of Franklin	From: Homestead Rd To: Lee St	0.35	4000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.593	4500	G
Bus 58 Clay Street	City of Franklin	From: Lee St To: Gardner St	0.16	2900	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.526	3200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				5300	G	98%	1%	1%	0%	0%	0%	F	NA			5900	G
Bus 58 Clay Street	City of Franklin	From: Gardner St To: High St	0.17	2600	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.514	3000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				4300	G	98%	1%	1%	0%	0%	0%	F	NA			4800	G
Bus 58 4th Avenue	City of Franklin	From: High St To: Mechanic St	0.26	2300	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.576	2600	G
Bus 58 Mechanic Street	City of Franklin	From: Mechanic St To: Second Ave	0.10	4000	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.634	4500	G
Bus 58 Bus 258	City of Franklin	From: Second Ave To: ECL Franklin	0.19	10000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G
Bus 58 Lee Street	City of Franklin	From: ECL Franklin To: Bus 58 Clay St	0.16	1600	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.677	1800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				4300	G	98%	1%	1%	0%	0%	0%	F	NA			4800	G
Bus 58 High Street	City of Franklin	From: High St To: Lee Street	0.27	2500	G	98%	1%	1%	0%	0%	0%	C	0.100	F	0.644	2700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				5300	G	98%	1%	1%	0%	0%	0%	F	NA			5900	G
Bus 258 South Street	City of Franklin	From: Lee Street To: SCL Franklin	0.28	5000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.516	5400	G
Bus 258 South Street	City of Franklin	From: SCL Franklin To: College Drive	0.25	9600	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.505	10000	G
Bus 258 South Street	City of Franklin	From: College Drive To: Bank Street	0.35	9000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.521	9800	G
Bus 258 South Street	City of Franklin	From: Bank Street To: Roosevelt Street	0.35	9000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.521	9800	G
Bus 258 South Street	City of Franklin	From: Roosevelt Street To: Oak Street	0.15	8800	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.531	9600	G

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							2Axle	3+Axle	1Trail	2Trail							
Bus 258 South Street	City of Franklin	From: Oak Street To: Pretlow Street	0.16	7800	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.555	8500	G
Bus 258 South Street	City of Franklin	From: Pretlow Street To: High Street	0.21	6600	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.544	7200	G
Bus 258 South Street	City of Franklin	From: High Street To: Main Street	0.16	3600	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.568	3900	G
Bus 258 Main Street	City of Franklin	From: South Street To: Second Avenue	0.29	3800	G	97%	0%	1%	1%	1%	0%	C	0.085	F	0.585	4200	G
Bus 258 Second Avenue	City of Franklin	From: Main Street To: Bus US 58 Mechanic Street	0.12	5600	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.610	6200	G
Bus 258 Bus 58	City of Franklin	From: US 258 To: ECL Franklin	0.19	10000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G

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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	840	G	97%	2%	1%	0%	0%	0%	C	0.134	F	0.6	920	G	2004
				From:	Hunterdale Rd											
				To:	Crescent Dr											
③901 Oak Street	0.51	880	G	97%	2%	1%	0%	0%	0%	F	0.165	F	0.571	960	G	2004
				From:	Morton St											
				To:	South St											
③902 Maplewood St	0.47	870	G	97%	2%	1%	0%	0%	0%	F	0.097	F	0.566	950	G	2004
				From:	Thomas St											
				To:	Washington St											
③903 Pretlow St	1.12	1600	G	90%	1%	3%	4%	2%	0%	F	0.089	F	0.539	1800	G	2004
				From:	SCL Franklin											
				To:	Morton St											
③903 Pretlow St	0.15	3100	G	90%	1%	3%	4%	2%	0%	F	0.083	F	0.536	3400	G	2004
				From:	Morton St											
				To:	.15 MN Morton St											
③903 Pretlow St	0.07	3400	G	96%	1%	2%	0%	0%	0%	C	0.092	F	0.538	3700	G	2004
				From:	.15 MN Morton St											
				To:	Laurel St											
③903 Pretlow St	0.32	3100	G	90%	1%	3%	4%	2%	0%	C	0.083	F	0.604	3300	G	2004
				From:	Laurel St											
				To:	South St											
③904 Armory Dr	0.70	14000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.551	15000	G	2004
				From:	WCL Franklin											
				To:	Bailey Dr											
③904 Armory Dr	0.44	14000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.536	15000	G	2004
				From:	Bailey Dr											
				To:	College Dr											
③904 Armory Dr	0.56	7800	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.596	8500	G	2004
				From:	College Dr											
				To:	Gardner St											
③904 Armory Dr	0.09	7700	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.601	8400	G	2004
				From:	Gardner St											
				To:	Second Ave											
③904 Second Ave	0.23	7600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	8300	G	2004
				From:	Armory Dr											
				To:	High St											
③904 Second Ave	0.15	6400	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.585	7000	G	2004
				From:	High St											
				To:	US 258 Main St											
③905 High St	0.15	200	G	95%	3%	1%	0%	0%	0%	F	0.138	F	0.525	220	G	2004
				From:	Magnolia St											
				To:	Birch St											
③905 High St	0.06	400	G	95%	3%	1%	0%	0%	0%	C	0.121	F	0.539	430	G	2004
				From:	Birch St											
				To:	South St											
③905 High St	0.30	3300	G	95%	3%	1%	0%	0%	0%	F	0.093	F	0.517	3600	G	2004
				From:	South St											
				To:	2nd St											
③905 High St	0.10	3300	G	95%	3%	1%	0%	0%	0%	F	0.088	F	0.589	3700	G	2004
				From:	2nd St											
				To:	2nd Ave											
③905 High St	0.20	4100	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.598	4500	G	2004
				From:	US 58 4th Ave											
				To:	US 58 P; Lee St											
③905 High St	0.19	4100	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.588	4400	G	2004
				From:	Beaman St											
				To:	Homestead Rd											
③905 High St	0.39	3500	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.576	3800	G	2004
				From:	Homestead Dr											
				To:	Fairview Rd											
③905 High St	1.37	1700	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.653	1800	G	2004
				From:	Fairview Dr											
				To:	NCL Franklin											
③907 College Dr	0.19	6800	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.502	7400	G	2004
				From:	South St											
				To:	Maplewood Ave											

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
(3907) College Dr	0.28	7800	G	98%	1%	From: Maplewood Ave To: []				F	0.093	F	0.500	8600	G	2004
(3907) College Dr	0.14	8600	G	98%	1%	From: Armory Dr To: []				F	0.099	F	0.512	9400	G	2004
(3907) College Dr	0.62	9700	G	98%	0%	From: SR 379 Stewart Dr To: []				F	0.102	F	0.573	11000	G	2004
(3907) College Dr	0.12	9600	G	98%	0%	From: Sycamore Rd To: []				F	0.103	F	0.562	10000	G	2004
(3907) Hunterdale Rd	0.19	9300	G	96%	0%	From: Bus US 58 Clay St To: []				C	0.096	F	0.586	10000	G	2004
(3907) Hunterdale Rd	0.60	5300	G	98%	0%	From: Fairview Dr To: []				C	0.101	F	0.647	5800	G	2004
(3907) Hunterdale Rd	0.71	5600	G	98%	0%	From: North Dr To: NCL Franklin				F	0.104	F	0.618	6100	G	2004
(3909) Roosevelt St	0.19	440	G	99%	0%	From: South St To: Maplewood Ave				F	0.111	F	0.558	480	G	2004
(3910) Homestead Rd	0.42	550	G	99%	0%	From: Clay St To: High St				C	0.115	F	0.578	600	G	2004
(3911) Gardner St	0.22	930	G	99%	0%	From: Armory Dr To: Charles St				F	0.118	F	0.509	1000	G	2004
(3911) Gardner St	0.07	770	G	99%	0%	From: Charles Street To: US 58 Bus; Clay St				F	0.118	F	0.582	840	G	2004
(3912) Fairview Dr	0.25	4500	G	99%	1%	From: Hunterdale Rd To: Crescent Dr				F	0.097	F	0.565	4900	G	2004
(3912) Fairview Dr	0.66	4600	G	99%	1%	From: Crescent Dr To: High St				C	0.099	F	0.685	5000	G	2004
(3913) Southampton Rd	0.21	330	G	99%	1%	From: Clay St To: Cypress Ave				F	0.127	F	0.593	350	G	2004
(3914) Banks St	0.38	3000	G	98%	1%	From: Morton St To: South St				C	0.08	F	0.529	3200	G	2004
(3915) Morton St	0.30	1300	G	97%	2%	From: Banks St To: Oak St				F	0.086	F	0.547	1400	G	2004
(3915) Morton St	0.23	1300	G	97%	2%	From: Oak Street To: Pretlow St				C	0.101	F	0.556	1400	G	2004
(3916) Crescent Dr	0.66	710	G	96%	3%	From: Fairview Dr To: North Dr				C	0.146	F	0.637	770	G	2004
Beamen St.		120	G			From: High Street To: Fontaine Street					0.168	F		130	G	2004
Bruce St.		1000	G			From: South St To: Cool Spring St.					0.089	F		1100	G	2004
Delk St.		640	G			From: South St To: Mariner St.					0.11	F		700	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
Fontaine St.		150	G			From:	Beamen St.				0.106	F		160	G	2004
						To:	Norfleet St.									
Forest Pine Rd.		810	G			From:	Homestead Rd.				0.1	F		880	G	2004
						To:	Crescent Dr.									
Laurel St.		480	G			From:	Bolling St.				0.097	F		520	G	2004
						To:	Ashton Ave.									
Magnolia Ave		70	G			From:	Hunterdale Rd.				0.241	F		70	G	2004
						To:	Dead End									
Meadow Lane		190	G			From:	Clay St.				0.118	F		210	G	2004
						To:	Sycamore Rd.									
Old Sedley Rd		860	G			From:	Hunterdale Rd.				0.101	F	0.648	940	G	2004
						To:	Myrtle Dr.									
Park Circle		120	G			From:	Dead End				0.136	F		130	G	2004
						To:	Clay St.									
Redwood Ave		70	G			From:	Roosevelt Street				0.156	F		80	G	2004
						To:	Wilson Street									
Robin Hood Rd		160	G			From:	Cypress Ave.				0.16	F		180	G	2004
						To:	Pine Ave.									
Robin Hood Rd.		50	G			From:	Pine Ave.				0.298	F		60	G	2004
						To:	WCL Franklin									
Walnut St.		570	G			From:	Elm Street				0.135	F		620	G	2004
						To:	South St.									