2002
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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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 - 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 Maintainenance 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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City of Franklin

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Franklin																
Bus 58 Clay Street	1.18	**3800**	**G**	97%	0%	1%	0%	1%	0%	F	0.092	F	0.58	4000	G	2002
From: WCL Franklin / To: Hunterdale Rd																
Bus 58 Clay Street	0.58	**5400**	**G**	97%	0%	1%	0%	1%	0%	F	0.089	F	0.558	5700	G	2002
From: Hunterdale Rd / To: Homestead Rd																
Bus 58 Clay Street	0.35	**4300**	**G**	97%	0%	1%	0%	1%	0%	F	0.090	F	0.624	4600	G	2002
From: Homestead Rd / To: Lee St																
Bus 58 Clay Street	0.16	**2300**	**G**	97%	0%	1%	0%	1%	0%	F	0.096	F	0.81	2500	G	2002
Combined Traffic:		**4700**	**G**	96%	1%	2%	0%	1%	0%	F	0.096	F	0.81	5000	G	
From: Lee St / To: Gardner St																
Bus 58 Clay Street	0.17	**1900**	**G**	97%	0%	1%	0%	1%	0%	F	0.091	F	0.864	2000	G	2002
Combined Traffic:		**5000**	**G**	96%	1%	2%	0%	1%	0%	F	0.087	F	0.656	5300	G	
From: Gardner St / To: High St																
Bus 58 4th Ave	0.26	**3200**	**G**	97%	0%	1%	0%	1%	0%	F	0.089	F	0.548	3400	G	2002
To: Mechanic St																
From: Fourth Ave																
Bus 58 Mechanic Street	0.10	**4700**	**G**	97%	0%	1%	0%	1%	0%	F	0.093	F	0.524	4900	G	2002
To: Second Ave																
From: US 258																
Bus 58	0.19	**13000**	**G**	97%	0%	1%	0%	1%	0%	F	0.091	F	0.645	14000	G	2002
To: ECL Franklin																
From: 58 Bus Clay St																
Bus 58P Lee Street	0.16	**3100**	**G**	95%	1%	3%	1%	0%	0%	F	0.095	F	0.632	3300	G	2002
Combined Traffic:		**5000**	**G**	96%	1%	2%	0%	1%	0%	F	NA			5300	G	
To: High St																
From: Lee Street																
Bus 58P High Street	0.27	**2400**	**G**	95%	1%	3%	1%	0%	0%	C	0.097	F	0.54	2500	G	2002
Combined Traffic:		**4700**	**G**	96%	1%	2%	0%	1%	0%	F	NA			5000	G	
To: 58 Bus Fourth Ave																
From: SCL Franklin																
258 South Street	0.28	**5300**	**G**	95%	1%	2%	0%	2%	0%	C	0.089	F	0.501	5600	G	2002
To: College Drive																
From: College Drive																
258 South Street	0.25	**11000**	**G**	95%	1%	2%	0%	2%	0%	F	0.085	F	0.515	12000	G	2002
To: Bank Street																
From: Bank Street																
258 South Street	0.35	**11000**	**G**	95%	1%	2%	0%	2%	0%	F	0.083	F	0.574	11000	G	2002
To: Roosevelt Street																
From: Roosevelt Street																
258 South Street	0.15	**12000**	**G**	95%	1%	2%	0%	2%	0%	F	0.074	F	0.565	12000	G	2002
To: Oak Street																
From: Oak Street																
258 South Street	0.16	**12000**	**G**	95%	1%	2%	0%	2%	0%	F	0.077	F	0.641	12000	G	2002
To: Pretlow Street																
From: Pretlow Street																
258 South Street	0.21	**8500**	**G**	95%	1%	2%	0%	2%	0%	F	0.081	F	0.568	8900	G	2002
To: High Street																
From: High Street																
258 South Street	0.16	**4800**	**G**	77%	1%	7%	8%	7%	0%	F	0.079	F	0.553	5100	G	2002
To: Main Street																
From: South Street																
258 Main Street	0.29	**2000**	**G**	77%	1%	7%	8%	7%	0%	C	0.086	F	0.527	2100	G	2002
To: Second Avenue																
From: Main Street																
258 Second Avenue	0.12	**7100**	**G**	77%	1%	7%	8%	7%	0%	F	0.092	F	0.554	7500	G	2002
To: Mechanic Street																
From: MECHANIC ST																
258 Bus 58	0.19	**13000**	**G**	97%	0%	1%	0%	1%	0%	F	0.091	F	0.645	14000	G	2002
To: ECL FRANKLIN																

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Franklin																
(1) North Dr	0.08	**1000**	**G**	97%	2%	0%	1%	0%	0%	C	0.138	F	0.53	1000	G	2002
From: Hunterdale Rd																
To: Crescent Dr																
(3901) Oak Street	0.51	**1200**	**G**	97%	2%	0%	1%	0%	0%	F	0.175	F	0.548	1200	G	2002
From: Morton St																
To: South St																
(3902) Maplewood St	0.47	**1100**	**G**	97%	2%	0%	1%	0%	0%	F	0.118	F	0.752	1100	G	2002
From: Thomas St																
To: Washington St																
(3903) Pretlow St	1.12	**2100**	**G**								0.098	F	0.549	2200	G	2002
From: SCL Franklin																
To: Morton St																
(3903) Pretlow St	0.15	**3600**	**G**								0.096	F	0.625	3800	G	2002
From: Morton St																
To: .15 MN Morton St																
(3903) Pretlow St	0.07	**3800**	**G**	92%	1%	4%	1%	1%	0%	C	0.091	F	0.601	4000	G	2002
From: Laurel St																
To: South St																
(3903) Pretlow St	0.32	**4500**	**G**	92%	1%	4%	1%	1%	0%	F	0.091	F	0.598	4800	G	2002
From: WCL Franklin																
To: Bailey Dr																
(3904) Armory Dr	0.70	**15000**	**G**	95%	0%	2%	0%	2%	0%	F	0.087	F	0.569	16000	G	2002
From: Bailey Dr																
To: College Dr																
(3904) Armory Dr	0.44	**17000**	**G**	95%	0%	2%	0%	2%	0%	F	0.093	F	0.501	18000	G	2002
From: College Dr																
To: Gardner St																
(3904) Armory Dr	0.56	**8200**	**G**	95%	0%	2%	0%	2%	0%	C	0.094	F	0.579	8600	G	2002
From: Gardner St																
To: Second Ave																
(3904) Armory Dr	0.09	**8600**	**G**	95%	0%	2%	0%	2%	0%	F	0.09	F	0.576	9100	G	2002
From: Armory Dr																
To: High St																
(3904) Second Ave	0.23	**8000**	**G**	96%	0%	2%	0%	1%	0%	F	0.091	F	0.585	8400	G	2002
From: High St																
To: US 258 Main St																
(3904) Second Ave	0.15	**6000**	**G**	96%	0%	2%	0%	1%	0%	C	0.098	F	0.512	6300	G	2002
From: Magnolia St																
To: Birch St																
(3905) High St	0.15	**300**	**G**	86%	2%	1%	3%	8%	0%	F	NA			310	G	2002
From: Birch St																
To: South St																
(3905) High St	0.06	**470**	**G**	86%	2%	1%	3%	8%	0%	C	0.096	F	0.837	490	G	2002
From: South St																
To: 2nd St																
(3905) High St	0.30	**4100**	**G**	86%	2%	1%	3%	8%	0%	F	0.096	F	0.573	4300	G	2002
From: 2nd Ave																
To: US 58 4th Ave																
(3905) High St	0.10	**4300**	**G**	86%	2%	1%	3%	8%	0%	F	0.096	F	0.554	4500	G	2002
From: US 58 P Lee St																
To: Beaman St																
(3905) High St	0.20	**2100**	**G**	93%	1%	2%	3%	1%	0%	C	0.097	F	0.6	2300	G	2002
From: Beaman St																
To: Homestead Rd																
(3905) High St	0.19	**3700**	**G**	93%	1%	2%	3%	1%	0%	F	0.13	F	0.694	3900	G	2002
From: Homestead Dr																
To: Fairview Rd																
(3905) High St	0.39	**3400**	**G**	94%	1%	2%	1%	1%	0%	C	0.112	F	0.566	3600	G	2002
From: Fairview Dr																
To: NCL Franklin																
(3905) High St	1.37	**1700**	**G**	94%	1%	2%	1%	1%	0%	F	0.117	F	0.694	1800	G	2002
From: South St																
To: Maplewood Ave																
(3907) College Dr	0.19	**8100**	**G**	96%	1%	1%	1%	2%	0%	C	0.091	F	0.524	8500	G	2002

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City of Franklin																
(3907) College Dr	0.28	**9500**	**G**	96%	1%	1%	1%	2%	0%	F	0.09	F	0.522	10000	G	2002
From: Maplewood Ave To: Armory Dr																
(3907) College Dr	0.14	**12000**	**G**	96%	1%	1%	1%	2%	0%	F	0.105	F	0.646	12000	G	2002
From: Armory Dr To: SR 379 Stewart Dr																
(3907) College Dr	0.62	**11000**	**G**	96%	1%	1%	0%	2%	0%	F	0.097	F	0.587	12000	G	2002
From: SR 379 Stewart Dr To: Sycamore Rd																
(3907) College Dr	0.12	**11000**	**G**	96%	1%	1%	0%	2%	0%	F	0.096	F	0.574	12000	G	2002
From: Sycamore Rd To: Clay St																
(3907) Hunterdale Rd	0.19	**11000**	**G**	96%	1%	1%	0%	2%	0%	C	0.09	F	0.589	12000	G	2002
From: Bus US 58 Clay St To: Fairview Dr																
(3907) Hunterdale Rd	0.60	**6800**	**G**	96%	1%	1%	0%	2%	0%	F	NA			NA		2002
From: Fairview Dr To: North Dr																
(3907) Hunterdale Rd	0.71	**6300**	**G**	96%	1%	1%	0%	2%	0%	F	0.103	F	0.652	6600	G	2002
From: North Dr To: NCL Franklin																
(3909) Roosevelt St	0.19	**420**	**G**	96%	1%	3%	0%	0%	0%	F	0.104	F	0.702	440	G	2002
From: South St To: Maplewood Ave																
(3910) Homestead Rd	0.42	**530**	**G**	96%	1%	3%	0%	0%	0%	C	0.12	F	0.583	560	G	2002
From: Clay St To: High St																
(3911) Gardner St	0.22	**1300**	**G**	96%	1%	3%	0%	0%	0%	F	0.111	F	0.550	1400	G	2002
From: Armory Dr To: Charles St																
(3911) Gardner St	0.07	**NA**									NA			NA		
From: Charles Street To: C4US 58																
(3912) Fairview Dr	0.25	**6300**	**G**	98%	0%	1%	1%	0%	0%	F	0.089	F	0.562	6600	G	2002
From: Hunterdale Rd To: Crescent Dr																
(3912) Fairview Dr	0.66	**4900**	**G**	98%	0%	1%	1%	0%	0%	C	0.103	F	0.633	5100	G	2002
From: Crescent Dr To: High St																
(3913) Southampton Rd	0.21	**470**	**G**	98%	0%	1%	1%	0%	0%	F	0.100	F	0.697	490	G	2002
From: Clay St To: Cypress Ave																
(3914) Banks St	0.38	**3600**	**G**	97%	1%	1%	1%	1%	0%	C	0.097	F	0.541	3800	G	2002
From: Morton St To: South St																
(3915) Morton St	0.30	**1500**	**G**	93%	2%	3%	1%	1%	0%	F	0.095	F	0.554	1600	G	2002
From: Banks St To: Oak St																
(3915) Morton St	0.23	**1400**	**G**	93%	2%	3%	1%	1%	0%	C	0.095	F	0.536	1500	G	2002
From: Oak Street To: Pretlow St																
(3916) Crescent Dr	0.66	**680**	**G**	92%	3%	4%	0%	1%	0%	C	0.133	F	0.649	720	G	2002
From: Fairview Dr To: North Dr																
Beamen St.		**NA**									NA			NA		
From: High Street To: Fontaine Street																
Bruce St.		**1300**	**G**								0.096	F		1400	G	2002
From: South St To: Cool Spring St.																

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						2Axle	3+Axle	1Trail	2Trail							
Delk St.		**1500**	**G**	From: South St To: Mariner St.							0.124	F		1500	G	2002
Fontaine St.		**330**	**G**	From: Beamen St. To: Norfleet St							0.149	F		350	G	2002
Forest Pine Rd.		**1100**	**G**	From: Homestead Rd To: Crescent Dr							0.099	F		1100	G	2002
Laurel St.		**630**	**G**	From: Bolling St. To: Ashton Ave							0.096	F		660	G	2002
Magnolia Ave		**130**	**G**	From: Hunterdale Rd To: Dead End							0.119	F		130	G	2002
Meadow Lane		**130**	**G**	From: Clay St To: Sycamore Rd							0.110	F		140	G	2002
Old Sedley Rd		**930**	**G**	From: Hunterdale Rd To: Myrtle Dr							0.107	F	0.635	980	G	2002
Park Circle		**70**	**G**	From: Dead End To: Clay St							0.188	F		70	G	2002
Redwood Ave		**110**	**G**	From: Roosevelt Street To: Wilson Street							0.136	F		110	G	2002
Robin Hood Rd		**240**	**G**	From: Cypress Ave To: Pine Ave							0.145	F		250	G	2002
Robin Hood Rd.		**60**	**G**	From: Pine Ave To: WCL Franklin							0.155	F		60	G	2002
Walnut St.		**700**	**G**	From: Elm Street To: South St							0.101	F		730	G	2002