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DEPARTMENT OF INFRASTRUCTURE ENGINEERING

INITIAL TRAFFIC EVALUATION

TO: Transportation Advisory Committee

FROM: Jason L. Mammone, P.E., Director of Engineering

DATE: June 22, 2021

SUBJECT: Traffic Calming Request #2020-001 – Wentworth Street (East St to Central Ave)

Purpose

The Transportation Advisory Committee (TAC), at their 08/11/20 meeting, reviewed the traffic calming request form (#2020-001) submitted by Kylie Calzone of 49 Wentworth Street. Based upon the information provided in the form, Ms. Calzone's concerns are the speed at which vehicles travel, high traffic volume, pedestrian/bicyclist safety and lack of sidewalks. The TAC determined that this request warranted an initial evaluation on Wentworth Street and requested that the Engineering Department investigate this matter.

Due to the ongoing MWRA water main project going on at the time of the request on Rustcraft Road, Wentworth Street was being used as a detour during various phases of the project changing the everyday normal traffic patterns experienced on Wentworth Street. It was recommended and unanimously approved by the TAC that the initial evaluation be performed a few weeks following completion of the MWRA's project to allow the traffic patterns to normalize along this roadway prior to collecting data. Eversource gas followed up with their own gas main replacement project on Central Avenue in the first half of 2021 disrupting traffic patterns again further delaying our efforts to collect data.

Study Area

Wentworth Street (East Street to Central Avenue):

Wentworth Street is a east/west residential/local roadway within a thickly settled residential area. Wentworth Street is a public way within the limits described above with a 40' right of way.

Wentworth Street is a two-lane roadway with a pavement width of approximately 24 feet. Wentworth Street is approximately 1,500 feet in length and does not have a sidewalk on either side of the roadway. Please refer to the attached Locus Map for the limits of the study area.

The statutory speed limit on this section of Wentworth Street is 25 mph. A statutory speed limit is a default speed limit that applies when no other specific speed limit is posted. According to Massachusetts General Laws (MGL), Chapter 90, Section 17 & Section 17c; unless posted otherwise, your speed would not be reasonable and proper if a motor vehicle is operated in excess of:

- 20 mph in a school zone
- 25 mph in a thickly settled or business district
- 40 mph outside a thickly settled or business district
- 50 mph on a highway outside a thickly settled or business district

Observations (Speed, Volume & Classification)

The Town of Dedham utilized a Jamar radar recorder to log the speed and volume of vehicles during the period beginning June 7, 2021 and ending June 11, 2021. The radar was installed on a utility pole in front of #66 Wentworth Street at approximate Station 8+35 (See Attached Locus Map).

The combined average speed for both directions was found to be 30.9 mph. The 85th percentile speed is the speed at or below which 85 percent of vehicles travel and is the national standard utilized to determine if the speed on a given roadway is in excess, at or below the speed limit. Based upon the data, the 85th percentile speed indicates that vehicles are going about 6 mph over the speed limit.

The volume of traffic expressed as average daily traffic (ADT) and the speed data collected for Wentworth Street is shown below in the following table:

Table 1 – Traffic Data Station 8+35

<i>Direction of Traffic</i>	<i>ADT</i>	<i>Peak Hour Volume</i>	<i>Peak Volume Time</i>	<i>Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Average Speed</i>
Eastbound	414 (45%)	49	8 -9 am	25 mph	30 mph	24 mph
Westbound	502 (55%)	66	3 - 4 pm	25 mph	32 mph	27 mph
Combined	933	90	3 - 4 pm	25 mph	31 mph	25 mph

Wentworth Street does experience a slightly higher-than-normal volume of vehicles for a residential/local roadway as compared to others with similar characteristics. Although Wentworth Street does not appear to be a major cut-through for traffic, it does appear that with all the projects over the past several years along East Street and Rustcraft Road that used Wentworth Street as a detour, that some motorists still use Wentworth Street that do not live in the neighborhood.

A previous study was conducted in June of 2011 for similar concerns from the residents of the neighborhood at that time. The study was conducted shortly after school was out for the summer. It should be noted that in 2011 that the statutory speed limit was 30 mph and not the current 25 mph. The table below shows the summary of the data collected.

Table 2 – 2011 Traffic Data Station 7+20

<i>Direction of Traffic</i>	<i>ADT</i>	<i>Peak Hour Volume</i>	<i>Peak Volume Time</i>	<i>Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Average Speed</i>
Eastbound	573 (53%)	106	5 - 6 pm	30 mph	31 mph	22 mph
Westbound	502 (47%)	75	5 - 6 pm	30 mph	33 mph	28 mph
Combined	1,138	131	5 - 6 pm	30 mph	32 mph	25 mph

Based upon the comparison, it appears as though the volume of vehicles on Wentworth Street has decreased over the past 10 years by approximately 200 vehicles (19%). This could be attributed with less vehicles being on the roadway due to the pandemic, but also could be considered the new normal at this time. The speeds appear to be consistent over the past 10 years.

Crash Data (Traffic Collisions)

The Engineering Department analyzed crash data utilizing the most recent 2018-2021 data available from the Dedham Police Department to determine if the subject area was experiencing a higher than normal rate of accidents.

Table 3 – Crash Data

<i>Road</i>	<i>Total # of Crashes</i>	<i>Crashes Per Year</i>
Wentworth Street	2	0.66

None of the crashes involved a pedestrian and/or bicyclist. One crash did not have any information and the other was caused by driver error. Based upon this data, there appear to be no overriding roadway geometric safety issues.

GIS Data (Pedestrian Generators & Residential Density)

The Engineering Department utilized our latest Geographic Information System (GIS) data to collect the types of pedestrian generators and determine the residential density located within a 1,000 foot buffer of the study area.

Pedestrian generators are those facilities that are considered points of interest that pedestrians travel to, such as parks, community centers, Town/neighborhood centers, libraries, public transit stations, churches and public schools. Based upon the available data, Fairbanks Field and the Endicott Estate are the only pedestrian generators within the 1,000-foot buffer area.

Based upon the available data, the 1,000-foot buffer area has approximately 2 Two-Family Dwellings and 277 Single-Family Dwellings.

Scoring

According to the latest version of the Town’s Traffic Calming Policy, for a local/residential roadway to qualify for traditional traffic calming measures, the petitioned roadway must score more than 50 points utilizing the scores calculated from the 6 criteria including; Speed, Volume, Pedestrian Route, Traffic Collisions, Pedestrian Generators and Residential Density. The table below summarizes the scoring for each criterion.

Table 4 - Scoring

Criteria	Score (Wentworth Street)
Speed – Based upon how many mph the combined 85 th percentile speed is over the speed limit. 2 points awarded for each mph over the speed limit from 1 to 5 mph over the speed limit and 4 points awarded for each mph over the speed limit starting at 6 mph and greater over the speed limit	14
Volume – 1 point awarded for every 100 vehicles of average daily traffic (ADT)	9
Pedestrian Route – 10 points awarded if no continuous sidewalk exist on both sides of the roadway or 5 points awarded if there is only a continuous sidewalk on one side of the roadway	10
Traffic Collisions – 2 points awarded for each preventable collision in a 3 year period that occurred along the subject roadway. 8 points awarded if a collision involved a pedestrian or bicyclist.	0
Pedestrian Generators – 3 points awarded for every park, community center, library, public transit station or church located within 1,000 feet of the subject roadway. 10 points awarded for each public school within 1,000 feet of the subject roadway	6
Residential Density – 1 point awarded for every 50 dwelling units within 1,000 feet of the subject roadway	5
TOTAL SCORE	44

Conclusion

Traditional traffic calming measures are not recommended for Wentworth Street since it did not score greater than 50 points based upon the criterion listed in Table 4 above.

Although Wentworth Street is not recommended for traditional traffic calming measures, the Engineering Department would also like to offer the following low-cost traffic calming measures that could be utilized and/or taken on by the concerned residents and neighbors.

- Purchasing a Step2 Kid Alert Visual Warning System – These can be purchased at Toys R’ Us, Wal-Mart, Amazon.com and other similar retail and online stores for about \$25 to \$35. The Step2 Kid should be placed at the end of your driveway so it is visible to motorists. This should only be placed out during times when kids are actually outside playing in the yard. By having it out all the time, it will reduce its effectiveness. Studies have shown that when used properly, it usually aids in the reduction of vehicle speeds.



Photo of Step 2 Kid Alert

- Work with your neighbors to park your cars on side of the street to reduce the openness of the roadway while still allowing for the safe passage of emergency response vehicles (i.e. Police, Ambulance, Fire Engine). This measure physically narrows the roadway making the motorist slow down to negotiate by the parked vehicles.
- The neighborhood could reach out to the Police Department to see if they can place their mobile “Your Speed Is” indicator sign on Wentworth Street a couple times a year.
- If available, periodic police enforcement is recommended to assist in mitigating speeds on Wentworth Street. Based upon the data collected, the best times for enforcement would be 9 to 11 AM and 3 to 5 PM during the work week.
- The residents that live on Wentworth Street must walk within the roadway to get around the neighborhood. Wentworth Street has a direct connection to Endicott Estate and East Street. It is recommended to seek funding for the installation of sidewalks on both sides of Wentworth Street to get the pedestrians off the road. It would also fill a sidewalk connectivity gap with East Street and should Central Avenue receive funding and support for sidewalks as part of the recommendations associated with the Central Avenue Initial Evaluation there would now be a sidewalk extending all the way to Legacy Place and to Dedham Square.

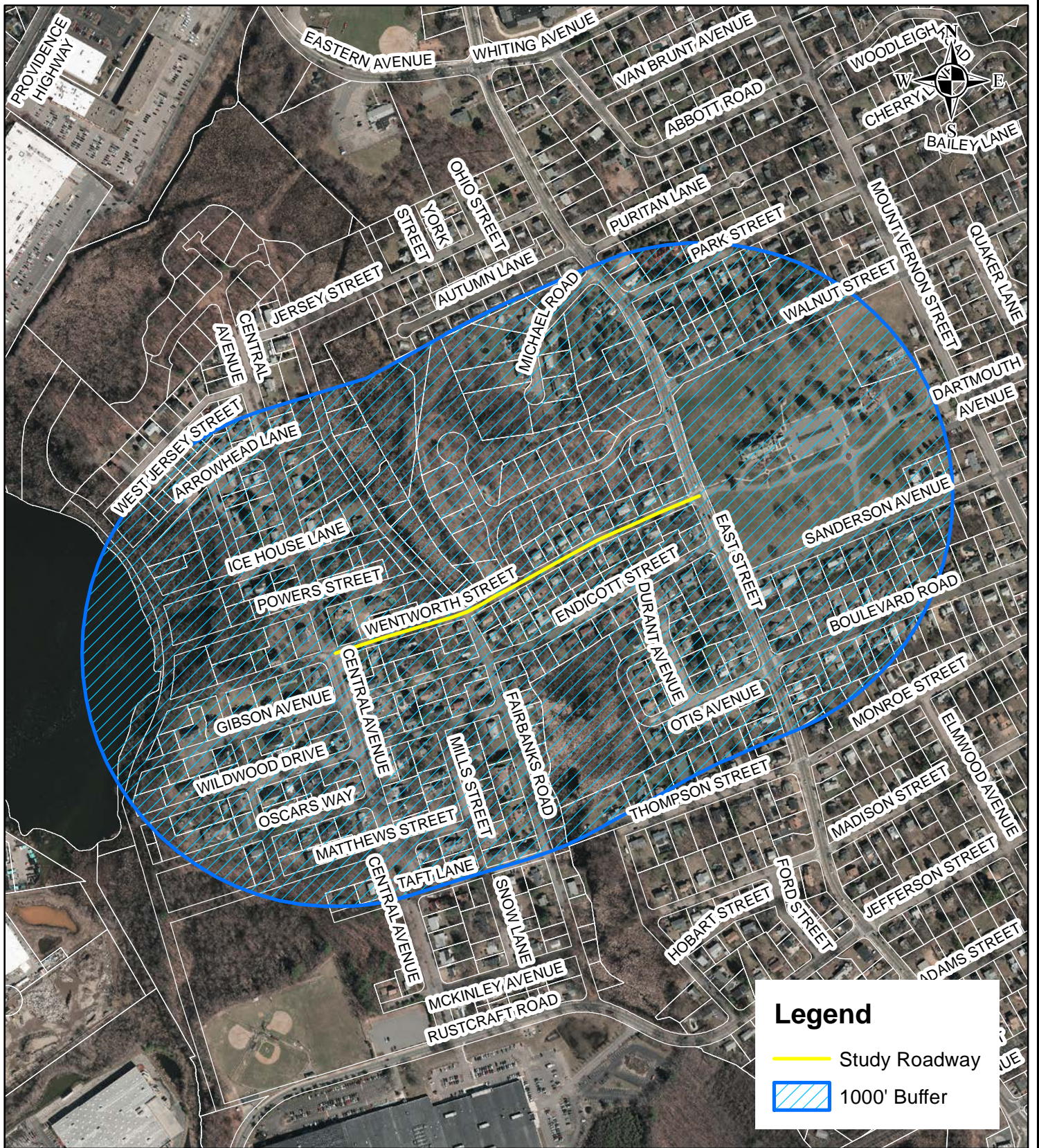
Cc: Select Board

Attachments: Wentworth Street Locus Map
Wentworth Street Buffer Map
Speed Statistics Report
Traffic Volume Report





**WENTWORTH STREET
REQUEST #2020-001
LOCUS MAP**





Legend

-  Study Roadway
-  1000' Buffer



**BUFFER MAP
WENTWORTH STREET NEIGHBORHOOD
JUNE 2021**





Town of Dedham Engineering Department

55 River Street
Dedham, MA 02026
781-751-9350

Site Code: 0000007
 Station ID: STA 8+35
 Location 1: On Utility Pole In Front
 Location 2: Of #66 Wentworth Street
 Location 3:
 Location 4:
 Direction: Combined

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

6/7/2021	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	1	4	1	8	2	0	0	0	0	0	0	0	16
10:00	0	3	10	19	10	4	0	0	0	0	0	0	46
11:00	1	5	24	24	10	5	1	0	0	0	0	0	70
12:00 PM	1	9	14	20	12	4	0	0	0	0	0	0	60
1:00	0	4	12	17	14	2	1	0	0	0	0	0	50
2:00	1	5	26	32	13	4	0	0	0	0	0	0	81
3:00	2	9	22	23	10	0	0	0	0	0	0	0	66
4:00	2	10	28	32	12	0	0	0	0	0	0	0	84
5:00	2	6	32	31	16	1	0	0	0	0	0	0	88
6:00	1	5	19	21	9	1	0	0	0	0	0	0	56
7:00	2	1	10	21	7	0	0	0	0	0	0	0	41
8:00	2	3	14	10	6	0	1	0	0	0	0	0	36
9:00	0	2	8	9	3	0	0	0	0	0	0	0	22
10:00	0	1	4	3	3	1	0	0	0	0	0	0	12
11:00	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	15	67	224	270	130	22	3	0	0	0	0	0	731



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 Location 3:
 Location 4:
 Direction: Combined

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

6/8/2021	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	2	0	2	1	0	0	0	0	0	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	4	12	0	0	0	0	0	0	0	0	17
6:00	1	3	6	9	7	0	0	0	0	0	0	0	26
7:00	2	11	19	35	5	0	0	0	0	0	0	0	72
8:00	2	14	21	23	9	4	0	0	0	0	0	0	73
9:00	0	4	11	29	8	0	0	0	0	0	0	0	52
10:00	0	2	10	13	3	2	0	0	0	0	0	0	30
11:00	1	3	16	16	9	1	0	0	0	0	0	0	46
12:00 PM	3	7	17	15	10	1	0	0	0	0	0	0	53
1:00	1	3	14	23	10	1	0	0	0	0	0	0	52
2:00	5	16	22	22	6	1	0	0	0	0	0	0	72
3:00	2	10	25	40	17	6	1	0	0	0	0	0	101
4:00	1	4	23	35	17	1	0	0	0	0	0	0	81
5:00	3	6	23	22	9	1	0	0	0	0	0	0	64
6:00	1	4	17	30	6	1	1	0	0	0	0	0	60
7:00	0	4	14	17	6	1	0	0	0	0	0	0	42
8:00	1	4	17	15	5	0	0	0	0	0	0	0	42
9:00	0	0	2	7	1	1	0	0	0	0	0	0	11
10:00	1	1	4	2	2	0	0	0	0	0	0	0	10
11:00	0	1	2	2	0	0	0	0	0	0	0	0	5
Total	24	102	267	369	131	21	2	0	0	0	0	0	916



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 Direction: Combined

Comment 1:
 Comment 2:
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 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

6/9/2021	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	3	0	1	0	0	0	0	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	8	2	2	0	0	0	0	0	0	0	13
6:00	1	4	13	8	4	1	0	0	0	0	0	0	31
7:00	0	7	23	24	4	0	0	0	0	0	0	0	58
8:00	5	12	26	28	15	0	0	0	0	0	0	0	86
9:00	5	6	13	21	12	2	0	0	0	0	0	0	59
10:00	2	3	20	12	14	3	0	0	0	0	0	0	54
11:00	3	7	17	21	7	1	0	0	0	0	0	0	56
12:00 PM	8	8	13	18	11	0	0	0	0	0	0	0	58
1:00	0	4	18	21	8	1	0	0	0	0	0	0	52
2:00	2	5	25	22	11	1	0	0	0	0	0	0	66
3:00	7	11	31	29	17	1	0	0	0	0	0	0	96
4:00	1	9	23	17	6	1	0	0	0	0	0	0	57
5:00	0	6	23	33	10	1	0	0	0	0	0	0	73
6:00	2	3	21	30	6	3	0	0	0	0	0	0	65
7:00	2	3	19	24	17	5	1	0	0	0	0	0	71
8:00	1	4	12	17	3	0	1	1	0	0	0	0	39
9:00	1	4	11	12	2	1	0	0	0	0	0	0	31
10:00	0	1	4	1	3	1	0	0	0	0	0	0	10
11:00	1	0	1	1	0	1	0	0	0	0	0	0	4
Total	41	100	322	344	152	24	2	1	0	0	0	0	986



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Site Code: 0000007
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Location 3:
Location 4:
Direction: Combined

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

6/10/2021	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	2	2	1	1	3	0	0	0	0	0	0	9
1:00	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	1	1	0	0	0	0	0	0	0	2
3:00	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	5	5	2	0	0	0	0	0	0	0	14
6:00	0	4	6	9	3	0	0	0	0	0	0	0	22
7:00	0	4	19	27	10	1	0	0	0	0	0	0	61
8:00	5	13	16	35	10	1	0	0	0	0	0	0	80
9:00	0	1	10	18	2	1	0	0	0	0	0	0	32
10:00	2	6	13	20	6	0	1	0	0	0	0	0	48
11:00	1	8	8	13	5	0	0	0	0	0	0	0	35
12:00 PM	1	5	17	28	4	2	0	0	0	0	0	0	57
1:00	1	6	14	16	9	1	0	0	0	0	0	0	47
2:00	0	9	21	30	9	0	0	0	0	0	0	0	69
3:00	4	10	33	33	14	0	0	0	0	0	0	0	94
4:00	2	7	20	33	11	1	0	0	0	0	0	0	74
5:00	2	8	25	17	10	1	0	0	0	0	0	0	63
6:00	3	10	25	15	8	1	0	0	0	0	0	0	62
7:00	2	6	12	12	6	1	0	0	0	0	0	0	39
8:00	1	6	11	13	6	0	0	0	0	0	0	0	37
9:00	1	7	15	9	4	0	0	0	0	0	0	0	36
10:00	1	2	3	2	1	0	0	0	0	0	0	0	9
11:00	0	2	3	1	2	0	0	0	0	0	0	0	8
Total	27	118	279	338	124	13	1	0	0	0	0	0	900



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Site Code: 0000007
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Location 3:
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Direction: Combined

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

6/11/2021	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH MPH MPH MPH MPH MPH MPH MPH MPH MPH MPH MPH													
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	1	6	2	0	0	0	0	0	0	0	9
6:00	0	2	7	8	5	0	0	0	0	0	0	0	22
7:00	0	1	12	19	8	1	0	0	0	0	0	0	41
8:00	3	10	18	27	23	3	0	0	0	0	0	0	84
9:00	0	3	7	22	9	4	0	0	0	0	0	0	45
10:00	0	0	6	2	1	0	0	0	0	0	0	0	9
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	3	17	52	86	48	8	0	0	0	0	0	0	214
Grand Total	110	404	1144	1407	585	88	8	1	0	0	0	0	3747
Stats		Percentile	15th	50th	85th	95th							
		Speed	20.9	25.9	30.9	33.9							
	Mean Speed (Average)		25.4										
	10 MPH Pace Speed		20-29										
	Number in Pace		2531										
	Percent in Pace		67.5%										
	Number > 25 MPH		2089										
	Percent > 25 MPH		55.8%										



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Latitude: 0.000000
Longitude: 0.000000

6/7/2021 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Average		Saturday		Sunday	
	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2	East, 1	West, 2
12:00 AM	*	*	5	0	1	4	3	6	0	1	2	3	*	*	*	*
1:00	*	*	0	0	0	0	1	0	1	0	0	0	*	*	*	*
2:00	*	*	1	0	1	0	1	1	0	0	1	0	*	*	*	*
3:00	*	*	1	0	0	0	1	0	0	1	0	0	*	*	*	*
4:00	*	*	0	0	1	0	0	0	1	0	0	0	*	*	*	*
5:00	*	*	13	4	10	3	11	3	6	3	10	3	*	*	*	*
6:00	*	*	17	9	23	8	18	4	17	5	19	6	*	*	*	*
7:00	*	*	43	29	40	18	39	22	29	12	38	20	*	*	*	*
8:00	*	*	41	32	49	37	47	33	48	36	46	34	*	*	*	*
9:00	8	8	26	26	25	34	15	17	16	29	18	23	*	*	*	*
10:00	20	26	14	16	22	32	20	28	4	5	16	21	*	*	*	*
11:00	29	41	21	25	26	30	16	19	*	*	23	29	*	*	*	*
12:00 PM	19	41	20	33	30	28	26	31	*	*	24	33	*	*	*	*
1:00	19	31	16	36	20	32	22	25	*	*	19	31	*	*	*	*
2:00	37	44	37	35	40	26	35	34	*	*	37	35	*	*	*	*
3:00	23	43	35	66	38	58	39	55	*	*	34	56	*	*	*	*
4:00	27	57	36	45	21	36	26	48	*	*	28	46	*	*	*	*
5:00	41	47	24	40	26	47	24	39	*	*	29	43	*	*	*	*
6:00	21	35	21	39	24	41	23	39	*	*	22	38	*	*	*	*
7:00	18	23	16	26	27	44	20	19	*	*	20	28	*	*	*	*
8:00	11	25	11	31	17	22	15	22	*	*	14	25	*	*	*	*
9:00	10	12	4	7	7	24	16	20	*	*	9	16	*	*	*	*
10:00	4	8	2	8	2	8	3	6	*	*	3	8	*	*	*	*
11:00	1	2	1	4	1	3	3	5	*	*	2	4	*	*	*	*
Total	288	443	405	511	451	535	424	476	122	92	414	502	0	0	0	0
Day	731		916		986		900		214		916		0		0	
AM Peak	11:00	11:00	7:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00				
Volume	29	41	43	32	49	37	47	33	48	36	46	34				
PM Peak	5:00	4:00	2:00	3:00	2:00	3:00	3:00	3:00			2:00	3:00				
Volume	41	57	37	66	40	58	39	55			37	56				
Comb Total	731		916		986		900		214		916		0		0	
ADT	ADT: 933		AADT: 933													